The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department

AGENDA ITEM: 5 & 6
AGENDA DATE: 3/13/2025

1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

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

Detailed Site Plan DSP-23008
Departure from Design Standards DDS-24002
Alternative Compliance AC-24005
Flats at Glenridge Station

REQUEST	STAFF RECOMMENDATION
Development of a 275,625-square-foot building and associated site improvements for 245 multifamily dwelling units and approximately 1,380 square feet of office space	With the conditions recommended herein: • APPROVAL of Detailed Site Plan DSP-23008 • APPROVAL of Departure from Design Standards DDS-24002 • DISAPPROVAL of Alternative Compliance AC-24005 • APPROVAL of Type 2 Tree Conservation Plan TCP2-001-2025

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 27-1903(b)
Dwelling Units:	245
Gross Floor Area:	1,380 sq. ft.
Planning Area:	69
Council District:	03
Municipality:	None
Applicant/Address: Landover Hills Leased Housing Associates I, LLLP 2905 Northwest Boulevard, Suite 150 Plymouth, MN 55441	
Staff Reviewer: Te-Sheng (Emery) Huang **Phone Number:** 301-952-4534 **Email:** Tesheng.Huang@ppd.mncppc.org	

Planning Board Date:	03/13/2025
Planning Board Action Limit:	03/14/2025
Staff Report Date:	02/26/2025
Date Accepted:	01/02/2025
Informational Mailing:	08/09/2024
Acceptance Mailing:	12/16/2024
Sign Posting Deadline:	02/11/2025

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

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-23008
Departure from Design Standards DDS-24002
Alternative Compliance AC-24005
Type 2 Tree Conservation Plan TCP2-001-2025
Flats at Glenridge Station

The Urban Design staff have reviewed the subject application 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 CRITERIA

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, until April 1, 2025, an applicant may elect to have proposals for development in the Town Activity Center (TAC) Zone reviewed under the prior Zoning Ordinance, effective prior to April 1, 2022 (prior Zoning Ordinance). The subject DSP was filed prior to April 1, 2025 and, therefore, qualifies for review under the prior Zoning Ordinance. The applicant has elected to have this application reviewed under the provisions of the prior Zoning Ordinance, and the property's prior M-X-T/D-D-O zoning. Staff considered the following in reviewing this detailed site plan:

a. The requirements of the 2010 *Central Annapolis Road Sector Plan and Sectional Map Amendment;*

b. The requirements of the prior Prince George's County Zoning Ordinance for the Mixed Use-Transportation Oriented (M-X-T) and Transit District Overlay (D-D-O) Zones;

c. The requirements of Conceptual Site Plan CSP-23001;

d. The requirements of Preliminary Plan of Subdivision 4-23005 and Certificate of Adequacy ADQ-2023-008;

e. The requirements of the 2010 *Prince George's County Landscape Manual;*

f. The requirements of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;

g. The requirements of the Prince George's County Tree Canopy Coverage Ordinance;

h. Referral comments; and

i. Community feedback.

FINDINGS

1. Request: Development of a 275,625-square-foot building and associated site improvements for 245 multifamily dwelling units and approximately 1,380 square feet of office space.

2. Development Data Summary:

	EXISTING	EVALUATED
Zone(s)	NAC	M-X-T/D-D-O
Use(s)	Vacant	Multifamily/Office
Gross Tract Acreage	3	3
Floodplain Acreage	0	0
Net Tract Acreage	3	3
Parcel	1	1
Gross Floor Area (sf)	0	275,625*
Dwelling Unit	0	245

Note: *The total square footage of the building is 398,506, which includes 275,625 square feet of gross floor area and 122,881 square feet of parking area.

Other Development Data

Parking Requirements per the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment* (page 149)

The 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment* (sector plan) notes, "For uses in the M-X-T Zone, the minimum required on-site parking capacity shall be 50 percent of the required minimum capacity as determined by Section 27-574(b). The permitted maximum on-site capacity shall be equal to 100% of the required minimum capacity required by Section 27-574(b)." The applicant submitted a parking methodology, determining 386 parking spaces as the base parking requirement. This base requirement is also the required minimum capacity in this instance.

The Glenridge Transit Village Area	Parking Permitted	Evaluated
A mixed-used development of 245 dwelling units and 1,380 office space	193 (min.) – 386 (max.)	-
Parking Space Provided	-	**337***
Nonparallel Standard spaces (9.5 feet x 19 feet)	-	277
Nonparallel Compact spaces (8 feet x 16.5 feet)**	-	45

Handicap-Accessible (8.5 feet x 19 feet)	-	13***
Electric Vehicle Charging Stations	-	2

Notes: *Among 337 proposed parking spaces, 317 are located in the parking structure and 20 surface parking spaces are located in front of the proposed building. The floor plan for the parking structure, submitted with this DSP, does not include dimensions of drive aisles and parking spaces. A condition is included herein requiring the applicant to show all dimensions of drive aisles and parking spaces on the floor plan of the parking structure.

**The size of compact parking spaces, shown on the plan, is 8 feet by 16 feet. A condition is included herein requiring the applicant to correct the size of compact parking spaces to be 8 feet by 16.5 feet.

***Pursuant to Section 27-566 of the prior Zoning Ordinance, among 337 parking spaces provided, eight spaces need to be handicap-accessible. According to the Americans with Disabilities Act (ADA) requirements, among eight spaces, two need to be handicap van-accessible parking spaces. A condition is included herein requiring the applicant to indicate these two required handicap van-accessible parking spaces, with dimensions, on the plan and add this number to the parking schedule on the coversheet. In addition, the size of the handicap-accessible parking spaces, shown on the coversheet, is 9 feet by 18 feet, for which a condition is included herein requiring the applicant to correct it to be 9 feet by 19 feet.

Loading Spaces (per Section 27-582(a) of the prior Zoning Ordinance)

The sector plan does not have a standard for required loading spaces. Per Section 27-583(a) of the prior Prince George's County Zoning Ordinance, the number of off-street loading spaces required in the Mixed Use-Transportation Oriented (M-X-T) Zone are to be calculated by the applicant and submitted to the Prince George's County Planning Board for approval, at the time of detailed site plan (DSP). Pursuant to Section 27-583(b), one loading space is required for this subject DSP. The applicant provides one loading space.

Code Requirement	Required	Provided
Multifamily Residential (100 to 300 dwelling units)	1	-
Office (1,380 square feet)	0	-
Total Loading Spaces (12 feet by 33 feet)	-	1

Bicycle Spaces per the Sector Plan (page 180)

Required two bicycle parking spaces per every 10,000 GFA	56
Provided	62
Interior (long-term parking)*	48
Exterior (short-time parking)	14

Note: *One bike room on Level P1 provides 16 spaces and the other bike room on Level P2 provides 32 spaces.

3. **Location:** The subject 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. More specifically, the subject property is identified as Parcel 21 shown on Tax Map 51 in Grid E-1.

4. **Surrounding Uses:** To the northeast of the subject property is MD 410 (Veterans Parkway). 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:** Conceptual Site Plan CSP-23001 was approved by the Prince George's County Planning Board on March 7, 2024 (PGCPB Resolution No. 2024-007), for a mixed-used development consisting of 245 to 300 multifamily dwelling units and 1,300 to 2,500 square feet of office space.

Preliminary Plan of Subdivision (PPS) 4-23005 was approved by the Planning Board on July 18, 2024 (PGCPB Resolution No. 2024-067) for one parcel, for development of 245 multifamily dwelling units and 1,380 square feet of office space. Certificate of Adequacy ADQ-2023-008 was approved by the Prince George's County Planning Director on June 20, 2025. This ADQ is valid for 12 years, from the date of approval of the associated PPS 4-23005, subject to the Prince George's County Subdivision Regulations.

6. **Design Features:** The applicant proposes to construct one mixed-use building with 245 multifamily dwelling units and 1,380 square feet of office space. The proposed building will be designed with several green building techniques, including energy star appliances and windows, and high efficiency water heaters and mechanical systems. Micro-bioretention areas are also integrated into landscape design, particularly around the surface parking area.

The proposed building is designed oriented toward Chesapeake Road, in which one vehicular access point is located. The L-shaped building sits at the back of the property and encloses a central plaza in front of it, which provides various seating options and other facilities. Walkways are provided to connect this plaza to the sidewalk within the Chesapeake Road frontage, for pedestrian connectivity. When vehicles enter the property, most of them will immediately turn left to enter the parking structure, which is located within the proposed building, under the residential dwelling units. Some vehicles may be parked on the surface parking spaces along the drive aisle, which leads to the central plaza.

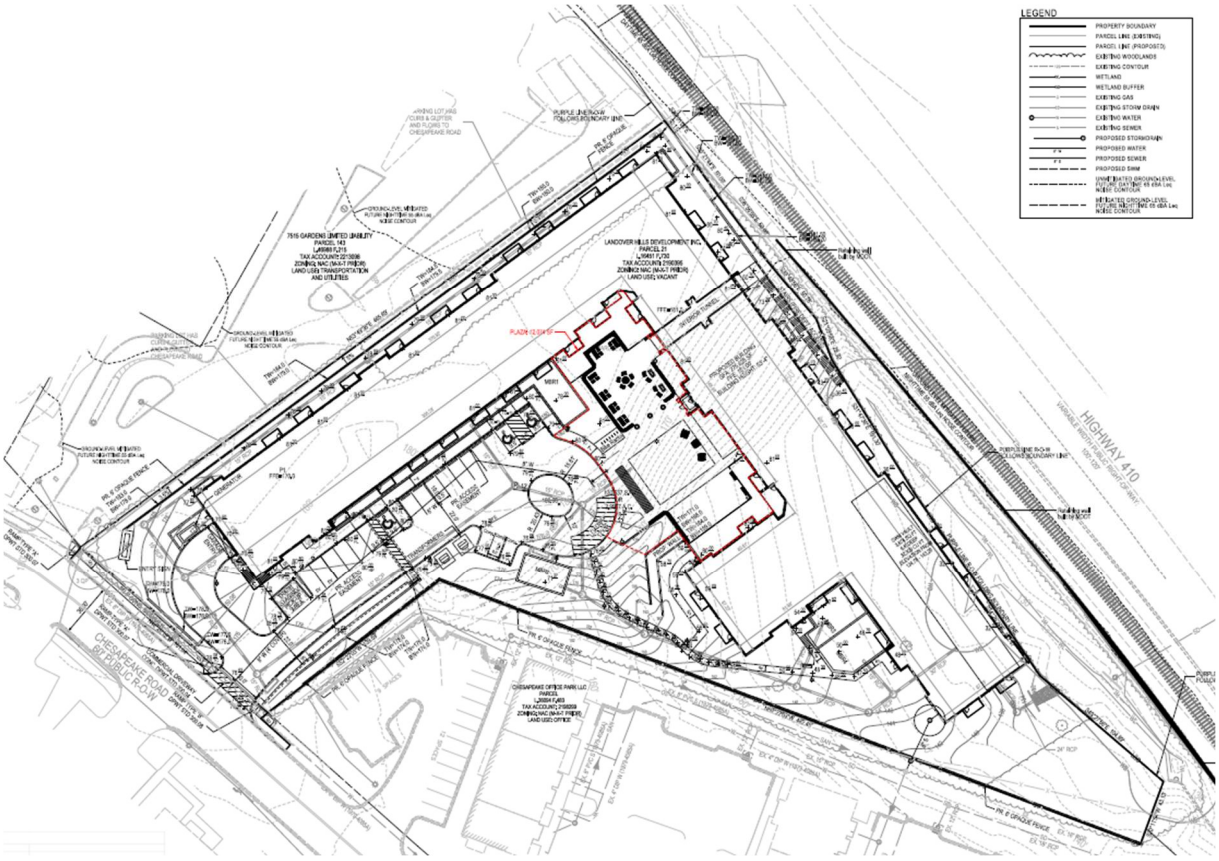


Figure 1: Site Plan

Architecture

The architectural design of the multifamily building is contemporary, with a generally flat roof, and is finished with a mix of materials including brick veneer, fiber cement panels and siding, and glass elements. The materials are arranged in a geometric pattern and provide bands of color on the building. Emphasis has been given to the variety of materials used on the elevations through different volumes, massing, and architectural design elements. The ground floor massing and architectural elements relate to the upper floors by using vertically stacking elements, such as windows, balconies, and anchor towers, at substantial corners. A variety of window accent panels and patterning provide the façades of the building with a playful and unique architectural quality, to avoid blank walls.

The dominant façade articulation and design elements are concentrated at the building's main entrance, creating focus, and identifying the central plaza at the front entrance of the building. The subject property fronts two roads, Chesapeake Road to the west and MD 410 to the east. Although the building is oriented to Chesapeake Road, the building elevation facing MD 410 is also designed to appear as a front elevation. The use of a variety of building planes, materials, accent panels, and trim create hierarchy at the prominent corners, at the base of the building, and at the top floor elevations, to avoid expansive blank surfaces.

Figure 2: West (top) and South (bottom) Elevations

Figure 3: 3D View from MD 410 Looking Northwest toward to Building

Recreational Facilities
Recreational facilities for the project are provided on-site and include the following:

a. A club/community room, including different types of furniture to support intended uses, such as lounge chairs, one sofa, and tables.

b. A fitness room, including a variety of fitness equipment, such as treadmills and elliptical machines.

c. An outdoor plaza/play area, including a variety of seating and furniture types, a sculpture bench as works of art, and a playground with a play structure.

The coversheet of the DSP includes a schedule of the proposed recreational facilities. With the approval of PPS 4-23005, the on-site recreational facilities' value was determined to be at least $328,819.40, based on the projected population of 872 new residents, in order to ensure conformance to Section 24-135(b)(1) of the Subdivision Regulations effective prior to April 1, 2022 (prior Subdivision Regulations). However, the value of facilities shown in the schedule with this DSP is $253,331.00, which is less than what is recommended with the PPS. A condition is included herein requiring the applicant to revise the schedule to meet the required value. Some details that should be included in the recreational facilities schedule are missing. A condition is included herein requiring the applicant to add "the total 245 dwelling units proposed" and "the total value of recreational facilities required: $328,819.40 per projected population" to the schedule. The figure listed in the schedule for the fitness room represents the value of all provided fitness machines, for which a condition is included herein for an itemized list of equipment in the fitness room. Given the large-scale of the detailed plans, these recreational facilities are located in different sheets, a condition is included herein requiring the applicant to note in the schedule where to find these detailed sheets.

The outdoor plaza was previously proposed and reviewed with approval of Conceptual Site Plan CSP-23001 (PGCPB Resolution No. 2024-007), for a density bonus, in accordance with Section 27-545(b)(6) of the prior Zoning Ordinance. This bonus request has been further evaluated with this DSP. The outdoor plaza is proposed to meet both mandatory dedication and M-X-T density bonus requirements. Per Section 27-545(a) of the prior Zoning Ordinance, the purpose of the M-X-T density bonus is: "(A) To make possible a livable environment capable of supporting the greater density and intensity of development permitted;(B)To encourage a high degree of urban design; (C) To increase pedestrian-oriented activities and amenities; and (D) To provide uses which encourage a lively, twenty-four (24) hour cycle for the development." Meanwhile, mandatory dedication is satisfied through "suitable and adequate land for active or passive recreation [. . .] or the provision of recreational facilities," which are "superior, or equivalent." (See prior Subdivision Regulations Sections 24-134 and 24-135.) An outdoor plaza can meet both mandatory dedication and M-X-T bonus requirements because the purposes outlined above are not in conflict, and there are additional requirements that apply to a plaza that is utilized for a density bonus, as opposed to mandatory dedication alone. Specifically, to be utilized for a density bonus, the outdoor plaza must surpass what is normally provided to meet mandatory dedication requirements by being open to the public and achieving a "high degree of urban design" by including the specific elements listed in Section 27-545(b)(6)(A) of the prior Zoning Ordinance.

The proposed plaza meets the above specification as follows. It is designed into three areas to accommodate both passive and active use: a seating area with a variety of tables and chairs, a turf area with a sculptural form of bench, and a playground that includes a play structure and benches. Each area complements the others in that they support different activities and needs of people of different ages. Although each area has its own defined boundary, the design is integrated. This allows activities to move from one area to another. For example, children can use the playground structure at one point, move to the turf area to play with balls, and then go to the seating area to say hello to people who they may know. While children are playing within the plaza, their parents can have their own activities in the seating area while keeping an eye on them.

For public access, the applicant proposes a walkway leading from the plaza through the surface parking area to Chesapeake Road. The applicant also proposes numerous tables and chairs in different forms, that will be able to accommodate both residents and the public, within the plaza.

Finally, this DSP includes pet waste stations and a pet drinking fountain, which are parts of the recreational facilities included in this DSP. Per the 2024 *Parks and Recreation Facilities Design Guidelines* (Council Resolution, CR-084-2024), these facilities can be counted as recreational facilities.

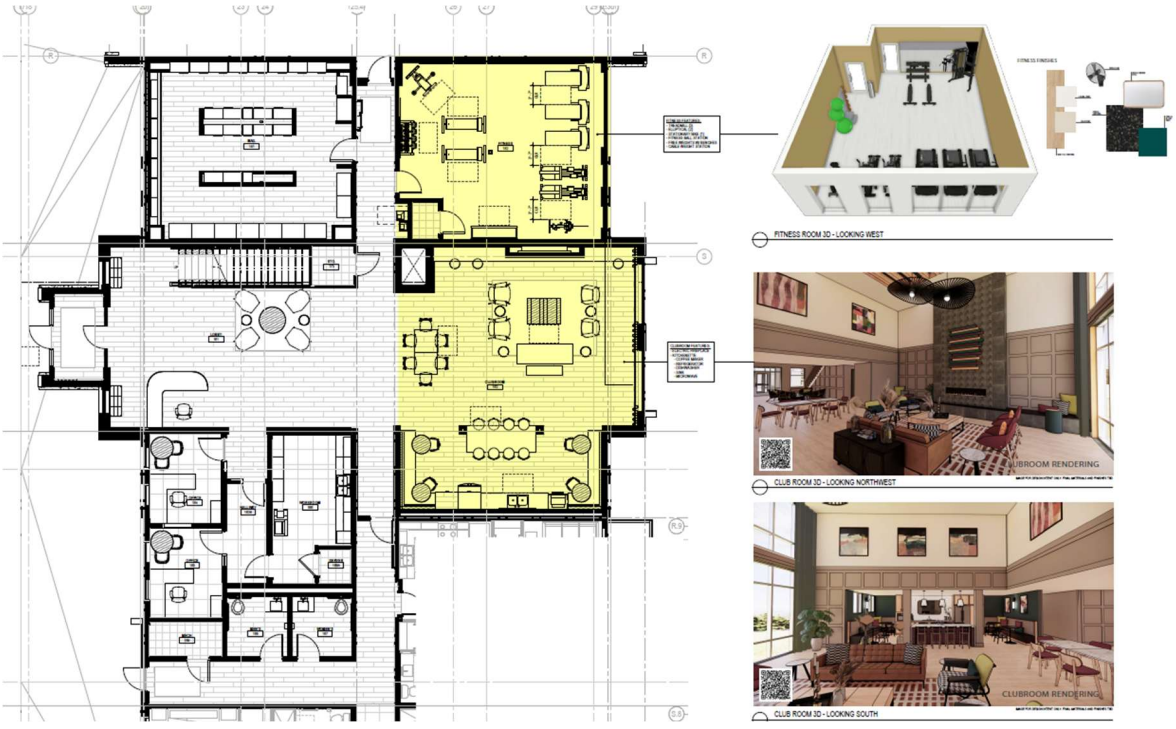


Figure 4: Indoor Recreational Facilities

Signage
The subject DSP includes only one gateway sign, which is located along the Chesapeake Road frontage. This sign complies with the development district standards of the sector plan (page 181). However, the applicant notes the submitted sign image/details are for concept/design intent only. Therefore, a condition is included herein requiring the applicant to submit a finalized sign, with details and dimensions, prior to certification of this DSP. The submitted plan does not show how far the sign is set back from Chesapeake Road, for which a condition is included herein for the dimension.to be added to the plan.

Lighting
The DSP proposes integrating six types of lighting throughout the site, to ensure appropriate lighting in the evening for the purpose of security and safety. These lighting types include light pole fixtures and building-mounted lighting. Staff find that the submitted photometric plan shows adequate lighting for users on-site and is sufficient for illuminating site access, drive aisles, building entryways, and walking paths. All light fixtures will be full cut-off, to avoid light spilling over to adjacent properties.

Loading and Trash Facilities
This DSP includes one loading space, which is located internally to the property and near the proposed central plaza in front of the building. Therefore, it is not visible from the public rights-of-way (ROWs). Similarly, mechanical equipment, such as transformers and generators, is located away from Chesapeake Road and is screened by the proposed landscaping. Trash facilities will be located internally to the proposed building. On trash day, trash containers will be wheeled out to the trash staging area, which is located near the proposed office space. The empty containers will be transported back indoors after the trash pickup.

COMPLIANCE WITH EVALUATION CRITERIA

7. The 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment* and the standards of the Development District Overlay (D-D-O) Zone: The 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. 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. Specifically, 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. Regarding housing development, the sector plan also envisions 400–500 new multifamily housing units (page 60).

The D-D-O Zone standards are identified in the sector plan, to implement its vision for the Central Annapolis Road Corridor. The applicable standards to the subject development are: I. Glenridge Transit Village (pages 169–185), V. Public Ream Standards (pages 169–181), and IV. Landscape Standards (pages 182–185).

Requests to modify Development District Standards
Staff have reviewed and agreed with the submitted application and statement of justification (SOJ), which explains compliance with the development district standards and indicates the need to deviate from several standards. In accordance with Section 27-548.25(c) of the prior Zoning Ordinance, if an applicant requests, the Planning Board may apply development standards which differ from the approved development district standards. These alternate standards may be approved, if they can be found to benefit the development and the development district, and will not substantially impair implementation of the master plan, master plan amendment, or sector plan. This application meets most of the standards of the development district. However, the applicant is requesting the following modifications from the development district standards (all page numbers reference the sector plan):

a. **Glenridge Transit Village Bulk Table (Standard I.B): Front Building Placement Line for residential use-only buildings, A minimum of five (5) feet, otherwise zero (0), and a maximum of 20 feet, otherwise 10 feet.** (page 145)

This standard applies to the proposed building because residential use is its primary use. The building is approximately 59 feet from Chesapeake Road, which is more than the maximum of 20 feet. The L-shape configuration of the property results in limited frontage on Chesapeake Road, and the property can only access other public ROWs through this street. Placing the building 5 to 20 feet from Chesapeake Road would create access and site design challenges. Specifically, by setting the building back from the ROW by 59 feet, rather than 20 feet, the applicant is able to provide safe and efficient internal circulation, as well as a large central plaza. These elements benefit the development and the development district by ensuring safe on-site circulation and providing a key recreational amenity that will serve future residents and the public. Staff further find that the proposed layout will not substantially impair the implementation of the sector plan. The sector plan specifically calls for "appropriately scaled and designed public open space" within the Glenridge Transit Village. The central plaza is such a space. Therefore, staff recommend approval of this modification.

b. **Glenridge Transit Village Bulk Table (Standard I.B): A maximum Interior Side Yard, Aggregate of both interior side yard setbacks not to exceed 20 % of lot width, excluding the width of an access drive to the primary street.** (page 145)

The submitted site plan shows that the aggregate of the interior side yard setbacks of the subject DSP is approximately 23 percent of the lot width, which exceeds the maximum of 20 percent. The property has an irregular L-shape that narrows to the southeast. This condition makes it challenging to construct a building that complies with the maximum side yard setback. Providing slightly more than the maximum side yard setback benefits the development and development district. Specifically, given the density and the massing of the proposed building, larger interior side yard setbacks can help mitigate visual impact on the adjacent buildings and integrate it

into the neighborhood. Given the enhanced compatibility achieved, and the minor nature of the deviation from the required setback, staff find this request will not substantially impair implementation of the sector plan and recommend approval of this modification.

c. **Glenridge Transit Village Bulk Table (Standard I.B): Rear Yard, a minimum of 5 feet** (page 145)

The subject property is a through lot, which fronts Chesapeake Road and MD 410. Per Section 27-107.1(a)(262) of the prior Zoning Ordinance, through lots do not have rear yards. Therefore, this standard is inapplicable, and no modification is necessary.

d. **Glenridge Transit Village Bulk Table (Standard I.B): A maximum 6 stories of Building Height.** (page 145)

The grade of the subject property steps down approximately 30 feet from north to south. The applicant is proposing a building which has a consistent roofline, but is five stories at the north end and increases to eight stories (seven stories of residential use and one-story of parking) at its south end. Given that the building sits far away from both Chesapeake Road and MD 410, its visual impact on public roads will not be significant. Between the eastern property boundary of the property and the actual paved roadway of MD 410, there is the Purple Line tracks and a ditch, resulting from the construction of a retaining wall for the Purple Line tracks, as well as vegetation. As such, the building appears visually to be five to six stories from MD 410. The existing vegetation along MD 410 and proposed landscaped plants along Chesapeake Road further screen it from public eyes. The building also has interior setbacks larger than the requirements, as discussed above, which help reduce its visual impact on the adjacent buildings located to the north and south of the property. With these reasons, staff find this request will not substantially impair implementation of the sector plan. Staff further find that the proposed building height will benefit the development and the development district, by contributing to the critical mass of dwelling units anticipated within the Glenridge Transit Village (sector plan, page 58). Accordingly, staff recommend approval of this modification.

e. **Glenridge Transit Village Bulk Table (Standard I.B): A minimum 2 Stories of Ground-Floor Height.** (page 145)

The proposed building is designed with one-story on the ground floor, with two-story spaces for its lobby and clubroom. The reason for designing the first floor to be only one-story is to allow additional affordable units to be included in the building as well as to satisfy the intended density. Furthermore, the height of the ceiling on the first floor would not affect the visual impact of the exterior of the building and would be more energy efficient. In addition, this standard is more suitable for a commercial or office building rather the proposed development that is primarily for residential use, with a small office space. Therefore, staff find this request will not substantially impair implementation of the sector plan. In addition, staff find that providing one-story, at ground-floor height for the majority of the building, will benefit the development and the development district. As discussed

above, this allows for the provision of more affordable dwelling units. Accordingly, staff recommend approval of this modification.

f. **Parking and Access Management (Standard I.C.1):**

No parking shall be located in the front, corner side, or interior side yards. (page 147)

Twenty surface parking spaces are included in the side yard of the building for ease of access to the office and multifamily building. The parking area is located internally, with proposed landscaping around it for screening. As the proposed parking will not be visible from the street, staff find this request will not substantially impair implementation of the sector plan and recommend approval of this modification. Staff further find that the parking will benefit the development and the development district because the property is a through lot and lacks a rear yard, in which surface parking may be provided for the convenience of visitors to the office and residential uses.

g. **Parking and Access Management (Standard I.C.7):**

To foster shared parking in this area, Section 27-570, Multiple Uses, and Section 27-572, Joint Use of a Parking Lot, shall be waived. The following regulations will apply instead: (page 149)

a. For any property under one ownership and used for two or more uses, the number of spaces shall be computed by multiplying the minimum amount of parking required for each land use, as stated under section (6) above, by the appropriate percentage as shown in the shared parking requirements by time period (see Table 8.7a). The number of spaces required for the development is then determined by adding the results in each column. The column totaling the highest number of parking spaces becomes the minimum off-street parking requirement.

b. For two or more uses under separate ownership, the total off-street parking requirement may be satisfied by providing a joint parking facility, and the minimum requirements may be reduced in accordance with the procedure outlined in section (a) above for shared parking for a single owner. The Planning Board shall determine that shared parking is appropriate for the proposed uses and location if:

(1) The shared parking facility is within 500 linear feet, measured along the most appropriate walking routes between the shared parking facility and the entrances to all establishments being served; and

(2) The applicant provides a recorded shared-use parking agreement signed by all owners involved that ensures the shared parking facility will be permanently available to all current and future uses and also contains a provision for parking facility maintenance.

The applicant indicated that they have not determined whether one or two corporate subsidiaries will be owners of the two proposed uses. Regardless of the corporate structure, the applicant will remain in control of the entire building (i.e., both the residential and office space). This modification request is to allow flexibility, to determine the appropriate corporate structure for operating the building and for reserving parking spaces for each use and, thus, waive the requirement of this standard. In addition, the applicant provided the reduced parking tabulation based on different peak hours and those are within the joint surface parking area and parking garage. Given that the applicant will remain in control of the building, staff find this request will not substantially impair implementation of the sector plan. Further, the modification will benefit the development and development district by allowing for greater flexibility in the ultimate ownership of the proposed building. Accordingly, staff recommend approval of this modification.

h. **Public Realm Stardards, Public and Private Open Spaces (Standard I.D.2):**

(c) Commercial storefronts shall maintain an area equal to 60 percent of the front façade (measured between the ground plane and the top of the commercial storefront, not including upper façade sign friezes or extended parapets) for two-way transparency on the front façade.

The subject DSP does not include commercial storefronts; therefore, modification is not required.

i. **Public Realm Stardards, Public and Private Open Spaces (Standard V.C.8):**

All site furnishings should be coordinated and shall feature durable, low-maintenance materials. Site furnishing shall not be constructed of wood (page 178)**.**

Wood is incorporated into the design of seating in open space. The use of wood, which is high-quality, commercial, exterior-grade wood, will allow for a more comfortable seating environment that is welcoming to users of the plaza. Staff find this request will not substantially impair implementation of the sector plan, as the proposed wood will be durable and low-maintenance. Further, wood materials tend to bring warm feelings to users and, therefore, will benefit the development and development district by creating a more inviting plaza. Therefore, staff recommend approval of this modification.

j. **Landscape Standards, Buffering incompatible uses (Standard VI.G.4):**

The buffer yard requirements within the development district may be reduced to facilitate a compact form of development compatible with the recommendations of the Urban Design chapter. The minimum buffer yard requirements (landscape yard) for incompatible uses in the Landscape Manual (Section 4.7) may be reduced by 50 percent. The number of plant units required per 100 linear feet of property line or right-of-way may also be reduced by 50 percent. A four-foot-high, opaque masonry wall or other

opaque screening treatment shall be provided in conjunction with the reduced width of the buffer yard between office/retail/commercial uses and residential uses (page 184)**.**

This standard refers to Bufferyard 2 on the landscape plan. The adjacent commercial parking lot is classified as Medium (M) impact and requires a Type B Bufferyard, which consists of a 30-foot minimum building setback, a 20-foot minimum landscape yard, and 80 plant units per 100 linear feet of property line. These requirements are reduced by 50 percent because the applicant plans to install a 6-foot-high, opaque fence on the proposed retaining wall within Bufferyard 2. Therefore, the required building setback and bufferyard width are 15 feet and 10 feet, respectively. The 466 linear feet of Bufferyard 2 requires at least 187 plant units.

The applicant proposes an approximately 13-foot building setback, an approximately 10-foot landscape yard, and 224 plant units, including a mix of ornamental/evergreen trees and shrubs. The provision of 224 plant units exceeds the minimum plant unit requirement by almost 20 percent. Although the proposed multifamily building sits below the adjacent commercial parking lot, the top elevation of the retailing wall, located within Bufferyard 2, is almost in the same grade as the parking lot. The proposed 6-foot-high, opaque fence will be located at the top of the retaining wall and will provide sufficient screening, with the proposed landscaped plants.

Staff find that the modification will not substantially impair implementation of the sector plan and will benefit the development and development district due to the provision of adequate screening and additional plant units. However, to prevent future residents, who live in those dwelling units immediately adjacent to Bufferyard 2, from facing the fence directly, a condition is included herein requiring the applicant to relocate the fence to be installed along the property line and the proposed landscape plants to be planted between the fence and the proposed building. In addition, several errors are shown on the landscape plan, for which a condition is included herein for technical correction.

k. **Landscape Standards, Streetscape Elements (Standard VI.I.1):**

Street trees (located in tree pits or continuous planting strips along major streets and planting beds along residential streets). Street trees planted in pits or planting beds shall be interconnected under the paving to provide continuous soil aera for tree roots. These pits or planting beds shall be no less than 5 feet in width/diameter in any direction. (page 184)

The applicant does not offer any street trees within the Chesapeake Road frontage because the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) ultimately has control over the plantings within this public ROW. As such, staff find this request will not substantially impair implementation of the sector plan and will benefit the development and development district by allowing for unified implementation of the streetscape by DPIE. Accordingly, staff recommend approval of this modification.

l. **Landscape Standards, Streetscape Elements (Standard VI.I.2): Street furniture (benches, trash receptacles, lighting, and bus shelters).** (page 184)

The applicant does not offer any streetscape furniture within the Chesapeake Road frontage. This is because the frontage is approximately 160 feet, including 30 feet that makes up the vehicular access to the property. A 5-foot-wide sidewalk between the property and a 5-foot-wide landscape strip for street trees does not leave space for other streetscape elements, such as benches and trash receptacles, which are provided in the central plaza of this DSP. Placing benches or trash receptacles within this frontage could potentially overcrowd this street frontage space and hinder the pedestrian connectivity. Therefore, staff find this request will not substantially impair implementation of the sector plan and will benefit the development and development district, by allowing for unified implementation of the streetscape by DPIE. Accordingly, staff recommend approval of this modification. Although DPIE ultimately has control over the ROW, street lighting along Chesapeake Road needs to be indicated on the plan, which is conditioned herein.

m. **Landscape Standards, Streetscape Elements (Standard VI.I.3): Landscaping and planters.** (page 184)

The applicant does not include any landscaping and plantings within the Chesapeake Road frontage. Although there is limited space within this frontage, staff find that additional shrubs and ground cover plants can be provided around the proposed entry sign, further enhancing the quality of the design, which is conditioned herein. As such, staff do not recommend approval of this modification request.

n. **Landscape Standards, Streetscape Elements (Standard VI.I.4): Decorative paving.**(page 184)

The applicant does not propose any decoratively paved sidewalks along Chesapeake Road. Based on aerial imagery, the existing sidewalks around the subject property do not have decorative paving and the sidewalk within the property frontage is the only missing piece in the area. To align with these sidewalks and considering that the subject property is not located on the primary roadways in the area such as MD 450, staff find this request will not substantially impair implementation of the sector plan and will benefit the development and development district, by providing a cohesive and consistent sidewalk design in the area. Therefore, staff recommend approval of this modification.

The submitted landscape plans do not show any sculpture/artwork to be included within the Chesapeake Road frontage to comply with the following standard. No modification is requested by the applicant, in order to deviate from this standard.

a. **Landscape Standards, Streetscape Elements (Standard VI.I.5): Sculpture/artwork.** (page 184)

The sector plan notes sculpture/artwork as one of street elements that shall be shown on all landscape and lighting plans. The submitted plan does not include sculpture/artwork, and the applicant does not request to modify this standard.

Therefore, a condition is included herein requiring the applicant to incorporate sculpture or artwork into the proposed entry sign, which will be reviewed by staff of the Urban Design Section, prior to certification.

8. Prince George's County Zoning Ordinance: The DSP application has been reviewed for compliance with the requirements of the M-X-T and D-D-O Zones, and the site design guidelines of the prior Zoning Ordinance:

a. In accordance with Section 27-546 of the prior Zoning Ordinance, the Planning Board must make the following findings:

(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;

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 subject DSP promotes the orderly development of land, through a proposed mixed-use building, which is in proximity to a Purple Line station. The proposed mixed-use building is the first compact, transit-oriented, development in the area, which could serve as a catalyst for new development and employment opportunities in the vicinity. The residential dwellings in the proposed building will offer desirable and attainable living opportunities for County 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). The subject property is located within Glenridge Transit Village,

which is built around a future Purple Line station, and is positioned to evolve into a mixed-use transit village (page 59). The subject DSP meets these recommendations because it comprises both residential dwellings and office space and is located less than five minutes' walking distance from the station. 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 the station, residents of the proposed building can use the transportation system to access jobs, entertainment, or shopping. Within the property, this DSP includes an outdoor plaza, with a variety of facilities, to serve residents of the building or people living in the vicinity.

(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 DSP takes full advantage of the development potential inherent in the M-X-T Zone for a mixed-use building, with affordable housing units, in an underutilized and isolated wooded site. Given that the property is within walking distance of a Purple Line station, the compact, mixed-use building not only conserves the value of the land but also supports the County's transit-oriented development in 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;

The subject property is less than five minutes walking distance from a Purple Line station. This offers residents of the proposed building 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. It is anticipated that residents of the building 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 subject DSP includes the addition of residential dwelling units and office space, to the existing commercial development along MD 450. Residents of the proposed building will support a vibrant 24-hour environment and 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 subject development is for a vertical mixed-use building, which is primarily for residential dwellings, with office space. In addition to a small surface parking, other parking spaces are located within a parking garage under the residential dwelling and office space. The uses proposed in the building are blended harmoniously within it, and with nearby existing commercial, residential, and office uses.

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

The building design 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, as discussed in Finding 6 above. The location of the building reinforces the design to create this transition but also provides the least visual impact on the existing residential users, with the existing vegetation around the property and proposed landscaping within the perimeter of the site.

(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;

The proposed building will be designed with several green building techniques, including energy star appliances and windows and high efficiency water heaters and mechanical systems. The submitted SWM concept plan shows four micro-bioretention areas, to be integrated into landscape design, and a SWM vault.

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

The subject property is zoned M-X-T, which was created to allow flexibility to respond to the changing market. The proposed mixed-use building, including affordable housing units, will not only bring new residents, but also promote economic vitality and additional investment in the area. The subject development is part of the responses to the market incentives provided by the County.

(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.

Constraining by the site configuration and topography, the freedom of architectural design enables the development to maximum land use, while managing to create one open plaza in front of the building, with various types of recreational facilities, as well as to bring air and light to the site and improve the streetscape with the street frontage, as discussed in Finding 6 above.

(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, approved after October 1, 2006, rezoned the subject property to the M-X-T and D-D-O Zones from the Commercial Shopping Center (C-S-C) and Commercial Office (C-O) Zones. The proposed development is in conformance with the D-D-O Zone development standards, except for the requested modifications to the standards discussed in Finding 7, above.

(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 subject property is a through lot and fronts Chesapeake Road and MD 410. The front (west side) of the building is oriented towards Chesapeake Road, with the building's main entrance located on this side. The east side of the building, facing MD 410, is also designed to appear to be the front of the building. As a result, the proposed development has an outward orientation. The proposed building sits away from the adjacent paved roadways and buildings. The existing vegetation and the proposed landscaping around the

perimeter of the property integrates the proposed development with existing, adjacent development. The proposed development anticipates catalyzing adjacent and nearby community improvements and helping to rejuvenate the area because it sits at a critical connection among urban transit, a commercial corridor, and residential neighborhoods.

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

The vicinity of the subject property includes a range of commercial uses (e.g., shopping centers, grocery stores), a variety of existing residential housing, and other institutional uses. The property is also in proximity to a future Purple Line station. Adding a mixed-use building, which is primarily for residential use, will support the transit-oriented development in the vicinity, and residents who are brought to the area by the proposed development will support the existing commercial and retail businesses in the area. Therefore, the proposed development is compatible with existing and proposed development in the vicinity.

(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 residential dwelling units and office use are arranged vertically within the building. Under both uses, the building also includes a parking garage. As such, the design limits the building footprint and leaves space for landscaping around the perimeter of the property and accommodates an outdoor plaza with various types of recreational facilities, in front of the building. Indoor recreational facilities are also included to satisfy different needs. With these reasons, the development proposed in this DSP reflects a cohesive development, capable of sustaining an independent environment of continuing quality and stability.

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

The subject DSP seeks to develop one single building, which is not planned to be staged development.

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

The circulation plan, submitted with this DSP, shows improved sidewalks and crosswalks, which will enhance the pedestrian system

established within the subject property. This pedestrian system includes a sidewalk along Chesapeake Road, sidewalks along the drive aisle in front of the building, and walkways within the landscaped area. When pedestrians need to cross a drive aisle, crosswalks are provided. These sidewalks and crosswalks connect to building entrances and provide access to the outdoor plaza. As such, the pedestrian system not only encourages pedestrian activity in the central plaza but also allows safe pedestrian access to surface parking areas and to the sidewalk along Chesapeake Road.

(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

Gathering places proposed with the subject DSP include an outdoor central plaza, an indoor club/community room, and an indoor fitness room, which are discussed in Finding 6, above. The design of these areas focuses on human scale and other urban design perspectives. Instead of creating a space with facilities, each space is carefully designed, to create several subareas within the plaza to accommodate various people and activities at the same time. For example, the club room includes a kitchen area, a living area, and a dining area. The outdoor plaza is designed with three subareas: a seating area, a turf area, and a playground area. Facilities within each subarea are designed and selected to support its intended use, and to support social activities such as chairs and tables, lighting, pavement, and landscaping.

The DSP also includes a pedestrian system that allows people to walk within the subject property or access to the sidewalk along Chesapeake Road to walk along the urban blocks in the vicinity.

(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.

This requirement is not applicable because the subject application is a DSP.

(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).

This requirement is not applicable because PPS 4-23005 (PGCPB Resolution No. 2024-067) was approved on July 18, 2024, and Certificate of Adequacy ADQ-2023-056 was approved on June 20, 2025. The subject DSP application is consistent with the development evaluated with PPS 4-23005.

(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.

This requirement is not applicable because the subject site contains a total of approximately 3 acres.

b. The DSP application is in conformance with the additional regulations of the M-X-T Zone, as follows:

Section 27-544. Regulations.

(a) Except as provided in Subsections (b) and (c) of this Section, additional regulations concerning the location, size, and other provisions for all buildings and structures in the M-X-T Zone are as provided for in Divisions 3 and 4 of this Part, General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.

The DSP has been reviewed, in accordance with the applicable requirements from the above sections of the prior Zoning Ordinance, in Findings 2, 6, 8, and 12 within this technical staff report.

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.

The applicant proposes to use the optional method of development for the subject DSP, in accordance with Section 27-545 of the prior Zoning Ordinance. The base floor area ratio (FAR) is 0.4 for the subject M-X-T zoned property. Section 27-545(b)(4), Residential use, of the prior Zoning Ordinance notes that, "Additional gross floor area equal to a floor area ratio (FAR) of one (1.0) shall be permitted where twenty (20) or more dwelling units are provided." Accordingly, this DSP receives one additional FAR, as 245 residential units are proposed with this DSP.

Section 27-545 (b)(6), Outdoor plaza, of the Zoning Ordinance notes that:

> "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."

In this DSP, the applicant includes an open-air central plaza, of approximately 12,074 square feet, which complies with the minimum size of 80 feet by 100 feet. This plaza is open to the sky and oriented southwest, in order to bring in sunlight. The plaza is designed to reflect a high degree of urban design and encourages a variety of social activities, such as walking, and sitting in a pleasant public space. The plaza not only contains extensive landscaping around its perimeter, but also provides a range of seating options, trash receptacles, and a playground structure. One bench, which is located in the artificial turf area and next to the playground area, is designed in an artistic, sculptural form, to bring attractiveness and interest to the plaza. Staff find that this satisfies the requirement to provide a work of art

within the plaza. The surface of the plaza is designed with a variety of paving, such as scorned concrete with/without integral colors, masonry, artificial turf for safety, and detectable warning pavers. Lighting is incorporated to provide for both safety and visual effect, especially during the evening. A public access easement will be expected to ensure its accessibility to the public, as shown on the submitted plan. With the provision of this plaza, this DSP receives an additional, approximately 0.74 FAR (or 96,592 square feet).

Utilizing the two optional methods as discussed above, the total FAR permitted for the subject DSP is approximately 2.14 (or 279,544 square feet). The total square footage of the development, proposed with this DSP, is 275,625 square feet (approximately 2.11 FAR), which is below the permitted FAR. The submitted site plan shows the boundary of the plaza for a public access easement, to ensure public access and use, but does not delineate the walkway area on the plan, to ensure the public can actually access the plaza. Conditions are included herein requiring the applicant to execute a public access easement or covenant at the time of final plat and delineate a public pedestrian easement for public access.

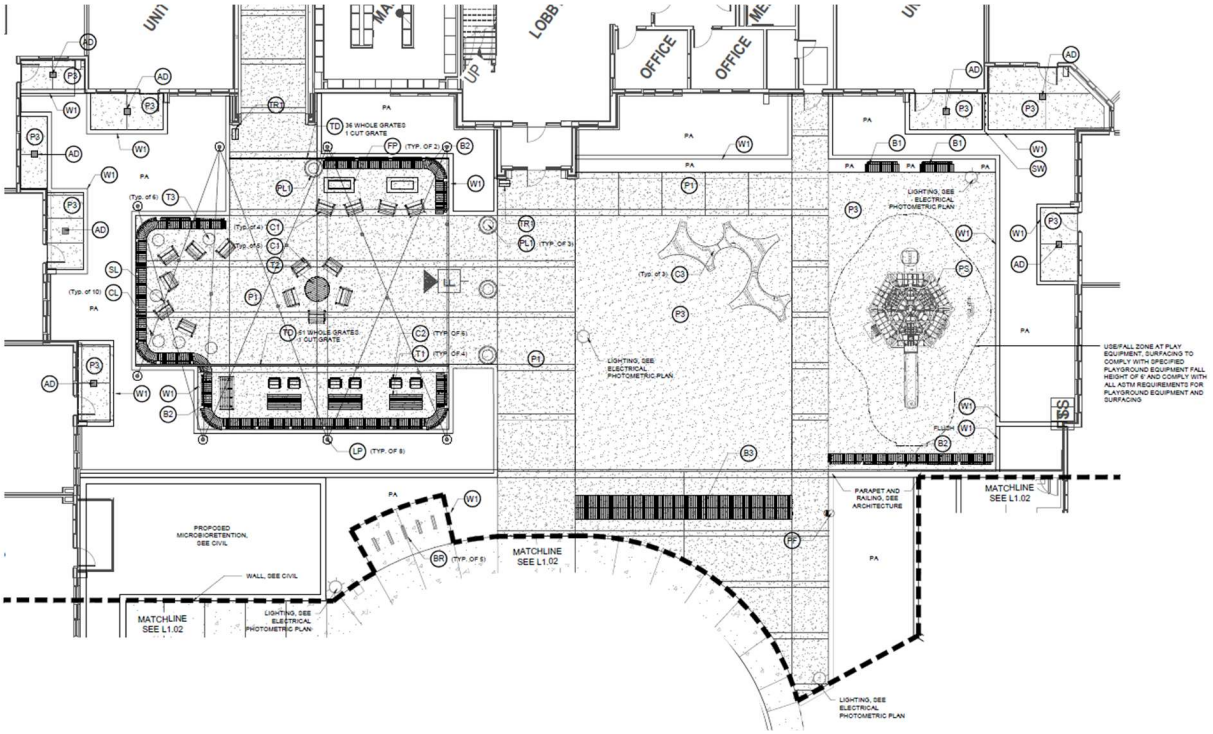


Figure 5: Detailed Plan for Central Plaza

(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 DSP satisfies this requirement because the proposed residential and office use is located in one building on a single parcel.

(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.

The DSP shows the dimensions for the location and height of the proposed development, but not the coverage, for which a condition is included herein to be noted on the coversheet.

(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.

The landscaping, screening, and buffering issues have been reviewed along with this DSP. Finding 12 below provides a detailed discussion on the plan's conformance with the development district standards and the 2010 *Prince George's County Landscape Manual* (Landscape Manual).

(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 is approximately 2.11, which is under the permitted 2.14 FAR. The proposed FAR, with this DSP, is in conformance with the approval of CSP-23001 (PGCPB Resolution No. 2024-007).

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

The proposed development does not have any private structures in the air space above, or in the ground below the surrounding public ROWs.

(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 site, for the proposed development, has direct frontage on and vehicular access to Chesapeake Road.

(h) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots…

This requirement is not applicable to this DSP because no townhouse units are being proposed.

(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 development district standards in the sector plan supersede zoning where there is a conflict. The maximum height in the M-X-T Zone of 110 feet conflicts with the development district standards, which allows a maximum of six stories. This standard is addressed in Finding 7 above.

(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.

This subject property was rezoned to the M-X-T and D-D-O Zones by the sector plan, approved after October 1, 2006. However, a comprehensive land use planning study was not conducted by technical staff prior to the initiation of the sector plan. Therefore, this regulation is not applicable to this DSP.

c. **Departure from Design Standards DDS-24002:** The applicant's alternative compliance application, AC-24005, from Section 4.6 of the Landscape Manual, Buffering Development from Streets, was recommended for disapproval by the Planning Director, given that an alternative design equal to or better than the normal landscape buffer requirement is not proposed. The detailed information is included in Finding 12 below. Therefore, the applicant requests a departure from

Section 4.6, Buffering Development from Streets, which requires a 50-foot-wide planted buffer between the subject DSP site and MD 410, which is classified as an arterial road. The applicant's departure request is to allow no buffer and no planting, pursuant to Section 27-239.01 of the prior Zoning Ordinance.

Section 27-239.01(b)(7) of the prior Zoning Ordinance contains the following required findings for the Planning Board to grant the departure:

(A) In order for the Planning Board to grant the departure, it shall make the following findings:

(i) The purposes of this Subtitle will be equally well or better served by the applicant's proposal;

The purposes of Subtitle 27 are codified under Section 27-102 of the prior Zoning Ordinance.

Sec. 27-102. Purposes.

(a) The purposes of the Zoning Ordinance are:

(1) To protect and promote the health, safety, morals comfort, convenience, and welfare of the present and future inhabitants of the County;

The applicant's proposal adequately promotes and protects the health, safety, morals, comfort, convenience, and welfare of the building's future residents. Even without a 50-foot-wide buffer, the proposed building is far away from the paved roadway of MD 410 because of the intervening Purple Line tracks and ditch area, resulting from construction of a retaining wall to support the track. The existing vegetation in the ditch area serves as a buffer to screen the building and mitigate its visual impact on MD 410.

(2) To implement the General Plan, Area Master Plans, and Functional Master Plans;

The subject property is located within the Glenridge Transit Village, which the sector plan envisions to evolve into a mixed-use transit village. The subject development consists of residential, and office uses and is located near a future Purple Line station. The L-shaped property configuration indicates the L-shaped building proposed with this DSP. Creating an open space in front of the building mitigates its visual impact on Chesapeake Road. To allow for this open space, the building needs to be located close to

the eastern property line along MD 410. In addition, the applicant wants to achieve the anticipated density for providing housing to meet the needs of the County and to fulfill transit-oriented development envisioned by the sector plan. As such, meeting the requirement of a 50-foot-wide buffer is not feasible.

(3) To promote the conservation, creation, and expansion of communities that will be developed with adequate public facilities and services;

The subject DSP is for infill development on a vacant property, within a walkable distance to a future Purple Line station. Therefore, the subject development promotes the efficient use of the County's scarce public facilities, by concentrating density in a transit-oriented area of the County. This DSP is to develop a high-quality mixed-use building, of which the residential units will serve the needs of the underserved community.

(4) To guide the orderly growth and development of the County, while recognizing the needs of agriculture, housing, industry, and business;

The subject DSP will be the first mixed-use development in the area and offers housing to the County. With the completion of the Purple Line, in the near future, it will epitomize orderly growth and development by concentrating density in properties near a mass transit station.

(5) To provide adequate light, air, and privacy;

The residential dwelling units and office space in the proposed building will have adequate light, air, and privacy for its residents. Providing less than a 50-foot-wide buffer from MD 410 does not alter this, given the separation provided by the Purple Line and associated ditch.

(6) To promote the most beneficial relationship between the uses of land and buildings and protect landowners from adverse impacts of adjoining development;

The subject DSP is for a compact mixed-use development on such a small property with an irregular shape. Given the location of the property, in proximity to a future Purple Line station, the density

achieved with this DSP showcases an example of promoting a beneficial relationship between the uses of land and buildings. Although the proposed building cannot meet the 50-foot-wide buffer from MD 410, the existing vegetation in the ditch area within the ROW of MD 410 offers the needed landscaping screen that would otherwise be provided within the required buffer. The building has sufficient setbacks from its northern, southern, and western property boundaries for the proposed landscaping. The existing vegetation and proposed landscaping offer buffers to protect the property from adverse impacts of adjoining development.

(7) To protect the County from fire, flood, panic, and other dangers;

The requested departure will have no measurable effect on the risk of fire, flood, panic, and other dangers.

(8) To provide sound, sanitary housing in a suitable and healthy living environment within the economic reach of all County residents;

The existing vegetation and proposed landscaping will provide sufficient buffers to the proposed building, which will be constructed to meet the current building codes. The development includes a plaza with facilities and other walkways with landscaping to create a healthy living environment. The residential dwelling units in the building intend to be affordable, which will be within economic reach of all County residents.

(9) To encourage economic development activities that provide desirable employment and a broad, protected tax base;

The 245 dwelling units are the density this DSP seeks, which ensures the economic viability of this development. Requiring a 50-foot-wide landscape buffer can potentially put this development into jeopardy because the number of dwelling units would be reduced significantly. Subsequently, this DSP cannot provide sufficient housing to meet the needs of the County and serve as an example of transit-oriented development for the area. As such, granting the requested departure will encourage economic development activities that provide

desirable employment and a broad protected tax base.

(10) To prevent the overcrowding of land;

The required 50-foot-wide buffer, with plants, will likely be provided by the existing vegetation within the ROW of MD 410, which separates the proposed building from the Purple Line tracks. The subject DSP concentrates density in a mixed-use building on a property near a transit station. This approach will not overcrowd the land and, instead, leave some area for open space to bring light and air to the property. In particular, the applicant proposes open space in the form of a plaza in front of the building.

(11) To lessen the danger and congestion of traffic on the streets, and to insure the continued usefulness of all elements of the transportation system for their planned functions;

Given that the subject is in proximity to a Purple Line station, this subject DSP is for a compact transit-oriented development. Future residents will be likely to use the transportation system because the station is within a walkable distance. This will help lessen the danger and congestion of traffic on the streets. Without granting this departure, the proposed building will provide fewer dwelling units near a transit station.

(12) To insure the social and economic stability of all parts of the County;

The subject development is to provide affordable and attainable housing to the County. These housing units will reduce the financial pressure of County residents and ensure social and economic stability within the County. The requirement of the 50-foot-wide buffer will significantly reduce the number of dwellings in the building and eliminate the opportunity of providing attainable housing for social and economic stability.

(13) To protect against undue noise, and air and water pollution, and to encourage the preservation of stream valleys, steep slopes, lands of natural beauty, dense forests, scenic vistas, and other similar features;

The requested departure will have no measurable effect on undue noise, air and water pollution, stream valleys, steep slopes, lands of natural beauty, dense forest, scenic vistas, and other similar features. Based on the noise study, the proposed building will have noise mitigation measures, to ensure that the outdoor and indoor of the residential units meet the noise requirements.

(14) To provide open space to protect scenic beauty and natural features of the County, as well as to provide recreational space;

The requested departure will have no measurable effect on open space, scenic beauty, and natural features of the County, or the provided recreational space.

(15) To protect and conserve the agricultural industry and natural resources.

The requested departure will have no measurable effect on the agricultural industry and natural resources.

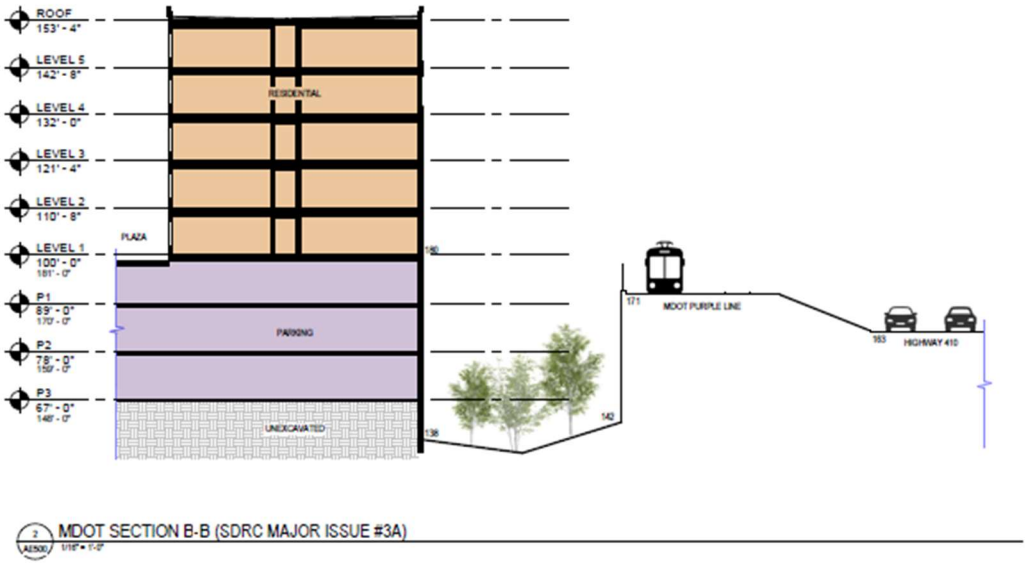


Figure 6: Relationship between Building, Purple Line and MD 410

(ii) The departure is the minimum necessary, given the specific circumstances of the request;

The departure is the minimum necessary, given the property's irregular shape and topography. Specifically, the subject property has an irregular L-shape that narrows to the southeast, and the site's topography drops approximately 30 feet from north to south. As such, the building is designed in an L-shape and is positioned to be close to the eastern and western property boundaries, which abut a commercial parking lot to the west and MD 410 to the east. The sole access to the property is via its narrow frontage on Chesapeake Road because the property is separated from the paved roadway of MD 410 by the Purple Line tracks and the retaining wall to support construction of this line.

Based on these conditions, the departure is the minimum necessary for the applicant to develop this DSP, consisting of 245 dwelling units and 1,380 square feet of office space, which fulfills the sector plan's vision by developing a compact, transit-oriented, and vibrant community, close to a Purple Line station. Staff find that without this departure moving the building away from MD 410, to meet the 50-foot-wide buffer or a meaningful lesser alternative, will significantly reduce the dwelling units provided. In particular, the proposed building cannot be moved away from the MD 410 frontage and towards Chesapeake Road, because it would create inadequate space for vehicles to maneuver from the site access to the garage. Thus, a reduction in units would be necessary to meet the buffer requirement or to partially meet the requirement by providing a buffer of 10, 20, or 30 feet. In addition, moving the building away from MD 410 would result in the central plaza, with its various facilities, not being realized. This would significantly diminish the quality of the proposed development. Therefore, staff find the proposed departure to be the minimum necessary.

(iii) The departure is necessary in order to alleviate circumstances which are unique to the site or prevalent in areas of the County developed prior to November 29, 1949;

Staff agree that the departure is necessary to alleviate circumstances specific to the site. Specifically, as discussed above, the property has a unique L-shape and steep slopes, which dictate the location and shape of the building within the subject property. As detailed in criterion ii above, pushing the building away from the eastern property line to meet the 50-foot-wide buffer requirement will shrink the property's developable area. If this is done, retaining the desired density through a redesign of the site might not be possible, given the maximum height of six stories.

Furthermore, since the site can only be accessed through Chesapeake Road, the building is designed to be oriented towards Chesapeake Road. As such, site circulation, SWM, and the plaza are arranged and designed to create open space in front of the building and facing Chesapeake Road, which is well-suited to the site shape.

The building cannot be moved away from MD 410 without shrinking the proposed central open space and creating a more disjointed open space system. Therefore, based on the property's shape and topography, to achieve the desirable density of this project and provide meaningful open space, a departure from the 50-foot-wide buffer is necessary.

(iv) The departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood.

Staff find that the departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood, as discussed above. What gives the site its quality and integrity is its transit-oriented location. The requests associated with the departure will advance the vision set forth in the sector plan because it allows a compact, infill, mixed-use development, with a centralized open space on an irregular shaped property near a Purple Line station. 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. Residents of the proposed development will most likely use the transportation system to access jobs, entertainment, or shopping.

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

Based on the analysis above, staff support Departure from Design Standards DDS-24002, for a departure to allow approximately 0.5 feet from the eastern property boundary along MD 410 and no plant materials, as a result of the unique shape of the property, along with the steep slope and retaining wall separating the property from the Purple Line tracks. As noted in the beginning of this finding and discussed in Finding 12 below, the applicant filed Alternative Compliance AC-24005 from the requirements of Section 4.6 of the Landscape Manual. The Planning Director denied this request because there is no feasible proposal that would exhibit equally effective design characteristics, as defined in the Landscape Manual.

9. Conceptual Site Plan CSP-23001: CSP-23001 was approved by the Planning Board on March 7, 2024 (PGCPB Resolution No. 2024-007), subject to four conditions and one consideration. The conditions relevant to the review of this DSP are listed below in **bold** text. Staff's analysis of the conditions follows each one, in plain text:

3. Prior to acceptance of the detailed site plan, a slope stability analysis for mitigated conditions shall be included in the application package.

A slope stability analysis for mitigated conditions was provided with this DSP.

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.**

      The site plan shows a minimum 5-foot-wide sidewalk but does not show shared roadway pavement markings and signage along the property frontage of Chesapeake Road. A condition is included herein requiring the applicant to add this information to the plan.

   b. **A minimum 5-foot-wide sidewalk from the building entrance to the frontage of Chesapeake Road.**

      A 5-foot-wide sidewalk is located to the north of the surface parking area to connect to the building entrance. With a crosswalk that crosses the drive aisle in the surface parking area, this sidewalk connects to another 5-foot-wide sidewalk located on the south side of the drive aisle and eventually connects to the 5-foot-wide sidewalk along 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.**

      The site plan demonstrates standard sidewalks with Americans with Disabilities Act (ADA) compliant curb ramps along the property frontage and within the site, connecting Chesapeake Road to the building entrance.

   d. **Designated pathways for pedestrians throughout the site to all uses and through surface parking lots.**

      Designated sidewalks, walkways, and crosswalks are shown on the submitted site plan, with a minimum width of 5 feet. These pathways enable pedestrians to navigate throughout the site and through the surface parking area.

   e. **On-site amenities to be accessible and functional throughout the site, as required by applicable codes, to accommodate the mixed-use community.**

      The subject DSP includes both indoor and outdoor recreational facility areas, which provide various amenities, as discussed in Finding 6 above. With the designated pathways provided, these on-site facilities are 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 parking near the building entrance, in accordance with the American Association of State Highway and Transportation Officials (AASHTO) guidelines.

Short- and long-term bicycle parking is provided on-site at the building entrance and within the parking garage, in accordance with 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.

Short-term bicycle parking is provided on-site at the building entrance, near the proposed office use.

10. Preliminary Plan of Subdivision 4-23005: PPS 4-23005 was approved by the Planning Board on July 18, 2024 (PGCPB Resolution No. 2024-067), subject to 17 conditions. The conditions relevant to the review of this DSP are listed below in **bold** text. Staff's analysis of the conditions follows each one, in plain text:

2. Development of this site shall be in conformance with Stormwater Management Concept Plan 20142-2023-SCD, once approved, and any subsequent revisions.

The subject DSP is in conformance with SWM Concept Plan 20142-2023-SCD.

4. In accordance with Section 24-135 of the prior Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for, and provide, adequate on-site recreational facilities.

Detailed discussion was addressed in Finding 6 above, with conditions included in the Recommendation section of this report. Therefore, the subject DSP is in conformance with this condition.

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

On-site recreational facilities have been provided, as shown on the DSP coversheet, which also includes the construction timing of these facilities. Detailed discussion was addressed in Finding 6 above, with conditions included in the Recommendation section of this report.

8. Prior to acceptance of the detailed site plan, a slope stability analysis for mitigated conditions shall be included in the acceptance package.

A slope stability analysis for mitigated conditions, dated December 29, 2023, was provided with this DSP. A report addendum, dated January 23, 2024, was prepared for the DSP based on a new grading plan provided on December 29, 2023.

15. In accordance with the 2009 Approved Countywide Master Plan of Transportation and the 2010 Approved Central Annapolis Road Sector Plan and Sectional Map Amendment, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following facilities, and the facilities shall be shown 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.

The site plan shows a minimum 5-foot-wide sidewalk but does not show shared roadway pavement markings and signage along the property frontage of Chesapeake Road. A condition is included herein requiring the applicant to add this information to the plan.

b. A minimum 5-foot-wide sidewalk from the building entrance to the frontage of Chesapeake Road.

A 5-foot-wide sidewalk is located to the north of the surface parking area to connect to the building entrance. With a crosswalk that crosses the drive aisle in the surface parking area, this sidewalk connects to another 5-foot-wide sidewalk located on the south side of the drive aisle and eventually connects to the 5-foot-wide sidewalk along Chesapeake Road.

c. Provide Americans with Disabilities Act-compliant curb ramps and crosswalks crossing all vehicular access points throughout the site.

The site plan demonstrates standard sidewalks with ADA-compliant curb ramps along the property frontage and within the site, connecting Chesapeake Road to the building entrance.

d. Designated internal or external pathways for pedestrians throughout the site, to all uses, and through surface parking lots.

Designated sidewalks, walkways, and crosswalks are shown on the submitted site plan, with a minimum width of 5 feet. These pathways enable pedestrians to navigate throughout the site and through the surface parking area.

e. Streetscape amenities to be accessible and functional throughout the site, to accommodate the mixed-use community.

The subject DSP includes both indoor and outdoor recreational facility areas, which provide various amenities, as discussed in Finding 6 above. With the designated pathways provided, these on-site facilities are 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 parking near the building entrance, in accordance with American Association of State Highway and Transportation Officials guidelines.

Short- and long-term bicycle parking is provided on-site at the building entrance and within the parking garage, in accordance with AASHTO guidelines.

g. Short-term bicycle parking for the commercial area, at a location convenient to the building, in accordance with American Association of State Highway and Transportation Officials guidelines.

Short-term bicycle parking is provided on-site at the building entrance, near the proposed office use.

16. At the time of the detailed site plan review, the applicant shall delineate the boundary of the proposed outdoor plaza, with details of amenities included within.

The boundary of the proposed outdoor plaza is delineated on the site plan submitted with this DSP, and includes the details of amenities included within.

17. Prior to acceptance of a detailed site plan (DSP), the applicant shall submit a Phase II noise study based on the final site layout and building architecture. The study shall evaluate how outdoor activity areas can be mitigated to 65 dBA/Leq or less during the hours of 7:00 a.m. to 10:00 p.m., and 55 dBA/Leq or less during the hours of 10:00 p.m. to 7:00 a.m. The study shall demonstrate that the interiors of dwelling units will be mitigated to 45 dBA or less. The DSP shall identify all dwelling units requiring enhanced building shell design or construction materials for interior noise mitigation, and the architecture shall reflect the enhancements required to these units. The Planning Board's approval of the DSP shall determine whether any outdoor noise mitigation is required, and the DSP shall show the locations and details of any features provided for outdoor noise mitigation. The ground-level mitigated 65 dBA/Leq noise contour, ground-level mitigated 55 dBA/Leq noise contour, upper-level mitigated 65 dBA/Leq noise contour(s), and upper-level 55 dBA/Leq noise contour(s) shall be delineated on the DSP, accounting for the locations of buildings and all noise barriers.

The applicant provided a Phase II noise analysis dated July 25, 2024. However, some of the contours required to be shown on the DSP by this condition were not provided in the Phase II analysis and, therefore, are not shown on the DSP. Specifically, those missing contours are the upper-level mitigated 65 dBA/Leq noise contour and upper-level mitigated 55 dBA/Leq noise contour. Therefore, conditions

are included herein to note those missing noise contours on the plan and revise architectural elevations for replacing those affected balconies with Juliet balconies. The analysis does provide a noise plan that depicts the units requiring mitigation to reduce the interior noise to 45 dBA/Leq, as required by the Prince George's County Zoning Ordinance, and provides recommended mitigation in the form of upgraded windows (operating and fixed) and doors that meet specific Sound Transmission Class (STC) rating requirements.

11. Certificate of Adequacy ADQ-2023-008: ADQ-2023-008 was approved by the Planning Director on June 20, 2024, subject to four conditions. The conditions relevant to the review of this DSP are listed below in **bold** text. Staff's analysis of the project's conformance to the conditions follows each one, in plain text:

2. Total development within the associated Preliminary Plan of Subdivision shall be limited to uses which generate no more than 131 AM peak-hour trips and 151 PM peak-hour trips.

The proposed development, with this DSP, is consistent with that evaluated under PPS 4-23005 and will not exceed the established trip cap.

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

The site plan includes a total of 31 bicycle parking spaces on-site that are located near each site entrance and within the parking garage; 5-foot-wide sidewalks are provided along the property's frontage, and pedestrian pathways and crosswalks are included, to provide a direct path from the building entrance to the roadway frontage.

12. 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 development standards specify otherwise (pages 182–183). The submitted landscape plan shows that the subject DSP is in conformance with those landscape-related development district standards, except one modification request discussed in Finding 7 above, and one AC request which is discussed below. However, there is a technical error in the schedule for Standard VI.G., for Bufferyard 1, for which a condition is included herein to correct the required and provided width of the landscape yard to be 10 feet. In some schedules, the number of ornamental and evergreen trees are combined. A condition is included requiring the applicant to differentiate the number of ornamental and evergreen trees separately. In addition, the sector plan does not include any standards that modify Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. The number of plantings in Schedule 4.9-1 is not consistent with other schedules included in the landscape plan, for which a condition is included herein for correction.

As part of DSP-23008, the applicant filed a request for Alternative Compliance, AC-24005, from Section 4.6, Buffering Development from Streets, of the Landscape Manual. Specifically, the applicant seeks relief, as follows:

Section 4.6, Buffering Development from Streets
The applicant has requested alternative compliance from the requirements of Section 4.6 of the Landscape Manual, along MD 410, which is classified as an arterial road. This requires the applicant to provide a minimum 50-foot-wide buffer to be planted with 6 shade trees, 16 evergreen trees, and 30 shrubs per 100 linear feet of frontage. The applicant seeks relief from these requirements, as follows:

REQUIRED: Section 4.6(c)(1)(B)(i), Buffering Development from Streets, along MD 410

Length of bufferyard	534 linear feet
Minimum landscape yard width	50 feet
Shade Trees	33
Evergreen Trees	86
Shrubs	161

PROVIDED: Section 4.6(c)(1)(B)(i), Buffering Development from Streets, along MD 410

Length of bufferyard	534 linear feet
Minimum landscape yard width	0.5 feet
Shade Trees	0
Evergreen Trees	0
Shrubs	0

Justification of Recommendation
The applicant proposes a buffer of approximately 0.5 feet wide from the eastern property boundary along MD 410, and no plant materials, as a result of the unique shape of the property, along with the steep slope and retaining wall separating the property from the Purple Line tracks within the MD 410 right-of-way. However, the applicant has stated that they do not expect approval of this AC request, and they have filed a Departure from Design Standards, DDS-24002, pursuant to Section 1.3(f) of the Landscape Manual, and Section 27-239.01 of the prior Zoning Ordinance.

Based on the above factors, the Planning Director does not find the applicant's proposal to be equally effective in fulfilling the intent and purposes of Section 4.6 of the Landscape Manual, to provide a buffer between a multifamily development and an arterial road, in order to reduce the adverse impacts to the multifamily development. Therefore, the Planning Director concludes that the proposed alternative design solution fails to meet the approval criteria and recommends disapproval.

13. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the grandfathering provisions of the 2024 Woodland Conservation Ordinance because the property had a tree conservation plan (TCP) that was accepted for review on or before June 30, 2024. The property must conform to the regulations of the

2010 Woodland Conservation Ordinance and the 2018 Environmental Technical Manual. A Type 2 Tree Conservation Plan, TCP2-001-2025, was submitted with the subject DSP.

Based on the TCP2 submitted with this DSP, 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 2.69 acres of woodland, resulting in a woodland conservation requirement of 1.39 acres. According to the TCP2 worksheet, the requirement is proposed to be met with 1.39 acres of off-site woodland conservation credits. The environmental letter of justification previously submitted with the CSP 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.

14. **Prince George's County Tree Canopy Coverage Ordinance:** Prince George's County Council Bill CB-21-2024, for the Tree Canopy Coverage Ordinance, became effective July 1, 2024. Subsequently, Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that propose more than 2,500 square feet of gross floor area, or disturbance, and requires a grading permit. Properties in the NAC Zone are required to provide a minimum of 15 percent of the net tract area to be covered by tree canopy. The subject site is approximately 3 acres, and the required TCC is approximately 0.45 acre or 19,602 square feet. This requirement is met through the on-site existing trees and proposed landscaped plants, as required by the Landscape Manual, as shown in the TCC schedule. However, the number of plants does not match the numbers of plants in other schedules. A condition is included herein requiring the applicant to correct the TCC schedule.

15. **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 and Archeological Review**—In a memorandum dated February 10, 2025 (Stabler, Smith, and Chisholm to Huang), the Historic Preservation Section noted that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. A Phase I archeology survey will not be recommended. The subject property does not contain, and is not adjacent to, any Prince George's County historic sites or resources.

b. **Community Planning**—In a memorandum dated February 10, 2025 (Selvakumar to Huang), the Community Planning Division provided an analysis of the subject DSP's conformance with the recommendations of the 2014 *Plan Prince George's 2035 Approved General Plan* and the sector plan, and supported the proposed alternative development district standards requirements, which are discussed in Finding 7 above.

c. **Transportation Planning**—In a memorandum dated February 6, 2025 (Daniels to Huang), the Transportation Planning Section offered the following:

Master Plan Roads
The subject property has frontage on Chesapeake Road, which has no master plan designation. The site also has frontage along MD 410 (A-15), a master-planned arterial with four to six lanes and an ultimate ROW of 120 feet. The site has no planned access to MD 410. The ROW along both road frontages were reviewed at the time of PPS 4-23005. No additional dedication is required with this application.

Master Plan Pedestrian and Bike Facilities
The 2009 *Approved Countywide Master Plan of Transportation* (MPOT) recommends a shared roadway along the frontage of Chesapeake Road and a bicycle lane along MD 410. The Complete Streets element of the MPOT reinforces the need for multimodal transportation and includes the following policies regarding the accommodation of pedestrians and bicyclists (MPOT, pages 9–10):

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

- **Provide a multimodal, pedestrian-friendly, transportation system at centers and corridors that is integrated with the desired development pattern.**

The property frontage will include shared road (sharrows) pavement markings and signage to fulfill the master-planned facilities. Staff recommend this facility be included in the DSP and the pedestrian and bicycle facilities plan. In addition, Chesapeake Road will include sharrows and signage beyond the frontage as part of the Bicycle and Pedestrian Impact Statement (BPIS), off-site improvements as well as several additional improvements connecting the site to adjacent properties. The

planned bicycle lane along MD 410 is not recommended with this development. Although the site has frontage along MD 410, there is no planned direct access. The construction of the Purple Line is currently ongoing, and the site is adjacent to the Glenridge station Purple Line stop. The frontage improvements provided by the proposed development will create a connection to the Glenridge station for future residents and the neighboring properties.

The site plan also includes a 5-foot-wide sidewalk along the property's frontage and within the site including associated crosswalks and ADA curb ramps. Short- and long-term bicycle parking is provided. The proposed facilities and amenities provide frontage improvements, continuous pedestrian and bicycle connections, and designated parking to encourage multimodal activities, as well as connect and integrate the site into the surrounding neighborhood and meet the intent of the master plan.

d. **Subdivision**—In a memorandum dated February 10, 2025 (Bartlett to Huang), the Subdivision Section provided an analysis of the conditions of PPS 4-23005 and ADQ-2023-008, as included in Findings 10 and 11 above.

e. **Environmental Planning**—In a memorandum dated February 7, 2025 (Rea to Huang), the Environmental Planning Section offered the following:

Natural Resources Inventory
A Natural Resources Inventory (NRI-045-2023) plan was approved on June 23, 2023, and is provided with this DSP application. This site does not contain any streams but does have a small portion of an isolated wetland and associated buffer, comprising the regulated environmental features (REF). Four specimen trees are associated with this site.

It should be noted that, during review of PPS 4-23005, it was reported that the soil on this site was contaminated from off-site sources. The owner/applicant is working with the Maryland Department of the Environment (MDE) to clean the site of these contaminants, through a voluntary cleanup program, monitored by MDE.

Specimen Trees
A Subtitle 25 variance was approved with CSP-23001, for the removal of four specimen trees, identified as Specimen Trees ST-1 through ST-4. No additional specimen trees have been requested for removal with this application.

Regulated Environmental Features
This site contains REF that are required to be preserved and/or restored to the fullest extent possible under Section 24-130(b)(5) of the Subdivision Regulations. The site contains no streams or floodplain; therefore, no primary management area (PMA) is on-site. However, there is a total of 5,228 square feet of environmental features, consisting of 96 square feet of isolated wetlands on-site, and 5,132 square feet of wetland buffer that is associated with an off-site wetland. Isolated wetlands, not associated with a stream, stream buffer, or 100-year floodplain, are not delineated as PMA; however, authorization from MDE, Nontidal Wetlands Division is still required prior to disturbance. The Planning Board approved impacts to the

isolated wetland with PPS 4-23005 and no additional impacts are proposed with this application.

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 condition of CSP-23001 and 4-23005 required that the applicant provide a slope stability analysis for unmitigated and mitigated conditions in the DSP application package. The applicant provided this documentation. The Maryland-National Capital Park and Planning Commission's geotechnical planner has reviewed the documentation and has no issues at this time.

The applicant has indicated that this site has been contaminated from off-site sources. The applicant is working with the MDE's Voluntary Cleanup Program to remediate this contamination.

Stormwater Management
An approved SWM Concept Plan, 20142-2023-SDC/P55606-2024-SDC, was submitted with the subject application. Proposed SWM features include four micro-bioretention facilities, and a SWM vault. No further information is required regarding SWM with this application.

f. **Permit Review—**In a memorandum dated January 28, 2025 (Glascoe to Huang), the Permit Review Section offered comments on signage and recreational facilities for the subject DSP, which were addressed by the applicant in the revised plan.

g. **Prince George's County Department of Parks and Recreation (DPR)—**In an email dated February 12, 2025 (Thompson to Huang), DPR offered no comments on the subject DSP.

h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)—**At the time of the writing of this technical staff report, DPIE did not offer comments on this application.

i. **Prince George's County Fire/EMS Department—**In a memorandum dated February 4, 2025 (Reilly to Hung), the Fire/EMS Department offered fire-related comments, which are added to the Recommendation section of this report.

j. **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.

k. **Prince George's County Health Department—**In a memorandum dated January 22, 2025 (Adepoju to Huang), the Health Department offered a health impact assessment of the proposed development and comments addressing potential impact activities, such as noise and dust, extending into adjacent properties during construction.

l. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this technical staff report, WSSC did not offer comments on this application

m. **City of New Carrollton**—The subject property is located within 0.25 mile of the geographical boundary of the city of New Carrollton. The DSP application was referred to the municipality for review on February 25, 2025. At the time of the writing of this technical staff report, the city of New Carrollton did not offer comments on this application.

n. **Town of Landover Hills**—The subject property is located within 0.25 mile of the geographical boundary of the town of Landover Hills. On February 21, 2025, the mayor of Landover Hills, Mr. Jeff Schomish, contacted staff and indicated receiving the Notices of Public Hearing for the subject DSP and requested the associated DDS-24002 materials. Staff immediately responded and provided the materials to the mayor for his review. On February 25, 2025, this DSP application was again referred to the municipality for review. At the time of the writing of this technical staff report, the town of Landover Hills did not offer comments on this application.

o. **City of Glenarden**—The subject property is located within one mile of the geographical boundary of the city of Glenarden. The DSP application was referred to the municipality for review on February 25, 2025. At the time of the writing of this technical staff report, the city of Glenarden did not offer comments on this application.

16. **Community feedback**—At the time of the writing of this technical staff report, staff did not receive any inquiries from the community regarding the subject DSP.

17. The subject application adequately takes into consideration the requirements of the D-D-O Zone and the sector plan. The amendments to the development district standards, required for this development, would benefit the development and the development district, as required by Section 27-548.25(c) of the prior Zoning Ordinance, and would not substantially impair implementation of the sector plan.

18. Based on the foregoing, and as required by Section 27-285(b)(1) of the prior Prince George's County Zoning Ordinance, the DSP, if approved with conditions, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the prior Prince George's County Code, without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use. Specifically, these site design guidelines are supplanted by the development district standards contained in the sector plan.

19. As required by 27-285(b)(2) of the prior Zoning Ordinance, this DSP conforms to CSP-23001.

20. Section 27-285(b)(3) of the prior Zoning Ordinance does not apply to this DSP because it is not a DSP for infrastructure.

21. Per Section 27-285(b)(4) of the prior Zoning Ordinance, "The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been

preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5)." This finding was made at the time of the PPS and no additional impacts to REF are proposed with this DSP application.

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 recommend the following:

A. APPROVAL of modification of the following development district standards:

1. **Glenridge Transit Village Bulk Table, Front Building Placement Line (Standard I.B)** (page 145)**:** To allow the front building placement line for the proposed building to be approximately 59 feet from Chesapeake Road.

2. **Glenridge Transit Village Bulk Table, Interior Side Yard (Standard I.B)** (page 145)**:** To allow both interior side yard setbacks to be approximately 23 percent of the lot width.

3. **Glenridge Transit Village Bulk Table, Building Height (Standard I.B)** (page145): To allow the building's height, as shown on the architectural elevations, that are submitted with this DSP.

4. **Glenridge Transit Village Bulk Table, Ground-Floor Height (Standard I.B)** (page 145): To allow the building's ground-floor height, as shown on the architectural elevations, that are submitted with this DSP.

5. **Parking and Access Management (Standard I.C.1)** (page 147)**:** To allow surface parking located in the side yard of the building for ease of access.

6. **Parking and Access Management (Standard I.C.7)** (page 149)**:** To waive the requirement of this development district standard.

7. **Public Realm Stardards, Public and Private Open Spaces (Standard V.C.8)** (page 170): To allow site furnishings to be constructed of wood.

8. **Landscape Standards, Buffering incompatible uses (Standard VI.G.4)**(page 184): To allow a 13-foot building setback along Bufferyard 2, in lieu of the required 15 feet.

9. **Landscape Standards, Streetscape Elements (Standard VI.I.2)** (page 184): To allow no benches, trash receptacles, or bus shelters within the Chesapeake Road frontage**.**

10. **Landscape Standards, Streetscape Elements (Standard VI.I.4): Decorative paving** (page 184)**:** To allow the sidewalk along Chesapeake Road, within the property's frontage, to not be designed with decorative paving.

B. DISAPPROVAL of Alternative Compliance AC-24005, for Section 4.6, Buffering Development from Streets, of the 2010 *Prince George's County Landscape Manual,* along MD 410 (Veterans Parkway), which is classified as an arterial road.

C. APPROVAL of Departure from Design Standards DDS-24002, for Flats at Glenridge Station, to allow approximately 0.5-foot-wide bufferyard and no landscaped plans provided along MD 410 (Veterans Parkway).

D. APPROVAL of Detailed Site Plan DSP-23008 and Type 2 Tree Conservation Plan TCP2-001-2025, for Flats at Glenridge Station, subject to the following conditions:

1. Prior to certification, the applicant and the applicant's heirs, successors, and/or assignees shall revise the detailed site plan (DSP), as follows, or provide the specified documentation.

    a. Add the lot coverage of this DSP to the general notes on the coversheet.

    b. Revise the parking information, as follows:

        (1) Indicate all the dimensions of drive aisles and parking spaces on the floor plan of the parking structure.

        (2) Correct the size of compact parking spaces to be 8 feet by 16.5 feet.

        (3) Indicate the two required handicap van-accessible parking spaces, with dimensions, on the plan and add this number to the parking schedule on the coversheet.

        (4) Correct the size of the handicap-accessible parking spaces to be 9 feet by 19 feet.

    c. Revise the proposed on-site recreational facilities, as follows:

        (1) Add "the total 245 dwelling units proposed", and "the total value of recreational facilities required: $328,819.40 per projected population" to the schedule.

        (2) Revise the schedule to meet the required value of $328,819.40.

        (3) Add an itemized list of equipment in the fitness room to the schedule.

        (4) Note in the schedule where to find the detailed sheets for each recreational facility provided.

    d. Revise the proposed signage, as follows:

(1) Submit a finalized entry gateway sign, with details and dimensions, to be reviewed by staff of the Urban Design Section of the Development Review Division of the Prince George's County Planning Department.

(2) Label the dimension that the entry gateway sign sets back from Chesapeake Road.

(3) Incorporate sculpture or artwork into the proposed entry gateway sign, to be reviewed by staff of the Urban Design Section of the Development Review Division of the Prince George's County Planning Department in accordance with the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment*.

e. Indicate the location of street lighting along Chesapeake Road on the plan.

f. Revise the site plan based on the noise study, as follows:

(1) Add a line connecting the callout for the "ground-level unmitigated future daytime 65dBA/Leq noise contour" shown on the DSP coversheet to the contour line itself.

(2) In conformance with Condition 17 of Prince George's County Planning Board Resolution No. 2024-067, show the upper-level mitigated 65 dBA/Leq noise contour and upper-level mitigated 55 dBA/Leq noise contour on the DSP. Ensure the same is shown in the plan legend.

(3) Provide a general note on the DSP coversheet that identifies the units for which balconies are not allowed, due to noise levels that exceed the maximum allowed for outdoor activity areas, and revise the architectural elevations to replace those affected balconies with Juliet balconies.

g. Add a schedule of the applicable district development standards and note modification if requested.

h. Add shared pavement markings and signage along the property frontage of Chesapeake Road to the site plan and the pedestrian and bicycle facilities plan, pursuant to Condition 4.a of Conceptual Site Plan CSP-23001 and Condition 15.a of Preliminary Plan of Subdivision PPS 4-23005.

i. Per the Prince George's County Fire/EMS Department's referral comment, label the fire lane markings and signage on the site plan, in accordance with Subtitle 11-277 of the prior Prince George's County Zoning Ordinance.

j. Indicate the location of any proposed fire department connection (FDC) on the site plan. A hydrant must be provided within 200 feet of any FDC as hose is laid by the Prince George's County Fire/EMS Department; along drive

aisles, around corners, around obstacles, etc. as required by Subtitle 4-167 of the prior Prince George's County Zoning Ordinance.

k. Delineate a public pedestrian walkway or sidewalk on the plan to be added to the easement established at the time of final plat, in order to allow the public to access and use the proposed central plaza.

2. Prior to certification, the applicant shall revise the landscape plan, as follows:

a. Revise the figure for the required and provided width of the landscape yard to be 10 feet in the schedule for Standard VI. G, for Bufferyard 1 and Bufferyard 2.

b. Separate the number of ornamental and evergreen trees provided in the landscaping schedules.

c. Provide shrubs and ground cover plants around the proposed entry gateway sign.

d. Revise Schedule 4.9-1, Sustainable Landscaping Requirements, to ensure that the number of shade, ornamental and evergreen trees, and shrubs is consistent across the landscape package.

e Revise the Tree Canopy Coverage (TCC) Schedule to ensure the number in this schedule is consistent with Schedule 4.9-1, Sustainable Landscaping Requirements.

f. Revise the location of the 6-foot-high fence, to be installed along the northern property line, rather than at the top of the proposed retaining wall, and provide a section showing its relationship to the proposed multifamily building and the adjacent commercial parking lot, to be reviewed by staff of the Urban Design Section of the Development Review Division of the Prince George's County Planning Department.

3. Prior to certification of the detailed site plan, the architectural elevations for the proposed mix-use building shall be revised to reflect the required upgraded windows and/or doors to mitigate interior noise levels to 45 dBA Ldn or less, and shall be certified by a professional engineer, with competency in acoustical analysis, stating that the building shell of the structure has been designed to reduce interior noise levels to 45 dBA Ldn or less.

4. Prior to approval, the final plat of subdivision shall delineate and include a note reflecting the recording reference for a public access easement or covenant for the outdoor plaza, for the benefit of the public, in accordance with the detailed site plan. The easement or covenant shall be reviewed and approved by the Development Review Division of the Prince George's County Planning Department and be fully executed, prior to approval of a final plat for the development. The document shall set forth the rights, responsibilities, and liabilities of the parties. The document shall be recorded in the Prince George's County Land Records and the liber/folio shall be indicated on the final plat, prior to recordation.

FLATS AT GLENRIDGE STATION

Detailed Site Plan

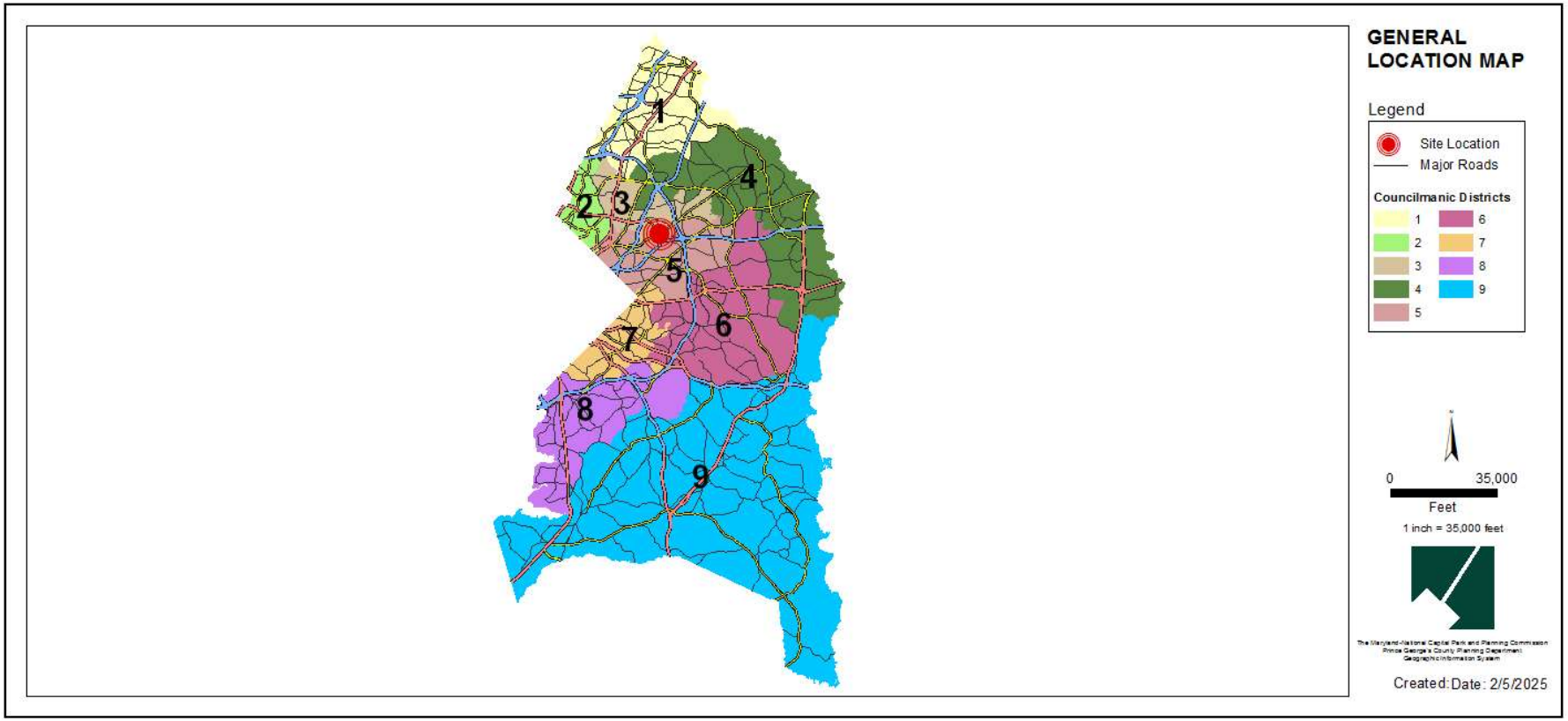
DDS-24002/AC-24005/TCP2-001-2025

Staff Recommendation: APPROVAL with conditions

GENERAL LOCATION MAP

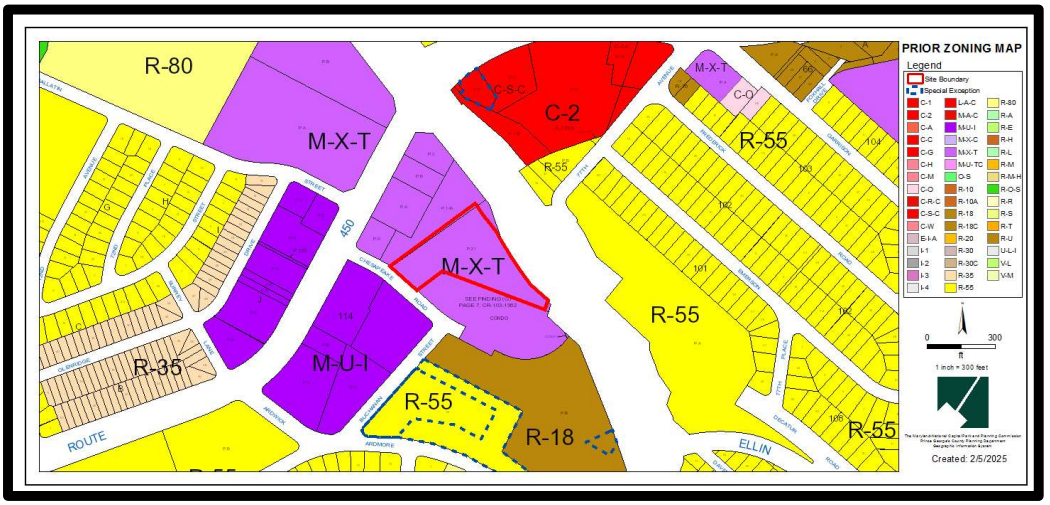
Council District: 03

Planning Area: 69

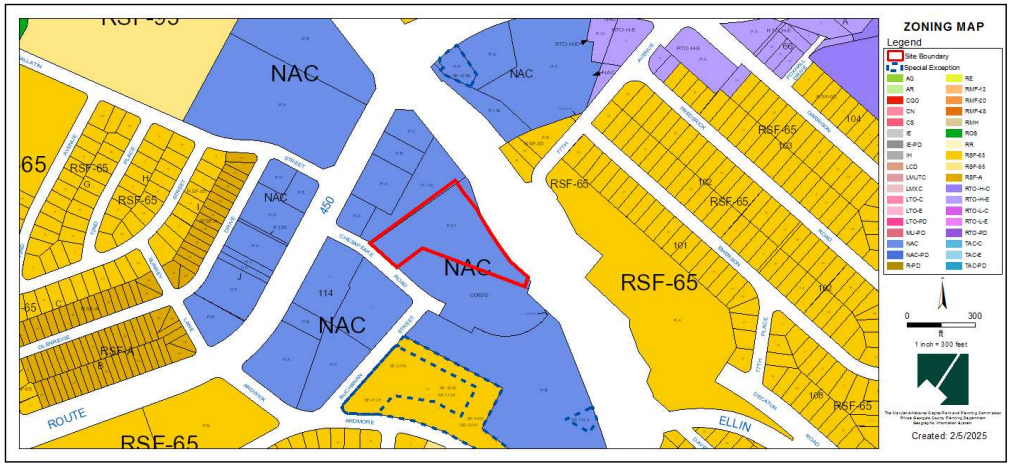


3D VICINITY MAP

ZONING MAP

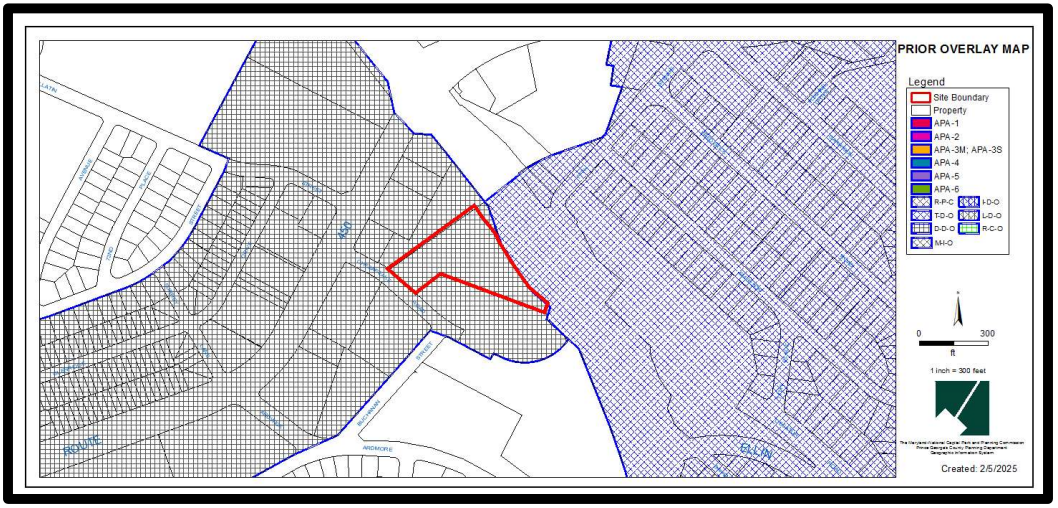


Prior Property Zone: M-X-T



Current Property Zone: NAC

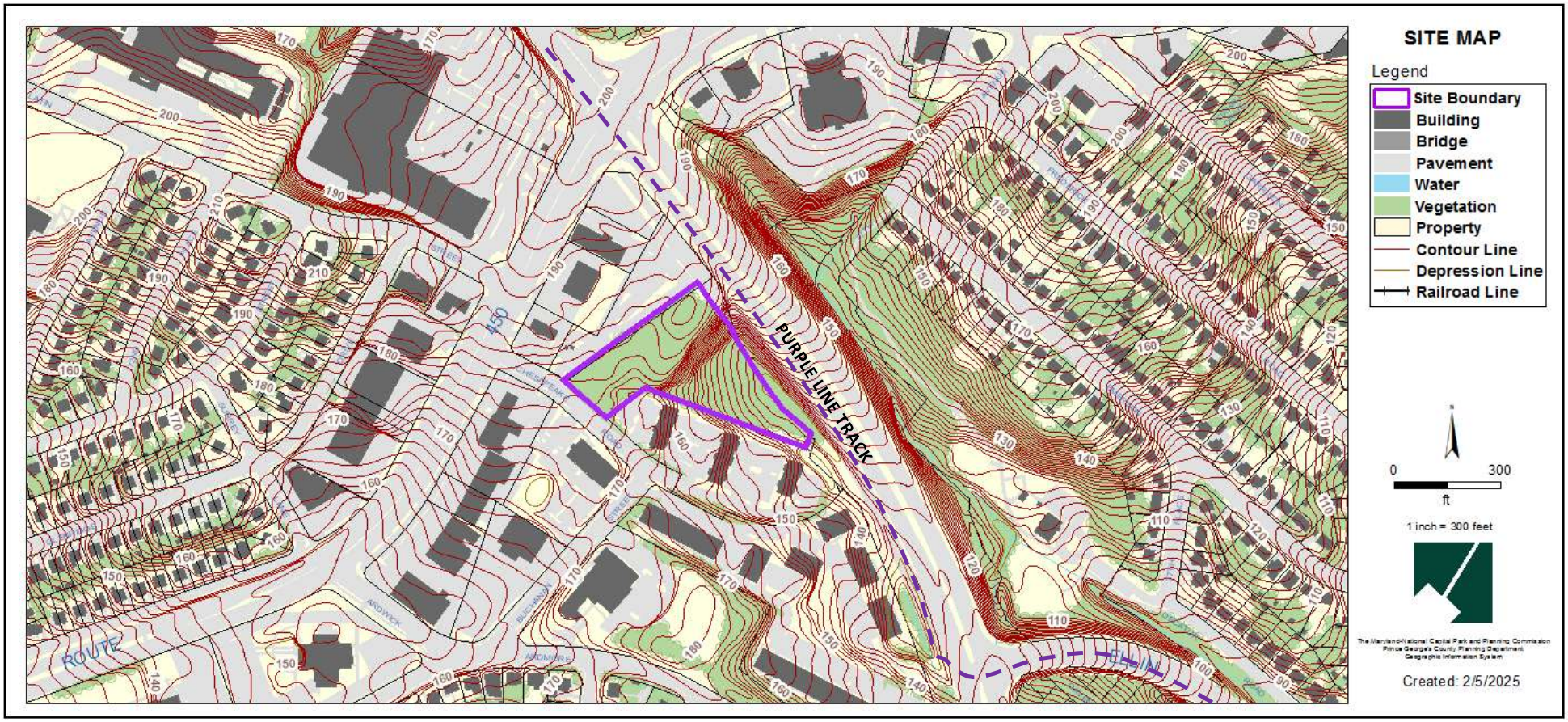
OVERLAY MAP



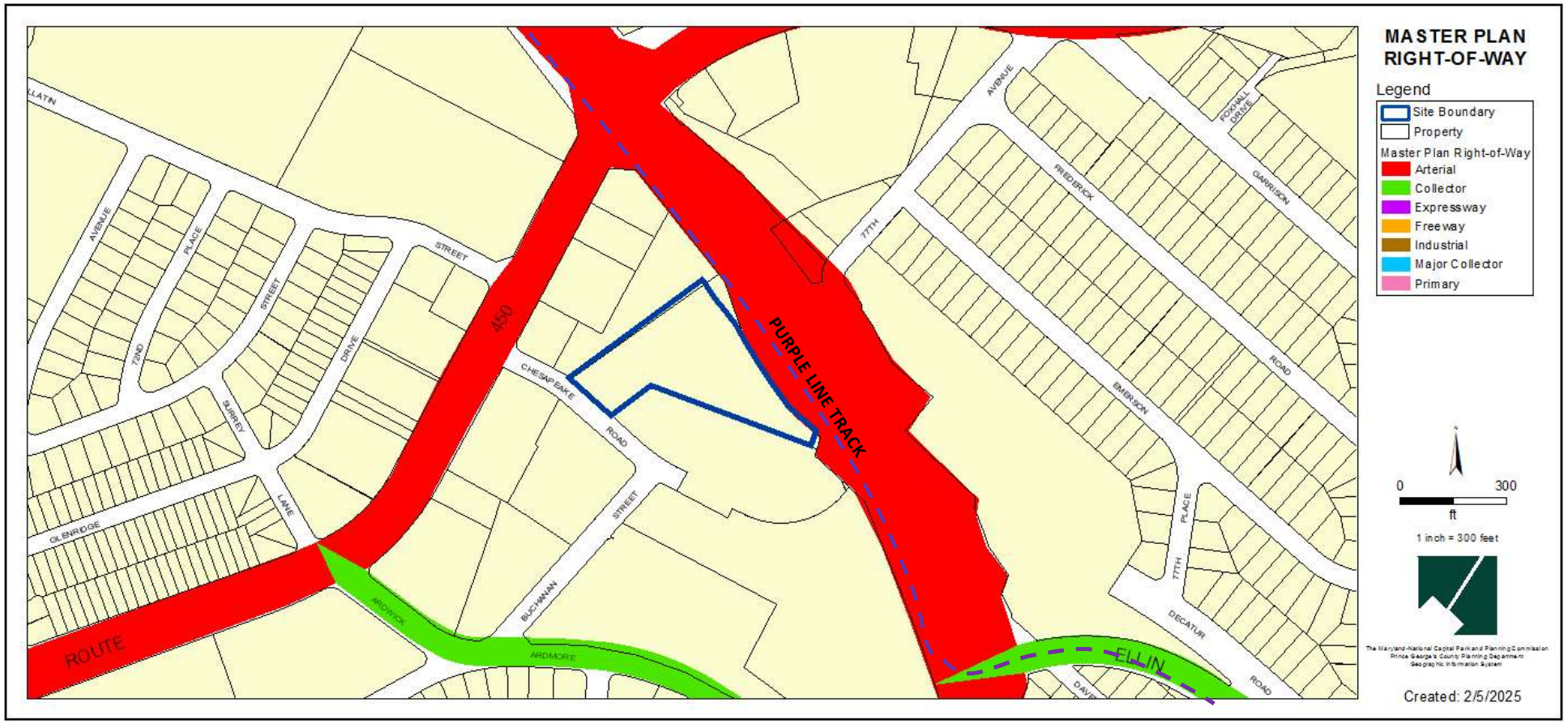
Prior Property Zone: D-D-O

Current Property Zone: None

SITE MAP

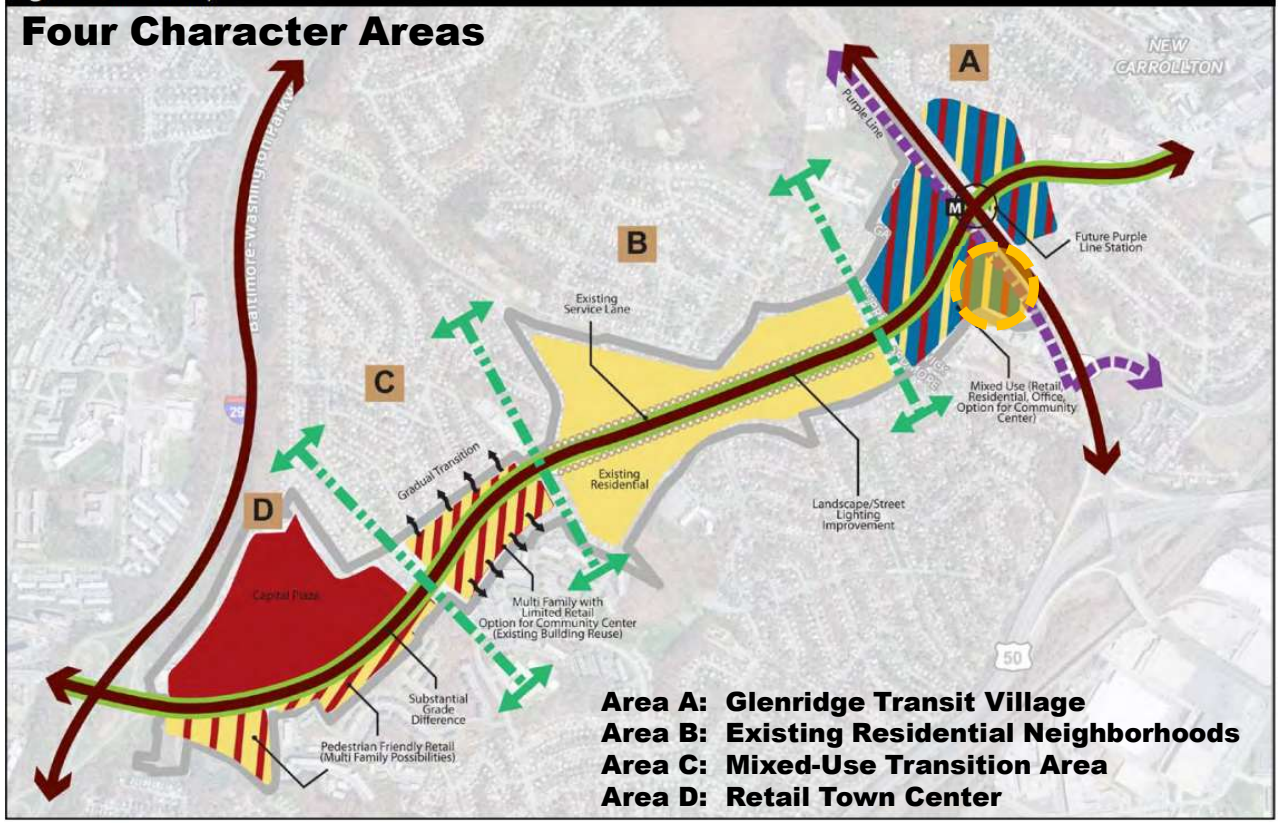

PURPLE LINE TRACK
SITE MAP
Legend
Site Boundary
Building
Bridge
Pavement
Water
Vegetation
Property
Contour Line
Depression Line
Railroad Line
0
300
ft
1 inch = 300 feet
Created: 2/5/2025

MASTER PLAN RIGHT-OF-WAY MAP



CENTRAL ANNAPOLIS ROAD DDOZ SECTOR PLAN

Figure 5.2 Plan Concept

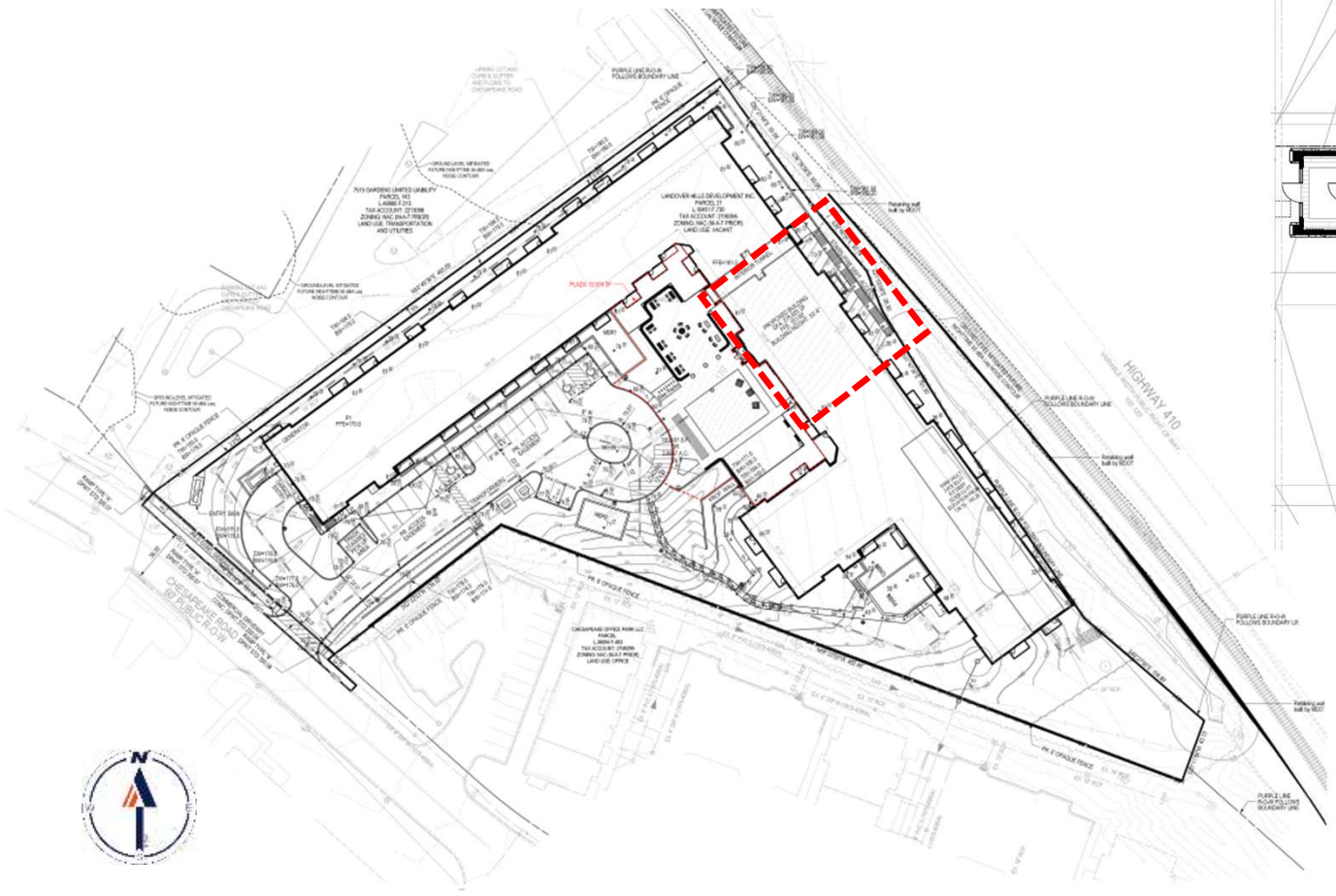


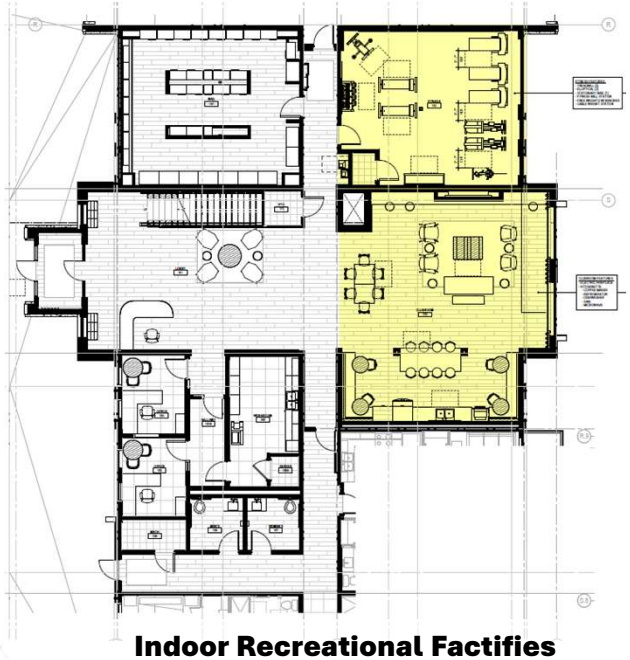
Active, pedestrian-oriented streets with a mix of uses help to create a safe, attractive, and desirable environment.

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

BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED

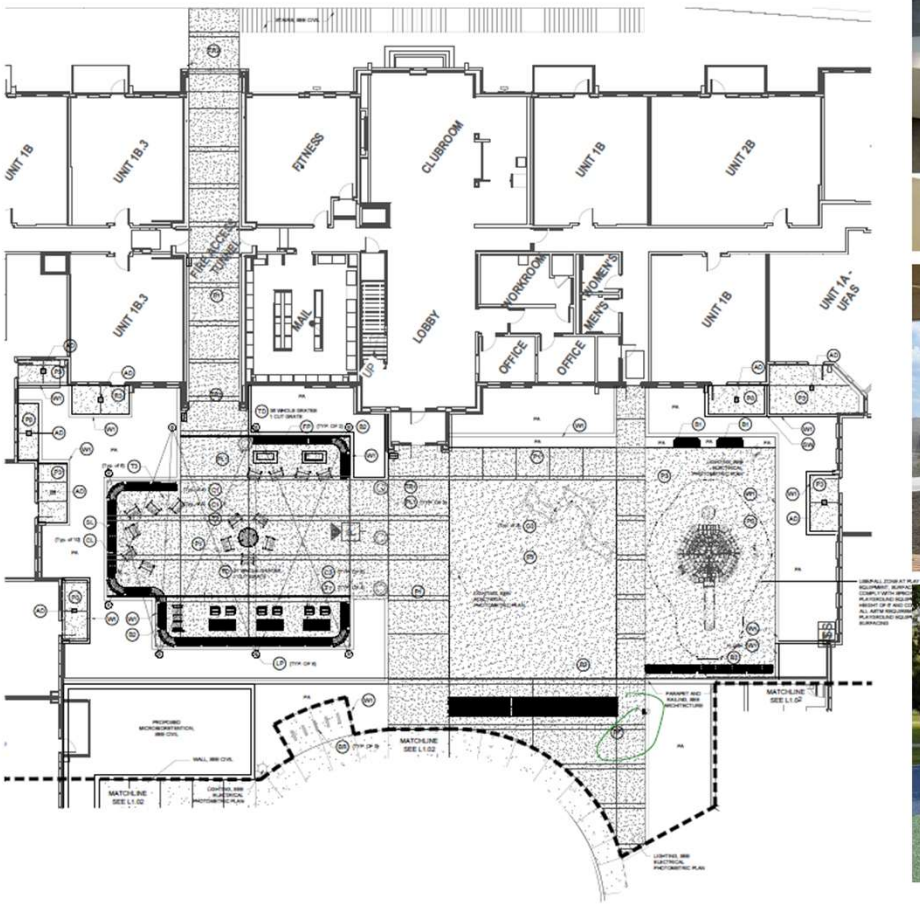
DETAILED SITE PLAN





Indoor Recreational Factifies

CENTRAL PLAZA



LANDSCAPE PLAN

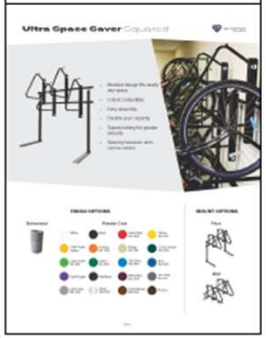
Departure from Design Standards request:

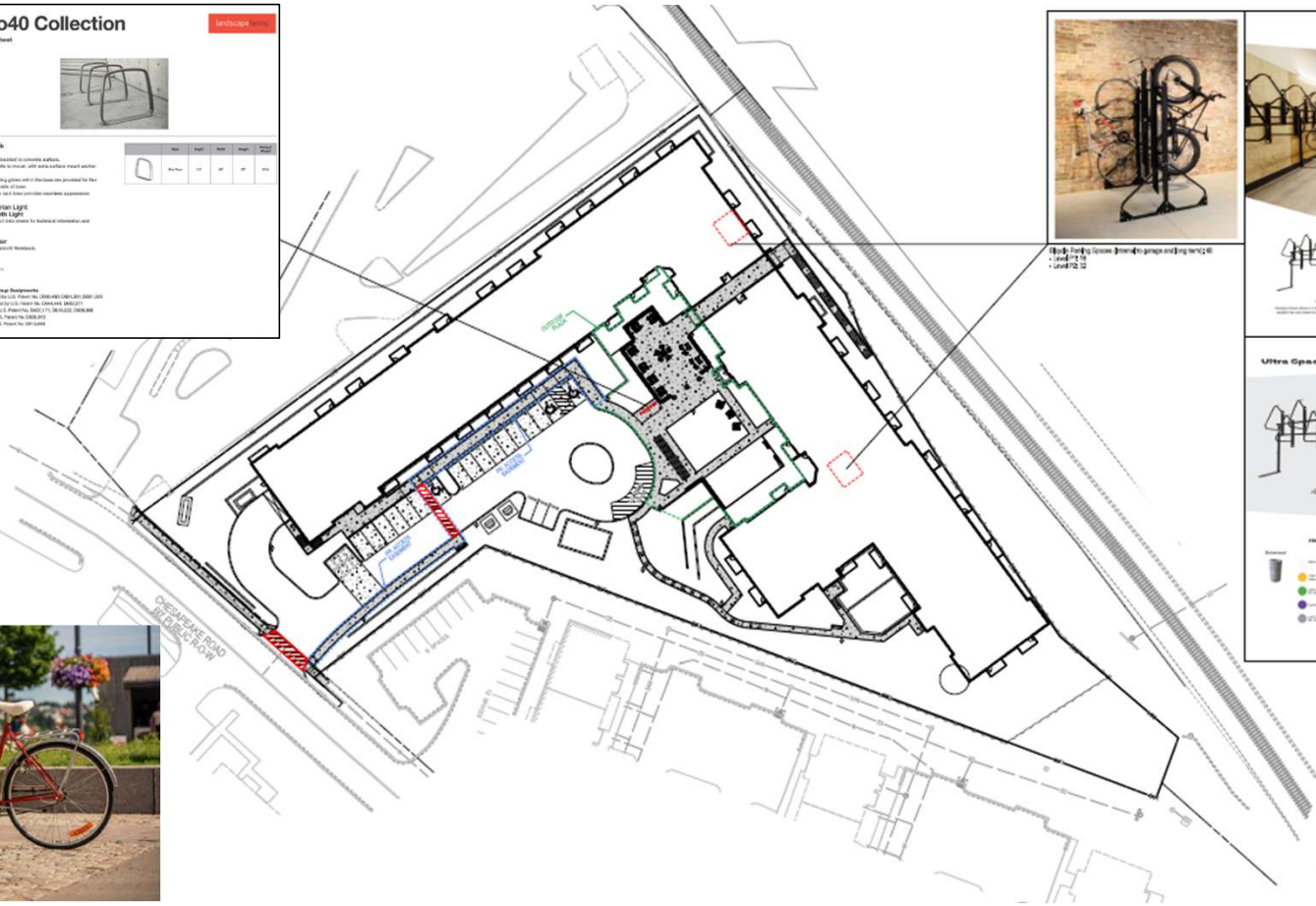
Section 4.6 Buffering Development from Streets

Alternative Compliance (AC) request:

Section 4.6 Buffering Development from Streets

PEDESTRIAN & BICYCLE FACILITIES & CIRCULATION PLAN

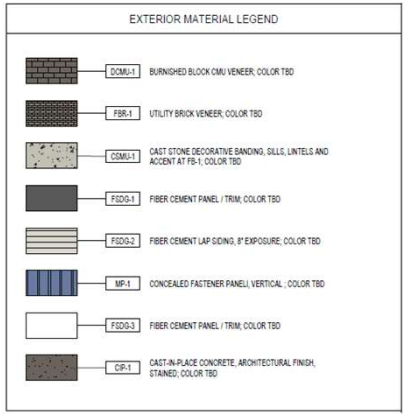




EXTERIOR ELEVATIONS – WEST AND SOUTH

WEST REFERENCE ELEVATION

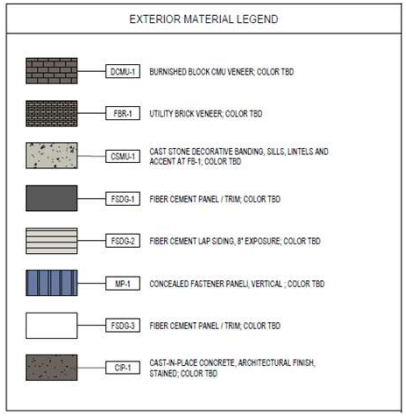
SOUTH REFERENCE ELEVATION



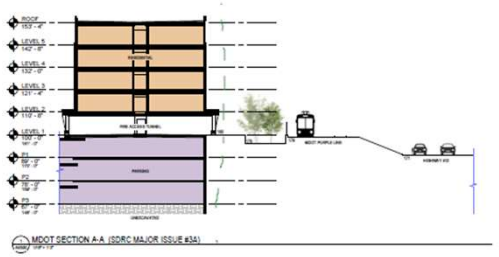
EXTERIOR ELEVATIONS – EAST AND NORTH

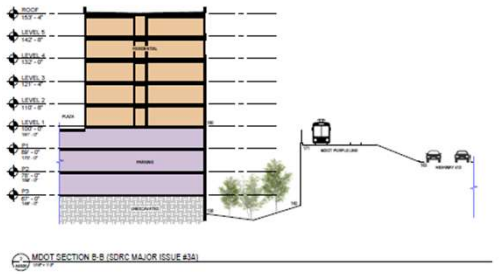
EAST REFERENCE ELEVATION

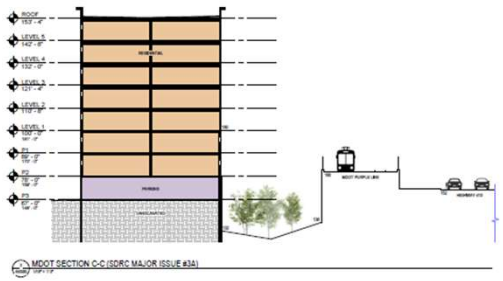
NORTH REFERENCE ELEVATION



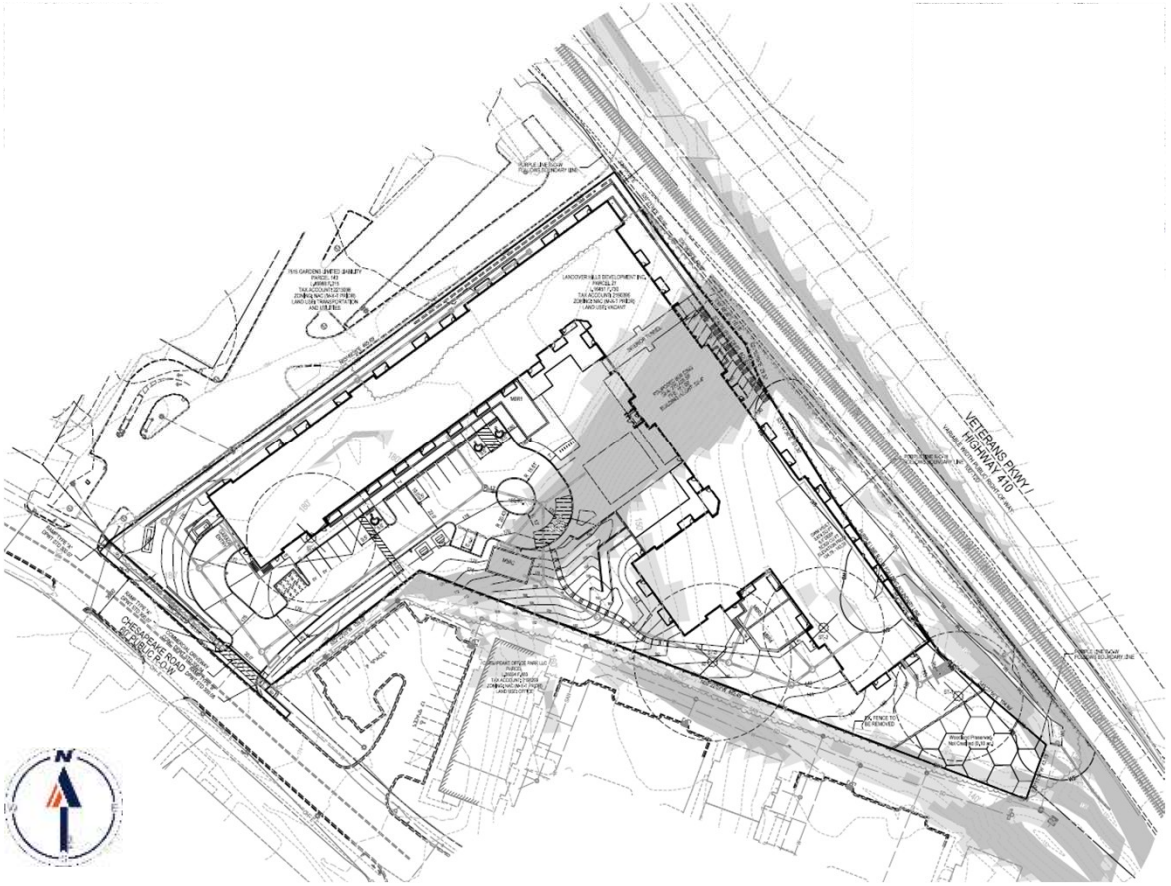
3D VIEW FROM VETERANS HIGHWAY







TYPE II TREE CONSERVATION PLAN



Standard Woodland Conservation Worksheet for Prince George's County

	SECTION I-Establishing Site Information- (Enter acres for each zone)				
1	Zone:	M-X-T			
2	Gross Tract:	3.00		0.00	
3	Floodplain:	0.00		0.00	
4	Previously Dedicated Land:	0.00		0.00	
5	Net Tract (NTA):	3.00	0.00	0.00	
6	TCP Number	TCP2-xxx-2024		Revision #	0
7	Property Description or Subdivision Name:	Flats at Glenridge Station (7011 Chesapeake Road)			
8	Is this site subject to the 1989 or 1991 Ordinance	N			
9	Is this site subject to the 1991 Ordinance	N			
10	Subject to 2010 Ordinance and in PFA (Priority Funding Area	Y			
11	Is this one (1) single family lot? (Y or N)	N			
12	Are there prior TCP approvals which include a	N			
13	combination of this lot/s? (Y or N)				
14	Is any portion of the property in a WC Bank? (Y or N)	N			
15	Break-even Point (preservation) =	0.92	acres		
16	Clearing permitted w/o reforestion=	1.87	acres		

	SECTION II-Determining Requirements (Enter acres for each corresponding column)	**Column A** WCT/AFT %	**Column B** Net Tract	**Column C** Floodplain (1:1)	**Column D** Off-Site Impacts (1:1)
17	Existing Woodland		2.79	0.00	
18	Woodland Conservation Threshold (WCT) =	15.00%	0.45		
19	Smaller of 17 or 18		0.45		
20	Woodland above WCT		2.34		
21	Woodland cleared		2.69	0.00	0.00
22	Woodland cleared above WCT (smaller of 16 or 17)		2.34		
23	Clearing above WCT (0.25 : 1) replacement requirement		0.59		
24	Woodland cleared below WCT		0.35		
25	Clearing below WCT (2:1 replacement requirement)		0.70		
26	Afforestation Required Threshold (AFT) =	15.00%	0.00		
27	Off-site WCA being provided on this property		0.00		
28	**Woodland Conservation Required**		1.39	acres	

	SECTION III-Meeting the Requirements (Enter acres for each corresponging column)				
29	Woodland Preservation		0.00		
30	Afforestation / Reforestation		0.00	Bond amount:	$ -
31	Natural Regeneration		0.00		
32	Landscape Credits		0.00		
33	Specimen/Historic Tree Credit (CRZ area * 2.0)	0.00	0.00		
34	Forest Enhancement Credit (Area * .25)	0.00	0.00		
35	Street Tree Credit (Existing or 10-year canopy coverage)		0.00		
36	Area approved for fee-in-lieu		0.00	Fee amount:	$0.00
37	Off-site Woodland Conservation Credits Required		1.39		
38	Off-site WCA (preservation) being provided on this property		0.00		
39	Off-site WCA (afforestation) being provided on this property		0.00		
40	**Woodland Conservation Provided**		1.39	acres	

41	Area of woodland not cleared	0.10	acres
42	Net tract woodland retained not part of requirements:	0.10	acres
43	100-floodplain woodland retained	0.00	acres
44	On-site woodland conservation provided	0.00	acres
45	On-site woodland conservation alternatives provided	0.00	
46	On-site woodland retained not credited	0.10	acres

47 Prepared by: David Bickel — 11/1/2024
RLA# 3210 — Signed — Date

STAFF RECOMMENDATION

APPROVAL with conditions

- DSP-23005
- DDS-24002
- TCP2-001-2025

DISAPPROVAL

- AC-24005

Issues:

- None

Applicant Required Mailings:

- Informational Mailing: 08/09/2024
- Acceptance Mailing: 12/16/2024

LerchEarlyBrewer 16701 Melford Blvd., Suite 400 • Bowie, MD 20715 • lerchearly.com

Statement of Justification
Detailed Site Plan
DSP-23008: Flats at Glenridge Station (formerly 7011 Chesapeake Road)
7011 Chesapeake Road, Hyattsville, Maryland 20784
(*Revised 1/31/2024*)

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 Detailed Site Plan (DSP-23008) for development of a compact mixed-use building, with an FAR of 2.11, that is proposed to include approximately 245 affordable multifamily dwelling units and approximately 1380 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 Dominium, 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 an FAR of 2.11, that will include 245 affordable multifamily dwelling units and approximately 1380 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.

Pages 145 to 153 of the Sector Plan establish the Development District Standards for the Glenridge Transit Village. The Project, therefore, is required to meet these standards. The Development

District Standards are addressed in a chart, which is attached to this Statement of Justification as **Exhibit A**.

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. The Planning Board approved CSP-23001 in accordance with the Prior Zoning Ordinance and 4-23005 in accordance with the Prior Subdivision Regulations.

IV. ANALYSIS OF PRIOR ZONING ORDINANCE CRITERIA

A. Required Planning Board Findings

To approve a detailed site plan, the Planning Board must make the required findings set forth in Section 27-285(b). The Project satisfies the findings, each of which is addressed in turn.

Sec. 27-285. Planning Board procedures.

* * *

(b) Required findings.

(1) The Planning Board may approve a Detailed Site Plan if it finds that the plan represents a 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 these findings, the Planning Board may disapprove the Plan.

Analysis: As will be described in this Statement of Justification, the proposed DSP-23008 represents a 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. **Exhibit A**, which is attached to this Statement of Justification, addresses this application's conformance to each of the relevant Development District Standards.

(2) The Planning Board shall also find that the Detailed Site Plan is in general conformance with the approved Conceptual Site Plan (if one was required).

Analysis: As explained in Section VI, the detailed site plan is in general conformance with the approved CSP-23001

> *(3) [Inapplicable because DSP-23008 is not a detailed site plan for infrastructure]*
>
> *(4) The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).*

Analysis: 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.*

Analysis: 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, and the Planning Board granted a variance for their removal as part of its approval of CSP-23001 (PGCPB No. 2024-007). 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. The wetland is not considered waters of the United States.

B. Prior Zoning Ordinance CDP Design Guidelines

According to Section 27-283(a), the "Detailed Site Plan shall be designed in accordance with the same guidelines as required for a Conceptual Site Plan." Therefore, this Statement of Justification will analyze each of the site design guidelines set forth in Section 27-274, with appropriate adjustments that are tailored to a detailed site plan application. **Exhibit A**, which is attached hereto, addresses all Development District Standards, including those that further modify the site design guidelines.

Sec. 27-274. Design guidelines.

(a) The [Detailed Site Plan] shall be designed in accordance with the following guidelines:

(1) General.

(A) The Plan should promote the purposes of the [Detailed Site Plan]

Analysis: Section 27-281(b) and (c) of the prior Zoning Ordinance sets forth the purposes of detailed site plans. Those sections read:

Sec. 27-281. Purposes of Detailed Site Plans.

* * *

(b) General purposes.

(1) The general purposes of Detailed 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 Detailed Site Plans are:

(A) To show the specific location and delineation of buildings, structures, parking facilities, streets, green areas, and other physical features and land uses proposed for the site;

(B) To show specific grading, planting, sediment control, woodland conservation areas, regulated environmental features and storm water management features proposed for the site

(C) To locate and describe the specific recreation facilities proposed, architectural form of buildings, and street furniture (such as lamps, signs, and benches) proposed for the site; and

(D) To describe any maintenance agreements, covenants, or construction documents that are necessary to assure that the Plan is implemented in accordance with the requirements of this Subtitle.

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 DSP-23008, the Project will be developed in accordance with the site design guidelines of the prior Zoning Ordinance, as modified by the Sector Plan's Development District Standards, which are addressed in **Exhibit A**.

With respect to the specific purposes of detailed site plans, DSP-23008 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. DSP-23008 illustrates the locations of the building, parking lots, streets, green areas, and other similar physical features. DSP-23008 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, DSP-23008 shows conceptual locations for recreational facilities and open space area.

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 grade 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. The accompanying plans further show the architectural forms of the building and amenity plaza, which includes street furniture as anticipated by the stated "purposes." All required agreements are also described in the submission package.

(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.

Analysis: The Project is proposed to include a structural parking lot and a surface parking lot. The proposed three-level structural parking garage will be beneath the office and multifamily uses in the building. Surface parking will 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. DSP-23008 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.

Analysis: The design of the site and building does not include any loading or service areas abutting the plaza. A roundabout will be separate from the parking area and would not conflict with pedestrians, who could access their vehicles using the sidewalk. Trucks using the roundabout 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.

Analysis: DSP-23008 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 will 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.

Analysis: The Project is proposed to have an assortment of lighting features as shown on the accompanying plans. 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.

Analysis: The site does not include vast scenic views. However, the DSP-23008 shows open space areas, recreational facilities, and other features, such as an amenity plaza, that 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).

Analysis: The Applicant is proposing to include a central plaza 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. Landscaping is proposed to accent the area and provide appropriate screening from the surface parking area. The Project is a transit-oriented development and satisfies this design guideline within that context.

(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.

Analysis: As shown on the accompanying plans, all amenity features (lights, benches, trash receptacles etc.) are coordinated, complementary, and durable. The Landscape Architect has worked diligently to ensure a vibrant, colorful, and textural quality to the amenity plaza, which is clearly visible and accessible from both the street and from the building tenants and pedestrian circulation paths. The design includes ground-level walkup patios where feasible, as a means of connecting the users to their community. The design incorporates 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, low maintenance, and long-lasting experience for the residents. Exterior amenity spaces will provide full accessibility as required by code and will be protected from vehicular intrusion by way of integrated design elements such as curbs, trees and planters.

(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.

Analysis: The building is planned to be built in the hillside, and its visibility will follow the contours of the slopes.

(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.

Analysis: The Project will have an internal area for trash collection with a staging area next to the garage entry ramp for pickup on trash day. This will 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.

Analysis: DSP-23008 shows the single building organized around an easily accessible amenity plaza, green area, and recreational space. The plaza is appropriately scaled for the anticipated circulation. As shown on the accompanying plans, landscaping is included near and around the amenity plaza and recreation areas. The details of the sitting areas and landscaping are

shown on the accompanying site and plaza plans, demonstrating conformance with this requirement.

(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.

Analysis: The architecture takes cues from materials seen in the design of nearby office buildings, commercial buildings, and residential structures. The design features large fields of masonry with creative brick detailing and a variety of colored accent panels at the windows, which play off and accentuate the feeling of movement along the adjacent light rail. These masonry fields are strengthened by lighter, highly glazed corner elements and entry elements to provide an anchor to the design and assist in wayfinding on the site. Additionally, the use of a variety of building planes, materials, accent panels and trim create hierarchy at the prominent corners, at the base of the building and at the top floor elevations to avoid expansive blank surfaces. The stacking of hung balconies creates depth and rhythm along the length of the building facades.

(11) Townhouses and three-family dwellings.

Analysis: 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;

Analysis: The Project will be constructed within a short distance 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;

Analysis: 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 22 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;

Analysis: The Project will maximize the value of the land, in more than one sense, because it will locate affordable housing within walking distance of a Purple Line Station, connecting underserved communities to jobs around the region. The compact mixed-use building concentrates this affordable housing project 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 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;

Analysis: 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;

Analysis: 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;

Analysis: 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 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;

Analysis: 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;

Analysis: Constructing a compact, mixed-use affordable housing building close 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;

Analysis: 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.

Analysis: Dominium, the developer of the Project and a national provider of affordable housing, includes high-end design for all its affordable housing projects, with a focus on enhancing exiting 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.

Analysis: The proposed outdoor plaza is a central feature of the Project. As shown on the accompanying plan, the plaza has 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. 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.

Regarding the requirement to include art features, the Applicant has selected artistic furniture that is both functional and striking. Juxtaposing the architecture and surrounding landscape, these monolithic sculptural elements create a striking focal point while inviting interaction and engagement. These award-winning designs enrich the urban environment by seamlessly blending sculpture, function, and furniture. Their bold forms and durable materials establish a strong presence without overwhelming the plaza's adaptable nature, enhancing both its aesthetic and practical appeal.

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, the building's FAR will be 2.11.

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;

Analysis: 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 pages 15 to 16.

(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;

Analysis: 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;

Analysis: 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;

Analysis: 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;

Analysis: 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;

Analysis: 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;

Analysis: The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development. As shown on DSP-23008, 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) 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);

Analysis: There is a variety of seating and furniture types on the plaza as well as different areas of activation, such as dining (grilling), lounging, and playing (play structure). There is also a variety of materials and textures present in the use of different hardscape, paving, softscape, planters on the plaza and at the adjacent walkways/driveway. Lighting is appropriate for the site's illumination and scale of the project.

(9) [Inapplicable because this application is not a conceptual site plan]

(10) [Inapplicable because not more than six years have elapsed since a finding of adequacy was made.]

(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.

Analysis: 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 DSP-23008.

In PGCPB No. 2024-007, the Planning Board's resolution approving CSP-23001, the Planning Board included the following non-binding consideration:

> 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-used 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.

But in PGCPB No. 2024-067, the Planning Board's resolution approving preliminary plan of subdivision 4-23005, the Planning Board explained:

> The proposed development will add desirable living opportunities within walking distance of the Glenridge Purple Line Station. However, the development does not include substantial employment opportunities as part of its application. The applicant included a market study attached to their SOJ, indicating that market conditions near the Glenridge station do not support large offices or ground-level retail. The applicant states in their SOJ that it does predict increased demand for these commercial uses in the foreseeable future. As such, the Planning Board finds that the modest office space proposed with this development is appropriate.

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.

Analysis: 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, the building's FAR will be 2.11.

(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.

Analysis: 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.

Analysis: The dimensions for the location, coverage, and height of all improvements shown on DSP-20008 and accompanying plans shall constitute the regulations for these improvements for the Flats at Glenridge Station.

(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.

Analysis: As shown on the Landscape Plan, landscaping, screening, and buffering of the Project will be provided pursuant to the provisions of the Landscape Manual, but the applicant is requesting alternative compliance to Section 4.6 with respect to buffering along Veterans Highway and the Purple Line, and Section 4.7 with respect to construction in the building setback along the northwestern boundary line.

(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.

Analysis: The building will be 398,506 gross square feet and 2.11 FAR. This includes 275,625 square feet of gross floor area and 122,881 square feet for the parking garage.

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

Analysis: 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.

Analysis: 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.

Analysis: As shown on the accompanying plans, the building is ~75ft above average grade plane and ~44ft from lowest firefighting elevation. At all points, the building is shorter than 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.

Analysis: 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 Polices

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 Development District Standards allow a maximum of 6 stories in the Glenridge Transit Village; however, the applicant is requesting a modification from that standard. The site's topography steps down a hill to the south, roughly 30'. This creates a condition in which the building is 5 stories at the north end and increases to 7 stories of the residential use with an exposed additional story of the parking garage at the southern end of the building. Because the roofline remains the same, the proposal still conforms with the Sector Plan's general range.

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 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.

VI. RELEVANT CONDITIONS OF APPROVAL

The Planning Board approved CSP-23001 in accordance with the Prior Zoning Ordinance and 4-23005 in accordance with the Prior Subdivision Regulations. Each resolution contains conditions that are applicable to DSP-23008. Those conditions will be addressed in turn.

A. Relevant Conditions of CSP-23001 (PGCPB No. 2024-007)

3. *Prior to acceptance of the detailed site plan, a slope stability analysis for mitigated conditions shall be included in the application package.*

Analysis: The Applicant is submitting a slope stability analysis with the detailed site plan 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.

Analysis: As shown in greater detail on the submitted plans, the Applicant is in conformance with all approved conditions related to CSP-23001.

B. Relevant Conditions of PPS 4-23005 (PGCPB No. 2024-067)

2. Development of this site shall be in conformance with Stormwater Management Concept Plan 20142-2023-SCD, once approved, and any subsequent revisions.

Analysis: Development of the site is in conformance with Stormwater Management Concept Plan 20142-2023-SCD.

4. In accordance with Section 24-135 of the prior Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for, and provide, adequate on-site recreational facilities.

Analysis: Section 24-135(b) allows recreational facilities to be provided instead of land or fees provided the Planning Board determines that:

(1) Such facilities will be superior, or equivalent, to those that would have been provided under the provisions of mandatory dedication;
(2) The facilities will be properly developed and maintained to the benefit of future residents through covenants, a recreational facilities agreement, or other appropriate means, that such instrument is legally binding upon the subdivider and his heirs, successors, and assigns, and that such instrument is enforceable, including enforcement by the Planning Board; and
(3) No permit for construction or occupancy of dwellings will be issued unless the Planning Board is satisfied that the facilities have been, or will be, provided at the appropriate state of development.

Analysis: As shown on the plans and in a recreational facilities agreement, the Applicant is proposing on-site recreational facilities that will be superior or equivalent to those that would have been provided under the provisions of mandatory dedication. The fitness room, club/community room, and exterior plaza/play area are professionally designed and will be maintained by the Applicant, who will continue to operate the building after it is permitted. The interior amenity plan included with the DSP provides details of amenities that will benefit the future residents of this affordable housing community. The proposed recreational facilities will alleviate the burden on the parks system that this development could create.

6. The on-site recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department, for adequacy and proper siting, in accordance with

the Park and Recreation Facilities Guidelines, with the review of the detailed site plan (DSP). Timing for construction shall also be determined at the time of DSP.

Analysis: The Urban Design Section will review the proposed on-site recreational facilities in accordance with this condition. The proposed play equipment has a lot of function, development opportunity, and capacity, particularly for the limited area available for the playground. The equipment features a transfer platform for ease of access for someone using a mobility device and six points of entry at various heights.

8. Prior to acceptance of the detailed site plan, a slope stability analysis for mitigated conditions shall be included in the acceptance package.

Analysis: The Applicant is submitting a slope stability analysis with the detailed site plan package.

15. In accordance with the 2009 Approved Countywide Master Plan of Transportation *and the 2010* Approved Central Annapolis Road Sector Plan and Sectional Map Amendment*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following facilities, and the facilities shall be shown on a pedestrian 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 5-foot-wide sidewalk from the building entrance to the frontage of Chesapeake Road.

c. Provide Americans with Disabilities Act-compliant curb ramps and crosswalks crossing all vehicular access points throughout the site.

d. Designated pathways for pedestrians throughout the site, to all uses, and through surface parking lots.

e. 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 parking near the building entrance, in accordance with American Association of State Highway and Transportation Officials guidelines.

g. Short-term bicycle parking for commercial areas at a location convenient to the building entrance, in accordance with American Association of State Highway and Transportation Officials guidelines.

Analysis: As shown in greater detail on the submitted plans, the Applicant is in conformance with all approved conditions related to Preliminary Plan of Subdivision 4-23005.

16. At the time of the detailed site plan review, the applicant shall delineate the boundary of the proposed outdoor plaza, with details of amenities included within.

Analysis: The detailed site plan delineates the boundary of the proposed outdoor plaza. The DSP includes plans prepared by a landscape architect that shows details of amenities included for the plaza.

17. Prior to acceptance of a detailed site plan (DSP), the applicant shall submit a Phase II noise study based on the final site layout and building architecture. The study shall evaluate how outdoor activity areas can be mitigated to 65 dBA/Leq or less during the hours of 7:00 a.m. to 10:00 p.m., and 55 dBA/Leq or less during the hours of 10:00 p.m. to 7:00 a.m. The study shall demonstrate that the interiors of dwelling units will be mitigated to 45 dBA or less. The DSP shall identify all dwelling units requiring enhanced building shell design or construction materials for interior noise mitigation, and the architecture shall reflect the enhancements required to these units. The Planning Board's approval of the DSP shall determine whether any outdoor noise mitigation is required, and the DSP shall show the locations and details of any features provided for outdoor noise mitigation. The ground-level mitigated 65 dBA/Leq noise contour, ground-level mitigated 55 dBA/Leq noise contour, upper-level mitigated 65 dBA/Leq noise contour(s), and upper-level 55 dBA/Leq noise contour(s) shall be delineated on the DSP, accounting for the locations of buildings and all noise barriers.

Analysis: In compliance with this condition, the Applicant has submitted a Phase II noise study based on the final site layout and building architecture. The study has evaluated how outdoor activity areas can be mitigated to 65 dBA/Leq or less during the hours of 7:00 a.m. to 10:00 p.m, and 55dBA/Leq or less during the hours of 10:00 p.m. to 7:00 a.m. In fact, the study determined that mitigation is unnecessary. Specifically, page 4 of the study reads: "Noise levels in all outdoor activity areas of Flats at Glenridge Station will be below 65 dBA Leq during the daytime and 55 dBA Leq during the nighttime. Additional mitigation for outdoor activity areas will not be required." Also, the study reads on page 3: "The amenity plaza and play area will not be impacted by future noise levels greater than 65 dBA Leq during the day or 55 dBA Leq during the night. Additional mitigation for these outdoor activity areas will not be required."

Furthermore, the study demonstrates that the interiors of dwelling units will be mitigated to 45 dBA or less. The study shows where upgraded windows are needed to meet the 45 dBA Leq interior noise limit. As stated in the report, along with proposed construction and the window upgrades shown in the Appendix of the report, the 45 dBA Leq limit will not be exceeded. The Exterior Elevations on sheets A406, A407, & A408 show locations of upgraded windows & doors that will mitigate interior noise levels to 45 dBA/Leq or less. The upgraded window types are identified on the Window Types sheet A921, and the updated balcony doors are identified on the Door Schedule sheet A910. Section 3.3.1 (page 4) of the study explains that modifications to proposed exterior wall construction will not be required for any elevations.

The ground-level mitigated 65 dBA/Leq noise contour, ground-level mitigated 55 dBA/Leq noise contour, upper-level mitigated 65 dBA/Leq noise contour(s), and upper-level 55 dBA/Leq noise contour(s) are delineated on the DSP, accounting for the locations of buildings and all noise barriers.

Although the Project is being processed under the prior Zoning Ordinance, it is worth pointing out that its current zoning is Neighborhood Activity Center (NAC), which is classified as a Transit-Oriented/Activity Center base zone. Section 27-6810(b) excepts residential uses in Transit/Oriented/Activity Center base zones from the prohibition against development adjacent to streets classified as arterial or higher that have not demonstrated, through a noise study, that transportation-generated noise is not greater than the maximum allowable levels. In other words, it is expected that residential uses in transit-oriented zoned areas, such as near the Glenridge Purple Line Station, will at times experience traffic-generated noise greater than development in lower-density residential base zones. When considering Prince George's County's and the State's housing goals, prioritizing higher density housing near transit stations over strictly enforcing unrealistic, unreasonable, and overburdensome regulations is understandable, especially as multifamily buildings continue to be constructed near railroads in New Carrollton, NoMa, and other areas around the DMV.

C. Relevant Conditions of ADQ-2023-008

1. Total development within the proposed Preliminary Plan of Subdivision shall be limited to uses which generate no more than 131 AM peak-hour trips and 151 PM peak-hour trips.

Analysis: Total development will be within the trip cap conditioned in the approval of ADQ-2023-008.

2. Pursuant to Section 25-4510(c) of the Subdivision Regulations, the applicant and the applicant's heirs successors and/or assignees shall pay the applicable school facilities surcharge for each residential dwelling unit in accordance with the requirements of Section 10-192.01 of the Prince George's County Code, prior to approval of a residential building permit.

Analysis: The Applicant will pay the applicable school facilities surcharge required by Section 10-192.01 of the Prince George's County Code.

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

- *a. Chesapeake Road & Buchanan Street*
  - *i. Mill & overlay approximately 265 square yards*
  - *ii. Install new stop bar along Buchanan Street*
  - *iii. Install thermoplastic continental crosswalk along the south approach*
- *b. Chesapeake Road & Driveway*
  - *i. Remove and replace pedestrian ramps to be ADA compliant along the south approach*
- *c. MD 450 north of Ardwick Ardmore Road*
  - *i. Install ADA bus shelter and concrete pads at the bus stop on the west side of MD 450 just north of Ardwick Ardmore Road*
- *d. MD 450 & Chesapeake Road*
  - *i. Remove and replace pedestrian ramps to be ADA compliant along the east approach.*

Analysis: Prior to the issuance of the first building permit for the subject property, the Applicant, the Applicant's heirs, successors, and/or assignees will demonstrate that the adequate pedestrian and bikeway facilities conditioned in the approval of ADQ-2023-008 will have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency.

VII. CONCLUSION

For the foregoing reasons, the Planning Board should approve DSP-23008.

Respectfully submitted,

LERCH, EARLY & BREWER, CHARTERED

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I. DEVELOPMENT DISTRICT STANDARDS and MODIFICATIONS

The Applicant is proposing to develop The Flats at Glenridge (which previously had the case name 7011 Chesapeake Road) as a mixed-use development with 245 dwelling units and 1,380 square feet of office space. The Planning Board approved Conceptual Site Plan CSP-23001 and Preliminary Plan of Subdivision 4-23005 in accordance with the provisions of the Prior Zoning Ordinance and Prior Subdivision Regulations, respectively. Like CSP-23001, this application (DSP-23008) is subject to the Prior Zoning Ordinance. As a result, the application is also subject to the Development District Standards as set forth in the 2010 *Central Annapolis Road Sector Plan and Sectional Map Amendment* ("Sector Plan").

According to the Sector Plan, the Subject Proper is in the Glenridge Transit Village. The Section Plan describes the "purpose" of the Glenridge Transit Village character area:

> The purpose of the Glenridge Transit Village Area is to promote a compact, mixed-use, and pedestrian-friendly center at the intersection of Veterans Parkway and Annapolis Road. The Glenridge Transit Area will include medium-density mixed-use development resulting in active streets, unique public spaces, and high levels of pedestrian and transit access. Development controls for the area focus on the creation of a high-quality walkable and transit-accessible built environment.

Sector Plan at 142.

Beginning on page 144, the Sector Plan sets forth the Development District Standards that apply to properties within the Glenridge Transit Village. Page 139 of the Section Plan explains that modification of the development district standards is permitted through the process described in Section 27-548.25(c) of the Prior Zoning Ordinance. Relevant to DSP-23008, Section 27-548.25(c) requires the Planning Board, should it choose to approve any proposed modification, to "find that the alternate Development District

Standards will benefit the development and the Development District and will not substantially impair the implementation of the . . . Sector Plan."

This Exhibit A to the Statement of Justification for DSP-23008 provides a chart that demonstrates how the application furthers the "purposes" of the Glenridge Transit Village, addresses whether the application conforms to each development district standard, and describes how requested modifications will benefit the development and the Development District and will not substantially impair the implementation of the Sector Plan. In the chart, the Development District Standards are *italicized* and modifications are in **blue** text.

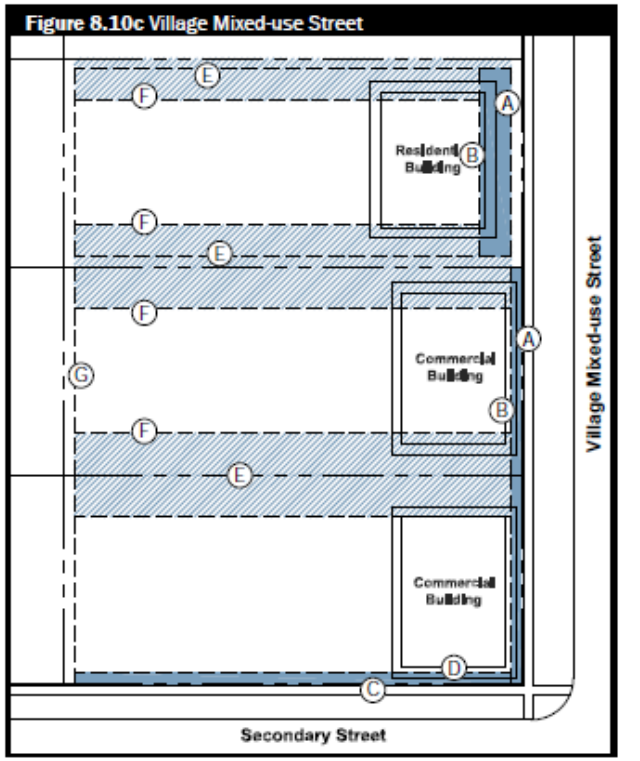
TABLE 8.6 GLENRIDGE TRANSIT VILLAGE BULK TABLE – SETBACKS (P. 145)		
PRIMARY FRONTAGE TYPE	**VILLAGE MIXED-USE STREET**	**CONFORMANCE OR JUSTIFICAITON FOR MODIFICATION**
Front Building Placement Line		
A. Minimum	5' for residential use-only buildings, otherwise 0'	**Modification requested**: According to page 142 of the Sector Plan, Chesapeake Road between Annapolis Road and Buchanan Street is classified as a "village mixed-use street." The unique shape of the site cannot accommodate a building sited 5'-0" from Chesapeake Road, the site's sole access point. There is very limited frontage on Chesapeake Road, and placing the building at that location would create access and site-design issues. The building will be approximately 58 feet from

		Chesapeake, but allowing the building to be located as shown on the detailed site plan will create an open layout that encourages safe internal circulation on the site. Therefore, this alternate development district standard will still benefit the development and the Development District, and it will not substantially impair the implementation of the Sector Plan.
B. Maximum	20’ for residential use-only buildings, otherwise 10’	**Modification requested**: A modification is requested from this standard to allow the building to be located as shown on the detailed site plan for the same reasons stated in the box immediately above.
Corner Side Yard		
C. Minimum	5’ for residential use-only buildings, otherwise 0’	This standard is inapplicable because the Subject Property does not have a corner side yard.
D. Maximum	10’	This standard is inapplicable because the Subject Property does not have a corner side yard.
Interior Side Yard		
E. Minimum	5’	Conforms. Minimum side yard setbacks are 13 feet.
F. Maximum	Aggregate of both interior side yard setbacks not to exceed 20% of lot	**Modification requested**:

	width, excluding the width of an access drive to the primary street.	• Length of property frontage along Chesapeake: 161' • Minus 30' (access drive) = 131' • Interior side yards provided (2) at 15' each: 30' (the 15' setbacks are required by the Landscape Manual) • 30' / 131'= 23%. This alternate development district standard will still benefit the development and the Development District, and it will not substantially impair the implementation of the Sector Plan. The aggregate of the side yards is a few feet greater than the standard. This margin would be virtually undetectable with respect to the scale of this project and has no bearing on what the Sector Plan envisions for this area.
Rear Yard		
G. Minimum	5'	**Modification requested**: DSP-23008 shows the building with no rear yard setback. This is a result of the steep grade beyond the building, along the Purple Line. The property does not back to other residences; therefore, the building will not overshadow any homes. The building has a buffer to the Purple Line because of the grade, and it is located a significant distance from Veterans Highway. The interior of the multifamily dwellings will be mitigated for

		any noise caused by their proximity to the light rail and the highway. Allowing the building to maximize the use of the site will advance the Sector Plan's and County's goals of concentrating density and affordable housing near mass transit. Therefore, this alternate development district standard will still benefit the development and the Development District, and it will not substantially impair the implementation of the Sector Plan.
Building Height		
Minimum	N/A	Conforms.
Maximum	6 stories	**Modification requested**: The site's topography steps down a hill to the south, roughly 30'. This creates a condition in which the building is 5 stories at the north end and increases to 7 stories of the residential use with an exposed additional story of the parking garage at the southern end of the building. The Applicant requests that the Planning Board grant a modification to allow the building's height as shown on the architectural renderings submitted with the application for DSP-23008. The roof line will remain constant throughout the building; the condition is only created because of the challenging topography of the site. From Chesapeake Road, the site's frontage, the building will be set far back so that it does not dominate

		the streetscape. Therefore, this alternate development district standard will still benefit the development and the Development District, and it will not substantially impair the implementation of the Sector Plan.
Ground-Floor Height		
Minimum	2 stories	**Modification requested:** It's not clear from the Sector Plan why the ground-floor height is required to be a minimum of 2 stories. The proposed building will, for the most part, be 1 story on the ground floor; however, the lobby and clubroom are 2-story spaces. There will be residences and a separate office on the ground floor; 2-story levels are less energy efficient. The height of the ceiling on the first floor would in no way affect the visual impact of the exterior of the building and allowing the first floor to be only 1 story would allow additional affordable units to be included in the building. For those reasons, this alternate district standard will benefit the development and the Development District and will not substantially impair the implementation of the Sector Plan.



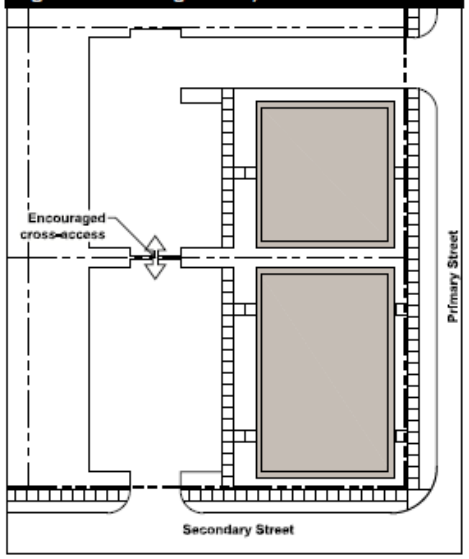
PARKING AND ACCESS MANAGEMENT P. 147

STANDARD	**CONFORMANCE, MODIFICATION REQUESTED, NOR NOT APPLICABLE**	**EXPLANATION / JUSTIFICATION**

1. No parking shall be located in the front, corner side, or interior side yards.	There is no rear yard.	**Modification Requested**: To provide surface parking for ease of access to the office space and multifamily building, the Applicant must request a modification to this standard. Without this modification, all parking would be located below ground in the parking garage. There is no rear yard in this interior parcel to provide parking. Therefore, this alternate district standard will benefit the development and the Development District and will not substantially impair the implementation of the Sector Plan.
2. Direct pedestrian access from the primary public sidewalk shall be provided to each tenant via sidewalks and a front façade entry, or a sidewalk to a shared lobby that provides direct internal access to ground-floor tenants.	Conforms.	The primary public sidewalk will connect to the building's shared lobby that provides direct internal access to ground-floor tenants.
3. Direct pedestrian access shall be provided from rear parking areas to tenant spaces or to a public lobby that provides access to tenant spaces.	NA	This Development District Standard is inapplicable because there will be no rear parking areas.
4. No building or series of buildings shall be more than 250 feet in continuous frontage without providing public pedestrian passage between the rear parking area and the public sidewalk on the primary street. (The pass through may be an interior corridor provided it is generally accessible to the public.)	Conforms.	The building has 68 feet of frontage along Chesapeake Road. As previously described, the Applicant is requesting a modification from the development district standards for the front setback.

5. Curb cut access from the primary frontage street should be minimized wherever possible through shared curb cut access and cross-access to a public alley or rear public street, access to parking should be provided first from the alley or rear public street, then from a side street, and finally from a primary street only if necessary. *a. For lots with less than 200 feet of frontage and no alley or rear public street, one curb cut is permitted from a public street. On interior lots, this may be the primary street. On corner lots, a curb cut is only permitted from the side street (see Figure 8.11a).*	Conforms.	The lot has 161.04 feet of frontage on Chesapeake Road, and there is no alley or rear public street. There will be one curb cut on Chesapeake Road that will serve as the sole access to the building.

Figure 8.11a Parking Location/Access



6. The following minimum and maximum parking capacity regulations apply to the Glenridge Transit Village Area: *(a) For uses in the M-X-T Zone, the minimum required on-site parking capacity shall be 50 percent of the required minimum capacity as determined by Section 27-574(b). The permitted maximum on-site capacity shall be equal to 100% of the required minimum capacity required by 27-574(b)* *(b) [inapplicable to M-X-T Zone]* *(c) [inapplicable to M-X-T Zone]*	Conforms.	Calculation shown on Detailed Site Plan Cover page: Base required by 27-574(b): 386 parking spaces. 50% of base: 193 parking spaces. Proposed: 326 parking spaces.
7. To foster shared parking in this area, Section 27-570, Multiple Uses, and Section 27-572, Joint Use of a Parking Lot, shall be waived. The following regulations will apply instead: *a. For any property under one ownership and used for two or more uses, the number of spaces shall be computed by multiplying the minimum amount of parking required for each land use, as stated under section (6) above, by the appropriate percentage as shown in the shared parking requirements by time period (see Table 8.7a). The number of spaces required for the development is then determined by adding the results in each column. The column totaling the highest number of parking spaces becomes the minimum off-street parking requirement.* *b. For two or more uses under separate ownership, the total off-street parking requirement may be satisfied by providing a joint parking facility, and the minimum*		**Modification requested:** The Applicant has not determined whether one or two corporate subsidiaries will be owners of the two proposed uses. The Applicant requests this modification to allow it flexibility to determine the appropriate corporate structure for operating the building and for reserving parking spaces for each use. The Applicant request that it be allowed to calculate parking in accordance with the parking schedule on the detailed site plan. Notwithstanding the corporate structure, the Applicant will remain in control of the entire building (i.e., both the residential and office space); therefore this alternate district standard will benefit the development and the Development District and will not substantially impair the implementation of the Sector Plan.

requirements may be reduced in accordance with the procedure outlined in section (a) above for shared parking for a single owner. The Planning Board shall determine that shared parking is appropriate for the proposed uses and location if: *(a) The shared parking facility is within 500 linear feet, measured along the most appropriate walking routes between the shared parking facility and the entrances to all establishments being served; and* *(b) The applicant provides a recorded shared-use parking agreement signed by all owners involved that ensures the shared parking facility will be permanently available to all current and future uses and also contains a provision for parking facility maintenance.*		

Table 8.7a Shared-Parking Reduction Percentage Multiplier

	WEEKDAY		WEEKEND		NIGHT
	6:00 A.M.–6:00 P.M.	6:00 P.M.–MIDNIGHT	6:00 A.M.–6:00 P.M.	6:00 P.M.–MIDNIGHT	MIDNIGHT–6:00 A.M.
Office	100	10	10	5	5
Commercial/Retail	60	90	100	70	5
Restaurant	50	100	100	100	10
Lodging	70	100	70	100	70
Recreational/Entertainment/ Social/Cultural	40	100	80	100	10
Residential	60	90	80	90	100
Other	100	100	100	100	100

Source: Table based on "Shared Parking," a publication from the Urban Land Institute, Washington, D. C., 1983

8. Parking structures shall not front Annapolis Road. All parking structures shall be designed as an integral component of the overall site and be architecturally compatible with adjoining buildings. Parking structures shall not have exposed blank walls and shall be designed consistent with CPTED principles. High quality exterior finish materials shall be used on all exposed sides of the garage structure and shall complement the exterior materials displayed by the main building. Whenever possible, parking structures shall be screened from the street with ground-floor "liner" commercial retail/office uses.	Conforms.	The Subject Property does not have frontage on Annapolis Road; therefore, no parking structure will front on Annapolis Road. The proposal does conform with this standard. Specifically, the parking structure is designed as a plinth that holds up the apartment building/units above, giving the overall structure a strong and independent presence on the site. There are no adjoining buildings to the parking structure, other than the apartment building itself. With roughly half of the parking structure below grade, the only exposed walls are on the non-prominent south and east sides of the building. These walls will be made of high-quality finished cast in place concrete with an integral color/stain that complements the other facade materials above. The building occupies a vacant lot, heavily wooded, immediately adjacent to the purple line (light rail train). The new construction will remove any visual obstructions caused by overgrown trees and plants making potential offenders easier to be seen. With the existing topography, a several stories tall retaining wall was built by MDOT to support the purple line light rail tracks immediately adjacent to the project site. With the proposed construction, the space between the building and the light rail retaining wall

		can now be activated. It will be lightly landscaped, with mainly grass, and will include a walking path with stairs for tenants to use the space, giving community control of the shared space. The Applicant is also providing a frontage with many residential windows putting eyes on spaces that previously did not have this type of security and surveillance. Topography constraints required exposure of the parking structure walls on this rear façade. Through the visibility provided by the residential windows, surveillance cameras, and exterior lighting, along with activation of the space as noted above, the proposal is substantially improving the safety of the area. The aforementioned strategies will provide territoriality and surveillance consistent with CPTED principles. The parking structure is not screened from the street with retail or office use; however, the majority of the parking structure is below grade and portions that are exposed are below the street level due to the site topography and light rail retaining walls.

Building Design Guidelines

-Buildings should be designed to create an attractive vibrant street environment and maintain a safe and comfortable pedestrian sidewalk environment (see Figures 8.12a through 8.12d)

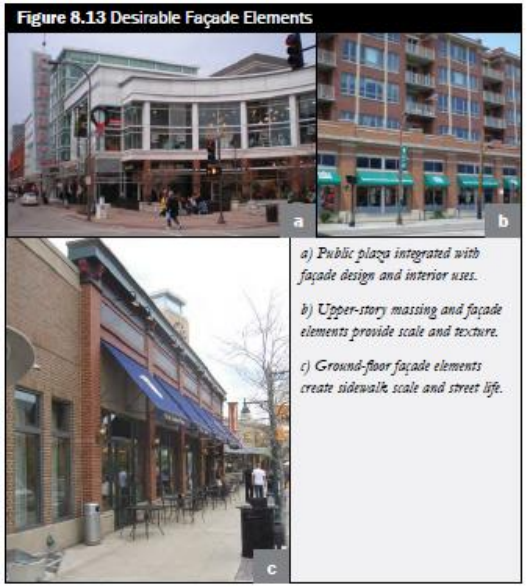
Figure 8.12 Desired Building Massing

a) Prominent corner massing and upper-story setback. *b) Upper-floor façade elements relate to ground-floor façade design.* *c) Materials and façade elements prevent blank surfaces.* *d) Varied façade design and roof form add interest.*

STANDARD	**CONFORMANCE, MODIFICATION REQUESTED, NOR NOT APPLICABLE**	**JUSTIFICATION / MODIFICATION**
1. Building Massing		
a. Building massing should be concentrated toward the primary public street or prominent public amenities, such as open spaces, plazas, or landscaped areas	Conforms.	The proposal conforms to this standard. Specifically, the dominant façade articulation and design elements are concentrated at the entry points, creating focus and identifying the prominent public amenities (plaza deck) at the front entry of the building.
b. Building massing should be used to define public open spaces and activate them through uses that engage the open space.	Conforms.	The proposal conforms to this standard. Specifically, the building massing uses contrasting materials and varying heights at entry points defining the public open spaces which activates and engages the open space by drawing people in. Additionally, the site organization is made

		to respect the adjacent properties by pulling massing further away and adding density along the light rail corridor.
c. Upper-story massing should relate to overall and ground floor architectural elements in terms of spacing and rhythm.	Conforms.	The ground floor massing and architectural elements relate to the upper floors by using vertically stacking elements such as windows, balconies, and anchor towers at substantial corners. A variety of window accent panels and patterning provide the façade with a playful and unique architectural quality that avoid large blank wall surfaces.
d. Upper-story elements, such as balconies and window bays, should be used to create texture and avoid large blank surfaces as seen from a distance.	Conforms.	The proposal conforms to this standard, Specifically, in addition to balconies and windows a variety of window accent panels and patterning provide the façade with a playful and textural quality that avoids large blank wall surfaces.
e. Building scale should be reduced adjacent to property lines shared with single-family attached or detached residential lots.	Conforms.	While the building is not immediately adjacent to any residential lots, the proposal conforms to this standard. Specifically, the building still carries residential scale elements such as windowsill accents and trim, as well as hanging balconies and operable windows. Additionally, per our comment above, siting of the building was intentionally done to pull the mass away from adjacent users. This focused the massing along the light rail frontage.

f. Prominent corners should incorporate architectural massing such as turrets, towers, or distinct forms that provide terminal vistas and high-visibility locations for building entry.	Conforms.	The guiding principle of the Applicant's design is to focus architectural accents at strong corners that anchor the corners. This includes, but is not limited to, color accent panels, elevated parapets, and overhanging eaves. Additionally, the building's main entry, secondary entries, and prominent corners use elevated parapets with overhanging eaves and accent trim/banding as well as colored accent panels that create interest and distinction from the main building façade.
g. Varied roof forms and elevations should be used to create interesting building silhouettes and avoid monotonous development forms.	Conforms.	The guiding principle of the Applicant's design is to focus architectural accents at strong corners that anchor the design. Additionally, the building's main entry, secondary entries, and prominent corners use elevated parapets with overhanging eaves and accent trim/banding as well as colored accent panels that create interest and distinction from the main building façade to avoid monotonous forms.
h. Façade elements, such as structural members, planar variations, and/or material changes, shall be used to avoid expansive blank surfaces and create an appropriate rhythm.	Conforms.	The use of a variety of building planes, materials, accent panels, and trim create hierarchy at the prominent corners, at the base of the building, and at the top floor elevations to avoid expansive blank surfaces. Additionally, the Applicant is employing a patterning of metal panel in conjunction with the window layout to

		create a dynamic façade rhythm. The stacking of hung balconies creates depth and rhythm along the length of the building facades.
2. Sidewalk environment (see figures 8.13a through 8.13c)		
		
a. Streets shall be designed and streetscaped in accordance with Section 5—Public Realm Standards of this Sectional Map Amendment.	Conforms.	This Development District Standard is addressed later in the part of this chart containing the public realm standards.
b. Plaza, open spaces, public art areas, and other public amenities should be thoughtfully integrated into the overall character of the area and its surrounding buildings in terms of form, access, materials, and program.	Conforms.	The plaza will be centrally located at the building's primary lobby / entrance, maintaining clear sightlines along a primary axis from the street to the lobby doors. The form of the plaza will feature a

		series or rooms that are programed from passive to active spaces that correspond to the building's interior uses, paying particular attention to zones (such as adjacent residences) that will require a higher degree of separation and privacy. The plaza will comprise materials that are suitable for an urban context including decorative concrete paving / paving units, raised metal or concrete planting beds, turf/lawn, playground safety surfacing and robust fixed and movable chairs/seating.
c. Commercial storefronts shall maintain an area equal to 60 percent of the front façade (measured between the ground plane and the top of the commercial storefront, not including upper façade sign friezes or extended parapets) for two-way transparency on the front façade.	Modification requested.	**Modification requested:** The front façade along Chesapeake Road where the office space is located does not use storefront. The main entry to the office is on the south elevation facing the entry drive and parking lot. The entry consists of only an aluminum door and transom window above. The office space is designed to blend in with the rest of the building and does not use commercial storefront. The office space takes up roughly 50% of first floor façade along the Chesapeake Road frontage. For those reasons, this alternate district standard will benefit the development and the Development District and will not substantially impair the implementation of the Sector Plan.

d. Ground-floor facades should use the following elements to create a comfortable and appropriately scaled pedestrian sidewalk environment (see Figure 8.23): *i. Ground-plane kneewall* *ii. Transparent commercial window area* *iii. Ground-floor tenant entrance* *iv. Upper-story tenant entrance* *v. Commercial awnings with a sidewalk clearance between 7.5 feet and 8.5 feet* *vi. Commercial signage frieze* *vii. Decorative commercial cornice*	Conforms.	Conformance with this Development District Standard is not mandatory; therefore, no modification is required. The office space is one story and will have a separate sidewalk leading to a designated entrance. The windows of the office will use two-way transparent glazing.
e. Upper-story facades should use the following elements to create an appropriate scale and relationship to the ground floor: *i. Upper-story massing with stepbacks, planar variations, or structural articulation* *ii. Consistent fenestration design in terms of clustering, spacing, and proportion* *iii. Decorative eave line or upper-story parapet cornice*	NA	This Development District Standard is inapplicable because there are no upper-story facades of the office space.

3. Style and Detail Commercial buildings should use façade details to create a specific design theme and aesthetic, especially in multiple-tenant or multiple-building shopping centers.		
a. Building designs shall use materials with high aesthetic character, such as brick, decorative masonry, decorative metals, and decorative wood, to be determined through the design review process.	NA	This development district standard is inapplicable because the building is not a commercial building.
b. Low-quality materials, such as concrete masonry units, exterior insulating finishing system, or prefabricated panels, shall be minimized and masked wherever possible.	NA	This development district standard is inapplicable because the building is not a commercial building.
c. Specific design elements, such as masonry details, architectural trim elements, column bases and capitals, roof brackets, lighting, and awnings forms, etc.	NA	This development district standard is inapplicable because the building is not a commercial building.
d. For multistory development with separate building entrances for ground floor and upper-story tenants, the upper-story building entrance should be articulated differently than the ground-floor building entrance and use materials and detail elements that relate to the upper-story façade (see Figure 8.14b).	NA	This development district standard is inapplicable because the building is not a commercial building.
e. A coordinated awning and signage plan should be used on multi tenant or multibuilding developments to allow an appropriate variation within a consistent set of standards related to the placement, form, and size of awning and building signage (see Figure 8.14c)	NA	This development district standard is inapplicable because the building is not a commercial building.
4. Focal Intersections *The Glenridge Transit Area includes intersections identified as focal intersections (see Figure 8.8). These locations serve as important image-defining nodes and should reflect a high level of design and character (see Figures 8.15a to 8.15c).*		

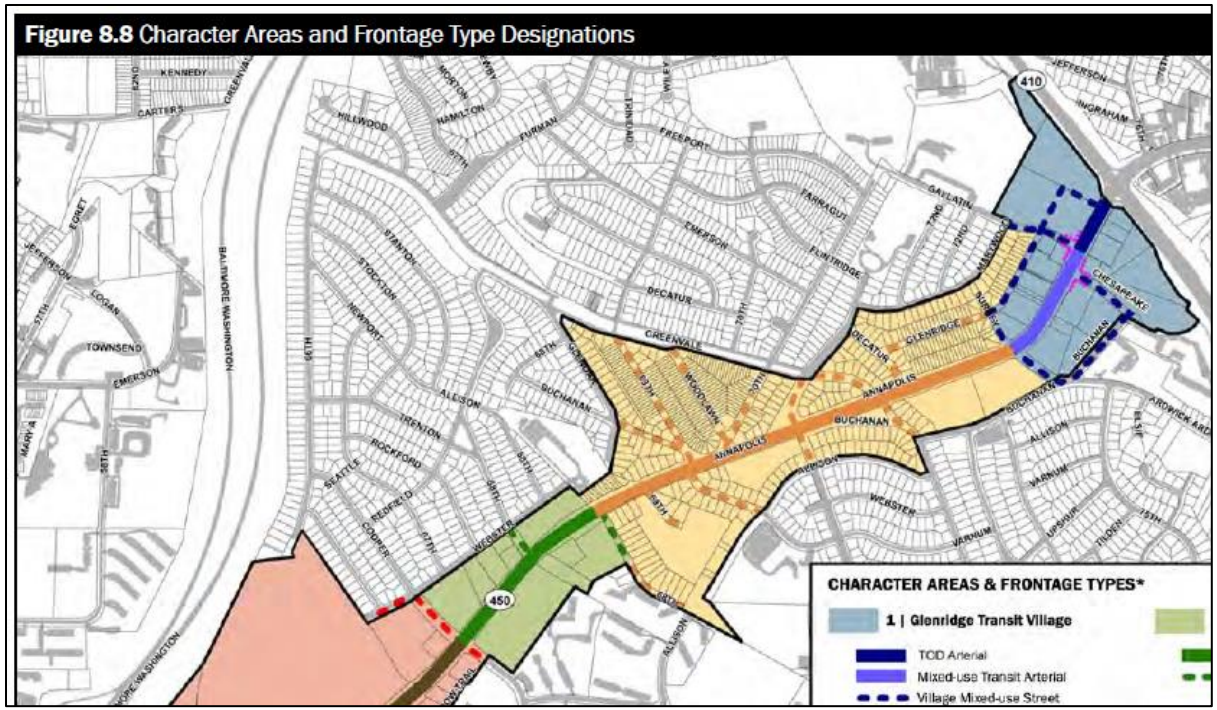


Figure 8.8 Character Areas and Frontage Type Designations
CHARACTER AREAS & FRONTAGE TYPES*
1 | Glenridge Transit Village
TOD Arterial
Mixed-use Transit Arterial
Village Mixed-use Street
410
450
KENNEDY
CARTER'S
HILLWOOD
HAMILTON
FURMAN
FREEPORT
TARRAGON
GAYLATH
EMERSON
FLINTRIDGE
DECATUR
GLENRIDGE
CHESAPEAKE
BUCHANAN
ANNAPOLIS
GREENVALE
STANTON
STOCKTON
NEWPORT
TOWNSEND
LOGAN
FORET
JEFFERSON
BALTIMORE WASHINGTON
MARY A
ALLISON
TRENTON
ROCKFORD
SEATTLE
REDFIELD
COOPER
WEBSTER
VARNUM
UPSHUR
TROOP
INGRAHAM
ARDWICK ARD

a. Buildings should incorporate articulated corners that create visual interest, provide entry plazas, and/or establish pocket open spaces adjacent to the public sidewalk.	Conforms.	The building does not front any intersections; however, the corners of the building are key design anchors. These use elevated parapets with overhanging eaves and accent trim/banding as well as colored accent panels that create interest and distinction from the main building façade.
b. Articulated corners may extend up to 15 feet above the permitted building height.	Conforms.	Although the corner elements rise above the typical parapet height, they do not extend 15 feet above the permitted building height.
c. Corner elements and buildings on focal intersections should incorporate innovative design and building materials that create a vibrant sidewalk environment	Conforms.	The corners of the building use elevated parapets with overhanging eaves and accent trim/banding as well as colored

and a visual terminus from nearby blocks in the corridor.		accent panels that create interest and anchor the design.
d. Buildings on focal intersections should maximize façade transparency in order to create a more vibrant relationship between the public sidewalk, corner plazas, and interior uses.	Conforms.	The building does not front any intersections; however, the corners have a concentrated amount of glazing to increase visual connection and transparency to the public realm showing conformance with this standard.

Public Realm Standards p. 169

The public realm is the physical and social environment that streets, open spaces, civic buildings and other publicly accessible spaces create for residents, commuters, visitors, and workers. The public realm should enhance functionality, access, and image by incorporating state-of-the-art planning and design concepts.

A. Street grid and blocks *[*inapplicable because the Applicant is not proposing to establish or place any publicly accessible streets*]*

B. Street design *[*inapplicable because the Applicant is not proposing to design any new streets*]*

C. Public and private open space

Public and private open spaces are defined as land intended to remain undeveloped and designed for passive or active recreation and/or as gathering places. They should be safe, inviting, and accessible areas that enhance the value of surrounding development.

STANDARD	**CONFORM (Y/N)**	**EXPLANATION OR JUSTIFICAITON FOR MODIFICATION**
1. All new development is encouraged to incorporate open space where appropriate.	Conforms.	Open space areas will be incorporated appropriately in and around the front of the building.

2. A variety of seating options should be included such as benches, seating steps, planters, seating walls, table seating, and picnic tables.	Conforms.	The design incorporates a large, highly activated plaza with multiple amenities. Outdoor plaza spaces will feature a variety of seating elements including Adirondack chairs, built in benches with adjacent tables and moveable chairs, and platforms for seating and performances.
3. All landscaping should be designed in conformance with CPTED principles.	Conforms.	Planting is designed with CPTED principles in mind. Clear sightlines will be maintained throughout the plaza space with clear and organized planting zones that are easy to maintain.
4. Pedestrian-scaled lighting should be provided to ensure a safe environment in conformance with CPTED principles. Open spaces should be illuminated to a minimum 1.0 foot candles and a maximum of 2.0 candles. Full cut-off optic features should be used where public and private spaces abut residential areas so that light does not spill into residential building windows.	Conforms.	The Applicant's architect performed a site photometric study to ensure a safe and walkable experience. The average foot candles across the entire site equates to 1.63 Fc. All site lighting is full cut-off. Site plaza lighting will utilize a 1 ft candle average on hardscaped areas and with special attention and consideration given to light spill from plaza spaces into adjacent residential units/uses.
5. If more than one lamp style is used, the styles should be complementary.	Conforms.	Most of the site lighting used is from the same family and manufacturer, using a dark gray or black color finish. All site lighting will be LED and full cut-off. A combination of Catenary, Bollard, and accent lighting such as linear tape light, railing lighting, and uplighting will be used throughout the plaza. Lighting may be sourced from multiple manufacturers and

		product lines; however, they will "speak the same design language" in both style and finish.
6. Open spaces are encouraged to include amenities and focal points of interest such as recreational equipment, chess tables, fountains, community gardens, and public art.	Conforms.	The plaza space will feature a central lawn with a platform stage for community performances. Adjacent to the lawn is an active playground that will be comprised of playground elements with inclusive and accessible high play value design and aesthetics.
7. Trash and recycling receptacles should be provided within all open spaces.	Conforms.	This Development District Standard is not mandatory; however, Trash and recycling receptacles will be placed at entrances to the building and along high traffic pathways. Receptacles will be constructed of commercial grade materials such as steel.
8. All site furnishings should be coordinated and shall feature durable, low-maintenance materials. Site furnishing shall not be constructed of wood.	Modification requested.	**Modification requested**: Site furnishings will be of commercial grade and utilize durable and resilient materials. Frames for benches and seating will be constructed of steel or aluminum. In some cases, high-quality commercial exterior grade wood (such as Ipe, Cumaru, Jatoba, kebony, thermally modified ash, or oak) will be used. These high-quality woods offer exceptional performance in outdoor environments, do not rot, and require no maintenance. The use of these woods will allow for a more comfortable seating environment that is welcoming to users of

		the plaza space. Low-quality and or pressure treated woods will not be used for site elements; therefore, this alternate district standard will benefit the development and the Development District and will not substantially impair the implementation of the Sector Plan.
9. Plazas are defined as open spaces that are primarily paved and spatially defined by building frontages. Plazas should relate to the surrounding built context in terms of character, theme, and views and should help create a sense of place (see Figures 8.32a through 8.32c). Plazas should be durable, safe, and inviting spaces that can function as outdoor "living rooms" for the tenants of and visitors to nearby buildings. They should be located near clustered destination uses, such as transit nodes, retail centers, and mixed-use developments, that can generate foot traffic into and through the plazas. Detailed site plans shall include the location of and details for plaza amenities. In addition to the public and private open space standards and guidelines above, plazas are subject to the following additional standards and guidelines:	Conforms.	*See* associated plaza plan.

Figure 8.32 Public Space Design Principles *a) Building mass is used to define the public plaza space.* *b) Hardscape and landscape elements create a comfortable and active space.* *c) Focal elements, lighting, and materials create texture and vibrancy that complement adjacent uses.*		
a. Buildings should maintain a direct relationship with public plazas by providing direct points of entry, façade transparency, and shared functions (i.e., outdoor seating for restaurants or cafes).	Conforms.	The plaza space provides direct views and pathways to and from primary points of building entry and exit. Planting and hardscape within the plaza complement the building architecture and façade, particularly with planting used to highlight architectural details and frame views in and out of the buildings public spaces. Ample seating is provided throughout the plaza and utilizes a variety of seating typologies that work in conjunction with the plaza's flexible use design.
b. The massing of surrounding buildings shall not prohibit natural light access within plazas.		The location of the plaza in relation to the building's orientation is southwest facing, providing plenty of afternoon and evening natural light to the plaza.

c. Plazas should not abut parking structures unless the parking structure contains active uses on the ground floor adjacent to the plaza.	Conforms.	The amenity plaza does not abut any parking structure.
d. Plazas should be designed so that they are consistent with and complementary to the architectural appearance of adjacent buildings	Conforms.	The plaza is designed to complement the architectural style and composition of the building both in form and function. Exterior plaza uses and program relate to interior building uses—helping to reinforce the relationship between building and landscape. Where planting is used, that planting works collaboratively with the architecture to highlight the façade and provide transparency into and out of the building.
e. Unfinished concrete is discouraged as a paving material.	Conforms.	This is not a mandatory Development District Standard; however, concrete, when used, will be executed with an elevated appearance such as integral color, stamping, and jointing to distinguish it as a specialized paving that provides warmth, texture and scale to the plaza space.
f. Loading and service areas abutting plazas are strongly discouraged. If compliance with this standard is not feasible, loading and service areas should be screened from public view with appropriate opaque walls constructed of materials compatible with surrounding building or with a combination of landscaping and opaque fencing.	Conforms.	The design of the site and building does not include any loading or service areas abutting the plaza. There is a tenant drop-off circle, but this is not a service area. The building will have a dedicated trash staging area; however, the dumpster storage will be internal to the building and only briefly staged in the process of trash removal. This area will be screened with landscaping.

D. Transit, Bicycle, and pedestrian mobility. Private development and the creation of new streets should enhance accessibility for pedestrians, bicyclists, and users of public transit (see figures 8.33a through 8.33c) **Figure 8.33 Bike/Pedestrian Infrastructure and Design** *a) Paths can provide a safe and comfortable mobility option.* *b) Paths can be integrated into street design.* *c) Private bicycle storage racks can enhance accessibility to commercial and residential areas.*		
1. The following requirements relate to the accommodation of pedestrian and bicycle infrastructure and access:		
a. Development sites shall provide links to adjacent sidewalk or path networks to maintain continuity between development sites.	Conforms.	The site design provides links to the sidewalk network.
b. The location of on-site path networks should maximize access to primary structures and minimize conflicts with automotive access.	Conforms.	The design provides access to building and only 1 parking-lot drive-aisle crossing.
c. Paths internal to a site shall be no less than four feet wide.	Conforms.	Pathways will be a minimum of 4’ wide when space is limited. Wider pathways are

		desired and will be used in high-traffic areas where space allows.
d. Paths that are not used to provide vehicular service or maintenance access are encouraged to use sustainable paving materials such as porous asphalt or permeable pavers.	Conforms.	This Development District Standard is not mandatory. The majority of the plaza is over structured parking, and these types of materials will not be feasible. With that said, the Applicant will attempt to integrate higher levels of recycled content within the paving composition.
e. Paths shall be adequately illuminated, attractively designed, and signed for safety and navigability, and shall be compatible with the overall design of the development.	Conforms.	The design will provide site lighting along the internal paths. The plaza space will be provided with adequate illumination of 1 ft candle average. Clear sightlines through the plaza are maintained to provide safety. The overall design of the plaza is open, flexible, easy to navigate and aesthetically pleasing.
f. Commercial pad sites oriented towards Annapolis Road shall be designed to provide a direct pedestrian connection to sidewalk or path networks along Annapolis Road.	NA	
g. Non-residential and multi-family developments in the Glenridge Transit Village shall provide a minimum of two bicycle parking spaces per 10,000 square feet of GFA.	Conforms.	This standard requires the installation of 56 bicycle parking spaces. The Applicant is proposing 7 outdoor bicycle racks (14 spaces) and 46 interior bicycle parking spaces. The total bicycle parking will be 60 spaces.

h. Bicycle parking is not required for non-residential and multifamily developments under 10,000 square feet of GFA in the Glenridge Transit Village.	NA	The development will be greater than 10,000 square feet of GFA.
i. Whenever possible, bicycle parking spaces should be located near building entrances, but should not conflict with pedestrian circulation routes.	Conforms.	5 Racks (10 spaces) will be installed near the main entrance.
j. Bicycle parking spaces shall be located in accessible, secure, well-lit, and highly visible areas.	Conforms.	5 Racks (10 spaces) will be installed near the main entrance.
k. Bicycle racks and/or lockers should be designed and located so that they are integral to the overall site design and should be compatible in appearance with other site furnishings.	Conforms.	Outdoor bicycle racks will be located near the main entrance to the building. They will be gray and compatible with other tones provided in the architectural design.
2. The following requirements relate to the accommodation of transit operations and users (see Figures 8.34a and 8.34b) **Figure 8.34** Transit Infrastructure and Design *a) Transit facilities should be integrated into destination uses.* *b) Transit stops should address pedestrian and bicycle networks and rider needs.*		
a. To the extent possible, transit facilities shall be integrated into the planning and design of private development lots.	NA	There are no transit facilities on site.

b. Logical access and adequate pedestrian and vehicular circulation areas shall be provided around transit facilities.	NA	There are no transit facilities on site.
c. Transit facilities should link directly to the local pedestrian network.	NA	There are no transit facilities on site.
d. Transit facilities are encouraged to provide rider amenities such as bicycle racks and air-conditioned waiting areas.	NA	There are no transit facilities on site.
E. Signage Common sign plans should be provided for all institutional, office, and mixed-use and retail/commercial buildings developed on a single parcel or a combination of parcels under common ownership at the time of detailed site plan. The common sign plan should be accompanied by plans, sketches, or photographs indicating the design (such as colors and lettering styles), size (all dimensions including sign face area), construction materials, method of sign attachment, lighting, quantity and location on the site and/or buildings.		
1. Building and Canopy Signs		
a. Signs shall be constructed of quality materials	Conforms.	All signage will be constructed of quality material.
b. The placement, colors, type, style and size of signs shall be integrated into the overall architectural design of the building.	Conforms.	The placement, colors, type, style, and size of signs will be integrated into the overall architectural design of the building.
c. Signs for multi-tenant buildings shall be coordinated in terms of design, placement, size, materials, and color.	Conforms.	The signs for the office space and multi-family building will be coordinated in terms of design, placement, size, materials, and color.

d. Flashing or blinking signs and billboards shall not be allowed.	Conforms.	The Applicant is not proposing any flashing signs, blinking signs, or billboards.
e. Letters and logos painted on storefront windows and doors shall not exceed 25 percent of the window area. Commercial signs painted on side or rear facades shall not exceed 30 percent of the façade area.	Conforms.	The building does not contain storefronts. Commercial signs will conform.
f. Roof mounted signs shall not extend beyond the roof line or parapet wall by more than three feet.	Conforms.	The applicant is not proposing any roof-mounted signs.
g. Banners temporarily suspended from the exterior without permanent braces to hold the banner perpendicular to the façade shall not be allowed.	Conforms.	The Detailed Site Plan does not propose any temporary banners.
h. Lit signs should be externally illuminated from the front, except for individually-mounted letters or numbers, which may be internally lit. Panelized back lighting and box signs are discouraged.	Conforms.	Any lit signs will conform.
i. Projecting signs should maintain a minimum clear height of nine feet above the sidewalk.	Conforms.	No projecting signs are proposed.
2. Monument/Freestanding Signs		
a. Freestanding/monument signs should feature a sign mounted directly to a base constructed of high quality materials such as brick, stone or other finished masonry products. Signs should not be constructed of tin, aluminum, sign board, or other similar, low quality materials.	Conforms.	This Development District Standard is not mandatory. Nonetheless, any proposed freestanding signs will likely conform.

b. New pole mounted signs are discouraged; however, existing pole-mounted signage may be revised as a result of changes in occupancy that do not otherwise subject a site to the development district standards as long as there is not net increase in sign area.	Conforms.	
c. Signs should be compatible in design, scale, color and materials with other urban design elements and adjacent buildings.	Conforms.	Although this standard is not mandatory, as shown on the accompanying sign plans, the signage is compatible in design, scale, color and materials with other urban design elements. The signage for the project aligns more with the vision of the Sector Plan for the future of this area than the outdated signage of surrounding buildings.
c. Signs should be externally lit, and light should be directed to illuminate the sign face only and to prevent any light spillover. Lighting sources should be concealed by landscaping.	Conforms.	
d. Signs should not include flashing, blinding, or moving elements.	Conforms.	
F. Lighting Full cut-off optic fixtures should be used and should be located so that light spillover from one property to another is minimized.	Conforms.	This Development District Standard is not mandatory. Nonetheless, proposed lighting will likely conform.
Landscape Standards p.182 The regulations and requirements of the Prince George's County Landscape Manual shall apply to the DDOZ unless the Central Annapolis Road development standards specify otherwise.		

A. Existing trees within the DDOZ should be preserved where feasible	Conforms.	This is not a mandatory Development District Standard. No preservation is proposed.
B. Residential uses within the DDOZ shall comply with the Residential planting requirements of the Landscape Manual.	Conforms.	The detailed site plan complies with the residential planting requirements of the Landscape Manual.
C. Street trees A. All public rights-of-way are governed by the Prince George's County Department of Public Works and Transportation, State Highway Administration, or municipality. Section 23-141 of the County Code requires the planting of street trees during the development process when existing public roads have to be improved and when new public roads are constructed. Design standards for street trees within the public rights-of-way should be obtained by the governing agency; however, all proposed public street trees should be shown on all landscape plans for informational purposes. Private streets and access easements less than 18 feet in width, private streets that provide access to eight residential lots or fewer, and alleys are exempt from the street tree standards.	Conforms.	Street trees will be provided along Chesapeake Road as shown on the detailed site plan.
1. Street trees shall be provided along all streets to enhance and soften building facades, create street character, and provide shade for pedestrian street level activity. Street trees shall be planted at the time of development and spaced 30 feet apart on center. Where necessary, spacing allowances may be made to accommodate fire hydrants, utility vaults,	Conforms.	Street trees will be provided along Chesapeake Road as shown on the detailed site plan.

overhead utility lines, and other infrastructure elements.		
2. *Street trees (Arterial Frontage Road and New Commercial Streets): Street trees shall be planted along the Arterial Frontage Road and all New Commercial Streets in the DDOZ according to the streetscape sections. Street trees shall be a minimum three-inch caliper in size, located 30 feet on center, planted in tree pits (minimum five feet by ten feet), limited up to six feet above finished grade, provide a minimum five cubic feet of continuous tree bed underneath the sidewalk pavement system, provide a positive drainage system, and provide an automated irrigation system to promote the health and vigor of the root system. Street trees species shall be large, broad spreading, open-canopy trees at maturity. Tree species that will not grow beyond 25 feet in height shall be planted underneath utility wires. If the utility wire is buried with the road construction, then larger tree species are recommended..*	Conforms.	The Property does not have any arterial frontage or frontage on any new commercial streets.
3. *Street Trees (New Residential Streets): Street trees shall be planted along all residential streets in the DDOZ according to the streetscape sections. Street trees shall be a minimum three-inch caliper in size, located 30 feet on center, planted in a continuous six-foot-wide minimum landscape strip or five feet by ten feet, provide a minimum five cubic feet of soil, and provide an automated irrigation system to promote the health and vigor of the root system. Street trees species shall be large, broad spreading, open-canopy trees at maturity. Tree species that will*	Conforms.	Street trees will be provided along Chesapeake Road as shown on the detailed site plan.

not grow beyond 25 feet in height shall be planted underneath utility wires.		
4. *DDOZ Street Tree Placement: Street trees shall be planted along the street tree alignment within the streetscape and spaced at 30 feet on center.*	Conforms.	Street trees will be provided along Chesapeake Road as shown on the detailed site plan.
D. Parking Lot Requirements		
1. *Parking lots shall be screened from roadways and public areas (such as sidewalks, plazas, and abutting open space) with appropriate landscaping, a continuous, low masonry wall of three feet or less, or other appropriate screening techniques.*	Conforms.	The parking lot is not directly adjacent to any roadway. Landscaping will be provided to screen from the front plaza.
2. *Landscaping shall be provided in surface parking lots, as follows:*		
a. A landscaped strip consisting of a minimum four-foot wide landscaped strip between the right-of-way line and the parking lot, with a brick, stone, or finished concrete wall between three and four feet in height shall be provided to screen the parking lot. The wall shall be located adjacent to but entirely outside the four-foot-wide landscaped strip. Plant with a minimum of one shade tree per 35 linear feet of frontage, excluding driveway openings, and with a mixture of evergreen ground cover and low shrubs planted between the shade trees.	Conforms.	The parking lot is not directly adjacent to the r-o-w and should require no screening.
b. Interior planting shall be required for any parking lot which is 6,000 square feet or larger. A minimum of nine percent of the lot must be interior planting area. For purposes of calculation, all areas within the perimeter of the parking lot shall be	Conforms.	The parking lot is 11,100 square feet, with 9.86% interior planting area.

counted, including planting islands, curbed areas, corner areas, parking spaces, and all interior driveways and aisles except those with no parking spaces located on either side. Landscaped areas situated outside the parking lot, such as peripheral areas and areas surrounding buildings, may not be counted as interior planting area.		
c. In all parking lots, one shade tree per every ten spaces should be provided in corners, bump outs or islands.	Conforms.	As shown on the detailed site plan, in the parking lot, one shade tree will be provided for every ten spaces in corners, bump outs, or islands.
d. If a parking lot less than 6,000 square feet is built without interior landscaping and later, additional spaces are added so that the total size of the lot is greater than 6,000 square feet, then the interior landscaping shall be provided for the entire parking lot.	NA	The parking lot is larger than 6,000 square feet.
e. Planting spaces must be large enough to allow for healthy tree growth and must be protected from parking or existing vehicles, vehicle overhangs, and open vehicle doors.	Conforms.	Planting spaces will be large enough to allow for healthy tree growth and will be protected from parking or existing vehicles, vehicle overhangs, and open vehicle doors.
f. A minimum of 60 square feet of continuous pervious land area shall be provided for each tree. No tree planting area shall be less than five feet wide in any dimension.	Conforms.	A minimum of 60 square feet of continuous pervious land area will be provided for each tree. No tree planting area will be less than five feet wide in any dimension.
g. A curb or wheelstop shall be provided for all parking spaces adjacent to planting or pedestrian	Conforms.	Curb or wheel stops will be provided.

areas to protect those areas from overhanging by parked vehicles.		
h. Planting islands located parallel to parking spaces shall be a minimum of nine feet to allow vehicle doors to swing open.	Conforms.	As shown on the plan, the planting island is 9' wide.
i. In cases where a planting island is perpendicular to parking spaces and the spaces head into the planting island on both sides, the island shall be a minimum of eight feet wide to allow for bumper overhangs. If parking spaces are located on only one side of such a planting island, the island shall be a minimum of six feet wide.	NA	
E. Screening requirements All development is subject to section 4.4 screening requirements of the Landscape Manual unless otherwise specified below:		
1. HVAC equipment, telecommunications buildings and equipment rooms related to monopoles and telecommunications towers, and satellite dish antennas shall be hidden from public streets, walks, and from all adjacent property containing residential, commercial, and mixed-uses, either by locating such equipment upon a roof behind a parapet wall or other device, or by utilizing landscaping, buffer walls, or other methods to screen the equipment..	Conforms.	All HVAC equipment will be located on roof and will be hidden from street view and neighboring buildings. There are no telecommunication buildings, equipment rooms, towers, satellite dishes, antennas etc. located on the site or roof.
2. Dumpsters and storage, service, loading, and delivery areas shall be hidden from public streets, walks, and from all adjacent property containing residential, commercial, and mixed-uses by utilizing landscaping, buffer walls, or other methods to screen the equipment.	Conforms.	Landscaping, opaque fencing, or both will be provided to screen equipment. Landscaping will be used to hide and buffer views to dumpster staging pad area (please note that the dumpster pad will only hold dumpsters in the process of trash

		collection and long-term storage is internal to the building)
F. Buffering residential development from streets Residential uses within the DDOZ should not be required to be buffered from Annapolis Road (MD 450)	Conforms.	The subject property does not front on Annapolis Road and will not be buffered from Annapolis Road.
G. Buffering incompatible uses		
1. Buffer yards between any uses contained within a property of a mixed-use development shall not be required.	Conforms.	The proposed development contains only one building and, therefore, no buffer yards are being proposed between the two proposed uses.
2. Perimeter landscaping from incompatible uses as defined in Section 4.7 of the Landscape Manual shall consist of a landscaped strip to be minimum of four feet wide, with a minimum three-foot high brick, stone, or finished concrete wall, and/or plantings to consist of one tree and three shrubs per 35 linear feet of parking lot perimeter adjacent to a property line.	Conforms.	As shown the plan, the Project will provide perimeter landscaping as defined by incompatible uses in Section 4.7 of the landscape manual.
3. If walls are constructed, they shall be located adjacent to but entirely outside the four-foot wide landscaped strip and shall provide at least one passage with a minimum width of three feet per every 60 linear feet when the wall is adjacent to open space, a pedestrian path, public plaza, or other pedestrian-oriented space to facilitate pedestrian movement and foster connections between parking areas and nearby uses	Conforms.	Staff has indicated that this standard does not apply because the proposed wall is not along the parking lot perimeter.

4. The buffer yard requirements within the development district may be reduced to facilitate compact form of development compatible with the recommendations of the Urban Design chapter. The minimum buffer yard requirements (landscape yard) for incompatible uses in the Landscape Manual (Section 4.7) may be reduced by 50 percent. A four-foot-high, opaque masonry wall or other opaque screening treatment shall be provided in conjunction with the reduced width of the buffer yard between office/retail/commercial uses and residential uses.	Conforms.	Bufferyard #1 applies, and the plan meets the requirements without the need for a wall.
H. Specific requirements for the residential neighborhood character area Development should utilize landscaping and screening to clearly delineate private property and the public realm in lieu of zero-setback buildings.		
1. Residential development should use three-to four-foot tall semi-opaque decorative fencing along the front and corner side yard property lines.	Conforms.	This Development District Standard is not mandatory. Decorative fencing is not proposed. The site's private-public interaction is limited to a very small area along Chesapeake Road that includes the entry drive, garage access, and monument signage.
2. All development should use property edge landscaping to clearly delineate the public sidewalk.	Conforms.	As shown on the plan, there will be property edge landscaping.
3. Commercial development should use landscaping along on-site pedestrian paths in order to create attractive entrances for tenants and patrons.	NA	
I. Streetscape elements Streetscape elements of street trees, street furniture, landscaping and planters, decorative pavings, sculpture/artwork, and bus shelters shall be shown on all Landscape and Lighting Plans. All streetscape elements shall be required for all streets and shall include information of location,		

spacing, quantity, construction details, and method of illumination in accordance with the plan's recommended streetscape sections and public realm elements. Advertisements and other commercial signage shall be prohibited on all streetscape elements with the exceptions of bus shelter advertisements approved by the appropriate public transit authority (WMATA or The Bus) and appropriate transit service-related notices at other locations within the Central Annapolis Road public realm subject to the approval of DPW&T and the appropriate municipality. Streetscape elements shall include:		
1. *Street trees (located in tree pits or continuous planting strips along major streets and planting beds along residential streets). Street trees planted in pits or planting beds shall be interconnected under the paving to provide continuous soil aera for tree roots. These pits or planting beds shall be no less than 5 feet in width/diameter in any direction.*	Modification requested.	**Modification requested:** The frontage along Chesapeake Road is 160 feet, including 30 feet that makes up the entrance. Plantings according to regulations will be provided. DPIE ultimately has control over the plantings in the right of way.
2. *Street furniture (benches, trash receptacles, lighting, and bus shelters).*	Modification requested.	**Modification requested:** No street furniture is proposed. DPIE ultimately has control over the right-of-way, and Chesapeake Road cannot accommodate street furniture.
3. *Landscaping and planters.*	Modification requested.	**Modification requested:** The frontage along Chesapeake Road is 160 feet, including 30 feet that makes up the entrance. Plantings according to regulations will be provided. DPIE ultimately has control over the plantings in the right-of-way.
4. *Decorative paving.*	Modification requested.	**Modification requested:** DPIE ultimately controls the right of way along Chesapeake Road. A 5 foot sidewalk and 5 foot grass plantings will be provided in accordance with regulations and to align with what

		currently exists on Chesapeake Road. No decorative paving is proposed.
5. Sculpture/artwork. *No street furniture or public works of art, other than publicly maintained streetlights and street trees, shall be installed within public rights-of-way without the permission of DPW&T and/or SHA through an executed memorandum of understanding (MOU) with the developer/applicant. All street furniture on private rights-of-way within the DDOZ shall be maintained by the property owner/developer.*	Conforms.	No public art or street furniture is proposed along Chesapeake Road.
J. Streetscape paving *All primary walkways shall be constructed using decorative paving materials. Crosswalks may be constructed with tinted and stamped asphalt. Sidewalk and crosswalk paving materials may include concrete.*	Conforms.	Concrete is proposed for sidewalks. The main entry walkway will include a decorative paver feature.
K. Permitted materials *Brick, precast pavers, Belgium block, or granite pavers are permitted materials. Samples of proposed paving materials shall be submitted with the detailed site plan for review and approval by M-NCPPC staff and county/municipal public space maintenance agencies.*	Conforms.	A combination of architectural precast paving units and specialty CIP concrete paving (Such as integral color concrete with stamped or scored modular jointing) is proposed and will be compiled in an addendum package.
L. Streetscape construction	Conforms.	All streetscape improvements will be completed prior to the issuance of use and

All streetscape improvements shall be completed prior to the issuance of use and occupancy permits for the first building. Construction of streetscape improvements shall not be phased.		occupancy permits for the first building. Construction of streetscape improvements will not be phased.
M. Diversity of tree species *A limited tree palette consisting of shade trees should be selected for gateway and other roads. Plan selection for street trees shall consider shape of canopy, sun and shade tolerance, presence or absence of overhead utility lines, drought tolerance, maintenance requirements, and tolerance of adverse urban conditions, and shall be coordinated with the appropriate agencies. Native, noninvasive tree species are strongly recommended. Different selections from the palette should be made for each major street to avoid planning a monoculture consisting of a single species or type of tree and potentially losing all the trees within a development to disease.*	Conforms.	As shown on the accompanying plans, the proposal conforms to this Development District Standard.

II. AMENDMENTS REQUIRED TO BE APPROVED BY THE DISTRICT COUNCIL

None of the Applicant's requested Development District Standard amendments require District Council approval, pursuant to Sec. 27-548.26.[1]

[1] Pursuant to Sec. 27-548.26, there are three types of Development District Standards that require District Council approval: (1) changes to the boundary of the DDOZ, (2) changes from one zoning category to another, and (3) changes to the list of permitted uses. The subject DSP does not propose any such amendments.

Statement of Justification
Alternative Compliance
AC-24005
Flats at Glenridge Station
7011 Chesapeake Road, Hyattsville, Maryland 20784

I. Summary of request

The Applicant is requesting alternative compliance from two standards set forth in the Landscape Manual. *First*, Section 4.6(c)(1)(A)(iii) of the Landscape Manual[1] requires a property to have the following buffer between the property and a major collector or arterial road:

> A minimum of fifty (50) foot wide buffer with the following plant materials per one hundred (100) linear feet property line adjacent to the street:
>
> 6 shade trees
> 16 evergreen trees
> 30 shrubs

Veterans Parkway, which is to east of the subject property (with the Purple Line track in between), is classified as an arterial road. To meet all requirements of the Zoning Ordinance, along with other applicable laws and regulations, and to provide the appropriate density for an affordable housing community at a transit hub, the Applicant is requesting alternative compliance from that standard to allow no buffer and no planting. As will be explained further, the Applicant concedes that it cannot satisfy the standard for granting alternative compliance and has, therefore, filed a concurrent request for a departure (DDS-24002).

Second, the Applicant is requesting a departure from Section 4.7 with respect to the minimum setback required for a Bufferyard B. The Flats at Glenridge Station is a multifamily use that is adjacent to a commercial parking lot. According to Section 4.7-1(J), a commercial parking lot is classified as a medium (M) impact category. According to Table 4.7-2, a Bufferyard B is required for multifamily developments that adjoin a use classified as a medium impact category. According to Table 4.7-3, a Bufferyard B requires a 30-foot building setback with 80 plant units per 100 linear feet of property line. But, according to the Landscape Manual, those requirements can be reduced by 50% if the Applicant provides a six-foot high opaque fence to provide maximum concealment, which the Applicant is proposing as part of the detailed site plan. As will be explained further, the setback required for a Bufferyard B along a small portion of the western property line as shown on the Landscape Plan cannot be achieved; however, the alternative proposal is equally effective as normal compliance in terms of quality, durability, hardiness, and ability to fulfill the design criteria in Section 3 of the Landscape Manual.

[1] The Flats at Glenridge Station is being developed pursuant to the Prior Subdivision Regulations and Prior Zoning Ordinance. As a result, the provisions of the 2010 Landscape Manual apply.

II. Legal Standard for Granting Alternative Compliance

The standards governing Alternative Compliance are set forth in Section 1.3 of the Landscape Manual, which explains that the "standards contained in this manual are intended to encourage development that is economically viable and environmentally sound." Landscape Manual, § 1.3(a). The standards in the Landscape Manual are "not intended to be arbitrary or inhibit creative solutions." Furthermore, "[c]onditions may arise where normal compliance is impractical or impossible or where maximum achievement of the purposes can only be obtained through alternative compliance."

Section 1.3(a)(1) lists the conditions that must exist in order for alternative compliance to be granted. The relevant conditions to this request are:

> (1) Topography, soil, vegetation, or other site conditions are such that full compliance with the requirements is impossible or impractical; improved environmental quality would result from the alternative compliance.
>
> (2) Space limitations, unusually shaped lots, prevailing practices in the surrounding neighborhoods, in-fill sites, and improvements and redevelopment in older communities.
>
> * * *
>
> (5) An alternative compliance proposal is equal or better than normal compliance in its ability to fulfill the design criteria in Section 3, Landscape Elements and Design Criteria.

"A proposed alternative compliance measure must be equally effective as normal compliance in terms of quality, durability, hardiness, and ability to fulfill the design criteria in Section 3" of the Landscape Manual.

III. Request 1—Alternative Compliance Related to 50-foot Buffer from Arterial Roads (Section 4.6)

Section 4.7(c)(iii) requires a minimum 50-foot wide buffer with the following plant materials per 100 linear feet of property line adjacent to the street: (1) six shade trees; (2) 16 evergreen trees; and (3) 30 shrubs. The Applicant is proposing a buffer of 0'0" feet from the border and no plant materials, as a result of the unique shape of the property, along with the steep slope and retaining wall separating the property from the Purple Line track.

The Applicant concedes that the proposal is not "equally effective as normal compliance in terms of quality, durability, hardiness, and ability to fulfill the design criteria in Section 3" of the Landscape Manual. The Landscape Manual, however, provides another alternative:

> Where compliance with this manual is not possible and there is no feasible proposal for alternative compliance that is, in the judgment of the planning director (or

> designee), equally effective as normal compliance, then the applicant may seek relief by applying for a Departure from Design Standards in accordance with the provisions of Section 27-239.01 of the Zoning Ordinance.

Landscape Manual, § 1.3(f).

In accordance with this alternative relief provided by the Landscape Manual and the Zoning Ordinance, the Applicant has submitted a request for a departure concurrently with this request for alternative compliance (DDS-24002).

IV. Request 2—Alternative Compliance Related to Width of Bufferyard B and Number of Plan Units (Section 4.7)

Regarding a small portion of the western property line, the Applicant is requesting a departure from Section 4.7 with respect to the minimum building setback required for a Bufferyard B. The Flats at Glenridge Station is a multifamily use that is adjacent to a commercial parking lot. According to Section 4.7-1(J), a commercial parking lot is classified as a medium (M) impact category. According to Table 4.7-2, a Bufferyard B is required for multifamily developments that adjoin a use classified as a medium impact category. According to Table 4.7-3, a Bufferyard B requires a 30-foot building setback with 80 plant units per 100 linear feet of property line. However, according to the Landscape Manual, those requirements can be reduced by 50% if the Applicant provides a six-foot high opaque fence to provide maximum concealment, which the Applicant is proposing as part of the detailed site plan. Thus, only a 15-foot building setback is required.

Along a majority of the western property boundary, the proposal complies with the 15-foot setback requirement and plant unit requirement. But, as shown on the Landscape Plan, a small segment of the western property line is closer than 15 feet to the proposed building. To compensate for the reduced setback in that area, the Applicant is proposing:

- 23 ornamental trees
- 11 evergreen trees
- 54 shrubs
- 6’ opaque fence
- +/- 5’ retaining wall

The Landscape Plan shows that the project will include 224 plant units when 187 are required (37 extra plant units). This mix of plants will provide appropriate screening at varying heights. Ornamental trees are provided as the dominant type of tree to provide unity to the buffer. The evergreen trees and shrubs will serve as accent plantings that create contrast and provide different height-level screening. The plants provided in this buffer are predominantly native plantings, with 74% of ornamental, 54% of evergreen, and 100% of shrubs being native. As a result, this alternative proposal will be equally effective as normal compliance in terms of quality, durability, hardiness, and ability to fulfill the design criteria in Section 3” of the Landscape Manual. The Planning Board should therefore approve this request for alternative compliance.

Respectfully submitted,

LERCH, EARLY & BREWER, CHARTERED

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Statement of Justification
Departure from Design Standards in Landscape Manual
DDS-24002
Flats at Glenridge Station
7011 Chesapeake Road, Hyattsville, Maryland 20784
(*Revised 1/31/2024*)

I. Background.

This departure application is being submitted concurrently with a request for alternative compliance (AC-24005). Should all or part of the alternative compliance request be denied, this request for a departure from standards contained in the Landscape Manual is a request for alternative relief.

Specifically, the Applicant is requesting a departure from two standards set forth in the Landscape Manual. *First*, Section 4.6(c)(1)(A)(iii) of the Landscape Manual requires major collector or arterial roads to have the following buffer:

> A minimum of fifty (50) foot wide buffer with the following plant materials per one hundred (100) linear feet property line adjacent to the street:
>
> 6 shade trees
> 16 evergreen trees
> 30 shrubs

Veterans Parkway, which is to the east of the subject property (with the Purple Line track in between), is classified as an arterial road. To meet all requirements of the Zoning Ordinance, along with other applicable laws and regulations, and provide the appropriate density for an affordable housing community at a transit hub, the Applicant is requesting a departure from that standard to allow no buffer and no planting. As will be explained further, the request satisfies all criteria for the departure request.

Second, the Applicant is requesting a departure from Section 4.7 with respect to the minimum setback required for a Bufferyard B.[1] The Flats at Glenridge Station is a multifamily use that is adjacent to a commercial parking lot. According to Section 4.7-1(J), a commercial parking lot is classified as a medium (M) impact category. According to Table 4.7-2, a Bufferyard B is required for multifamily developments that adjoin a use classified as a medium impact category. According to Table 4.7-3, a Bufferyard B requires a 30-foot building setback with 80 plant units per 100 linear feet of property line. However, according to the Landscape Manual, those requirements can be reduced by 50% if the Applicant provides a six-foot high opaque fence to provide maximum concealment, which the Applicant is proposing as part of the detailed site plan. As will be explained further, the setback required for a Bufferyard B along a small portion of the western

[1] This second request is being submitted should the request for alternative compliance be denied. If the Planning Board grants AC-24005 with respect to the reduced building setback on the western border, then this request is unnecessary and will be withdrawn.

property line as shown on the Landscape Plan cannot be achieved; however, the alternative proposal satisfies the departure standards.

II. Departure Criteria.

Section 27-239.01 sets forth the procedures for applying for a departure from design standards. According to Section 27-239.01(a), an applicant may apply for a departure from design standards contained in the Landscape Manual.

In order for the Planning Board to grant a departure from the standards contained in the Landscape Manual, the Board must make the findings set forth in Section 27-239.01(b)(1)(A)–(B). Each of those findings are addressed in turn.

> ***(A) In order for the Planning Board to grant the departure, it shall make the following findings:***
>
> ***(i) The purposes of this Subtitle will be equally well or better served by the applicant's proposal.***

Analysis: The Purposes of Subtitle 27 are codified under Section 27-102. Those purposes are addressed in turn.

> *Sec. 27-102. Purposes.*
> *(a) The purposes of the Zoning Ordinance are:*
> *(1) To protect and promote the health, safety, morals comfort, convenience, and welfare of the present and future inhabitants of the County;*

Analysis: Allowing a variable setback less than 15 feet along the western portion of the property and no building setback along the northeastern boundary will, to the same extent as if no departure was granted, protect and promote the health, safety, morals, comfort, convenience, and welfare of the present and future inhabitants of the County. More specifically, allowing these deviations from the requirements of the Landscape Manual will, at the very least, equally serve the purposes of the Zoning Ordinance. On the eastern border, there is a significant buffer between the subject property and Veterans Parkway as a result of the Purple Line track. Nonetheless, the 50-foot buffer required by Section 4.6 is more suited for suburban projects, not transit-oriented projects that would advance the County's and State's goals of increasing affordable housing near train stations.

On the small portion of the western border that, by a small margin, does not comply with Section 4.7, the Landscape Plan shows that native plantings—major shrub tree, ornamental trees, and shrubs—will still be installed and offer sufficient buffering from the adjacent parking lot. The Applicant is proposing to provide 224 plant units when 187 are required (37 extra plant units). This mix of plants will provide screening at varying heights. Ornamental trees will be installed as the dominant type of tree to provide unity to the buffer. The evergreen trees and shrubs will serve

as accent plantings that create contrast and provide different height-level screening. The plants provided in this buffer are predominantly native plantings, with 74% of ornamental, 54% of evergreen, and 100% of shrubs being native.

(2) To implement the General Plan, Area Master Plans, and Functional Master Plans;

Analysis: The departure will advance the goals, policies, and strategies set forth in the General and Sector Plan. Specifically, the departure will help realize the transit-oriented vision for the Glenridge Transit Village by allowing the project to proceed as proposed. As a result of the constraints of the uniquely L-shaped property, including the steep slopes along the Purple Line and its single access point, and requirements for safe site circulation and stormwater management, the 50-foot landscape buffer along Veterans Parkway required by Section 4.6 would force the Applicant to move the building toward Chesapeake Road, resulting in a significantly reduced building. Additionally, the Applicant would not be able to provide the intricate plaza that is currently proposed that will serve the residents of this Project and the surrounding area as it evolves. A smaller building would not align with the Sector Plan's vision for a compact mixed-use development.

(3) To promote the conservation, creation, and expansion of communities that will be developed with adequate public facilities and services;

Analysis: By granting the departure, the Planning Board would allow the vacant parcel in this transit-oriented area to be developed with a high-quality mixed-use building, which will serve the housing needs of the underserved community. The proposal for the Flats at Glenridge Station promotes the efficient use of the County's scarce public facilities by concentrating density in a General Plan center. Should the 50-foot landscape buffer required by Section 4.6 be imposed on this Project, the Applicant would be required to shrink the size of the building, threatening the viability of the development. Compelling the Applicant to construct a smaller building for additional landscaping would run counter to conservation goals and policies adopted to reduce the strain on public facilities. The Project proposes the appropriate density at this transit-oriented location as envisioned by the Sector Plan and the Governor's housing policies, including the recently enacted Housing Expansion and Affordability Act of 2024 (H.B. 538), which prohibits unreasonable limitations on, among other things, setbacks for qualified projects, like this one.

(4) To guide the orderly growth and development of the County, while recognizing the needs of agriculture, housing, industry, and business;

Analysis: As previously mentioned, the Flats at Glenridge Station epitomizes orderly growth and development by concentrating density at a mass transit station, aligning with the goals of Plan 2035 and the Sector Plan. Granting the departure will further this goal.

(5) To provide adequate light, air, and privacy;

Analysis: By their nature, transit-oriented projects will offer less privacy than suburban or rural development. The Flats at Glenridge Station, with or without the departure, will provide adequate light, air, and privacy to its residents within this context. Nonetheless, there are no nearby buildings that would infringe on the future residents' light, air, or privacy.

(6) To promote the most beneficial relationship between the uses of land and buildings and protect landowners from adverse impacts of adjoining development;

Analysis: As recognized in the General Plan and Sector Plan, the most beneficial relationship between the uses in the Glenridge Transit Village is compact, mixed-use development. Allowing the departure to eliminate the 50-foot buffer required by Section 4.6 will further that vision. The development will inject a vibrant residential component in this underserved area that will become an important transit hub, increasing the possibility for future investment in adjoining and nearby properties.

(7) To protect the County from fire, flood, panic, and other dangers;

Analysis: The departure will have no measurable effect on the risk of fire, flood, panic, and other dangers.

(8) To provide sound, sanitary housing in a suitable and healthy living environment within the economic reach of all County residents;

Analysis: By developing the subject property with the Flats at Glenridge Station—a high-end affordable housing community—the Applicant is ensuring that sound, sanitary housing in a suitable and heathy living environment is within reach of all County residents. The Flats at Glenridge Station is an affordable housing project within walking distance of a light rail station. Granting the departure for the 50-buffer required by Section 4.6 will allow the project to proceed. Without the departure, the Applicant would likely have to withdraw the proposal, depriving the transit-oriented location of a compact-mixed use project envisioned by the Sector Plan.

(9) To encourage economic development activities that provide desirable employment and a broad, protected tax base;

Analysis: Developing a housing community adjacent to the Glenridge Station with appropriate density will encourage economic growth in the underserved area around the Glenridge Purple Line Station. Granting the departure will ensure the project can be constructed as proposed,

without the need to unnecessarily reduce the number of housing units. Requiring a 50-foot landscape buffer would threaten the viability of the Project because the Applicant would be required to pull the building closer to Chesapeake Road. The Project proposes the appropriate density at this transit-oriented location as envisioned by the Sector Plan and the Governor's housing policies, including the recently enacted Housing Expansion and Affordability Act of 2024 (H.B. 538), which prohibits unreasonable limitations on, among other things, setbacks for qualified projects, like this one.

(10) To prevent the overcrowding of land;

Analysis: As previously mentioned, the Flats at Glenridge Station employs Smart Growth policies by concentrating density near a transit station. While this is only one project, the Flats at Glenridge Station will not contribute to the type of suburban sprawl that the County discourages. Granting the departure, particularly to avoid the 50-foot landscape buffer required by Section 4.6, will allow the subject property to be developed with an appropriate level of units that will ensure the project's viability and will help the County's aforementioned land use goals.

(11) To lessen the danger and congestion of traffic on the streets, and to insure the continued usefulness of all elements of the transportation system for their planned functions;

Analysis: Developing a compact housing community adjacent to the Glenridge Station will help lessen the danger and congestion of traffic on the streets, and to insure the continued usefulness of all elements of the transportation system for their planned functions. Granting the departure will ensure this "purpose" in the prior Zoning Ordinance will be equally served by the alternative proposal. Requiring a 50-foot landscape buffer would threaten the viability of the Project because the Applicant would be required to pull the building closer to Chesapeake Road. The Project proposes the appropriate density at this transit-oriented location as envisioned by the Sector Plan and the Governor's housing policies, including the recently enacted Housing Expansion and Affordability Act of 2024 (H.B. 538), which prohibits unreasonable limitations on, among other things, setbacks for qualified projects, like this one.

(12) To insure the social and economic stability of all parts of the County;

Analysis: While the Flats at Glenridge Station is only one project, it will improve the social and economic stability of the Glenridge area by injecting new high-quality housing in this future transit hub. Requiring a 50-foot landscape buffer would threaten the viability of the Project because the Applicant would be required to pull the building closer to Chesapeake Road. The Project proposes the appropriate density at this transit-oriented location as envisioned by the Sector Plan and the Governor's housing policies, including the recently enacted Housing Expansion and Affordability Act of 2024 (H.B. 538), which prohibits unreasonable limitations on, among other things, setbacks for qualified projects, like this one. In order to contribute to the social and

economic stability of all parts of the County, the departure should be granted in order to support this development next to a new transit hub.

(13) To protect against undue noise, and air and water pollution, and to encourage the preservation of stream valleys, steep slopes, lands of natural beauty, dense forests, scenic vistas, and other similar features;

Analysis: The Flats at Glenridge Station is a transit-oriented development. Within this context, the specific requests as part of this departure application will have no measurable effect on undue noise, air and water pollution, stream valleys, steep slopes, lands of natural beauty, dense forest, scenic vistas, and other similar features. Without the 50-foot landscape buffer, the residents will be subjected to lawful levels of noise, as supported by the Phase II Noise Study submitted as part of the DSP.

(14) To provide open space to protect scenic beauty and natural features of the County, as well as to provide recreational space;

Analysis: The Flats at Glenridge Station is a transit-oriented development. Within this context, the specific requests as part of this departure application will have no measurable effect on open space, scenic beauty, natural features, or recreational space.

(15) To protect and conserve the agricultural industry and natural resources.

Analysis: The specific requests associated with this departure application will have no measurable effect on the agricultural industry and natural resources.

(ii) The departure is the minimum necessary, given the specific circumstances of the request.

Analysis: The departure from Section 4.6 is the minimum necessary, given the circumstances of the request. The 50-foot buffer required by Section 4.6 is more suited for suburban projects, not transit-oriented projects that advance the County's and State's goals of increasing affordable housing near train stations. The property has a unique L-shape, with a single-narrow access at the bottom of the stem that connects to Chesapeake Road. The site backs to steep slopes that descend to the Purple Line tracks and Veterans Parkway. If the 50-foot landscape buffer were imposed, the building would be required to be pulled toward Chesapeake Road. In order to meet requirements related to stormwater management, safe circulation, recreation requirements, height requirements, among others, the Applicant would be required to shrink the building. Assuming that a smaller

building would be viable, which it is not, a reduced project would not align with the Sector Plan visions for a vibrant mixed-use project at this location or the County's and State's stated housing priorities for concentrating density close to transit stations, like the Glenridge Purple Line Station.

The Flats at Glenridge Station is a transit-oriented project in an underserved area. The Governor has made it his priority to address the housing affordability crisis and to encourage development near transit stations. During last year's General Assembly Session, the legislature enacted the Housing Expansion and Affordability Act of 2024 (H.B. 538), which prohibits unreasonable limitations on, among other things, setbacks for qualified projects, like this one.

Under the M-X-T zone, the Applicant needed to propose a plaza to provide appropriate density for this location. If the building had to be pulled closer to Chesapeake Road, the Applicant could no longer provide the professionally designed plaza that is being proposed with the DSP. This would deprive the residents of this community, along with those in the future that will enjoy the area as it evolves into a transit hub, of this important amenity.

In addition, while this project was moving through the entitlement process, density allowed by its zoning under the current zoning ordinance (Neighborhood Activity Center) increased by 300%, up to 90 dwelling units per net acre, demonstrating the Council's concern that maximum density was not sufficient near NAC-zoned properties.

(iii) The departure is necessary in order to alleviate circumstances which are unique to the site or prevalent in areas of the County developed prior to November 29, 1949.

Analysis: The requests associated with this departure application will ensure the uniquely shaped property is developed with a use as envisioned by the General Plan and Sector Plan. The peculiar characteristics of the L-shaped property are a significant contributing factor to the requested relief. The eastern property boundary is adjacent to a steep descent because of the property's proximity to the Purple Line station. Without the departure to reduce the 50-foot buffer to 0 feet, the project will not be viable and cannot meet all of the remaining legal requirements, particularly for parking, stormwater management, and development of the plaza. Because of unique shape of the site, the area where those features can be located is limited to their locations shown on the detailed site plan.

The northern-most segment of the western property boundary (as shown on the Landscape Plan) does not provide sufficient space between the building and the adjacent parking lot to meet the requirements for a Bufferyard B. But this is due to the narrowing of the parcel at that location on the property. Given the unique configuration of the property, the departure is necessary in order to alleviate these circumstances which are unique to the site.

(iv) The departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood.

Analysis: The departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood. What gives the site its quality and integrity is its transit-oriented location. For the reasons previously stated, the requests associated with the departure will advance the vision set forth in the Sector Plan and General Plan for the Glenridge Transit Village.

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

Analysis: There is no feasible proposal for alternative compliance, as defined in the Landscape Manual, which would exhibit equally effective design characteristics. Planning Staff acknowledged this during the pre-application conference and in the SDRC comments. This departure request is being submitted concurrently with a request for alternative compliance.

III. Conclusion.

For the foregoing reasons, the Planning Board should grant DDS-24002.

Respectfully submitted,

LERCH, EARLY & BREWER, CHARTERED

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The Maryland-National Capital Park and Planning Commission
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February 10, 2025

MEMORANDUM

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

VIA: N. Andrew Bishop, Planner IV, Long-Range Planning Section, Community Planning Division NAB

VIA: Kierre McCune, Supervisor, Master Plans and Studies Section, Community Planning Division SB for KM

FROM: Josephine Selvakumar, Planner III, Master Plan and Studies Section, Community Planning Division JS

SUBJECT: DSP-23008, DDS-24002 & (AC-24005) Flats at Glenridge Station

FINDINGS

Pursuant to Section 27-546(d)(2) of the Prior Zoning Ordinance, the Planning Board must find "For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, that 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." Master Plan conformance is required for this application.

The Community Planning Division finds that the revised plans generally conform with the recommendations of the *2010 Central Annapolis Road Approved Sector Plan and Sectional Map Amendment* (Sector Plan). The application meets policies regarding the quality, style, design and aesthetics of building materials, the provision of sidewalks, plazas, transit and bicycle infrastructure with the exception of the Streetscape Elements Standard of the Development District Overlay Zone (DDOZ). The application is required to conform to the standards and a discussion of the Sector Plan's recommendations and DDOZ standards are provided below.

BACKGROUND

Application Type: Detailed Site Plan for property subject to Development District Standards

Planning Area: 69

Community: Bladensburg- New Carrollton and Vicinity

Location: The property is located south of the intersection of Annapolis Road and Highway 410 (adjacent to Veterans Parkway) at 7011 Chesapeake Road. The proposed Glenridge Purple Line is located to the northeast of the property and is within a one mile of the subject property.

Size: Three acres

Existing Uses: Vacant wooded lot

Future Land Use: Mixed Use Commercial

Proposal: The applicant is proposing to develop a mixed-use building that is anticipated to contain approximately 245 residential units and approximately 1,380 square feet of office space.

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

Prior Zoning: Mixed Use Transportation Oriented (M-X-T) Development District Overlay Zone (DDOZ) Standards

Applicable Zoning Ordinance: Prior Zoning Ordinance

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: The 2014 *Plan Prince Georges 2035 Approved General Plan* (Plan 2035) places this application within the Annapolis Road/Glenridge (Future Purple Line) Neighborhood Center. Plan 2035 classifies Neighborhood Centers as "primarily residential areas that are often lower in density. These areas generally have fewer transit options and offer neighborhood-serving retail and office uses" (Page 108).

Master Plan: The 2010 *Central Annapolis Road Approved Sector Plan and Sectional Map Amendment* 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 that is built around the proposed purple line light rail station. Glenridge is positioned to evolve into a mixed-use transit village (Page 59). The proposed use conforms with the recommended land use.

The relevant goals, policies, and strategies of the Sector Plan to help advance the plan's intent and purpose are discussed below.

Plan Concept:
Transit- Oriented Development at Annapolis Road and Veterans Parkway (Page 40)
"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.

Pedestrian Mobility, Trails and Bikeways- Guiding General Plan and Master Plan of Transportation Policies

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)

Analysis: The application is providing a primary sidewalk that connects the building to a shared lobby, offering access to ground floor tenants. The office space will have a separate sidewalk leading to a designated entrance, with proposed links to the adjacent sidewalk network. Additionally, the application has proposed interconnectivity between the proposed site and the existing sidewalk network along Chesapeake Road. A Bicycle Pedestrian Impact Statement (BPIS) has been submitted with this application, and the Transportation Planning section will determine conformance with the relevant transportation policies and strategies.

Guiding General Plan Policies (Page 61)

Promote development of mixed residential and nonresidential uses at moderate to high densities and intensities in context with surrounding neighborhoods and with a strong emphasis on transit-oriented design.

•Emphasize and encourage the design of pedestrian-friendly environments
•Provide adequate pedestrian and bicycle linkages to schools, parks, recreation areas, commercial areas, and employment centers.
•Provide opportunities for high-density housing within centers, at selected locations along corridors, and in mixed-use areas.
• Minimize impacts of noise on residential uses during the land development process.

Analysis: The proposed development aligns with the high-density mixed-use development goals outlined in the sector plan. It features direct pedestrian access from the primary public sidewalk and integrates with the sidewalk network, providing access to the building and parking. The proposed pathways are 4 feet wide, and bicycle parking spaces, curbs, or wheel stops are included. There are no on-site transit facilities, but the applicant could consider installing facilities such as bike-share or scooter services to improve pedestrian mobility in the region.

Urban Design (Page 66)

Goals

•Create a distinctive gateway that marks the beginning of the Central Annapolis Road corridor, with a mix of moderate-density transit-oriented uses and an active and safe pedestrian environment.
•Balance the needs of arterial traffic along Annapolis Road with pedestrian and bicycle traffic associated with the new transit station.
•Respect existing neighborhood fabric and facilitate gradual transitions between existing and proposed building heights.
•Provide an appropriately scaled and designed public open space welcoming to community events, outdoor performances, and public art.
•Prioritize access and parking for pedestrians, bicyclists, and transit transfers above vehicular traffic.

Analysis: The applicant proposes using high quality building materials, including a diverse but integrated mix of brick, veneer, cast stone, cast-in-place concrete, and concealed fastener panels. These materials are compatible with the surrounding buildings and are aesthetically pleasing. The applicant is requesting a modification to the DDOZ standards and proposes using commercial grade site furnishings instead of durable non- wood materials. The applicant is proposing furnishings made from durable and resilient materials, including frames for benches and steel or aluminum seating, as well as high-quality commercial wood for exterior furniture. All proposed signage will be constructed from quality materials. The applicant must continue to work with the Urban Design and Transportation Sections to ensure satisfactory design.

Housing (page 69)

Goals:

- 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.

Strategies:

- Encourage a mix of residential densities and housing types such as multifamily, live/work units, and townhouses.

Analysis: The proposed project is adjacent to Glenridge Station, and the applicant is proposing efficient use of space with design and density that maximize the number of units without compromising quality. The Flats at Glenridge Station is a transit-oriented project and will improve the local economy. Both the County and the State have implemented policies to tackle the housing affordability crisis and promote development near transit stations. The Sector Plan envisions Glenridge as a compact Transit Village, designed to be developed with a mix of uses. The proposed project supports this initiative by proposing a high-quality mixed-use development.

Environmental Infrastructure and Sustainability (Page 104) Guiding General Plan Policies

- Preserve, protect, and enhance the designated green infrastructure elements.
- Preserve, protect, enhance surface, ground water features, and restore lost ecological functions.
- Reduce energy consumption countywide.
- Reduce overall sky glow, minimize the spill-over of light from one property to the next, and reduce glare from light fixtures.

- Minimize impacts of noise on residential uses during the land development process.

  Analysis: The applicant is providing a combination of micro bioretention and underground storage to treat storm water runoff (Application Number 20142-2023-SDC). Staff requests the applicant work with the EPS to address tree conservation, impacts to the off-site wetlands and its buffer, preservation, and/or restoration of regulated environmental features.

In addition, the regulations and requirements of Prince George's County Landscape shall apply to the DDOZ (page 182)

Development District Overlay Zone (DDOZ) Standards (page 144)
The development district standards of the 2010 Central Annapolis Road Approved Sector Plan and Sectional Map Amendment apply to this application. All development must conform to the development standards and follow the guidelines to the greatest extent possible as determined through the required design review process.

Community Planning Division staff finds that, this application is not in strict conformance with the mandatory requirements of the DDOZ. Pursuant to Section 27-548.25(C) the Planning Board may approve modifications to the Development District Standards if they will benefit the development and the Development District and will not substantially impair implementation of the Master Plan. This application does not conform to the following Development District Standards:

Building Design Guideline (Page 150)

Buildings should be designed to create an attractive and vibrant street environment and maintain a safe and comfortable pedestrian sidewalk environment.

Building Height (Page 145)

The Sector Plan (Table 8.6) indicates a minimum of two stories and a maximum of six stories with ground floor minimum height of two stories.

Analysis: Due to topographical challenges, the applicant is requesting a modification to propose 5 stories at the north end, increasing to 7 stories for the residential use, with an additional exposed story of the parking garage at the southern end of the building. The proposed building is 1 story on the ground floor with two story spaces for lobby and clubroom. The proposal should not visually affect the building's facade. This modification does not substantially impair the master plan, and the applicant must continue to collaborate with the Urban Design Section to ensure the building height is compatible with the surrounding neighborhood.

Front Building Placement and Setbacks (Page 145)

The Sector Plan (Table 8.6) identifies a minimum of 5 feet, otherwise 0 feet and a maximum of 20 feet, otherwise 10 feet with a corner side yard of minimum 5 feet otherwise 0 feet and a maximum of 10 feet for residential use-only buildings. The sector plan indicates an interior side yard of minimum 5 feet and a maximum aggregate of both interior side yard setbacks not to exceed 20 percent of lot width, excluding the width of an access drive to the primary street.

Analysis: The applicant is seeking modifications to the front building placement line and interior side setback. Due to the unique shape of the site, the proposed building is approximately 58 feet from Chesapeake Road, with the combined side yard totaling 23%, slightly exceeding the standard. Given the site's shape and topography, the building placement and setback are acceptable and should not obstruct the area's vision. This modification will not substantially impair the master plan, and the applicant must continue working with the Urban Design Section to provide an adequate building setback and design the frontage of the building.

Parking and Access Management (Page 147)
Regulations in this area focus on creating and maintaining a strong pedestrian environment. Automotive access is accommodated, but it is anticipated that one vehicular trip may provide for several stops accessible by foot.

- No parking shall be in the front, corner side, or interior side yards.
- Direct pedestrian access from the primary public sidewalk shall be provided to each tenant via sidewalks and a front façade entry, or a sidewalk to a shared lobby that provides direct internal
  access to ground-floor tenants.
- Direct pedestrian access shall be provided from rear parking areas to tenant spaces or to a public lobby that provides access to tenant spaces.
- No building or series of buildings shall be more than 250 feet in continuous frontage without providing public pedestrian passage between the rear parking area and the public sidewalk on the
  primary street. (The pass through may be an interior corridor provided it is generally accessible to the public.)
- Curb cut access from the primary frontage street should be minimized wherever possible through shared curb cut access and cross-access between commercial properties. For all lots with access to a public alley or rear public street, access to parking should be provided first from the alley or rear public street, then from a side street, and finally from a primary street only if necessary.
- The following minimum and maximum parking capacity regulations apply to the Glenridge Transit Village Area.
- To foster shared parking in this area, Section 27-570, Multiple Uses, and Section 27-572, Joint Use of a Parking Lot, shall be waived.

Analysis: The applicant proposes 306 parking spaces in a parking structure and 20 surface parking spaces in the front of the building. The lot features 161.04 feet of frontage along Chesapeake Road and does not have an alley or rear public street. Access to the building will be provided by a single curb cut on Chesapeake Road. The applicant has requested front setback modification, and the building has 68 feet of frontage along Chesapeake Road. The location of these parking spaces is not permitted in the front yard and will require modification. Further, the applicant is requesting a modification to allow flexibility in determining the appropriate corporate structure for operating the building and reserving parking spaces for each use. Additionally, they request permission to calculate parking according to the schedule on the detailed site plan. The parking structure does not front Annapolis Road and is not screened on the rear façade.

The applicant is requesting modification to provide parking in the front and is not providing screening for the parking lot. Staff support the modification request but recommend implementing light screening for the parking lot, even though it is not adjacent to the right-of-way, to enhance visual appeal, safety, and security. Screening methods could include landscaping

decorative screening, and complying with the CPTED principles. The applicant should collaborate with the Transportation and Planning and Urban Design section to ensure a satisfactory parking proposal and design standards.

Streetscape Elements (Page_184)
Streetscape elements of street trees, street furniture, landscaping and planters, decorative paving, sculpture/artwork, and bus shelters shall be shown on all Landscape and Lighting Plans. All streetscape elements shall be required for all streets and shall include information of location, spacing, quantity, construction details, and method of illumination in accordance with the plan's recommended streetscape sections and public realm elements. Streetscape elements shall include street trees, street furniture, landscaping and planters, decorative paving, sculpture/ artwork.

Analysis: The site plan does not include a sculpture or artwork and has proposed an intricate design for the plaza to enhance the public space. Staff recommend that the proposed plaza design should involve thoughtful landscaping, water features and other elements to create a welcoming and functional space for people to gather and interact and offer opportunities for short-term interventions. These types of interventions could include farmers markets, street festivals, holiday celebrations, or other types of community events.

The revised documents submitted with this application indicate that a modification to this standard is not needed, and that the standard is met. However, staff find that while the site plan includes details about the outdoor plaza and its materials, the site plan does not include streetscape elements such as street furniture, decorative landscaping decorative paving, or artwork. The Master Plan requires that development applications shall include the following streetscape elements:

1. street trees;
2. street furniture;
3. landscaping and planters;
4. decorative paving; and
5. sculpture/artwork.

These are required and have not been adequately shown on the site plan. These elements could include murals, wayfinding signage, or interactive or functional artwork. The applicant must collaborate with the Urban Design section to propose a design that provides streetscape elements to improve the public realm and enhance the attractiveness of the roadway.

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

SMA/Zoning: Pursuant to the adoption of the *2010 Central Annapolis Road Approved Sector Plan* the subject property was placed in M-X-T (Mixed Use Transportation Oriented). On November 29, 2021, the District Council approved CR-136-2021, the Countywide Map Amendment (CMA) which reclassified the subject property from M-X-T (Mixed Use Transportation Oriented) to NAC (Neighborhood Activity Center)effective April 1, 2022.

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
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Countywide Planning Division
Historic Preservation Section

301-952-3680

February 10, 2025

MEMORANDUM

TO: Te-sheng (Emery) 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 *AGC*

SUBJECT: **DSP-23008, DDS-24002, AC-24005 Flats at Glenridge Station**

The subject property comprises 2.99 acres and is located at 7011 Chesapeake Road, west of Veterans Parkway (MD 410), northeast of Chesapeake Road, and less than 300 feet southeast of the proposed Glenridge Purple Line Station, in Hyattsville. The subject property was zoned Mixed Use-Transportation Oriented (M-X-T), per the prior Zoning Ordinance, and is within the 2010 *Approved Central Annapolis Road Approved Sector Plan* area. The subject application proposes a compact mixed-use building that will include 245 affordable multifamily dwelling units and approximately 1,380 square feet of office space.

The 2010 *Approved Central Annapolis Road Approved Sector Plan* contains no goals and policies related to historic preservation or the subject site. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites, indicates the probability of archeological sites within the subject property is low. A Phase I archeology survey will not be recommended. The subject property does not contain and is not adjacent to, any designated Prince George's County Historic Sites or resources. Historic Preservation staff recommend approval of DSP-23008, DDS-24002, and AC-24005, Flats at Glenridge Station, with no conditions.

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
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February 10, 2025

MEMORANDUM

TO: Te-sheng (Emery) Huang, Planner IV, Urban Design Section

VIA: Mridula Gupta, Acting Planning Supervisor, Subdivision Section JDH

FROM: Jason Bartlett, Planner II, Subdivision Section JTB

SUBJECT: DSP-23008; Flats at Glenridge Station

The property subject to this detailed site plan, DSP-23008, is located on Tax Map 51, Grid E-1. The property totals 3.0 acres and consists of one existing tax parcel, known as Parcel 21, which is recorded by deed in the Prince George's County Land Records in Book 16451 page 730. The subject property is located in the Neighborhood Activity Center (NAC) Zone. However, this application is being reviewed pursuant to the Prince George's County Zoning Ordinance and Subdivision Regulations that were effective prior to April 1, 2022. Under the prior Zoning Ordinance, the property was in the Mixed Use-Transportation Oriented (M-X-T) and Development District Overlay (D-D-O) Zones. The property is also subject to the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment* (sector plan).

This application was accepted for review on January 2, 2025. Major issue comments were provided to the applicant during Subdivision and Development Review Committee meeting on January 17, 2025. This referral memorandum is based upon revised plans received on February 11, 2025.

The property is currently vacant and fully The applicant proposes to develop the property with 245 unit multifamily building with 1,380 square feet of office space.

The property is subject to Preliminary Plan of Subdivision (PPS) 4-23005, which was approved by the Planning Board on July 18, 2024 (PGCPB Resolution No. 2024-067). This PPS approved one parcel for mixed-use development including 245 multifamily dwelling units and 1,380 square feet of office space.

PPS 4-23005 was approved subject to 17 conditions. Those conditions relevant to the review of the subject DSP are provided below in **BOLD** with staff's comments on plan conformance following in plain text.

2. Development of this site shall be in conformance with Stormwater Management Concept Plan 20142-2023-SCD, once approved, and any subsequent revisions.

Copies of the approved Stormwater Management (SWM) Concept Plan 20142-2023-SCD and approval letter were submitted with this DSP application. The proposed development and the

SWM concept plan should be reviewed by the Environmental Planning Section for conformance to this condition.

4. In accordance with Section 24-135 of the prior Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for, and provide, adequate on-site recreational facilities.

Section 24-135(b)(1) of the prior Subdivision Regulations requires on-site rec facilities provided in lieu of meeting mandatory parkland dedication be superior, or equivalent to those that would have been provided under the provisions of mandatory dedication. With the approval of PPS 4-23005, staff recommended that, in order to ensure conformance to Section 24-135(B)(1), the on-site recreational facilities value shall meet or exceed $328,819.40. The value of facilities proposed with this DSP is $253,331.00, which is less than recommended with the PPS. The Urban Design staff should ensure the valuer of recreation facilities approved with this DSP meets or exceeds the value proposed with the approval of the PPS.

It is further noted that the recreational facilities provided include an outdoor facility. However, the outdoor plaza was previously proposed with CSP-23001 for a density bonus, in accordance with Section 24-545(b)(6) of the prior Subdivision Regulations. Given that the outdoor plaza will be required to satisfy the mandatory dedication requirements of the Subdivision Regulations, the Urban Design staff should determine whether this amenity also satisfies the requirement to gain density bonuses, including its availability and accessibility for public use.

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

Onsite recreation facilities have been provided as shown on the the DSP coversheet to include their triggers for construction. The Urban Design staff should evaluate the private recreational facilities for adequacy and proper siting and determine acceptability of the proposed timing.

8. Prior to acceptance of the detailed site plan, a slope stability analysis for mitigated conditions shall be included in the acceptance package.

A revised slope stability analysis dated January 23, 2024 was provided in the acceptance package of this DSP application. The Environmental Planning Section should evaluate the merits and findings of this analysis in conformance to this condition.

9. Prior to signature approval of the preliminary plan of subdivision, the applicant shall provide the approved stormwater management concept plan, which shall be consistent with the layout shown on the Type 1 tree conservation plan.

A Copy of the approved Stormwater Management (SWM) Concept Plan 20142-2023-SCD was submitted with this DSP application. The Environmental Planning Section should review this plan to determine consistency with TCP1-020-2023-01.

11. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan, TCP1-020-2023-01. The following note shall be placed on the final plat of subdivision:

> **"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-020-2023-01 or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of The Maryland-National Capital Park and Planning Commission (M-NCPPC), Prince George's County Planning Department."**

13. Prior to issuance of permits for this project, a Type 2 tree conservation plan shall be approved.

14. Prior to signature approval of the preliminary plan of subdivision, the Type 1 tree conservation plan (TCP1) shall be updated with the approximate area of contamination. The following note shall be added to the TCP1:

> **"This site is subject to a response action plan (RAP) in association with participation with the Maryland Department of the Environment's (MDE) Voluntary Cleanup Program (VCP)."**

A Type 2 Tree Conservation Plan (TCP2-001-2025) was submitted with this DSP application. The Environmental Planning Section should review the TCP2 for conformance to the approved TCP1 and Conditions 13 and 14.

15. In accordance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following facilities, and the facilities shall be shown 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 5-foot-wide sidewalk from the building entrance to the frontage of Chesapeake Road.

c. Provide Americans with Disabilities Act-compliant curb ramps and crosswalks crossing all vehicular access points throughout the site.

d. Designated internal or external pathways for pedestrians throughout the site, to all uses, and through surface parking lots.

e. 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 parking near the building entrance, in accordance with American Association of State Highway and Transportation Officials guidelines.

g. Short-term bicycle parking for the commercial area, at a location convenient to the building, in accordance with American Association of State Highway and Transportation Officials guidelines.

A pedestrian and bikeway facilities plan was provided with this application. The Transportation Planning Section should review this plan to determine conformance to these conditions.

16. At the time of the detailed site plan review, the applicant shall delineate the boundary of the proposed outdoor plaza, with details of amenities included within.

The DSP provides the boundary of the proposed outdoor plaza and includes the details of amenities included within. The Urban Design Section should evaluate this facilities and the amenities for adequacy and proper siting.

17. Prior to acceptance of a detailed site plan (DSP), the applicant shall submit a Phase II noise study based on the final site layout and building architecture. The study shall evaluate how outdoor activity areas can be mitigated to 65 dBA/Leq or less during the hours of 7:00 a.m. to 10:00 p.m., and 55 dBA/Leq or less during the hours of 10:00 p.m. to 7:00 a.m. The study shall demonstrate that the interiors of dwelling units will be mitigated to 45 dBA or less. The DSP shall identify all dwelling units requiring enhanced building shell design or construction materials for interior noise mitigation, and the architecture shall reflect the enhancements required to these units. The Planning Board's approval of the DSP shall determine whether any outdoor noise mitigation is required, and the DSP shall show the locations and details of any features provided for outdoor noise mitigation. The /Leq noise contour, ground-level mitigated 55 dBA/Leq noise contour, upper-level mitigated 65 dBA/Leq noise contour(s), and upper-level 55 dBA/Leq noise contour(s) shall be delineated on the DSP, accounting for the locations of buildings and all noise barriers.

The applicant provided a Phase II noise analysis dated July 25, 2024. However, some of the contours required to be shown on the DSP by this condition were not provided in the Phase II analysis and, therefore, are not shown on the DSP. Specifically, those missing contours are the upper-level mitigated 65 dBA/Leq noise contour and upper-level mitigated 55 dBA/Leq noise contour. The analysis does provide a noise plan that depicts the units requiring mitigation to reduce the interior noise to 45 dBA Leq, as required by the Prince George's County Code, and provides recommended mitigation in the form of Upgraded windows (operating and fixed) and doors that meet specific STC rating requirements.

This development is further subject to Certificate of Adequacy ADQ-2023-008, which was approved by the Planning Director on June 20, 2024, subject to four conditions, of which, the following conditions are applicable to this DSP and are provided below in **BOLD**, with staff analysis following in plain text.

1. Total development within the proposed Preliminary Plan of Subdivision shall be limited to uses which generate no more than 131 AM peak-hour trips and 151 PM peak-hour trips.

The development included with this DSP is consistent with that evaluated under PPS 4-23005. The Transportation Planning Section should review the proposal for conformance with this condition.

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

A pedestrian and bikeway facilities plan was provided with this application. The Transportation Planning Section should review this plan to determine conformance to this condition.

Additional Comments

1. None.

Recommended Conditions

1. Prior to certification of the detailed site plan:

    a. Add a line connecting the callout for the "ground-level unmitigated future daytime 65dBA/Leq noise contour" shown on the DSP coversheet to the contour line itself.

    b. In conformance with Condition 17 of PGCPB Resolution No. 2024-067, show the upper-level mitigated 65 dBA/Leq noise contour and upper-level mitigated 55 dBA/Leq noise contour on the DSP. Ensure the same is shown in the plan legend.

    c. Provide a general note on the DSP coversheet that identifies the units for which balconies are not allowed due to noise levels that exceed the maximum allowed for outdoor activity areas.

2. Prior to approval of a building permit for the multifamily building, the architectural elevations shall identify the units that require upgraded window and/or doors to mitigate interior noise levels to 45 dBA Ldn or less and shall be certified by a professional engineer with competency in acoustical analysis stating that the building shell of the structure has been designed to reduce interior noise levels to 45 dBA Ldn or less.

This referral is provided for the purpose of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. The DSP has been found to be in conformance with the approved preliminary plan of subdivision. All bearings and distances must be clearly shown on the DSP, and must be consistent with the record plat, once it is approved, or permits will be placed on hold

until the plans are corrected. There are no other subdivision issues at this time.

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • TTY: 301-952-3796 • pgplanning.org

Countywide Planning Division
Environmental Planning Section 301-952-3650

February 7, 2025

MEMORANDUM

TO: Te-sheng Huang, Planner IV, Urban Design Section, DRD

VIA: Tom Burke, Supervisor, Environmental Planning Section, CWPD *TB*

FROM: Mary Rea, Planner II, Environmental Planning Section, CWPD *MAR*

SUBJECT: **Flats at Glenridge Station; DSP-23008 and TCP2-001-2025**

The Environmental Planning Section (EPS) has reviewed the above-referenced Detailed Site Plan (DSP-23008) and Type 2 Tree Conservation Plan (TCP2-001-2025), received on January 2, 2025. Verbal and written comments were provided in a Subdivision and Development Review Committee meeting on January 17, 2025. Revised information was received on February 3, 2025. The EPS recommends approval of DSP-23008 and TCP2-001-2025 based on the findings 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	Approved	2/15/2024	2024-007(C)
4-23005	TCP1-020-2023-01	Planning Board	Approved	6/27/2024	2024-067
DSP-23008	TCP2-001-2025	Planning Board	Pending	Pending	Pending

PROPOSED ACTIVITY

The applicant is requesting approval of DSP-23008 and TCP2-001-2025 for the construction of a mixed-use building.

APPLICABLE ENVIRONMENTAL REGULATIONS

This property is subject to the grandfathering provisions of the 2024 Woodland Conservation Ordinance because the property had a TCP that was accepted for review on or before June 30, 2024. The property must conform to the environmental regulations of the 2010 Woodland Conservation Ordinance and the 2018 Environmental Technical Manual.

The property is also subject to the environmental regulations in prior Subtitles 24 and 27 because there is a previously approved Conceptual Site Plan (CSP-23001) and Preliminary Plan Of Subdivision (4-23005).

SITE DESCRIPTION

The subject application area is 3 acres. It is located on the east side of Chesapeake Road, and 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 the only regulated environmental feature (REF) on-site is an isolated wetland and associated buffers. According to the Sensitive Species Project Review Area map received from the Maryland Department of Natural Resources Natural Heritage Program, and used on PGAtlas, there are no rare, threatened, or endangered 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.

PRIOR APPROVALS

The site was subject to prior Conceptual Site Plan (CSP-23001) approval and Preliminary Plan Of Subdivision 4-23005. The conditions and considerations of approval for the prior cases, which are environmental in nature as provided in the staff report, are addressed below:

Review of Environmental Conditions and Considerations of Approval for CSP-23001

Conceptual Site Plan CSP-23001 was approved by the Planning Board by PGCPB Resolution No. 2024-007(C) on February 15, 2024. The conditions of approval, which are environmental in nature, are shown in **bold** and are addressed below.

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.

A slope stability analysis for unmitigated conditions was provided with the PPS.

3. Prior to acceptance of the detailed site plan, a slope stability analysis for mitigated conditions shall be included in the application package.

A slope stability analysis for mitigated conditions was provided with this case.

Review of Environmental Conditions of Approval for 4-23005

The site was subject to prior Preliminary Plan Of Subdivision (PPS) approval, 4-23005. The conditions of approval which are environmental in nature as provided in the staff report, are addressed below:

8. Prior to acceptance of the detailed site plan, a slope stability analysis for mitigated conditions shall be included in the acceptance package.

A slope stability analysis for mitigated conditions was provided with this case.

9. Prior to signature approval of the preliminary plan of subdivision, the applicant shall provide the approved stormwater management concept plan, which shall be consistent with the layout shown on the Type 1 tree conservation plan.

The approved stormwater management concept plan that is consistent with the layout shown on the Type 1 tree conservation plan was provided prior to signature approval of the preliminary plan of subdivision.

10. Prior to issuance of the first grading permit, the applicant shall provide a copy of the approved response action plan from the Maryland Department of the Environment (MDE). Prior to issuance of the first use and occupancy permit, the applicant shall provide a certificate of completion from MDE stating that the site has completed the Voluntary Cleanup Program.

The approved response action plan from the MDE will be reviewed at the time of permitting, and the certificate of completion from MDE shall be obtained prior to the first use and occupancy permit.

11. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan, TCP1-020-2023-01. The following note shall be placed on the final plat of subdivision:

> **"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-020-2023-01 or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of The Maryland-National Capital Park and Planning Commission (M-NCPPC), Prince George's County Planning Department."**

This condition will be met at the time of the final plat acceptance.

12. Prior to issuance of a grading permit that will result in an impact to a wetland or wetland buffer on-site, and if that impact requires a permit issued by the Maryland Department of the Environment or another agency, the applicant will provide a copy of that permit to the Environmental Planning Section.

This condition will be met at the time of permitting.

13. Prior to issuance of permits for this project, a Type 2 tree conservation plan shall be approved.

This condition will be met at the time of permitting.

14. Prior to signature approval of the preliminary plan of subdivision, the Type 1 tree conservation plan (TCP1) shall be updated with the approximate area of contamination. The following note shall be added to the TCP1:

"This site is subject to a response action plan (RAP) in association with participation with the Maryland Department of the Environment's (MDE) Voluntary Cleanup Program (VCP)."

This condition was met at the time of signature approval of the PPS.

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 does not contain any streams but does have a small portion of an isolated wetland and associated buffer comprising the REF. Four specimen trees are associated with this site.

It should be noted that during review of the PPS it was reported that the soil on this site was contaminated from off-site sources. The owner/applicant is working with the Maryland Department of the Environment (MDE) to clean the site of these contaminants through a voluntary cleanup program, monitored by the MDE.

Woodland Conservation
This property is subject to the grandfathering provisions of the 2024 Woodland Conservation Ordinance because the property had a TCP that was accepted for review on or before June 30, 2024. The property must conform to the environmental regulations of the 2010 Woodland Conservation Ordinance and the 2018 Environmental Technical Manual. The property is also subject to the environmental regulations in prior Subtitles 24 and 27 because there is a previously approved Conceptual Site Plan (CSP-23001) and Preliminary Plan Of Subdivision (4-23005). A TCP2-001-2025 was submitted with the DSP-23008 application.

Based on the TCP2 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 2.69 acres of woodland, resulting in a woodland conservation requirement of 1.39 acres. According to the TCP2 worksheet, the requirement is proposed to be met with 1.39 acres of off-site woodland conservation credits. The environmental letter of justification previously submitted with the CSP 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
A Subtitle 25 variance was approved with CSP-23001 for the removal of four specimen trees, identified as ST-1 through ST-4. No additional specimen trees have been requested for removal with this application.

Regulated Environmental Features
This site contains REF that are required to be preserved and/or restored to the fullest extent possible under Section 24-130(b)(5) of the Subdivision Regulations. The site contains no streams or floodplain; therefore, no primary management area (PMA) is on-site. However, there is a total of 5,228 square feet of environmental features, consisting of 96 square feet of isolated wetlands on-site, and 5,132 square feet of wetland buffer that is associated with an off-site wetland. Isolated wetlands, not associated with a stream, stream buffer, or 100-year floodplain, are not delineated as PMA; however, authorization from Maryland Department of the Environment, Nontidal Wetlands Division is still required prior to disturbance. The Planning Board approved impacts to this isolated with the PPS and no additional impacts are proposed with this application.

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 condition of CSP-23001 and 4-23005 required that the applicant provide a slope stability analysis for unmitigated and mitigated conditions in the DSP application package. The applicant provided this documentation. The Commission's geotechnical planner has reviewed the documentation and has no issues at this time.

The applicant has indicated that this site has been contaminated from off-site sources. The applicant is working with the Maryland Department of the Environment's Voluntary Cleanup Program to remediate this contamination.

Stormwater Management (SWM)
An approved SWM concept plan (20142-2023-SDC/P55606-2024-SDC) was submitted with the subject application. Proposed SWM features include four micro-bioretention facilities, and a stormwater management vault. No further information is required regarding SWM with this application.

SUMMARY OF RECOMMENDED FINDINGS OF APPROVAL
The Environmental Planning Section recommends approval of Detailed Site Plan DSP-23008 and Type 2 Tree Conservation Plan TCP2-001-2025, subject to the following findings:

Recommended Findings:

1. Four specimen trees, identified as ST-1 through ST-4, were approved for removal with Conceptual Site Plan CSP-23001. No additional specimen trees have been requested for removal with this application.

2. Impacts to the isolated wetland and associated buffers were approved with Preliminary Plan Of Subdivision PPS 4-23005. No additional impacts were requested with this application.

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
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February 6, 2025

MEMORANDUM

TO: Emery Huang, Development Review Division

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

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

Crystal Saunders Hancock, Transportation Planning Section, Countywide Planning Division

SUBJECT: DSP-23008 Flats at Glenridge Station

Proposal
The subject Detailed Site Plan (DSP) application proposes the development of 245 multi-family residential units and 1,380 square feet of office space. The subject property is located on Chesapeake Road, 110 feet east of its intersection with Annapolis Road in the Mixed-Use Transportation Oriented (M-X-T) zone. The Transportation Planning Section's (TPS) review of the referenced PPS application was evaluated using standards of Section 27 of the prior Zoning Ordinance

Prior Conditions of Approval
The subject application is governed by Conceptual Site Plan (CSP)-23001 and Preliminary Plan (PPS) 4-23005. The following conditions are applicable to this application:

CSP-23001

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.

4-23005

15. In accordance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment*, the applicant, and the applicant's heirs, successors, and/or assignees shall provide the following facilities, and the facilities shall be shown 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 5-foot-wide sidewalk from the building entrance to the frontage of Chesapeake Road.

    c. Provide Americans with Disabilities Act-compliant curb ramps and crosswalks crossing all vehicular access points throughout the site.

    d. Designated internal or external pathways for pedestrians throughout the site, to all uses, and through surface parking lots.

    e. 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 parking near the building entrance, in accordance with American Association of State Highway and Transportation Officials guidelines (AASHTO).

    g. Short-term bicycle parking for the commercial area, at a location convenient to the building, in accordance with American Association of State Highway and Transportation Officials guidelines.

Comment: The site plan demonstrates standard sidewalks with Americans with Disabilities Act (ADA) compliant curb ramps along the property frontage and within the site connecting Chesapeake Road to the building entrance. Crosswalks are provided across the site access point and internally. Short- and long-term bicycle parking is provided on-site at the building entrance and within the garage in accordance with AASHTO guidelines. Benches, waste stations, and bicycle racks are provided in the amenity space. Both conditions have been met.

ADQ-2023-008

1. Total development within the proposed preliminary plan of subdivision shall be limited to uses which generate no more than 131 AM peak-hour trips and 151 PM peak-hour trips.

4. Prior to acceptance of a detailed site plan, the applicant and the applicant's heirs, successors, and or assignees shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the on-site and off-site pedestrian and bicycle adequacy improvements consistent with section 24 -4506 (c)(1)(G) of the Prince George's County subdivision regulations.

Comment: The proposed development will not exceed the established trip cap. The site plan includes a total of 31 bicycle parking spaces on-site that are located near each site entrance and within the parking garage; five-foot sidewalks are provided along the property's frontage, and pedestrian pathways and crosswalks are provided to provide a direct path from the building entrance to the roadway frontage. These conditions have been met.

Master Plan Compliance

Master Plan Right of Way

The subject property has frontage on Chesapeake Road which has no master plan designation. The site also has frontage along Veterans Parkway (MD 410) (A-15), a master-planned arterial with four to six lanes and an ultimate right-of-way of 120 feet. The site has no planned access to MD 410. The right of way along both road frontages were reviewed at the time of PPS. No additional dedication is required with this application.

Master Plan Pedestrian and Bike Facilities

The *2009 Approved Countywide Master Plan of Transportation* (MPOT) recommends a shared roadway along the frontage of Chesapeake Road and a bicycle lane along MD 410. The Complete Streets element of the MPOT reinforces the need for multimodal transportation and includes the following policies regarding the accommodation of pedestrians and bicyclists (MPOT, p. 9-10):

> **Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.**
>
> **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 2010 *Central Annapolis Road Approved Sector Plan and Sectional Map Amendment* also recommends the following policy:

- **Provide a multimodal, pedestrian-friendly, transportation system at centers and corridors that is integrated with the desired development pattern.**

Comment: The property frontage will include shared road (sharrows) pavement markings and signage to fulfill the master-planned facilities. Staff recommend this facility be included in the DSP and the pedestrian and bicycle facilities plan. In addition, Chesapeake Road will include sharrows and signage beyond the frontage as part of the Bicycle and Pedestrian Impact Statement (BPIS), off-site improvements as well as several additional improvements connecting the site to adjacent properties. The planned bicycle lane along MD 410 is not recommended with this development. Although the site has frontage along MD 410, there is no planned direct access. The construction of the Purple Line is currently ongoing, and the site is adjacent to the Glenridge station rail stop. The frontage improvements provided by the proposed development will create a connection to the Glenridge station for future residents and the neighboring properties.

The site plan also includes a five-foot-wide sidewalk along the property's frontage and within the site including associated crosswalks and ADA curb ramps. Short- and long-term bicycle parking is provided. The proposed facilities and amenities provide frontage improvements, continuous pedestrian and bicycle connections, and designated parking to encourage multimodal activities, as well as connect and integrate the site into the surrounding neighborhood and meet the intent of the master plan.

Transportation Planning Review

Zoning Ordinance Compliance

Section 27-274 of the Prince George's County Zoning Ordinance (Ordinance) provides guidance for detailed site plans. The section references the following design guidelines described in Section 27-274(2):

(2) Parking, loading, and circulation.

A. Surface parking lots should be located and designed to provide safe and efficient vehicle 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.

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

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

(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 to enhance the visual unity of the site.

(iii) Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;

Section 27-546(b)(7) and Section 27-546(d) (6-7) discuss transportation requirements in the M-X-T Zone:

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

(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)

Comment: One full-movement vehicular access point is proposed along Chesapeake Road. Vehicles will circulate the site via a driveway and an internal loop in front of the building's entrance. The onsite vehicle parking area is in the front of the building and within the garage. One space for loading is provided within the internal loop, while still allowing space for vehicles to pass. Crosswalks are provided at the site access point, and internal pedestrian paths are provided throughout the site. Street furniture and trash receptacles are provided within the amenity space and do not conflict with pedestrian circulation. Short-term bicycle parking (7 racks) is proposed adjacent to the building entrance, while long-term bicycle parking (24 racks) has been proposed within the parking garage.

The M-X-T zone also requires additional analysis on parking and includes the following guidance below from Section 27-574:

(a) The number of parking spaces required in the M-X-T Zone and in a Metro Planned Community are to be calculated by the applicant and submitted for Planning Board approval at the time of Detailed Site Plan approval. Prior to approval, the applicant shall submit the methodology, assumptions, and data used in performing the calculations.

(b)The number of off-street parking spaces required for development in the M-X-T Zone and in a Metro Planned Community shall be calculated using the following procedures:

1. **Determine the number of parking spaces required for each use proposed, based on the requirements of Section 27-568. These parking spaces are to be considered as the greatest number of spaces which are occupied in any one (1) hour and are to be known as the peak parking demand for each use. At less than this peak, the number of spaces being occupied is assumed to be directly proportionate to the number occupied during the peak (i.e., at eighty percent (80%) of the peak demand, eighty percent (80%) of the peak parking demand spaces are being occupied)."**

2. **For each hour of the day the number of parking spaces to be occupied by each use shall be calculated. These numbers are known as the hourly fluctuation pattern. For each use, at least one (1) hour shall represent the peak parking demand, and the remaining hours will represent a percentage of the peak. There may be more than one (1) hour at the peak level.**

3. **The total number of parking spaces required for all uses proposed in the M-X-T Zone and in a Metro Planned Community shall be the greatest number of spaces in anyone (1) hour for the combined total of all uses proposed, based on the calculations in paragraphs (1) and (2), above. This total is known as the base requirement. The maximum parking allowable for non-residential use is 115% of the base requirement for M-X-T properties. Parking spaces within a parking structure shall not be counted in the calculation of the maximum number of parking spaces.**

Comment: A parking analysis was submitted to determine the parking requirement for this development. The analysis resulted in a base parking requirement of 386 spaces, however, the Ordinance allows for a parking reduction based on proximity to transit in metro-planned areas. This DSP proposes 337 parking spaces comprised of 277 standards, 45 compacts, 13 ADA, 2 electric vehicles, and 1 loading space. Staff find the proposed parking supply to be acceptable based on 27-574, as the nearby transit provides a multimodal opportunity for future residents.

Conclusion

Based on the findings presented above, staff conclude that the vehicle, pedestrian, and bicycle access and circulation for this plan are acceptable, consistent with the site design guidelines pursuant to Section 27, and meet the findings for pedestrian and bicycle transportation purposes if the following conditions are met:

1. Prior to certification of the Detailed Site Plan, the applicant and the applicant's heirs, successors, and/or assignees shall revise the site plan and pedestrian, and bicycle facilities plan to include the following:
    a) Marked pavement markings and signage along the property frontage of Chesapeake Road.

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

Date – January 28, 2025

MEMORANDUM

TO: Todd Price, Urban Design

FROM: Joanna G Glascoe, Permit Review Section

SUBJECT: Referral Comments for Glenridge Station. DSP-23008, DDS-24002 (AC-24005)

1. No signs where addressed.

2. Will there a Recreation Facilities Agreement? Will there be permit triggers for the completion of the recreation facilities per Unit completion.

Outlook

DSP-23008 Flats at Glenridge

From Thompson, Ivy <Ivy.Thompson@pgparks.com>
Date Wed 2025-02-12 9:52 AM
To Huang, Te-sheng (Emery) <Tesheng.Huang@ppd.mncppc.org>
Cc Holley, Edward <Edward.Holley@Pgparks.com>; Quattrocchi, Dominic <Dominic.Quattrocchi@pgparks.com>

DPR staff reviewed and evaluated DSP-23008 and DDS24002 for conformance with the requirements considered in DPR recommendations of 4-23005 as they pertain to public parks and recreation.

The DSP/DDS applications, for the development of one parcel for mixed-use development including 245 multifamily dwelling units and 1,380 square feet of office space, cover approximately 3-acres zoned NAC (Neighborhood Activity Center). The property is located on the north side of Chesapeake Road approximately 175 feet east of its intersection with MD 450 (Annapolis Road).

Preliminary Plan of Subdivision (4-23005) was approved by the Prince George's County Planning Board on June 27, 2024. Conditions 4-7 of PGCPB Resolution No. 2024-067 require onsite recreational facilities to be reviewed by the Urban Design Section of the Development Review Division (DRD). The site plan provides details for the proposed onsite recreation facilities. DPR staff has no objections to what is proposed.

This email is in lieu of a formal memorandum.

Ivy R. Thompson, AICP, *Planner III*
Park Planning and Environmental Stewardship
M-NCPPC, Department of Parks and Recreation, Prince George's County
Park and Recreation Administration Building
6600 Kenilworth Avenue, 3rd Floor, Riverdale, MD 20737
Office: 301-699-2540 | Mobile: 202-430-2106
Ivy.Thompson@pgparks.com
Stay connected:

Prince George's County Fire/EMS Department
Office of the Fire Marshal
Fire Prevention and Life Safety Inspections

9400 Peppercorn Place
Fifth Floor
Largo, MD 20774

301-583-1830

FIRE LANES

Fire lanes, indicated by painted curbs and signage, are required at new and existing buildings to ensure fire access is not compromised by parked cars or other obstructions. The following information is provided to guide property owners and managers through the Fire Marshal process for inspecting and installing fire lanes.

FIRE LANES:

Fire lanes are fire access roads, drive aisles, and roadways that the Office of the Fire Marshal has declared or designated as fire lanes, requiring the application of paint and the installation of signs to preserve fire access to the building. This designation must come at the direction of the fire marshal who will maintain a file of the designated fire lanes for the property. A property owner cannot create a fire lane by applying paint and signage. To be enforceable, the fire lane must be declared and recorded by the fire marshal.

The fire marshal has authority to declare fire lanes on private property such as shopping centers, apartments, and townhome developments with privately owned roads. The fire marshal cannot declare fire lanes on State, County, or municipal roads.

FIRE LANE INSPECTIONS:

For new buildings, the owner or general contractor should request a fire lane inspection from the Office of the Fire Marshal at least 60 days prior to their intended occupancy date. There is a $150.00 fee for the fire lane inspection. Payment for the fire inspection can be made online at the link below. Select “Fire Lanes” as your inspection type.

https://www.velocitypayment.com/client/princegeorges/fire/index.html

Once payment is made, a case will be created and assigned the inspector for that area. The inspector will call the provided contact to schedule the inspection.

FIRE LANE STANDARDS:

In order to preserve a 22’ wide drive aisle free of obstructions for fire access to a building, the fire inspector will ask for fire lane markings (paint and signage) along the most likely path or paths of fire apparatus access leading to and adjacent to the building.

Width: Fire Lanes shall be 22’ wide. Smaller driveways and aisles may still be declared as fire lanes at the discretion of the inspector.

Roads < 29’ shall be painted and signed on both sides.
Roads < 36’ shall be painted and signed on one side.
Roads > 36’ may not require markings. The inspector will determine the need for markings on a case by case basis.

Paint: Fire Lanes shall be painted with yellow DOT grade traffic paint meeting the Federal Specification TT-P-1952D, Type II requirements.

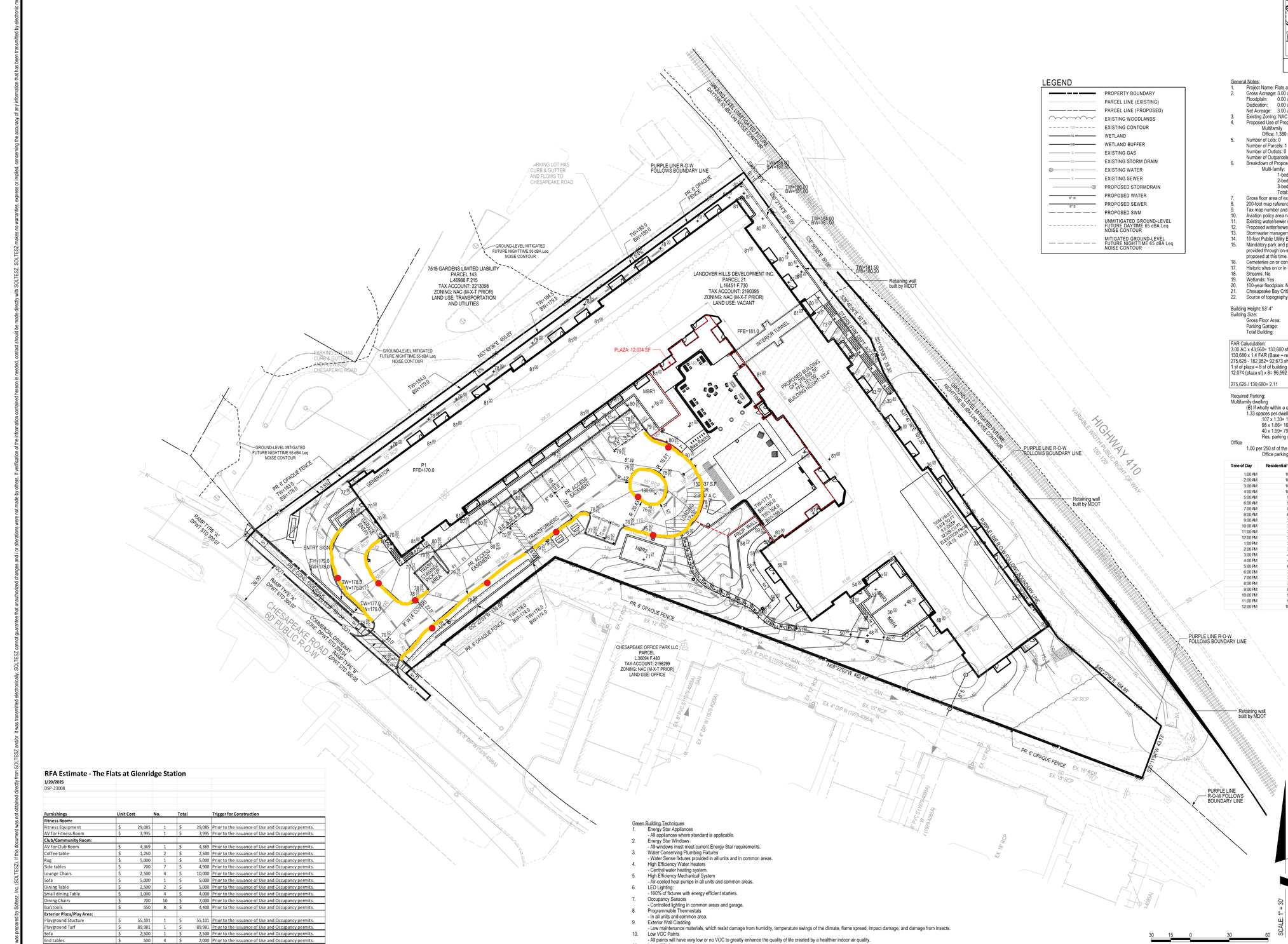
Curbs: Paint will be applied to the cap and face but not the pan of the curb. No Stenciling is required. No hatching or striping of the pavement is required.

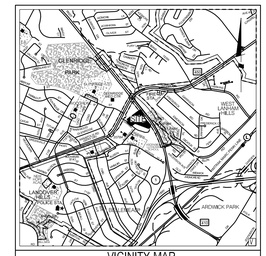
Signage: Signage with the language specified in County Subtitle 11-277 shall be provided (see cut sheet below.) Signs must be mounted on appropriate posts or channel such that the bottom of the sign is 7’ from the finished ground. Sufficient signs shall be provided so that every portion of the fire lane will be within 35’ of a sign. Typically, signs will be placed at the curbline. The fire inspector can make case by case determinations for unique sign placement situations.

12.00”
18”
3.50”
3.00”
2.02”
1.94”
0.39”
NO
PARKING
FIRE LANE
$200 FINE
BY ORDER OF
PRINCE GEORGE’S COUNTY FIRE/EMS DEPT.

Flats at Glenridge Station

DSP-23008





General Notes:

1. Project Name: Flats at Glenridge Station
2. Gross Acreage: 3.00 ac.
   Floodplain: 0.00 ac.
   Dedication: 0.00 ac.
   Net Acreage: 3.00 ac.
3. Existing Zoning: NAC (M-X-T prior)
4. Proposed Use of Property: Mixed Use
   Multifamily
   Office: 1,380 sf
5. Number of Lots: 0
   Number of Parcels: 1
   Number of Outlots: 0
   Number of Outparcels: 0
6. Breakdown of Proposed Dwelling Units by Type:
   Multi-family
   1-bedroom: 107
   2-bedroom: 98
   3-bedroom: 40
   Total: 245
7. Gross floor area of existing and proposed (for commercial/industrial only): 0 sf
8. 200-foot map reference number (WSSC): 206NE06
9. Tax map number and grid: 51-E1
10. Aviation policy area number and airport name/MIOZ: N/A
11. Existing water/sewer designation: 3
12. Proposed water/sewer designation: 3
13. Stormwater management concept plan number: 20142-2023-SDC
14. 10-foot Public Utility Easement along all rights-of-way: No, see Variation request
15. Mandatory park and public right-of-way dedications: Mandatory park dedication to be provided through on-site recreational facilites. No public right-of-way dedication is proposed at this time.
16. Cemeteries on or contiguous to the property: No
17. Historic sites on or in the vicinity of the property: No
18. Streams: No
19. Wetlands: Yes
20. 100-year floodplain: No
21. Chesapeake Bay Critical Area overlay: No
22. Source of topography: Soltesz

Building Height: 53'-4"
Building Size:
Gross Floor Area: 275,625 SF
Parking Garage: 122,881 SF
Total Building: 398,506 SF

FAR Calculation:
3.00 AC x 43,560= 130,680 sf
130,680 x 1.4 FAR (Base + residential)= 182,952 allowed building size
275,625 - 182,952= 92,673 shortage
1 sf of plaza = 8 sf of building
12,074 (plaza sf) x 8= 96,592 sf

275,625 / 130,680= 2.11

Required Parking:
Multifamily dwelling
(B) If wholly within a one-mile radius of a metro station (New Carrollton Metro Station)
1.33 spaces per dwelling unit, +0.33 spaces per bedroom in excess of one per unit
107 x 1.33= 142.31= 143
98 x 1.66= 162.68= 163
40 x 1.99= 79.6= 80
Res. parking required: 386

Office
1.00 per 250 sf of the first 2,000 sf GFA, +1 per 400 sf above the first 2,000 sf GFA
Office parking required: 6

Time of Day	Residential %	Residential Demand	Office %	Office Demand	Total Demand
1:00 AM	100%	386	0%	0	**386**
2:00 AM	100%	386	0%	0	**386**
3:00 AM	100%	386	0%	0	**386**
4:00 AM	100%	386	0%	0	**386**
5:00 AM	95%	367	5%	0	367
6:00 AM	90%	347	10%	1	348
7:00 AM	80%	309	20%	1	310
8:00 AM	65%	251	70%	4	255
9:00 AM	35%	135	90%	5	141
10:00 AM	30%	116	100%	6	122
11:00 AM	30%	116	100%	6	122
12:00 PM	30%	116	100%	6	122
1:00 PM	30%	116	100%	6	122
2:00 PM	35%	135	100%	6	141
3:00 PM	40%	154	100%	6	160
4:00 PM	45%	174	90%	5	179
5:00 PM	65%	251	60%	4	255
6:00 PM	70%	270	30%	2	272
7:00 PM	75%	290	10%	1	290
8:00 PM	75%	290	5%	0	290
9:00 PM	80%	309	0%	0	309
10:00 PM	90%	347	0%	0	347
11:00 PM	95%	367	0%	0	367
12:00 PM	100%	386	0%	0	**386**

Base Requirement per above chart and Section 27-574(b): 386 spaces
Minimum allowed (50% of Base): 193
Maximum allowed (Base): 386

Proposed Parking:
Surface 20
- Standard (12)
- EV (2)
- Compact (3)
- ADA (3)

Garage 317
- Standard (265)
- Compact (42)
- ADA (10)

Total 337

Total Parking Breakdown: 337
- Standard: 277
- EV: 2
- Compact: 45
- ADA: 13

Parking Space Sizes:
- Standard & EV: 9.5' x 19'
- Compact: 8' x 19'
- ADA (surface): 9.5' x 19'
- ADA (garage): 9' x 18'

Required Loading:
Multifamily: 1
Office: 0
Total: 1

Proposed Loading: 1

Bicycle Parking:
2 bicycle parking spaces per 10,000 sf GFA
275,625 sf / 10,000= 27.56
27.56 x 2= 55.12

Required: 56
Proposed: 62 (46 internal to garage & long term)
(14 external to garage & short term)

Green Building Techniques
1. Energy Star Appliances
   - All appliances where standard is applicable.
2. Energy Star Windows
   - All windows must meet current Energy Star requirements.
3. Water Conserving Plumbing Fixtures
   - Water Sense fixtures provided in all units and in common areas.
4. High Efficiency Water Heaters
   - Central water heating system.
5. High Efficiency Mechanical System
   - Air-cooled heat pumps in all units and common areas.
6. LED Lighting:
   - 100% of fixtures with energy efficient starters.
7. Occupancy Sensors
   - Controlled lighting in common areas and garage.
8. Programmable Thermostats
   - In all units and common area.
9. Exterior Wall Cladding
   - Low maintenance materials, which resist damage from humidity, temperature swings of the climate, flame spread, impact damage, and damage from insects.
10. Low VOC Paints
    - All paints will have very low or no VOC to greatly enhance the quality of life created by a healthier indoor air quality.
11. Large Windows
    - Providing access to natural light.
12. Recycling Storage
    - Residnets will be able to recycle waste through dedicated chutes in trash rooms.
13. Outdoor Recreation Areas
    - Promote health and wellness through activity and community interaction.

RFA Estimate - The Flats at Glenridge Station

1/20/2025

DSP-23008

Furnishings	Unit Cost	No.	Total	Trigger for Construction
Fitness Room:				
Fitness Equipment	$ 29,085	1	$ 29,085	Prior to the issuance of Use and Occupancy permits.
AV for Fitness Room	$ 3,995	1	$ 3,995	Prior to the issuance of Use and Occupancy permits.
Club/Community Room:				
AV for Club Room	$ 4,369	1	$ 4,369	Prior to the issuance of Use and Occupancy permits.
Coffee table	$ 1,250	2	$ 2,500	Prior to the issuance of Use and Occupancy permits.
Rug	$ 5,000	1	$ 5,000	Prior to the issuance of Use and Occupancy permits.
Side tables	$ 700	7	$ 4,900	Prior to the issuance of Use and Occupancy permits.
Lounge Chairs	$ 2,500	4	$ 10,000	Prior to the issuance of Use and Occupancy permits.
Sofa	$ 5,000	1	$ 5,000	Prior to the issuance of Use and Occupancy permits.
Dining Table	$ 2,500	2	$ 5,000	Prior to the issuance of Use and Occupancy permits.
Small dining Table	$ 1,000	4	$ 4,000	Prior to the issuance of Use and Occupancy permits.
Dining Chairs	$ 700	10	$ 7,000	Prior to the issuance of Use and Occupancy permits.
Barstools	$ 550	8	$ 4,400	Prior to the issuance of Use and Occupancy permits.
Exterior Plaza/Play Area:				
Playground Stucture	$ 55,101	1	$ 55,101	Prior to the issuance of Use and Occupancy permits.
Playground Turf	$ 89,981	1	$ 89,981	Prior to the issuance of Use and Occupancy permits.
Sofa	$ 2,500	1	$ 2,500	Prior to the issuance of Use and Occupancy permits.
End tables	$ 500	4	$ 2,000	Prior to the issuance of Use and Occupancy permits.
Coffee table	$ 700	1	$ 700	Prior to the issuance of Use and Occupancy permits.
4 person dining tables	$ 1,000	2	$ 2,000	Prior to the issuance of Use and Occupancy permits.
6 person dining tables	$ 1,700	1	$ 1,700	Prior to the issuance of Use and Occupancy permits.
Dining Chairs	$ 550	14	$ 7,700	Prior to the issuance of Use and Occupancy permits.
Lounge Chairs	$ 1,600	4	$ 6,400	Prior to the issuance of Use and Occupancy permits.
			Grand Total	
			$ 253,331	

SOLTESZ, LLC
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Lanham, MD 20706
P. 301.794.7555 F. 301.794.7656
www.solteszco.com

Engineering
Surveying
Planning
Environmental Sciences

NO.	REVISIONS	BY	DATE

MISS UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND. WELL IN ADVANCE OF THE START OF EXCAVATION, CONTACT "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHICHEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

OWNER / DEVELOPER / APPLICANT

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

PROFESSIONAL CERTIFICATION

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
LICENSE NO. _____ **EXPIRATION DATE:** _____

STATE OF MARYLAND — DAVID CORY BOSE — LANDSCAPE ARCHITECT

1/31/2025

Cover and Plan View

Detailed Site Plan. DSP-23008
Flats at Glenridge Station
7011 Chesapeake Road
Hyattsville, MD 20784
20th ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP: 51/E1	ZONING CATEGORY: NAC (M-X-T prior)
WSSC 200' SHEET: 206NE06	
SITE DATUM HORIZONTAL: _____ VERTICAL: _____	
1" = 30'	DATE: 1/31/2025
	DESIGNED: GAM
	TECHNICIAN: GAM
SHEET 1 OF 3	CHECKED: DJB
	CAD STD'S VERSION: ORD / NCS
PROJECT NO. Sheet Project Number	

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NO.	REVISIONS	BY	DATE

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OWNER / DEVELOPER / APPLICANT

Owner:
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7138 Little River Turnpike
Annandale, VA 22003

Applicant:
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2905 Northwest Blvd, Suite 150
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LICENSE NO._____, **EXPIRATION DATE:**_____

STATE OF MARYLAND · DAVID JOHN BOSE · 30867 · LANDSCAPE ARCHITECT

1/31/2025

Approvals Sheet

Detailed Site Plan. DSP-23008
Flats at Glenridge Station
7011 Chesapeake Road
Hyattsville, MD 20784
20th ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP: 51/E1	ZONING CATEGORY: NAC (M-X-T Prior)
WSSC 200' SHEET: 206NE06	
SITE DATUM HORIZONTAL: _____ VERTICAL: _____	
1" = 100' UNIT	DATE: 1/31/2025
N/A	DESIGNED: GAM
SHEET 2	TECHNICIAN: GAM
OF 3	CHECKED: DJB
PROJECT NO. 3536-05-00	CAD STD'S. VERSION: ORD / NCS

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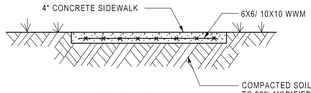
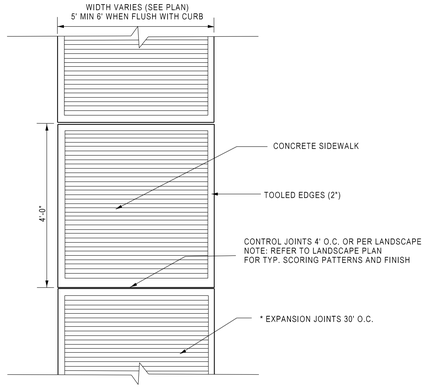


SECTION
NOT TO SCALE



CONCRETE SIDEWALK DETAIL
NOT TO SCALE

Metro40 Collection

landscapeforms

Product Data Sheet

Ride™ Bike Rack
- Capacity: 2 bikes
- Surface mount or embedded to concrete surface.
- Requires only two bolts to mount, with extra surface mount anchor hole provided.
- 4 stainless steel leveling glides within the base are provided for flex adjustment from top side of base.
- Cover plate over bike rack base provides seamless appearance.

	Style	Depth	Width	Height	Product Weight
	Bike Rack	3.5"	28"	29"	50 lb

Hi-Glo™ Pedestrian Light and Lo-Glo™ Path Light
- Please refer to product data sheets for technical information and specifications.

Connect™ Shelter
- Please refer to the Metro40 Workbook.

To Specify
- Visit landscapeforms.com.

Designed by BMW Group Designworks
Rest Bench is protected by U.S. Patent No. D600,480; D601,381; D601,820
Connect Rail is protected by U.S. Patent No. D644,446; D602,271
Collect is protected by U.S. Patent No. D607,171; D610,322, D606,998
Stop is protected by U.S. Patent No. D606,813
Ride is protected by U.S. Patent No. D613,846

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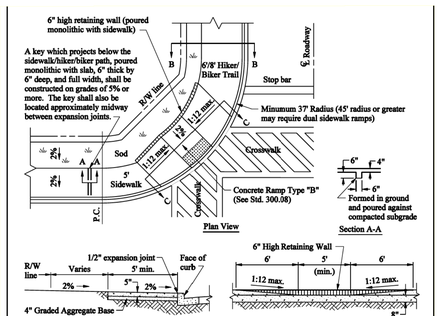


General Notes

1. All new concrete sidewalks, sidewalk ramps, depressed curbs and hiker/biker trails constructed within the County right-of-way shall comply with the Federal accessibility guidelines of the Americans with Disabilities Act.
2. All new sidewalks and hiker/biker trails abutting sidewalk ramps within fillet areas, having a fixed obstruction not to include utility poles, shall be adjusted to provide a minimum clearance of 36".
3. All contraction joints in concrete sidewalks shall be constructed at 4'-0" intervals and 6'-0" or 8'-0" intervals for hiker/biker trails unless approved otherwise by the Department. The contraction joints are to be constructed to a depth equal to 1/4 of the total depth of the sidewalk/hiker/biker trail. Premolded 1/2" thick expansion joints shall also be constructed at 100' intervals, between the curb and sidewalk/hiker/biker trail, at sidewalk ramps, driveways, leadwalks, poles, or other permanent structures.
4. Provide 4" thick graded aggregate base material under all concrete sidewalk and hiker/biker trails.
5. All concrete shall be Class I (MSHA Mix No. 3), air entrained, unless otherwise approved by the Department. The surface shall be broom finished.

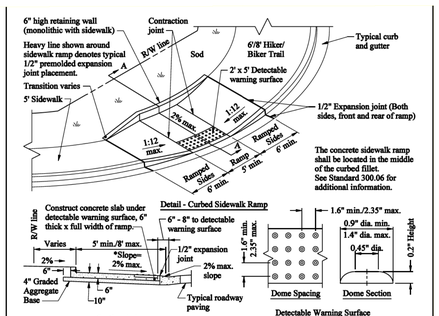
APPROVED:

DIRECTOR	DATE

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
Prince George's County, MD

REVISION DATE:	APPROVED BY:

Concrete Sidewalk at Curb and Ramp Location — STD. 300.06



1. All new concrete sidewalk ramps and depressed curbs constructed within the County right-of-way shall comply with the Federal accessibility guidelines of the Americans with Disabilities Act. See Standard 300.01 for depressed curb requirements.
2. All sidewalk ramps and their approaches shall be designed and constructed so that water will not accumulate on walking surfaces.
3. The sidewalk ramp shall be constructed with the least possible running slope not to exceed 1:12.
4. All concrete shall be class I (MSHA Mix No. 3) air-entrained unless otherwise approved by the Department. The surface shall be broom finished.
5. Provide 4" thick graded aggregate base material under all concrete sidewalk and sidewalk ramps.
6. Detectable warning surface shall be 1" thick (hollow tile) diamond-hard vitrified polymer material, embedded into concrete with truncated dome pattern as specified above, and shall contrast visually with the adjacent surface (either dark-on-light or light-on-dark.) Color requirements: Use brick red panel with brick crosswalk and dark grey inset at all other locations.
7. Detectable warning surface shall be installed 6 to 8 inches behind the curb line, extend two feet in the direction of travel over the full width of the ramp, and shall be embedded so as to be flush with the surrounding surface.

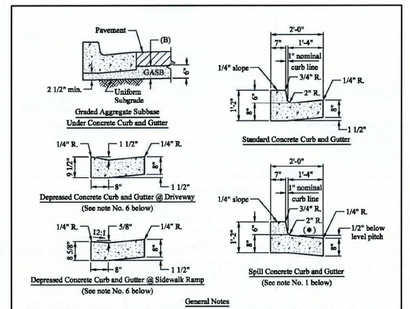
APPROVED:

DIRECTOR	DATE

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
Prince George's County, MD

REVISION DATE:	APPROVED BY:

Concrete Sidewalk Ramp Type "B" — STD. 300.08



General Notes

1. Use of spill concrete curb and gutter requires special Departmental approval, except for "Urban Major Collector Road" design.
2. The slope (*) of a spill concrete curb and gutter pan shall be equal to the cross slope of roadway paving.
3. Install expansion joints using 1/2" preformed non-extruding joint filler, at 100' intervals, at the beginning and end of curves with less than 100' radii, at structures, and at midpoints of curb returns.
4. All construction joints shall be located at 10' intervals. The contraction joints shall be constructed to a depth equal to 1/4 of the depth of the concrete.
5. All concrete shall be Class I (MSHA Mix No. 3) air-entrained, unless otherwise approved by the Department. The surface shall be brush finished.
6. The depressed concrete curb and gutter sections shall be used at all driveway aprons and sidewalk ramps.
7. Preformed joint fillers shall conform to M 153. The bituminous fiber type joint shall conform to M 213, with the bitumen content determined using T 164.
8. Granite curb and gutter may be required under certain conditions.
9. Provide uniform subgrade under entire roadway section.
10. All new construction within the County right-of-way shall comply with Federal accessibility guidelines of the Americans with Disabilities Act and Fair Housing regulations.

APPROVED:

DIRECTOR	DATE

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
Prince George's County, MD

REVISION DATE:	APPROVED BY:

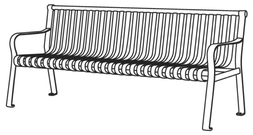
Concrete Curb and Gutter — STD. 300.01

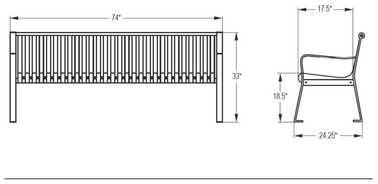
BELSON OUTDOORS

111 North River Road
North Aurora, IL 60542
Phone: (800) 323-5664
Fax: (630) 897-0573
sales@belson.com

Model # CBPB-6SB-BK — **Dimension Sheet**

STEEL OUTDOOR BENCH WITH STRAIGHT BACK





www.belson.com

Belson | Gallery | CBTR-FT-BK | Flare Top Trash Receptacle https://www.belson.com/Gallery.aspx?M=CBTR-FT-BK

Model # CBTR-FT-BK | Flare Top Trash Receptacle Print | Close Window

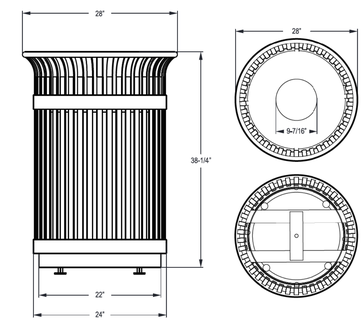
1 of 1 4/5/2021, 2:30 PM

BELSON OUTDOORS

627 Amersville Drive
Naperville, IL 60563
Phone: (800) 323-5664
Fax: (630) 897-0573
sales@belson.com

Model # CBTR-FT-BK — **Dimension Sheet**

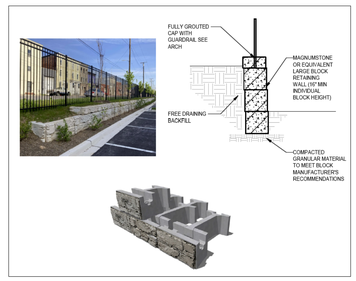
Flare Top Trash Receptacle | Surface Mount



www.belson.com

04 OPAQUE PRIVACY FENCE
NOT TO SCALE

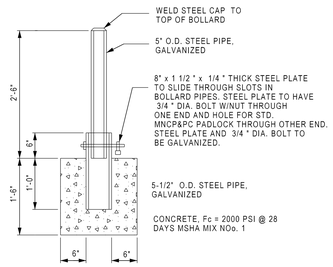
PRIVACY FENCE NOTES:
PRODUCT: TRUCONNECT PRIVACY FENCE
MANUFACTURER: FENCE & DECK
CONNECTION OR EQUAL
HEIGHT: 6'-0"
MATERIAL: HIGH PERFORMANCE SIMULATED STAINED WOOD (VINYL)
COLOR: CYPRESS WOOD GRAIN



HEAVY DUTY TRAFFIC BEARING CONCRETE PAVING SECTION
(IN ACCORDANCE WITH MARYLAND STATE HIGHWAY ADMINISTRATION STANDARD SPECIFICATION SECTION 520)
NOTE: MATERIALS AND CONSTRUCTION SHOULD BE IN ACCORDANCE WIDTH MSHA SECTION 520

NOTES:
① SHOULD BE IN ACCORDANCE WITH MSHA SECTION 901
② SHOULD BE IN ACCORDANCE WITH MSHA SECTION 500, SUBSECTION 901

HEAVY DUTY CONCRETE PAVING SECTION
N.T.S.



REMOVABLE BOLLARD
NOT TO SCALE

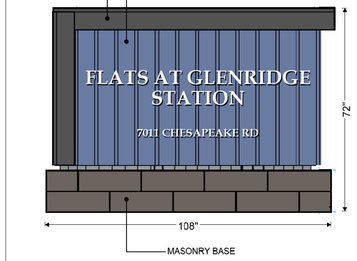
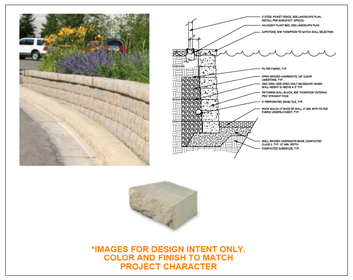


***IMAGE FOR CONCEPT/DESIGN INTENT ONLY. FINAL DESIGN TBD BY OWNER**

Signage: DDO Standards:

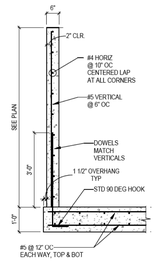
2. Monument/Freestanding Signs

a. Sign will be mounted directly onto a base constructed of masonry or similar high quality material. Sign will not be constructed of tin, aluminum, sign board, or other similar, low-quality materials.
b. Pole mounted signs are not proposed.
c. Sign is compatible in design, scale, color, and materials with the proposed architecture of the building and surrounding neighborhood character.
d. Sign will be externally lit with no light spillover. Lighting to be concealed by landscaping.
e. Signs will not include flashing, blinding, or moving elements.



***IMAGES FOR DESIGN INTENT ONLY. COLOR AND FINISH TO MATCH PROJECT CHARACTER**

***IMAGE FOR DESIGN INTENT ONLY. COLOR AND FINISH TO MATCH PROJECT CHARACTER**



2" HOT MIX ASPHALT SURFACE - COARSE (SC) OR FINE (SF)
4" HOT MIX ASPHALT BASE - COURSE (BC) OR FINE (BF)
8" GRADED AGGREGATE SUBBASE (GA, S/B), OVER A COMPACTED, PROOFROLLED, AND APPROVED SUBGRADE CAPABLE OF PROVIDING A MINIMUM CBR VALUE OF 4
SUBGRADE COMPACTED TO 96% COMPACTION PER ASTM D-155F.

HEAVY DUTY ASPHALT PAVEMENT SECTION FOR USE IN SERVICE AREA, DRIVE AISLES, ASPHALT PAVED FIRE LANES, BASKETBALL COURTS, ASPHALT PAVED PLAY AREAS, WALKS AND PARKING

ASPHALT PAVING SECTION
N.T.S.

SOLTESZ, LLC
4300 Forbes Boulevard, Suite 230
Lanham, MD 20706
P. 301.794.7555 F. 301.794.7656
www.solteszco.com

Engineering
Surveying
Planning
Environmental Sciences

NO.	REVISIONS	BY	DATE

MISS UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CONTACT "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHICHEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

OWNER / DEVELOPER / APPLICANT

Owner:
Landsver Hills Development Inc
7138 Little River Turnpike
Annandale, VA 22003

Applicant:
Landsver Hills Leased Housing Associates I, LLLP
2905 Northwest Blvd, Suite 150
Plymouth, MN 55441

PROFESSIONAL CERTIFICATION

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
LICENSE NO._____, EXPIRATION DATE:_____

STATE OF MARYLAND — DAVID JOHN BOBIC — LANDSCAPE ARCHITECT

1/31/2025

Details Sheet

Detailed Site Plan. DSP-23008
Flats at Glenridge Station
7011 Chesapeake Road
Hyattsville, MD 20784
20th ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP: 51/E1	ZONING CATEGORY: NAC (M-X-T Prior)
WSSC 200' SHEET: 206NE06	
SITE DATUM HORIZONTAL: ____ VERTICAL: ____	
CAT (NCE) N/A	DATE: 1/31/2025
	DESIGNED: GAM
	TECHNICIAN: GAM
SHEET 3 OF 3	CHECKED: DJB
	CAD STD'S. VERSION: ORD / NCS
PROJECT NO. 3536-05-00	

P:\43980000\Engineer\Sheet_Files\Site_Sheet.dgn Model= DSP-03 [Sheet] Scale= 0.08333317 ' / in. User= GMolit PLTdrv= D_Only_Letter.pltcfg 1/31/2025 11:56:06

THE PRINCE GEORGE'S COUNTY GOVERNMENT

Fire/EMS Department Headquarters

Office of the Fire Marshal

February 4, 2025

Te-Sheng (Emery) Huang, Planner III
Urban Design Section
The Maryland-National Capital Park and Planning Commission
Development Review Division
1616 McCormick Drive
Largo, Maryland 20774

Dear Mr. Huang:

The Office of the Fire Marshal of the Prince George's County Fire/EMS Department has reviewed the referral for DSP-23008 (Flats at Glenridge Station) SDRC Response**.** These are our 1st comments:

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

2) Please indicate the location of any proposed fire department connection (FDC). A hydrant must be provided within 200' of any FDC as hose is laid by the fire department; along drive aisles, around corners, around obstacles, etc. as required by Subtitle 4-167.

Sec. 4-167. - Fire Protection Systems; Section 912, Fire Department Connections.

(a) Section 912.2.3 is added to read as follows: "Location and Performance of Fire Hydrants." Every building of more than one thousand (1,000) square feet in area shall be provided with sufficient fire hydrants located such that no exterior portion of the building is located more than five hundred (500) feet from a fire hydrant. The distance shall be measured as a hose line would be laid along paved streets, through parking lot entrances, and around obstructions, in accordance with the determination of the authority having jurisdiction. A fire hydrant is required within two hundred (200) feet of any required fire department connection, as hose is laid. The fire department connection must be located on the front, address side of the building and be visible from a fire hydrant or as approved by the Fire Code Official. Each hydrant shall provide a minimum of one thousand (1,000) gpm at a residual pressure of twenty (20) psi.

Sincerely,

James V. Reilly
Project Coordinator III

HEALTH DEPARTMENT
Prince George's County

Division of Environmental Health/Disease Control

Date: January 22, 2025

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

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

Re: DSP-23008, DDS-24002 (AC-24005), Flats at Glenridge Station.

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan submission for the Flats at Glenridge Station located at 7011Chesapeake Road in Hyattsville and has the following comments / recommendations:

1. There are approximately four carry-out/convenience stores food facilities and approximately one grocery store/market 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.

2. Indicate how the project will provide for pedestrian access to the site by residents of the surrounding community.

3. 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.

4. 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 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.

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

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

March 12, 2024

Landover Hills Development Inc.
7011 Chesapeake Road
Hyattsville, MD 20784

Re: Notification of Planning Board Action on
Conceptual Site Plan CSP-23001
7011 Chesapeake Road

Dear Applicant:

This is to advise you that, on **March 7, 2024,** the above-referenced Conceptual Site Plan was acted upon by the Prince George's County Planning Board pursuant to the Transitional Provisions of Section 27-1700 of the Prince George's County Zoning Ordinance and in accordance with the attached Resolution.

Pursuant to Section 27-280 of the prior Zoning Ordinance, the Planning Board's decision will become final 30 calendar days after the date of this final notice **(March 12, 2024)** of the Planning Board's decision, unless:

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

2. Within the 30 days (or other period specified by Section 27-291 of the prior Zoning Ordinance), the District Council decides, on its own motion, to review the action of the Planning Board.

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

Very truly yours,
James R. Hunt, Chief
Development Review Division

By: Te-Sheng Huang
Reviewer

Attachment: PGCPB Resolution No. **2024-007**

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

THE MARYLAND-NATIONAL CAPITAL
Park and Planning Commission
Prince George's County Planning Board | Office of the Chairman

1616 McCormick Drive, Largo, MD 20774
301-952-3560
pgcpb@ppd.mncppc.org
www.pgplanningboard.org

PGCPB No. 2024-007 File No. CSP-23001

RESOLUTION

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

WHEREAS, the subject property is within the Neighborhood Activity Center Zone (NAC); and

WHEREAS, the applicant, Landover Hills Leased Housing Associates I, LLLP, submitted an application for approval of a conceptual site plan, known as Conceptual Site Plan CSP-23001 for 7011 Chesapeake Road, for 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; and

WHEREAS, pursuant to Section 27-1900 *et seq.* of the Zoning Ordinance, proposals for development in the NAC Zone may utilize the prior Zoning Ordinance until April 1, 2024; and

WHEREAS, therefore, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed this application under the Zoning Ordinance in existence prior to April 1, 2022; and

WHEREAS, the application for approval of the aforesaid Conceptual Site Plan was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission at a public hearing on February 15, 2024; and

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

WHEREAS, in consideration of evidence presented at the public hearing on February 15, 2024, regarding Conceptual Site Plan CSP-23001 for 7011 Chesapeake Road, the Planning Board finds:

1. **Request:** This conceptual site plan (CSP) approves 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	**APPROVED**
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 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 plans to develop 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 a future Purple Line station. The submitted site plan also shows the placement of the approved 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.

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 approved 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 plans to develop a mixed-use building, with an approved 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 includes two types of uses, as required, including office space of 1,300-2,500 square feet and 245-300 multifamily dwelling units. These approved 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 approved 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 approved 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 has a range of FAR between 1.4 and 3.0, which is discussed in Finding 2 above. When the final GFA planned 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 plans to develop 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 approved development ranges between 1.4 and 3.0. This will be refined further, at the time of DSP, relative to the final GFA of the approved 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 (½) 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 approved six-story, mixed-use building is approximately between 100 and 110 feet in height. Therefore, the approved 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 approved 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 an approved mixed-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 a 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, the Planning Board recommends 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 approved 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 an approved mixed-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 approved 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, the Planning Board anticipates 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 existing 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 approves a vertical mix of land uses within one building. The approved 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 approved 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 approved 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 approved 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 approved 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 approved building and the streets and other urban design considerations.

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

The approved structure and use are compatible with the existing and planned 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 approved in this CSP reflects a cohesive development capable of sustaining an independent environment of continuing quality and stability. In particular, the approved mixed-use building will enhance the existing development by providing an influx of new residents and employees to support existing businesses. The approved 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 approved building and to Chesapeake Road. The submitted plan also shows one vehicle access point along Chesapeake Road. The Planning Board finds 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 approved

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. To accommodate the nearby metro station, an additional lane northbound on MD 410 onto MD 450 will be constructed. Both with and without the planned 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 approved 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 approved 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 approved development, between on-site uses and adjacent uses, and between the approved development and the Purple Line. The CSP also illustrates approximate locations of the approved 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 planned 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 approved 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 planned 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 approved building is positioned and designed to minimize building impacts to nearby residential and commercial buildings. The applicant hopes to maximize open views of the planned 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 disabled people, 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 approved 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 also be 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 approved 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 approved 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 planned 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. At the time of DSP review, demonstration of adequacy of planned 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 approves 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 approved 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**—The Planning Board has reviewed and adopts the 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 approved 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**—The Planning Board has reviewed and adopts the 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**—The Planning Board has reviewed and adopts the 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, the subject property will also 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**—The Planning Board has reviewed and adopts the memorandum dated January 16, 2024 (Vatandoost to Huang). The Subdivision Review Section noted that the approved development will require a PPS, a 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 planned 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 the 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 planned outdoor activity areas. Using these contours, the noise study should demonstrate that the approved 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 approves one access point to Chesapeake Road while no direct access is planned to MD 410. No additional dedication of right-of-way, internal public or private streets are planned 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**—The Planning Board has reviewed and adopts the 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 planned 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

Environmental Planning 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 plans 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 planned 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 approved 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 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. The Planning Board approves the requested variance for the removal of four specimen trees for 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. Planned SWM features include four micro-bioretention 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)**—The Planning Board has reviewed and adopts the memorandum dated January 16, 2024 (Thompson to Huang). DPR noted that planned 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)**—As of writing of this resolution, DPIE did not offer comments on the subject application.

h. **Prince George's County Fire/EMS Department**—As of writing of this resolution, the Fire/EMS Department did not offer comments on the subject application.

i. **Prince George's County Police Department**—As of writing of this resolution, the Police Department did not offer comments on this application.

j. **Prince George's County Health Department**—The Planning Board has reviewed and adopts the 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)**—As of writing of this resolution, SHA did not offer comments on the subject application.

l. **Washington Metropolitan Area Transit Authority (WMATA)**—As of writing of this resolution, 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. As of writing of this resolution, 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, as applicable.

13. **Community Feedback:** On February 15, 2024, the Mayor of the Town of Landover Hills, Jeffery Schomisch, spoke at the Planning Board hearing and reiterated their concerns of parking and traffic, and noted that they understand these issues will be further evaluated in subsequent review phases. He expressed their support for consideration of including office space in the development, as indicated in the sector plan. He talked about the need for improving MD 450 and

supported the idea of making Chesapeake Road more pedestrian and bicycle friendly. He hoped that the improvement of pedestrian and bicycle on Chesapeake Road could be extended to Gallatin Street.

14. Based on the foregoing, and as required by Section 27-276(b)(1) of the prior Zoning Ordinance, the CSP, 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.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Type 1 Tree Conservation Plan TCP1-020-2023, and APPROVED a Variance to Section 25-119(d), and further APPROVED Conceptual Site Plan CSP-23001 for the above-described land, subject to the following conditions:

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 approved 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.

Consideration:

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.

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

* * * * * * * * * * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner, and Shapiro voting in favor of the motion at its regular meeting held on Thursday, February 15, 2024, in Largo, Maryland.

Adopted by the Prince George's County Planning Board this 7th day of March 2024.

Peter A. Shapiro
Chairman

Jessica Jones

By Jessica Jones
Planning Board Administrator

PAS:JJ:TH:rpg

Laura Tallerico

Approved for Legal Sufficiency
M-NCPPC Office of General
Counsel

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

July 23, 2024

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

Re: Notification of Planning Board Action on
Preliminary Plan of Subdivision - 4-23005
Flats At Glenridge Station

Dear Applicant:

This is to advise you that, on **July 18, 2024,** the above-referenced Preliminary Plan of Subdivision was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to Section 23-401 of the Land Use Article of the Maryland Code, a petition for judicial review of the Planning Board's action must be filed with the Circuit Court for Prince George's County, Maryland within 30 calendar days after the date of this final notice **(July 23, 2024)**. Please direct questions regarding this matter to Ms. Mahasin El Amin, Clerk of the Circuit Court, at 301-952-3318.

Sincerely,
Sherri Conner, Acting Chief
Development Review Division
By: Eddie Diaz-Campbell Digitally signed by Eddie Diaz-Campbell Date: 2024.07.19 08:54:25 -04'00'
Reviewer

Attachment: PGCPB Resolution No. **2024-067**
cc: Persons of Record

THE MARYLAND-NATIONAL CAPITAL
Park and Planning Commission
Prince George's County Planning Board | Office of the Chairman

1616 McCormick Drive, Largo, MD 20774
301-952-3560
pgcpb@ppd.mncppc.org
www.pgplanningboard.org

PGCPB No. 2024-067 File No. 4-23005

R E S O L U T I O N

WHEREAS, Landover Hills Development, Inc. is the owner of a 3.00-acre parcel of land known as Parcel 21, said property being in the 20th Election District of Prince George's County, Maryland, and being zoned Neighborhood Activity Center (NAC); and

WHEREAS, on April 18, 2024, Landover Hills Leased Housing filed an application for approval of a Preliminary Plan of Subdivision for 1 parcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-23005 for Flats at Glenridge Station was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission at a public hearing on June 27, 2024; and

WHEREAS, new Subdivision Regulations, Subtitle 24, Prince George's County Code went into effect on April 1, 2022; and

WHEREAS, pursuant to Section 24-1900 *et seq.* of the Subdivision Regulations, subdivision applications submitted and accepted as complete before April 1, 2026, may be reviewed and decided in accordance with the Subdivision Regulations, Subtitle 24, Prince George's County Code in existence prior to April 1, 2022 (prior Subdivision Regulations); and

WHEREAS, the applicant has complied with the procedures required in order to proceed with development under the prior Subdivision Regulations contained in Section 24-1904 of the Prince George's County Subdivision Regulations; and

WHEREAS, therefore, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed the application under the Subdivision Regulations, Subtitle 24, Prince George's County Code in existence prior to April 1, 2022; and

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

WHEREAS, at the June 27, 2024 public hearing, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Type 1 Tree Conservation Plan TCP1 020-2023-01 and APPROVED Preliminary Plan of Subdivision 4-23005, including a Variation from Section 24-122(a), for 1 parcel, subject to the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised as follows:

    a. Add a general note indicating approval of a variation from Section 24-122(a) of the prior Prince George's County Subdivision Regulations, to omit public utility easements from the property street frontages.

    b. Label the existing fence, in the eastern portion of the site, stating whether it is to be retained or removed.

    c. In General Note 27, correct the number of the Type 1 Tree Conservation Plan to TCP1-020-2023-01.

    d. In General Note 21, add the stormwater management concept number and approval date, once the stormwater management concept plan has been approved.

    e. Revise General Note 8 to include the area of the on-site isolated wetland and wetland buffer, which are regulated environmental features.

    f. Add a general note stating that the preliminary plan of subdivision was submitted for review under the prior Prince George's County Zoning Ordinance and Subdivision Regulations.

    g. Show and label the road centerlines for MD 410 (Veterans Parkway/East West Highway) and Chesapeake Road, and the right-of-way widths from the road centerline to the subject property line.

2. Development of this site shall be in conformance with Stormwater Management Concept Plan 20142-2023-SCD, once approved, and any subsequent revisions.

3. At the time of final plat, the applicant and the applicant's heirs, successors, and/or assignees shall include a note on the final plat indicating approval of a variation from Section 24-122(a) of the prior Prince George's County Subdivision Regulations, to omit public utility easements from the property street frontages.

4. In accordance with Section 24-135 of the prior Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for, and provide, adequate on-site recreational facilities.

5. Prior to submission of the final plat of subdivision, the applicant and the applicant's heirs, successors, and/or assignees shall submit an executed private recreational facilities agreement (RFA) to the Development Review Division (DRD) of the Prince George's County Planning Department, for construction of on-site recreational facilities, for approval. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber and folio of the RFA shall be noted on the final plat, prior to plat recordation.

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

7. Prior to approval of building permits for residential development, the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for the construction of recreational facilities.

8. Prior to acceptance of the detailed site plan, a slope stability analysis for mitigated conditions shall be included in the acceptance package.

9. Prior to signature approval of the preliminary plan of subdivision, the applicant shall provide the approved stormwater management concept plan, which shall be consistent with the layout shown on the Type 1 tree conservation plan.

10. Prior to issuance of the first grading permit, the applicant shall provide a copy of the approved response action plan from the Maryland Department of the Environment (MDE). Prior to issuance of the first use and occupancy permit, the applicant shall provide a certificate of completion from MDE stating that the site has completed the Voluntary Cleanup Program.

11. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan, TCP1-020-2023-01. The following note shall be placed on the final plat of subdivision:

> "This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-020-2023-01 or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of The Maryland-National Capital Park and Planning Commission (M-NCPPC), Prince George's County Planning Department."

12. Prior to issuance of a grading permit that will result in an impact to a wetland or wetland buffer on-site, and if that impact requires a permit issued by the Maryland Department of the Environment or another agency, the applicant will provide a copy of that permit to the Environmental Planning Section.

13. Prior to issuance of permits for this project, a Type 2 tree conservation plan shall be approved.

14. Prior to signature approval of the preliminary plan of subdivision, the Type 1 tree conservation plan (TCP1) shall be updated with the approximate area of contamination. The following note shall be added to the TCP1:

> "This site is subject to a response action plan (RAP) in association with participation with the Maryland Department of the Environment's (MDE) Voluntary Cleanup Program (VCP)."

15. In accordance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following facilities, and the facilities shall be shown 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 5-foot-wide sidewalk from the building entrance to the frontage of Chesapeake Road.

    c. Provide Americans with Disabilities Act-compliant curb ramps and crosswalks crossing all vehicular access points throughout the site.

    d. Designated internal or external pathways for pedestrians throughout the site, to all uses, and through surface parking lots.

    e. 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 parking near the building entrance, in accordance with American Association of State Highway and Transportation Officials guidelines.

    g. Short-term bicycle parking for the commercial area, at a location convenient to the building, in accordance with American Association of State Highway and Transportation Officials guidelines.

16. At the time of the detailed site plan review, the applicant shall delineate the boundary of the proposed outdoor plaza, with details of amenities included within.

17. Prior to acceptance of a detailed site plan (DSP), the applicant shall submit a Phase II noise study based on the final site layout and building architecture. The study shall evaluate how outdoor activity areas can be mitigated to 65 dBA/Leq or less during the hours of 7:00 a.m. to 10:00 p.m., and 55 dBA/Leq or less during the hours of 10:00 p.m. to 7:00 a.m. The study shall demonstrate that the interiors of dwelling units will be mitigated to 45 dBA or less. The DSP shall identify all

dwelling units requiring enhanced building shell design or construction materials for interior noise mitigation, and the architecture shall reflect the enhancements required to these units. The Planning Board's approval of the DSP shall determine whether any outdoor noise mitigation is required, and the DSP shall show the locations and details of any features provided for outdoor noise mitigation. The ground-level mitigated 65 dBA/Leq noise contour, ground-level mitigated 55 dBA/Leq noise contour, upper-level mitigated 65 dBA/Leq noise contour(s), and upper-level 55 dBA/Leq noise contour(s) shall be delineated on the DSP, accounting for the locations of buildings and all noise barriers.

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

1. The subdivision, as modified with conditions, meets the applicable legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.

2. **Background**—The subject site is located on the north side of Chesapeake Road approximately 175 feet east of its intersection with MD 450 (Annapolis Road), and adjacent to the future site of the Glenridge Purple Line station. The property totals 3.0 acres and consists of one existing tax parcel, known as Parcel 21, which is recorded by deed in the Prince George's County Land Records in Book 16451 page 730. The property is subject to the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment* (sector plan).

   The property is in the Neighborhood Activity Center (NAC) Zone. However, this preliminary plan of subdivision (PPS) was submitted for and reviewed under the applicable provisions of the Prince George's County Zoning Ordinance and Prince George's County Subdivision Regulations effective prior to April 1, 2022 ("prior Zoning Ordinance" and "prior Subdivision Regulations").

   The subject property was included in Conceptual Site Plan CSP-23001, which was approved by the Prince George's County Planning Board on February 15, 2024 (PGCPB Resolution No. 2024-007), pursuant to the prior Zoning Ordinance. Pursuant to Section 27-1704(a) of the Zoning Ordinance, CSP-23001 remains valid for a period of 20 years from April 1, 2022; and pursuant to Section 27-1704(b) of the Zoning Ordinance, subdivision applications submitted under a valid CSP, approved under the prior Zoning Ordinance, and still valid pursuant to the time limit specified under Section 27-1704(a), may be reviewed and decided in accordance with the prior Subdivision Regulations. Under the prior Zoning Ordinance, the site was in the Mixed Use-Transportation Oriented (M-X-T) and Development District Overlay (D-D-O) Zones, which were effective prior to April 1, 2022.

   The property is currently vacant and wooded, and it is not subject to any prior PPS. The applicant proposes to develop the property with a mixed-use building containing 245 multifamily dwelling units and 1,380 square feet of office space. The proposed office development is not ancillary to the multifamily use, but rather will be a separate use in the same building. A PPS is required for the development of multiple dwelling units. This PPS is supported by and subject to approved Certificate of Adequacy ADQ-2023-008.

The applicant filed a request for a variation from Section 24-122(a) of the prior Subdivision Regulations, in order to omit the requirement to provide public utility easements along the property's street frontages. This request is discussed further in the Public Utility Easement finding herein.

3. **Setting**—The site is located on Tax Map 51, Grid E-1, and it is within Planning Area 69. To the northeast of the subject property is MD 410 (Veterans Parkway/ East West Highway), with West Lanham Hills Park beyond in the Residential Single-Family-65 Zone (formerly in the One-Family Detached Residential Zone). To the northwest and south of the subject property are commercial developments in the NAC Zone (formerly in the M X-T Zone). To the southwest of the subject property is Chesapeake Road, and beyond is commercial and institutional development in the NAC Zone (formerly in the Mixed Use-Infill Zone). The property and its surroundings are all within the D-D-O Zone associated with the sector plan.

4. **Development Data Summary**—The following information relates to the subject PPS application and the evaluated development.

	EXISTING	EVALUATED
Zones	NAC	M-X-T/D-D-O
Use(s)	Vacant	Mixed-Use Residential/Office
Acreage	3	3
Lots	0	0
Parcels	1	1
Dwelling Units	0	245
Gross Floor Area (nonresidential)	0	1,380 sq. ft.
Subtitle 25 Variance	Yes (Section 25-122(b)(1)(G))*	Yes (Section 25-122(b)(1)(G))*
Variation	No	Yes (Section 24-122(a))

Note: *This Subtitle 25 variance for four specimen trees was approved pursuant to CSP-23001; 7011 Chesapeake Road.

The subject PPS, 4-23005, was accepted for review on April 18, 2024. Pursuant to Section 24-119(d)(2) of the prior Subdivision Regulations, the PPS was reviewed by the Subdivision and Development Review Committee (SDRC), which held a meeting on May 10, 2024, at which comments were provided to the applicant. The requested variation from Section 24-122(a) of the prior Subdivision Regulations was received on April 18, 2024, and was also reviewed at the SDRC meeting on May 10, 2024. Revised plans were received on May 23, 2024, which were used for the analysis contained herein.

5. **Previous Approvals**—A Conceptual Site Plan (CSP-23001, 7011 Chesapeake Road) was approved by the Prince George's County Planning Board on February 15, 2024, and the resolution of approval was adopted on March 7, 2024 (PGCPB Resolution No. 2024-007), for a mixed-used development consisting of 245 to 300 multifamily dwelling units and 1,300 to

2,500 square feet of office space. The CSP was approved subject to four conditions and one consideration, and the following condition is relevant to the review of the PPS:

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.

A slope stability analysis for unmitigated conditions was provided with this PPS, as required. The analysis was reviewed and there are no issues at this time.

The consideration of the CSP is also relevant to the review of the PPS:

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.

To address this consideration, the applicant provided a statement of justification (SOJ) discussing how the amount of square footage devoted to the office use was in sufficient quantity to serve the purposes of the M-X-T Zone given in Section 27-542(a) of the prior Zoning Ordinance. This SOJ is discussed further in the Urban Design finding herein.

6. **Community Planning**—The 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and conformance with the sector plan are evaluated, as follows:

Plan 2035
Plan 2035 places this application within the Annapolis Road/Glenridge (future Purple Line) Neighborhood Center. Plan 2035 classifies Neighborhood Centers as "primarily residential areas that are often lower in density. These areas generally have fewer transit options and offer neighborhood-serving retail and office uses" (page 108).

Sector Plan
The 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, around the proposed Purple Line light rail station. Glenridge is positioned to evolve into a mixed-use transit village (page 59).

According to Plan 2035, all planning documents which were duly adopted and approved prior to the date of adoption of Plan 2035, remain in full force and effect except for the designation of tiers, corridors, and centers, until those plans are revised or superseded. Pursuant to Section 24-121(a)(5) of the prior Subdivision Regulations, a PPS must conform to the area master plan, unless events have occurred to render the relevant recommendations no longer appropriate, or the Prince George's County District Council has not imposed the recommended zoning. This application, to develop a mixed-use building containing 245 residential units and 1,380 square feet of office space, conforms to the land use recommendations of the sector plan, because the sector plan recommends mixed-use commercial land use on the subject property.

Aside from land use, conformance with the recommendations of the sector plan is evaluated below and throughout this resolution. Relevant goals, policies, and strategies of the sector plan are listed below in **bold** text, and findings addressing conformance are given in plain text.

Guiding General Plan Policies for Character Area A: Glenridge Transit Village (page 61)

- **Promote development of mixed residential and nonresidential uses at moderate to high densities and intensities in context with surrounding neighborhoods and with a strong emphasis on transit-oriented design.**

- **Emphasize and encourage design of pedestrian-friendly environments**

- **Provide adequate pedestrian and bicycle linkages to schools, parks, recreation areas, commercial areas, and employment centers.**

- **Provide opportunities for high-density housing within centers, at selected locations along corridors, and in mixed-use areas.**

- **Minimize impacts of noise on residential uses during the land development process.**

The proposed development complies with the intent of high-density mixed-use development established by the sector plan. Pedestrian connectivity is addressed in the Transportation finding herein and approved ADQ-2023-008. Noise impacts on the proposed development are addressed in the Noise finding herein.

Housing (page 68)

Goals:

- **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.**

Strategies:

- **Encourage a mix of residential densities and housing types such as multifamily, live/work units, and townhouses.**

The addition of 245 multifamily dwelling units at this location will increase the diversity of housing types within the Glenridge Transit Village, which currently does not feature any residential uses. According to General Note 13 on the PPS, the multifamily component of the development is anticipated to contain a mix of one-bedroom, two-bedroom, and three-bedroom units, which will encourage a mix of housing price points.

Based on the above findings and further analysis of the sector plan goals, policies, and strategies given throughout this resolution, the Planning Board finds that the PPS conforms to the relevant recommendations of the sector plan. It is further noted that the development will be required to conform to the requirements of the D-D-O Zone associated with the sector plan, at the time of DSP. Relevant standards of the D-D-O Zone include, but are not limited to, maximum setbacks (page 145); recommended right-of-way (ROW) (page 144); Parking and Access Management (page 157); and Building Design Guidelines (page 150).

Sectional Map Amendment/Zoning
The subject property was placed in the M-X-T Zone with the adoption of the 2010 *Approved Central Annapolis Road Sectional Map Amendment* (SMA). In addition to rezoning the property to the M-X-T Zone, the SMA also placed the property in the D-D-O Zone. On November 29, 2021, the District Council approved Prince George's County Council Resolution CR-136-2021, the Countywide Map Amendment, which reclassified the subject properties from the M-X-T Zone to the NAC Zone, effective April 1, 2022. However, this PPS was reviewed pursuant to the prior zoning.

7. **Stormwater Management**—An application for a major subdivision must include an approved stormwater management (SWM) concept plan, or indication that an application for such approval has been filed with the appropriate agency or municipality having approval authority. An unapproved SWM Concept Plan (20142-2023-SCD) was submitted with this application, along with a customer invoice from the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) dated October 19, 2023, indicating that the plan was sent for peer review. The unapproved plan shows the use of four micro-bioretention facilities and a SWM vault. DPIE provides the review and is the approval authority for the SWM concept plan. Submittal of an approved SWM concept letter and plan will be required for subsequent development review applications. In accordance with Section 24-121(a)(15) of the prior Subdivision Regulations, the Planning Board finds that an approved SWM concept plan is not necessary at this time, since such an approval will not affect the subdivision layout. The PPS includes one parcel for mixed-use development and one site access point. Revisions to the SWM design, if necessary, do not impact the review and approval of this PPS. No further information pertaining to SWM is required at this time.

Development of the site, in conformance with the SWM concept plan and any subsequent revisions, will ensure that no on-site or downstream flooding occurs. Therefore, this PPS satisfies the requirements of Section 24-130 of the prior Subdivision Regulations.

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

Sector Plan Conformance
The proposed development aligns with the sector plan's goal in meeting community needs for safe and accessible active and passive recreation (page 104).

Park and recreation amenities serving the subject property include Glenridge Park and the West Lanham Neighborhood Park, both of which are within 1.0 mile of the development site. Green community spaces are recommended for the applicant's development proposal. The applicant submitted an exhibit dated April 15, 2024 (included in the backup of the technical staff report), which identifies an indoor fitness room, a club/party room, and an 11,839-square-foot amenity plaza deck (the outdoor plaza originally proposed with the CSP) as recreational amenities within the development.

At the time of DSP, the applicant shall provide an exhibit identifying the proposed uses and square footage of the proposed facilities. In addition to the inclusion of landscaping (per the 2010 *Prince George's County Landscape Manual*) that provides natural elements to the area, the following design principles should also be incorporated at the time of DSP, based on the recommendations of the sector plan (pages 178–180):

- Integrate programmable gathering spaces.
- Integrate Crime Prevention Through Environmental Design (CPTED) principles.
- Incorporate passive features to protect pedestrians from errant vehicles, such as tree plantings, curbs, bollards, and decorative planters.
- Provide adequate seating in the form of benches, seat walls, and amphitheater-type terracing which may also serve as secondary elements and provide protection. Some seating will be permanent, while others may be designed to allow for flexible use during markets, festivals, concerts, etc.
- Include art pieces, shade structures, or fountains as central elements where appropriate in formal areas.
- Integrate play elements featuring multi-sensory focal elements if adequate protection and enclosure can be provided.

- Incorporate bike racks to allow greater accessibility. Provide adequate trash and recycle receptacles.

- Pedestrian-scale, dark-sky compliant lighting is essential to provide safe and secure use during evening hours, and to provide enhanced visual value.

Subdivision Regulations Conformance
Sections 24-134 and 24-135 of the prior Subdivision Regulations, which relate to mandatory dedication of parkland, provide for the dedication of land, the payment of a fee-in-lieu, and/or the provision of private recreational facilities to meet the park and recreation needs of the residents of the subdivision. Based on the proposed density of development, 15 percent of the net residential lot area could be required to be dedicated to The Maryland-National Capital Park and Planning Commission (M-NCPPC) for public parks, which equates to 0.44 acre for public parklands. The subject property is not adjacent or contiguous to any property currently owned by M-NCPPC. Therefore, the 0.44 acre of dedicated land would not be sufficient to provide for the types of active recreational facilities that are needed.

The recreational guidelines for Prince George's County also set standards based on population. Based on the projected population for the development, 872 new residents, the typical public recreational needs include picnic and sitting areas, open play areas, and fitness trails. Per Section 24-135 of the prior Subdivision Regulations, the Prince George's County Planning Board may approve the payment of fees and/or the provision of private on-site recreational facilities, in place of parkland dedication. The developer proposed to meet the requirement with private on-site recreational facilities. The proposal includes an indoor fitness room, a party room, and an 11,839-square-foot amenity plaza deck as recreational facilities. Section 24-135(b)(1) of the prior Subdivision Regulations requires that such facilities shall be superior or equivalent to those that would have been provided under the provisions of mandatory dedication. In order to ensure Section 24-135(b)(1) is met, the value of facilities shall meet or exceed $328,819.40. This value is calculated based on the projected population of the project and the Prince George's County Planning Department's standard recommended facilities value of $188,500 for a population of 500 residents. The recreational facilities provided should include outdoor facilities; however, it is noted that the outdoor plaza was previously proposed with CSP-23001 for a density bonus, in accordance with Section 24-545(b)(6) of the prior Subdivision Regulations. Given the outdoor plaza will be required to satisfy the mandatory dedication requirements of the Subdivision Regulations, further evaluation, at the time of DSP, should consider whether this amenity also satisfies the requirement to gain density bonuses, including its availability and accessibility for public use.

The Planning Board finds that the proposed recreational facilities will be superior or equivalent to those that would have been otherwise provided under the provisions of mandatory dedication. The applicant shall provide outdoor recreation opportunities for future residents as part of the open space. The details and cost estimates for the on-site facilities will be evaluated with the review of the DSP.

The Planning Board finds that the proposed provision of on-site recreation facilities will meet the recreational needs of the future residents of this community. The proposal will be in conformance with applicable plans and the requirements of prior Subtitle 24, as they pertain to parks and recreation facilities.

9. **Transportation**—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), the sector plan, and the prior Subdivision Regulations to provide the appropriate transportation facilities.

MPOT and Sector Plan Conformance

Master Plan Right-of-Way
The subject property has frontage on both Chesapeake Road and MD 410, however, there is no direct access to MD 410 proposed with this application. MD 410 is a master-planned arterial (A-15) with 4–6 lanes and an ultimate ROW width of 100–120 feet. The ROW width of MD 210 fronting the subject property is variable, ranging from 200 feet to approximately 320 feet. Chesapeake Road does not have a master plan designation, but is currently improved as a 60-foot-wide ROW. There are no specific recommendations for MD 410 and Chesapeake Road in the sector plan. At this time, no additional ROW dedication is required. The existing ROWs conform to the requirements of the MPOT and will be adequate to serve the additional traffic generated by the project. Prior to signature approval of the PPS, the road centerlines for MD 410 and Chesapeake Road, and the ROW width from road centerline to the subject property line, should be shown and labeled on the plans.

Master Plan Pedestrian and Bike Facilities
The MPOT recommends a shared roadway along the frontage of Chesapeake Road. The MPOT also provides policy guidance regarding multimodal transportation, and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling (MPOT, pages 9–10):

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

In addition, the sector plan also recommends the following goal, strategies, and policy:

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. (page 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.** (page 52)

Guiding General Plan and Master Plan of Transportation Policies:

- ***Provide for a multimodal, pedestrian-friendly, transportation system at centers and corridors that is integrated with the desired development pattern.*** (page 52)

The subject site is located within a mixed-used transit village, and its northern boundary abuts an arterial roadway and the Purple Line, a planned light-rail transit route. The submitted plans show one site access point along Chesapeake Road. To address the MPOT and sector plan recommendations listed above, a minimum 5-foot-wide sidewalk with shared road markings and signage shall be provided along the property frontage of Chesapeake Road, as well as associated crosswalks and Americans with Disabilities Act (ADA) curb ramps crossing the single vehicular access point. Long- and short-term bicycle parking shall be provided, to accommodate usage on site.

Access and Circulation
The applicant proposes a single full-movement access point to the site from Chesapeake Road, to include an internal roundabout configuration, to allow drop-off at the main building entrance. Crosswalks and associated ADA curb ramps shall be provided at the vehicular access point, and throughout the site, to facilitate pedestrian movement to the building. Further details of the proposed circulation will be provided and evaluated at the time of DSP.

Based on the findings presented above, multimodal transportation facilities will exist to serve the proposed subdivision, as required under prior Subdivision Regulations, and will conform to the MPOT and sector plan.

10. **Public Facilities**—This PPS was reviewed for conformance to the sector plan, in accordance with Section 24-121(a)(5). The sector plan contains the following goals relating to public facilities (pages 103–104):

Public Schools

Goal: Preserve, retain, and support existing public-school facilities, school sites, and properties owned by the Board of Education.

Public Libraries

Goal: Preserve, retain, and support existing public libraries that provide ser vices to the sector plan area.

Police

Goal: Maintain police facilities that meet the needs of the Central Annapolis Road sector plan area.

Fire and Emergency Medical Services

Goal: Provide fire and rescue facilities that meet the needs of the Central Annapolis Road sector plan area, based upon established county standards and their ability to accommodate modern vehicles and equipment.

The project will not impede the achievement of the above-referenced goals. This PPS is subject to ADQ-2023-008, which established that, pursuant to adopted tests and standards, public safety facilities are adequate to serve the proposed development. There are no police, fire and emergency medical service facilities, public schools, parks, or libraries recommended on the subject property in the sector plan.

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

Section 24-122.01(b)(1) of the prior Subdivision Regulations states that the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for PPS or final plat approval. The 2018 *Water and Sewer Plan* placed this property in Water and Sewer Category 3, Community System. Category 3 comprises all developed land (platted or built) on public water and sewer, and undeveloped land with a valid PPS approved for public water and sewer. The property is within Tier 1 of the Sustainable Growth Act, which includes those properties served by public sewerage systems.

11. **Public Utility Easement**—In accordance with Section 24-122(a), when utility easements are required by a public company, the subdivider shall include the following statement in the dedication documents recorded on the final plat:

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

The standard requirement for public utility easements (PUEs) is a minimum of 10 feet wide along both sides of all public ROWs. The site abuts Chesapeake Road and MD 410. The PPS does not show any PUEs. The applicant submitted a request for a variation from Section 24-122(a), to allow omission of PUEs from the public street frontages.

Variation Request
Section 24-113(a) of the prior Subdivision Regulations sets forth the required findings for approval of variation requests, as follows:

(a) Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:

(1) The granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to other property;

The granting of the variation to omit PUEs along the public street frontages will not be detrimental to public safety, health, or welfare, or be injurious to other property. As provided in the applicant's SOJ for the variation request, and as shown on the associated utility plans, there are sufficient dry utilities within the Chesapeake Road ROW to serve the subject property. In addition, no dry utilities must be routed through the subject property in order to reach adjacent properties, as all the adjacent properties are already developed and served by dry utilities. Existing utilities within the Chesapeake Road ROW include electric, phone, and

internet lines. There is no existing gas line in the Chesapeake Road ROW; however, the applicant has indicated that gas service may not be needed for the proposed building, and that if it is needed, a gas line could be routed through the existing PUE located on the south side of Chesapeake Road, or through the ROW itself with the appropriate permit from DPIE. No property will be denied access to utilities due to the omission of PUEs from the subject property. Therefore, this criterion is met.

(2) The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;

The conditions on which the variation request is based are unique to the site, in that the project is located in a built environment where all the adjacent developed properties are served by dry utilities, yet not all of the properties have provided PUEs. The adjacent platted properties were generally platted between the 1960s and the 1980s, and some were platted with PUEs while others were not. Most of the dry utilities serving the area are within the ROW, with some being provided in PUEs, such that all of the properties are served. This is an uncommon arrangement given the requirements of Section 24-122(a), which typically require all platted properties to provide PUEs; therefore, the availability of PUEs in the area is a condition not generally applicable to other properties. The PUEs, if provided, would not connect to any existing PUEs, and also would not be used, which are also circumstances not generally applicable to other properties. Therefore, this criterion is met.

(3) The variation does not constitute a violation of any other applicable law, ordinance, or regulation; and

The approval of a variation from Section 24-122(a) is unique to the Subdivision Regulations and under the sole approval authority of the Planning Board. In addition, this PPS and variation request for the location of PUEs were referred to the affected public utility companies on April 18, 2024. The companies that were contacted, which would potentially use the PUEs, included the Potomac Electric Power Company, Washington Gas, Verizon, Comcast, and AT&T. Although they would not use the PUEs, the Washington Suburban Sanitary Commission (WSSC) was also contacted to ensure there would be no conflicts between wet and dry utilities. A response was received from WSSC on May 9, 2024, which did not oppose the variation request. As of the date of this resolution, no other utility companies have responded. No other known law, ordinance, or regulation that would be impacted by this request and, therefore, this criterion has been met.

(4) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out;

The particular physical surroundings of the subject property, which affect the variation request, include its hilly topography, limited frontage on Chesapeake Road, and the abutting Purple Line ROW with associated retaining wall. Based upon the existing topography depicted on the PPS, the site has a 52-foot change in elevation from its highest point to its lowest point along its frontage on MD 410. The applicant is proposing a 22-foot-wide driveway for access from Chesapeake Road, and much of the site's 161 linear feet of frontage on Chesapeake Road will be taken up by the 3:1 grading needed to make the access viable. Along the Purple Line ROW, the retaining wall that protects the track has a zone of influence which cannot be disturbed without compromising its integrity. The topographic conditions create engineering practical difficulties for the site that would be complicated if the applicant were required to provide space for PUEs along the site frontages. Given that the PUEs are not needed to serve the site or any other parcels with dry utilities, carrying out the strict letter of the regulations and requiring the PUEs would be a particular hardship as opposed to a mere inconvenience to the owner, given the engineering which would have to be carried out to make space for utilities that will never be installed. Therefore, this criterion is met.

(5) In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where multifamily dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113(a), above, the percentage of dwelling units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George's County Code.

The site is not in any of the above-listed zones. Therefore, this criterion is not applicable.

Based on the preceding findings, the Planning Board finds that the purposes of prior Subtitle 24 are served to a greater extent by the alternative proposal set forth and approves the variation from Section 24-122(a), to omit PUEs from the public street frontages of the property.

12. **Historic**—The sector plan contains no goals or policies related to historic preservation. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites, indicated the probability of archeological sites within the subject property is low. A Phase I archeology survey is not required. The subject property does not contain, and is not adjacent to, any designated Prince George's County historic sites or resources.

13. **Environmental**—The following applications and associated plans were previously reviewed 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	Approved	2/15/2024	2024-007
4-23005	TCP1-020-2023-01	Planning Board	Approved	6/27/2024	2024-067

Grandfathering
The project is subject to the environmental regulations contained in Subtitle 25 and prior Subtitles 24 and 27 because this project is a new PPS.

Site Description
A review of the available information indicates that the only regulated environmental features (REF) on-site is an isolated wetland and associated buffers. According to the Sensitive Species Project Review Area map received from the Maryland Department of Natural Resources, Natural Heritage Program, and used on PGAtlas, there are no rare, threatened, or endangered species found to occur on or near this property. During the natural resources inventory (NRI) plan review process, a letter dated June 7, 2023, was submitted from the Maryland Department of Natural Resources, Wildlife and Heritage Service stating that there are no known rare, threatened, or endangered 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.

Plan 2035
The site is located within the Environmental Strategy Area 1 of the Regulated Environmental Protection Areas map, as designated by Plan 2035, and within the Established Communities of the General Plan Growth Policy in Plan 2035.

Environmental Conformance with Applicable Plans

Sector Plan Conformance
The sector plan contains goals, policies, and strategies in the Environmental Infrastructure and Sustainability section. The following policies have been determined to be applicable to the current project. The text in **bold** is the text from the sector plan, and the plain text provides comments on the plan's conformance.

- **Preserve, protect, and enhance the designated green infrastructure elements.** (page 77)

  The PPS is found to be in conformance with the 2017 Green Infrastructure Plan, as discussed below. Protection of green infrastructure elements and REFs of the site will be further evaluated with future development applications.

- **Preserve, protect, and enhance surface/ground water feature; restore lost ecological functions.** (page 77)

  DPIE is currently reviewing the stormwater management concept for this project for technical conformance with County Code requirements and will continue to review through the development process. The review includes checking that the use of environmental site design practices and techniques are used for preservation, protection, and enhancement of surface and ground water features and for the restoration of ecological functions. Sediment and erosion control measures will be reviewed by the Prince George's County Soil Conservation District.

- **Reduce energy consumption countywide.** (page 104)

  The use of green building techniques and energy conservation techniques should be used as appropriate. The use of alternative energy sources such as solar, wind and hydrogen power are encouraged.

- **Reduce overall sky glow, minimize the spill-over of light from one property to the next, and reduce glare from light fixtures.** (page 104)

  The use of alternative lighting technologies is encouraged so that light intrusion onto adjacent properties is minimized. Full cut-off optic light fixtures should be used. Lighting will be evaluated at the time of DSP.

- **Minimize impacts of noise on residential uses during the land development process.** (page 104)

  Noise impacts on the proposed development are addressed in the Noise finding of this resolution.

Conformance with the Green Infrastructure Plan
The 2017 *Countywide Green Infrastructure Plan* (Green Infrastructure Plan) was approved with the adoption of the *Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* (Resource Conservation Plan) (CR-11-2017) on March 7, 2017.

According to the Green Infrastructure Plan and the Resource Conservation Plan, 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. There are no regulated areas located on this site.

The proposed development will impact a small portion of an isolated wetland and wetland buffer, which is considered a REF. This wetland is part of a larger wetland that is located adjacent to this site. While the evaluation area green infrastructure elements mapped on the subject site will be impacted, the overall site will be graded under Subtitle 32 requirements, and the intent of the growth pattern established in Plan 2035.

Based on the layout, the project demonstrates substantial conformance with the applicable policies and strategies of the Green Infrastructure Plan.

The following policies and strategies of the Green Infrastructure Plan are applicable to the subject application. The text in **bold** is the text from the Green Infrastructure Plan and the plain text provides findings on plan conformance:

POLICY 1: Preserve, enhance, and restore the green infrastructure network and its ecological functions while supporting the desired development pattern of Plan Prince George's 2035.

The property is within the Lower Beaverdam Creek of the Anacostia River watershed and is not within a Tier II catchment area. The site contains a portion of an isolated wetland that is a continuation of the wetland located off-site. Stormwater management will be reviewed by DPIE, and sediment and erosion control measures will be reviewed by the Soil Conservation District. The limits of disturbance shown on the SWM plans and the sediment and erosion control plans shall be consistent with the limits of disturbance on the future Type 2 tree conservation plan (TCP2).

1.2 Ensure that Sensitive Species Project Review Areas and Special Conservation Areas (SCAs), and the critical ecological systems supporting them, are preserved, enhanced, connected, restored, and protected.

According to the sensitive species project review area map received from the Maryland Department of Natural Resources, Natural Heritage Program, and used on PGAtlas, there are no rare, threatened, or endangered species found to occur on or near this property.

POLICY 2: Support implementation of the 2017 GI Plan throughout the planning process.

2.4 Identify Network Gaps when reviewing land development applications and determine the best method to bridge the gap: preservation of existing forests, vegetation, and/or landscape features, and/ or planting of a new corridor with reforestation, landscaping and/or street trees.

The current Green Infrastructure Plan (2017) shows that the majority of the site is mapped as an evaluation area. No primary management area (PMA) exists either on or adjacent to this site; therefore, no regulated areas are mapped. The natural features of this property are isolated by developed lands on all sides, and the site contains only a small section of land that is not within the evaluation area, along the boundary of the fully developed property to the north. There are no meaningful network gaps to consider with this property.

2.5 Continue to require mitigation during the development review process for impacts to regulated environmental features, with preference given to locations on-site, within the same watershed as the development creating the impact, and within the green infrastructure network.

Mitigation for the isolated wetland and the associated buffer will be determined by Maryland Department of the Environment (MDE), Non-tidal Wetlands Division, during their review of the permit for the disturbance to the wetland and its associated buffer.

2.6 Strategically locate off-site mitigation to restore, enhance and/or protect the green infrastructure network and protect existing resources while providing mitigation.

Any requirements to locate off-site mitigation for the protection of the green infrastructure network will be determined by MDE at the time of permit review for the disturbance to the wetland and its associated buffer.

POLICY 3: Ensure public expenditures for staffing, programs, and infrastructure support the implementation of the 2017 GI Plan.

3.3 Design transportation systems to minimize fragmentation and maintain the ecological functioning of the green infrastructure network.

a. Provide wildlife and water-based fauna with safe passage under or across roads, sidewalks, and trails as appropriate. Consider the use of arched or bottomless culverts or bridges when existing structures are replaced, or new roads are constructed.

No transportation related impacts to the green infrastructure network are included with the subject application.

b. Locate trail systems outside the regulated environmental features and their buffers to the fullest extent possible. Where trails must be located within a regulated buffer, they must be designed to minimize clearing and grading and to use low impact surfaces.

No trail systems are included with this application.

POLICY 4: Provide the necessary tools for implementation of the 2017 GI Plan.

4.2 Continue to require the placement of conservation easements over areas of regulated environmental features, preserved or planted forests, appropriate portions of land contributing to Special Conservation Areas, and other lands containing sensitive features.

The REFs on-site will be permanently impacted, and no conservation easement will be required.

POLICY 5: Improve water quality through stream restoration, stormwater management, water resource protection, and strategic conservation of natural lands.

5.8 Limit the placement of stormwater structures within the boundaries of regulated environmental features and their buffers to outfall pipes or other features that cannot be located elsewhere.

The proposal has not received SWM concept approval, but is in review with DPIE. The unapproved SWM concept plan submitted with this PPS shows use of micro-bioretention facilities and a SWM vault. The TCP2 shall match the SWM concept plan, when approved. The applicant proposes to permanently impact the REFs on-site for construction of the proposed building and associated infrastructure, which is approved.

POLICY 7: Preserve, enhance, connect, restore, and preserve forest and tree canopy coverage.

General Strategies for Increasing Forest and Tree Canopy Coverage

7.1 Continue to maximize on-site woodland conservation and limit the use of off-site banking and the use of fee-in-lieu.

The overall site will be cleared and graded under Subtitle 32 requirements, and under the intent of the growth pattern established in Plan 2035. The woodland conservation requirement will be met using off-site mitigation credits.

7.2 Protect, restore, and require the use of native plants. Prioritize the use of species with higher ecological values and plant species that are adaptable to climate change.

7.4 Ensure that trees that are preserved or planted are provided appropriate soils and adequate canopy and root space to continue growth and reach maturity. Where appropriate, ensure that soil treatments and/ or amendments are used.

This site will need to meet the requirements for tree canopy as provided in Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance. Tree canopy coverage requirements will be evaluated at the time of DSP review. The proposed development will also be subject to the provisions of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), and Section 4.9, Sustainable Landscaping Requirements. Conformance to this section of the Landscape Manual will be evaluated at the time of DSP review.

Forest Canopy Strategies

7.12 Discourage the creation of new forest edges by requiring edge treatments such as the planting of shade trees in areas where new forest edges are proposed to reduce the growth of invasive plants.

The site is surrounded by developed areas and no new forest edges will be created by this development.

7.13 Continue to prioritize the protection and maintenance of connected, closed canopy forests during the development review process, especially in areas where FIDS habitat is present or within Sensitive Species Project Review Areas.

The subject property does not contain connected, closed canopy forests. No forest interior dwelling species are present on this site or in the surrounding area.

7.18 Ensure that new, more compact developments contain an appropriate percentage of green and open spaces that serve multiple functions such as reducing urban temperatures, providing open space, and stormwater management.

As stated previously, this site will need to meet the requirements for tree canopy as provided in Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance. which will be evaluated at the time of DSP. Green and open space is encouraged to serve multiple eco-services.

Environmental Review

Natural Resources Inventory
A Natural Resources Inventory (NRI-045-2023) was approved on June 23, 2023, and is provided with this PPS. This site does not contain any streams, but does have a small portion of an isolated wetland and associated buffer, which is a REF. Four specimen trees are associated with this site.

It should be noted that during review of this application it was reported that the soil on this site was contaminated from off-site sources. The applicant is working with MDE to clean the site of these contaminants through a voluntary cleanup program, monitored by MDE. Since this is considered an existing condition, the TCP1 shall be updated prior to signature approval of the PPS, with a note explaining this condition and the participation in the voluntary MDE program.

Woodland Conservation
The site 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 contains more than 10,000 square feet of woodland. A Type 1 Tree Conservation Plan (TCP1-020-2023-01) was submitted with this PPS showing 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 previously submitted with CSP-23001 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
A Subtitle 25 variance was approved with CSP-23001 for the removal of Specimen Trees ST-1 through ST-4. No additional specimen trees were requested or approved for removal with this PPS application.

Regulated Environmental Features
This site contains REFs that are required to be preserved and/or restored to the fullest extent possible under Section 24-130(b)(5) of the prior Subdivision Regulations. The site contains no streams or floodplain; therefore, no PMA is on-site. However, there is a total of 5,228 square feet of environmental features, which consist of 96 square feet of isolated wetlands on-site, and 5,132 square feet of wetland buffer that is associated with an off-site wetland. Isolated wetlands, not associated with a stream, stream buffer, or 100-year floodplain, are not delineated as PMA; however, authorization from MDE, Nontidal Wetlands Division, is still required prior to disturbance.

The applicant proposes to permanently impact this isolated wetland and wetland buffer area for the construction of the proposed building and associated infrastructure.
Section 24-130(b)(5) of the Subdivision Regulations states:

> **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.**

Impacts to REFs should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use, and orderly and efficient development of the subject property, or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for SWM facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the REFs. SWM outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be

avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with County Code.

The applicant submitted a SOJ dated March 7, 2024. The SOJ provided that this project is a transit-oriented project located in a General Plan Center. The Environmental Technical Manual states the following:

> **Where properties are located in the Developed Tier or a designated center or corridor, impacts to regulated environmental features may be considered where needed to accommodate planned development on constrained sites. Such impacts may include allowing impervious surfaces to remain within the buffer or the placement of structures within a currently unvegetated buffer. Preservation of existing vegetated buffers will be a priority.**

After evaluating the applicant's SOJ, the proposed impacts on the REFs are approved. The proposed REFs impacts are considered necessary for the orderly development of the subject property and surrounding infrastructure. This project is a planned development within a General Plan Center on a constrained site in the Developed Tier. The site is constrained by many factors such as its irregular shape, a 52-foot change in elevation, and location adjacent to an existing retaining wall for the Purple Line track.

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 condition of CSP-23001 required that the applicant provide a slope stability analysis for unmitigated conditions in the application package. The applicant provided this documentation which was reviewed by the Planning Department's geotechnical planner. There are no issues at this time.

The applicant has indicated that this site has been contaminated from off-site sources. The applicant is working with MDE's Voluntary Cleanup Program to remediate this contamination.

Based on the preceding findings, the Planning Board finds that the PPS conforms to the relevant environmental policies of the sector plan and the Green Infrastructure Plan, and the relevant environmental requirements of prior Subtitle 24 and Subtitle 25.

14. **Urban Design**—Per Section 27-546(a) of the prior Zoning Ordinance, a DSP will be required for the development.

The subject PPS satisfies the minimum lot requirements of the M-X-T Zone as required by the prior Zoning Ordinance. The regulations and requirements of the prior Zoning Ordinance applicable to this development within the M-X-T Zone will be evaluated at the time of DSP review.

The applicant proposed, at the time of the CSP, to use the optional method of development per Section 27-545. The applicant proposed an outdoor plaza, in accordance with Section 27-545(b)(6) of the prior Zoning Ordinance, to gain a density bonus allowing additional floor area ratio. An exhibit was included to show the location and square footage of the outdoor plaza. This approximately 11,839-square-foot outdoor plaza will be further reviewed and evaluated at the time of detailed site plan review, when considering if the final gross floor area proposed for this development may be permitted. This outdoor plaza will be evaluated at the time of the DSP to ensure it is appropriately scaled for the development, and to confirm it is available for public use. Pursuant to Section 27-545(a)(1), greater densities shall be granted for amenities listed in 27-545(b) which are provided by the developer and are available for public use.

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. This development will be evaluated for conformance to the applicable D-D-O Zone standards at the time of DSP review, which include bulk and yard requirements, setback requirements, parking and access management, landscaping, screening, buffering, and building design (pages 145–153 of the sector plan).

The CSP included the following consideration related to the amount of office development proposed on the property:

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.**

   To address this consideration, the applicant provided an SOJ discussing how the amount of square-footage devoted to the office use was in sufficient quantity to serve the purposes of the M-X-T Zone given in Section 27-542(a) of the Zoning Ordinance. The purposes given in Section 27-542(a) are listed below in **bold** text, while findings regarding each purpose are given in plain text.

Section 27-542. - Purposes.

(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;

(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 proposed development will add desirable living opportunities within walking distance of the Glenridge Purple Line Station. However, the development does not include substantial employment opportunities as part of its application. The applicant included a market study attached to their SOJ, indicating that market conditions near the Glenridge station do not support large offices or ground-level retail. The applicant states in their SOJ that it does not predict increased demand for these commercial uses in the foreseeable future. As such, the Planning Board finds that the modest office space proposed with this development is appropriate.

(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;

Given the proximity to Glenridge station, the mix of commercial and residential uses surrounding this property, and the lack of demand for additional commercial development, the development of multifamily dwelling units maximizes the development potential inherent in the property.

(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 proximity of the development to Glenridge station and the commercial uses already existing within walking distance will promote the use of transit and reduce automobile use.

(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 proposed development will offer a plaza area that should be designed to encourage activity throughout the day. The modest office space will provide additional opportunity for activity during workday hours. As previously mentioned, the proposed development is within walking distance of public transit and existing commercial uses.

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

Given the need for housing, the proposed plaza, the proximity of existing commercial uses, and the market analysis, the Planning Board finds the proposed residential and commercial uses to blend harmoniously.

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

The proposed development of a mixed-use building at the site will help create a dynamic functional relationship between the existing commercial developments to the west and north of the property, and the existing office, multifamily, institutional, and single-family uses to the south and east, by infilling a vacant site.

(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;

The design of the building and site efficiently incorporates the existing conditions, consolidates SWM facilities, and decreases the length of water and sewer connections. The project will play an integral role in revitalizing the Glenridge area, bringing new foot traffic to the nearby commercial areas.

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

The proposed development adds much needed housing to the County. In addition, the market analysis included with this application indicates that office space is not needed in the foreseeable future.

(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.

Architectural design will be evaluated at the time of DSP.

Based on the above findings, the Planning Board finds that the 1,380 square feet of office space proposed by the applicant will meet the purposes of the M-X-T Zone, and additional office space is not needed to serve the intent that the property be developed as mixed-use.

15. **Noise**—The property abuts MD 410, which is an arterial roadway, as well as a transit ROW, which will be used by the Purple Line. Therefore, the applicant was required to provide a noise study analyzing whether any noise mitigation would be needed for the subject property. The applicant provided a July 31, 2023, Phase I noise study for the PPS.

The most recent standards require that noise must be mitigated to be no more than 65A weighted decibels (dBA) continuous equivalent sound level (Leq) during the hours of 7:00 a.m. to 10:00 p.m. (daytime), and no more than 55 dBA/Leq during the hours of 10:00 p.m. to 7:00 a.m. (nighttime), in outdoor activity areas. This method of measurement establishes that the average noise level in outdoor activity areas must be no more than 65 dBA during the daytime and 55 dBA during the nighttime. The most recent standards also establish that noise must be mitigated to be no more than 45 dBA in the interiors of dwelling units.

The Phase I noise study submitted by the applicant follows the current standards. The study delineated the future ground level unmitigated 65 dBA/Leq noise contour during the daytime, and the future ground level mitigated 55 dBA/Leq noise contour during the nighttime (based on the anticipated footprint and massing of the building). These two noise contours are reproduced on the PPS. Although the applicant indicated that there will be upper-level outdoor activity areas (in the form of balconies for the individual units), the study did not delineate upper-level noise contours. Instead, the noise study included a massing model of the building with noise levels mapped as a gradient across the facades. The position of the future ground level mitigated 55 dBA/Leq nighttime noise contour should be confirmed with a Phase II noise study at the time of DSP, when the final positions of the building and any noise mitigation features are known.

The Phase I study found that at ground-level, the site would not be affected by noise levels above 65 dBA/Leq during the daytime. During the nighttime, the site will be affected by noise above 55 dBA/Leq at ground-level. However, the building will shield the ground-level outdoor activity areas in front of the building from high noise levels along the transit and arterial ROW. The Phase I study also found that the parts of the building façades would be affected by noise levels above 65 dBA/Leq during the daytime and above 55 dBA/Leq during the nighttime, according to the massing model. These noise levels will affect upper-level balconies for the units that are proposed on these façades. The Phase II noise study should explain how noise will be mitigated in these outdoor activity areas, to ensure they are not exposed to noise above the required maximum levels.

Regarding interior noise, standard building construction materials are capable of reducing noise levels at building exteriors of up to 65 decibels (dB), to be no more than 45 dB in building interiors. Therefore, to ensure noise levels in dwelling unit interiors remain below the required level of 45 dBA, noise mitigation will be required for the dwellings units exposed to exterior noise levels above 65 dBA/Leq. This mitigation may consist of upgraded building materials, which reduce sound transmission from outside the dwellings. To ensure interior noise is mitigated to the required level, at the time of DSP, the DSP should identify which dwelling units within the building will need interior noise mitigation, and the building shells or structures shall be designed to reduce interior noise levels in the units to 45 dBA or less.

16. **Community Feedback**—At the time of the Planning Board hearing, the Planning Department had not received any correspondence from the community regarding this subject PPS. It is noted, however, that the Town of Landover Hills was consulted, prior to approval of the associated Certificate of Adequacy ADQ-2023-008, in order to formulate appropriate conditions for the applicant to provide bicycle and pedestrian facilities within 0.5 mile of the subject site, pursuant to Section 24-4506 of the Subdivision Regulations.

17. **Planning Borad Hearing**—Prior to 12:00 p.m. on June 25, 2024, the Planning Department received one exhibit from the applicant, entered into the record as Applicant's Exhibit 1, proposing revisions to conditions. Staff of the Planning Department read into the record alternative language for one of the conditions. The Planning Board reviewed the proposed revisions and, at the conclusion of the hearing, voted to affirm their agreement with the revisions presented by the applicant with further amendment to the language, as stated on the record by staff.

No other written correspondence from members of the community, regarding this project, was received prior to the public hearing held on June 27, 2024, and no citizens signed up to speak at the hearing.

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

* * * * * * * * * * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner, and Shapiro voting in favor of the motion at its regular meeting held on Thursday, June 27, 2024, in Largo, Maryland.

Adopted by the Prince George's County Planning Board this 18th day of July 2024.

Peter A. Shapiro
Chairman

By Jessica Jones
Planning Board Administrator

PAS:JJ:EDC:tr

APPROVED AS TO LEGAL SUFFICIENCY

David S. Warner
M-NCPPC Legal Department
Date: July 8, 2024

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

Certificate of Adequacy

ADQ- 2023-008

General Information

Project Name: Flats at Glen Ridge Station

Case Number: ADQ-2023-008

Associated Preliminary Plan of Subdivision or Final Plat: 4-23005

Use Type: Mixed-Use (Residential/Commercial)

Dwelling Unit Type and Number: 245 Multifamily Dwelling Units

Gross Floor Area (nonresidential): 1,380 sq. ft.

Project Location

Project Location: On the north side of Chesapeake Road, approximately 175 feet east of its intersection with MD 450 (Annapolis Road)

Lot/Parcel: Existing Parcel 21 / Proposed Parcel 1

Tax Account: 2190395

Property Zone: NAC

Council District: 03

Planning Area: 69

Municipality: N/A

Election District: 20

Transportation Service Area: 01

Police District: I

School Cluster Area: 02

APPLICABILITY OF PUBLIC FACILITY ADEQUACY STANDARDS

Facility	Level of Service Required	Adequacy Met (Yes/No/NA)	Conditions of Adequacy Approval (Yes/No)
Transportation: Service Area 1 and designated boundaries of t	LOS "E" (Critical Lane Volume of 1451-1600)	Yes	Yes
Pedestrian and Bikeway	Public Facilities provided in accordance with Section 24-4506	Yes	Yes
Parks and Recreation *(Transit-Oriented/ Activity Center Zones and Employment Areas)*	2.5 acres per 1,000 residents	Yes	No
Parks and Recreation *(All Other Zones)*	15 acres per 1,000	N/A	No
Police—Residential Use	25 minutes for non-emergency calls; 10 minutes for emergency calls	Yes	No
Fire and Rescue—Residential Use	7 minutes travel time	Yes	No
Fire and Rescue—Non-Residential Use	5 minutes response time	Yes	No
Schools	<105% capacity or mitigation in accordance with Section 24-4510(c)	Yes	Yes

This Certificate of Adequacy is issued in accordance with Section 24-4503 of the Subdivision Regulations of Prince George's County, Maryland and in accordance with the analysis contained in the following memorandums attached hereto:

- *Transportation Planning Section (Daniels to Diaz-Campbell, May 30, 2024)*
- *Special Projects Section (Walker to Diaz-Campbell, May 30, 2024)*
- *Parks and Recreation (Thompson to Diaz-Campbell, May 28, 2024)*

Based on the forgoing analysis, this Certificate of Adequacy is:

☐ Approved ☑ Approved with the conditions (indicated here):

☐ Denied

1. Total development within the proposed Preliminary Plan of Subdivision shall be limited to uses which generate no more than 131 AM peak-hour trips and 151 PM peak-hour trips.

2. Pursuant to Section 25-4510(c) of the Subdivision Regulations, the applicant and the applicant's heirs successors and/or assignees shall pay the applicable school facilities surcharge for each residential dwelling unit in accordance with the requirements of Section 10-192.01 of the Prince George's County Code, prior to approval of a residential building permit.

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

   a. Chesapeake Road & Buchanan Street
      i. Mill & overlay approximately 265 square yards
      ii. Install new stop bar along Buchanan Street
      iii. Install thermoplastic continental crosswalk along the south approach

   b. Chesapeake Road & Driveway
      i. Remove and replace pedestrian ramps to be ADA compliant along the south approach

   c. MD 450 north of Ardwick Ardmore Road
      i. Install ADA bus shelter and concrete pads at the bus stop on the west side of MD 450 just north of Ardwick Ardmore Road

   d. MD 450 & Chesapeake Road
      i. Remove and replace pedestrian ramps to be ADA compliant along the east approach.

e. Install shared-roadway bike markings and signage on the following roadways:
   i. Buchanan Street and Chesapeake Road between 72nd Avenue and
   ii. MD 450/Annapolis Road with signage and shared lane markings
   iii. 72nd Avenue between MD 450 Annapolis Road and Taylor Street with signage and shared lane markings
   iv. Gallatin Street from driveway to MD 450/Annapolis Road and a shared-use path between Gallatin Street and 70th Place

The above facilities are listed in order of priority. In the event that the total cost of the improvements exceeds the cost cap of Section 24-4506(c)(1)(B)(i), the applicant shall provide the improvements in order of priority, up to the cost cap.

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

SIGNATURE

Lakisha Hull (Jun 20, 2024 17:29 EDT)
Planning Director

06/20/2024
Date of Approval

This certificate of adequacy is valid for 12 years from the date of approval of the associated preliminary plan of subdivision, subject to the additional expiration provisions of Section 24-4503(c).

Phoenix Noise & Vibration, LLC
5216 Chairmans Court, Suite 107
Frederick, Maryland 21703
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301.846.4355 (fax)
www.phoenixnv.com

25 July 2024

Flats at Glenridge Station
Phase II Noise Analysis

Prince George's County, Maryland

Report No. 240725
Project No. DOM2401

For: Dominium

By: Eamon Curley

Acoustical Engineering Solutions.

1 EXECUTIVE SUMMARY

Phoenix Noise & Vibration has conducted an interior noise analysis (Phase II noise analysis) for Flats at Glenridge Station, a proposed residential building in Prince George's County, Maryland. This analysis included:

- An evaluation of the architectural plans and proposed building construction.
- Specification of building construction requirements necessary to maintain interior noise levels below 45 dBA Leq during daytime and nighttime hours.

The Phase I noise analysis of Flats at Glenridge Station determined that amenity plaza and play area will not be impacted by future noise levels greater than 65 dBA Leq during the day or 55 dBA Leq during the night. Additional mitigation for these outdoor activity areas will not be required.

Additionally, residential units on approximately half of the northeastern elevation will be impacted by future transportation noise above 65 dBA Leq and up to 67 dBA Leq during the day. The entire northeastern elevation, approximately half of the southeastern elevation, and approximately two thirds of the northwestern elevation are also impacted by future transportation noise levels above 55 dBA Leq during the night.

Standard building construction generally provides at least 20 dBA of noise reduction; therefore, any units impacted by noise levels greater than 65 dBA Leq require further analysis to determine whether the proposed building architecture will be capable of maintaining interior noise levels at the required limit of 45 dBA Leq.

A building shell analysis was conducted for the various unit types at Flats at Glenridge Station. Modifications to the proposed building construction are limited to upgraded windows. Modifications to the exterior wall construction of the building are not required. Window/door STC rating requirements range from 26 to 28 STC.

The remaining residential units of Flats at Glenridge Station will not be exposed to noise levels above 65 dBA Leq. Neither further analysis nor modifications to these residential units will be required, i.e., the buildings' planned exterior walls and standard windows/doors can be used to maintain interior noise levels below 45 dBA Leq.

2 BACKGROUND

This analysis has been based upon the Phase I Noise Analysis[1] of Flats at Glenridge Station that calculated future transportation noise impact throughout the site. The site was evaluated according to Section 27-6810 of Prince George's County's Zoning Ordinance that requires noise levels within residential outdoor activity areas to be maintained below 65 dBA Leq[2] during the daytime (7 a.m. to 10 p.m.) and 55 dBA Leq during the nighttime (10:00 p.m. to 7:00 a.m.). Interior noise levels in residences must be mitigated to 45 dBA Leq or less.

Future transportation noise levels throughout the site were determined by conducting a 24-hour noise measurement survey and the CadnaA software program, a three-dimensional noise propagation model capable of determining noise impact from multiple noise sources across vertical and horizontal surfaces while accounting for factors such as topography, buildings, barriers, surface reflections, and roadway data (traffic volumes, speeds, and vehicle classifications, etc.).

Relative to the proposed residential building, the previously completed Phase I Noise Analysis determined the following:

1. Residential units on approximately half of the northeastern elevation will be impacted by future transportation noise above 65 dBA Leq and up to 67 dBA Leq during the day. The entire northeastern elevation, approximately half of the southeastern elevation, and approximately two thirds of the northwestern elevation are also impacted by future transportation noise levels above 55 dBA Leq during the night.

2. Prince George's County Zoning Ordinance requires that interior noise levels in residences must be mitigated to 45 dBA Leq or less. Standard building construction generally provides at least 20 dBA of noise reduction; therefore, any units impacted by noise levels greater than 65 dBA Leq daytime or 65 dBA Leq nighttime require further analysis to determine whether the proposed building architecture can maintain interior noise levels at the required limit.

3. The amenity plaza and play area will not be impacted by future noise levels greater than 65 dBA Leq during the day or 55 dBA Leq during the night. Additional mitigation for these outdoor activity areas will not be required.

[1] Report #230731 dated 30 May 2024, *Hyattsville Multifamily Phase I Noise Analysis* completed for Dominium Development & Acquisition, LLC.

[2] The equivalent-continuous integrated sound level, or Leq, is the sound level averaged over a given time period. The Leq is NOT a measurement of the instantaneous noise level. It is very possible to have several short-term events that generate a relatively high noise level during a given time period yet have a more moderate overall Leq value.

3 MITIGATION

According to Prince George's County's Zoning Ordinance, when a residential site is impacted by transportation noise levels that exceed a governing threshold (65 dBA Leq daytime or 55 dBA Leq nighttime), further analysis is required to determine if proposed building structures can reduce exterior noise levels to the required 45 dBA Leq interior level and the mitigation measures necessary to maintain noise levels in outdoor activity areas below 65 and 55 dBA Leq during daytime and nighttime hours, respectively.

3.1 Outdoor Noise Levels

Noise levels in all outdoor activity areas of Flats at Glenridge Station will be below 65 dBA Leq during the daytime and 55 dBA Leq during the nighttime. Additional mitigation for outdoor activity areas will not be required.

3.2 Interior Noise Levels (Building Shell Analysis)

A floor-by-floor building shell analysis was completed for the various unit types throughout Flats at Glenridge Station. The analysis was conducted using the exterior noise level specific to each living unit and each room's interior dimensions, exterior wall, window, and patio door dimensions, and exterior wall construction. Using the architectural information specific to each living unit,[3] the proposed building construction was evaluated to determine whether it will be capable of maintaining interior noise levels below 45 dBA Leq as designed, or whether modifications will be required to do so.

Modifications to the proposed construction for a building are not always necessary to maintain interior noise levels below 45 dBA Leq. It is possible that the proposed building construction will provide sufficient noise reduction to maintain the required 45 dBA Leq interior noise level for exterior noise levels above 65 dBA Leq, especially if noise impact is only slightly above 65 dBA Leq, or if the proposed construction provides a level of noise reduction greater than that of typical standard residential construction.

3.3 Building Construction Requirements

Minimum window (operating and fixed) and door STC rating requirements for the proposed multifamily building are presented by elevation (using BKV Group building elevations) on Drawings AC403, AC404, AC405, AC406, AC407, AC408, and AC409 of the Appendix. Note the following:

1. Modifications to proposed exterior wall construction will not be required for any elevations of Flats at Glenridge Station if they are built according to how they are shown in Drawings AC403 through AC409.

2. STC ratings apply to the entire window/door unit, i.e. the installed window/door assembly, including all framing elements, mullions, and glazing (operating and fixed), must achieve the specified STC rating.

[3] Taken from the Flats at Glenridge Station 65% Construction Document architectural drawing set by BKV Group, received June 25, 2024.

3. Typically, a detailed range of STC ratings is not available from a window/door supplier. Instead, suppliers can offer only a few STC ratings (e.g. 26, 30, and 36) within a particular window/door product series. In this case, any window/door that requires an in-between rating must be increased to the next highest rating (e.g. a 28 STC window requirement would take a 30 STC window).

It is not expected that a window/door supplier be able to exactly match the STC rating requirements shown in the Appendix. These are minimum requirements presented as a guide to the architect or builder when selecting a window/door product series. Calculating minimum STC ratings specific to each room reduces the amount of "overbuilding" (i.e. installing windows/doors with unnecessarily high STC ratings), thereby reducing overall window/door costs.

4 CONCLUSION

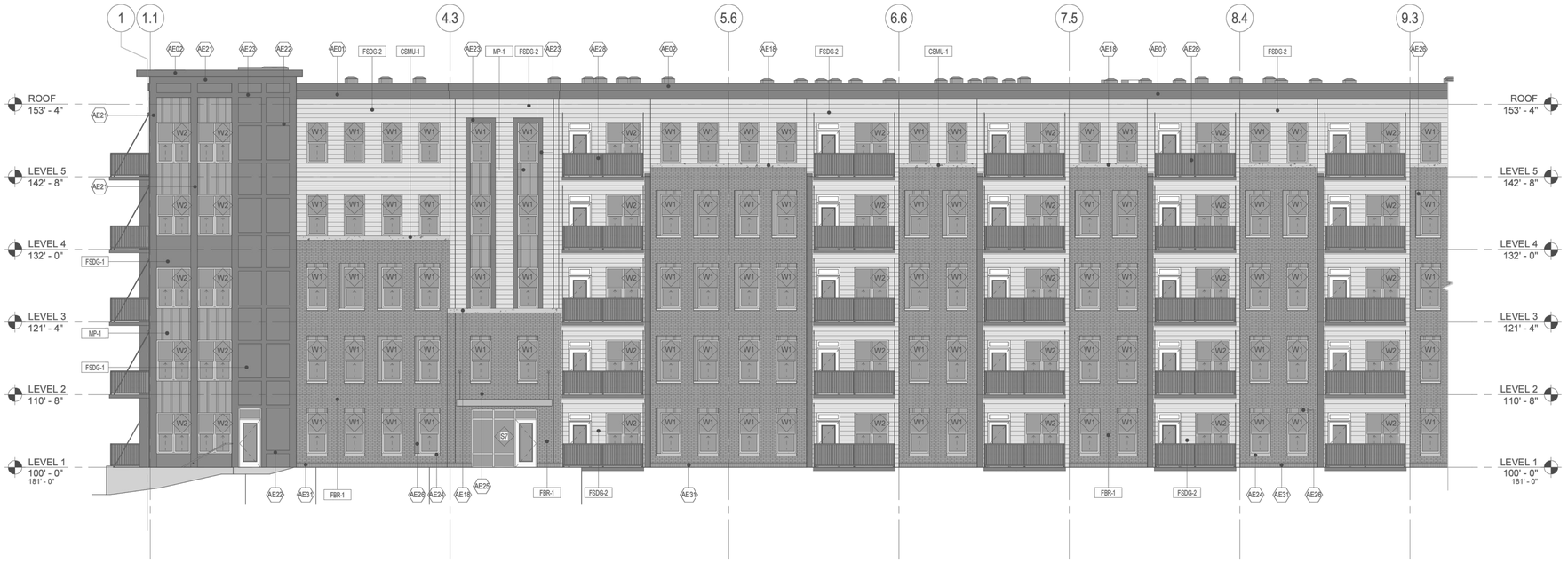
Flats at Glenridge Station will be impacted by transportation noise levels above 65 dBA Leq and up to 67 dBA Leq during the daytime at its west elevation that is nearest to Veterans Parkway. The interior noise level limit of Prince George's County's Zoning Ordinance can be met through reasonable modifications to proposed building construction.

Noise levels in outdoor activity areas throughout the site will be below 65 dBA Leq. No further analysis or mitigation for outdoor areas will be required.

Residential units located along the northeastern elevation will be exposed to future transportation noise levels above 65 dBA Leq. Upgraded windows (operating and fixed) and doors that meet specific STC rating requirements presented in the Appendix must be installed throughout the building. When using the minimum STC rated windows/door specified for each unit, interior noise levels throughout the building will comply with the Prince George's County 45 dBA Leq interior noise limit.

Please note: The results of this Phase II Noise Analysis have been based upon the site and architectural information made available at the time of the analysis, including existing topography and roadway alignments, projected roadway traffic volumes, the proposed building footprints, and topography, and provided building architecture. Should any of this information be altered, additional analysis will be required to determine if the results and recommendations presented herein are capable of reducing interior noise levels to comply with Prince George's County's Zoning Ordinance.

APPENDIX



1 BUILDING ELEVATION - AREA A SOUTH
A403 1/8" = 1'-0"

2 BUILDING ELEVATION - AREA B SOUTH
A403 1/8" = 1'-0"

EXTERIOR ELEVATION KEYNOTES

AE01	14" FIBER CEMENT TRIM, COLOR TBD
AE02	PREFINISHED BREAK METAL CAP, COLOR TBD
AE18	8" ADHERED MASONRY VENEER SILL/BAND, TYP.
AE21	12" FIBER CEMENT TRIM, COLOR TBD
AE22	6" FIBER CEMENT TRIM, COLOR TBD
AE23	8" FIBER CEMENT TRIM, COLOR TBD
AE24	PREFINISHED TWO-PIECE METAL SILL FLASHING, TYP. AT BRICK - SEE WINDOW SILL DETAILS - SHEET AXXX
AE25	ENTRY METAL CANOPY, COLOR TBD
AE26	8" SIDING (FSDG-3) AT WINDOW HEADJAMB, TYP. AT BRICK - SEE WINDOW HEAD DETAILS - SEE SHEET AXXX
AE28	PREFINISHED ALUMINUM BALCONY, TYP. SEE PLANS FOR SIZES & TYPES
AE31	8" SOLDIER COURSE, FBR-1 TYP.

EXTERIOR ELEVATIONS GENERAL NOTES

1. PROVIDE CONTROL JOINTS FOR CLADDING MATERIALS PER PRODUCT MANUFACTURER RECOMMENDATIONS. SUBMIT CONTROL JOINT AND EXPANSION JOINT LAYOUTS FOR REVIEW AND APPROVAL.
2. TERMINATE CLADDING MATERIALS AT GRADE WITH MINIMUM DISTANCE OFF THE GROUND SURFACE AS PER PRODUCT MANUFACTURER RECOMMENDATIONS, UNLESS OTHERWISE DETAILED ON THE DRAWINGS.
3. WHERE MASONRY LEDGES 8" MIN. BELOW FINISH GRADE WHERE MASONRY VENEER OCCURS ON PERIMETER OF THE BUILDING.
4. PROVIDE A CONTINUOUS SEALANT JOINT BETWEEN DISSIMILAR MATERIALS OR CONSTRUCTION.

EXTERIOR MATERIAL LEGEND

DCMU-1	BURNISHED BLOCK CMU VENEER; COLOR TBD
FBR-1	UTILITY BRICK VENEER; COLOR TBD
CSMU-1	CAST STONE DECORATIVE BANDING, SILLS, LINTELS AND ACCENT AT FB-1; COLOR TBD
FSDG-1	FIBER CEMENT PANEL / TRIM; COLOR TBD
FSDG-2	FIBER CEMENT LAP SIDING, 8" EXPOSURE; COLOR TBD
MP-1	CONCEALED FASTENER PANELL VERTICAL ; COLOR TBD
FSDG-3	FIBER CEMENT PANEL / TRIM; COLOR TBD

LEGEND

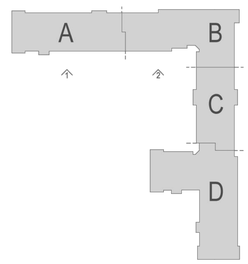
(##) WINDOW - MINIMUM REQUIRED STC RATING

(##) DOOR - MINIMUM REQUIRED STC RATING

STC RATINGS

W	D
26	

NOTES:
1. RESIDENTIAL UNITS NOT INDICATED WITH A WINDOW/DOOR STC RATING REQUIREMENT CAN BE CONSTRUCTED WITH A MINIMUM RATING OF 26 STC.
2. STC RATINGS APPLY TO THE ENTIRE WINDOW/DOOR UNIT: I.E. THE INSTALLED WINDOW / DOOR ASSEMBLY, INCLUDING ALL FRAMING ELEMENTS AND GLAZING (OPERATING AND FIXED), MUST ACHIEVE THE SPECIFIC STC RATING.



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CONSULTANTS

PROJECT TITLE

FLATS AT GLENRIDGE STATION

ISSUE #	DATE	DESCRIPTION
	02/16/2024	DESIGN DEVELOPMENT
	03/01/2024	ADDENDUM
	04/15/2024	VIABILITY SUBMISSION

PHOENIX DESIGN & DEVELOPMENT

CERTIFICATION

NOT FOR CONSTRUCTION

DRAWN BY	FS
CHECKED BY	Checker
COMMISSION NUMBER	1393.270

SHEET TITLE

ENLARGED EXTERIOR ELEVATIONS

BUILDING CONSTRUCTION REQUIREME

SHEET NUMBER

AC403

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1 A404 BUILDING ELEVATION - MAIN ENTRANCE - AREA C WEST
1/8" = 1'-0"

2 A404 BUILDING ELEVATION - AREA D NORTH
1/8" = 1'-0"

EXTERIOR ELEVATION KEYNOTES

EXTERIOR ELEVATIONS GENERAL NOTES

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MP-1	CONCEALED FASTENER PANELL VERTICAL ; COLOR TBD
FSDG-3	FIBER CEMENT PANEL / TRIM; COLOR TBD

LEGEND

(##) WINDOW - MINIMUM REQUIRED STC RATING

(##) DOOR - MINIMUM REQUIRED STC RATING

STC RATINGS

W	D
26	

NOTES:

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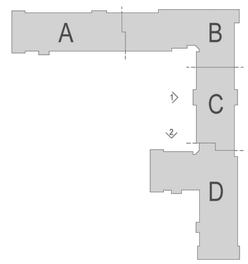

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ENLARGED EXTERIOR ELEVATIONS

BUILDING CONSTRUCTION REQUIREME

SHEET NUMBER

AC404

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1 A405 BUILDING ELEVATION - AREA WEST
1/8" = 1'-0"

2 A405 BUILDING ELEVATION - AREA D SOUTH COURTYARD
1/8" = 1'-0"

EXTERIOR ELEVATION KEYNOTES

EXTERIOR ELEVATIONS GENERAL NOTES

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FSDG-3	FIBER CEMENT PANEL / TRIM; COLOR TBD

LEGEND

(##) WINDOW - MINIMUM REQUIRED STC RATING

(##) DOOR - MINIMUM REQUIRED STC RATING

STC RATINGS

W	D
26	

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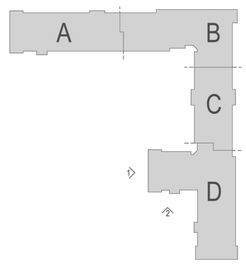

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1 A406 BUILDING ELEVATION - AREA D WEST COURTYARD
1/8" = 1'-0"

2 A406 BUILDING ELEVATION - AREA D SOUTH
1/8" = 1'-0"

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LEGEND

(##) WINDOW - MINIMUM REQUIRED STC RATING

(##) DOOR - MINIMUM REQUIRED STC RATING

STC RATINGS

W	D	W	D
28	28	26	

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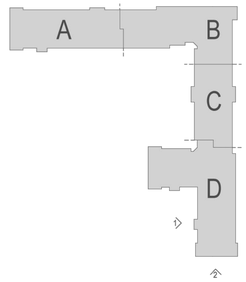

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PHOENIX DESIGN & DEVELOPMENT

CERTIFICATION

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ENLARGED EXTERIOR ELEVATIONS

BUILDING CONSTRUCTION REQUIREME

SHEET NUMBER

AC406

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1 BUILDING ELEVATION - AREA D EAST
A407 1/8" = 1'-0"

2 BUILDING ELEVATION - AREA C EAST
A407 1/8" = 1'-0"

LEGEND

- (##) WINDOW - MINIMUM REQUIRED STC RATING
- (##) DOOR - MINIMUM REQUIRED STC RATING

STC RATINGS

W	D	W	D
28	28	26	

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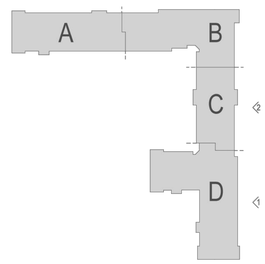
4. PROVIDE A CONTINUOUS SEALANT JOINT BETWEEN DISSIMILAR MATERIALS OR CONSTRUCTION.

EXTERIOR MATERIAL LEGEND

- DCMU-1 — BURNISHED BLOCK CMU VENEER; COLOR TBD
- FBR-1 — UTILITY BRICK VENEER; COLOR TBD
- CSMU-1 — CAST STONE DECORATIVE BANDING, SILLS, LINTELS AND ACCENT AT FB-1; COLOR TBD
- FSDG-1 — FIBER CEMENT PANEL / TRIM; COLOR TBD
- FSDG-2 — FIBER CEMENT LAP SIDING, 8" EXPOSURE; COLOR TBD
- MP-1 — CONCEALED FASTENER PANELL VERTICAL ; COLOR TBD
- FSDG-3 — FIBER CEMENT PANEL / TRIM; COLOR TBD



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CONSULTANTS

PHOENIX

PROJECT TITLE

FLATS AT GLENRIDGE STATION

ISSUE #	DATE	DESCRIPTION
	02/16/2024	DESIGN DEVELOPMENT
	03/01/2024	ADDENDUM
	04/15/2024	VIABILITY SUBMISSION

CERTIFICATION

NOT FOR CONSTRUCTION

DRAWN BY	FS
CHECKED BY	Checker
COMMISSION NUMBER	1393.270

SHEET TITLE

ENLARGED EXTERIOR ELEVATIONS

BUILDING CONSTRUCTION REQUIREME

SHEET NUMBER

AC407

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1 A408 BUILDING ELEVATION - AREA B EAST
1/8" = 1'-0"

2 A408 BUILDING ELEVATION - AREA B NORTH
1/8" = 1'-0"

EXTERIOR ELEVATION KEYNOTES

EXTERIOR ELEVATIONS GENERAL NOTES

1. PROVIDE CONTROL JOINTS FOR CLADDING MATERIALS PER PRODUCT MANUFACTURER RECOMMENDATIONS. SUBMIT CONTROL JOINT AND EXPANSION JOINT LAYOUTS FOR REVIEW AND APPROVAL.
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LEGEND

(##) WINDOW - MINIMUM REQUIRED STC RATING

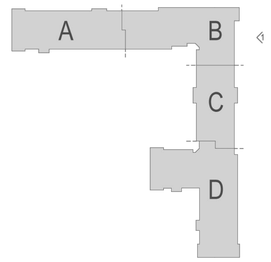
(##) DOOR - MINIMUM REQUIRED STC RATING

STC RATINGS

W	D	W	D
28	28	26	

NOTES:

1. RESIDENTIAL UNITS NOT INDICATED WITH A WINDOW/DOOR STC RATING REQUIREMENT CAN BE CONSTRUCTED WITH A MINIMUM RATING OF 26 STC.
2. STC RATINGS APPLY TO THE ENTIRE WINDOW/DOOR UNIT: I.E. THE INSTALLED WINDOW / DOOR ASSEMBLY, INCLUDING ALL FRAMING ELEMENTS AND GLAZING (OPERATING AND FIXED), MUST ACHIEVE THE SPECIFIC STC RATING.



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PHOENIX DESIGN & DEVELOPMENT

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ENLARGED EXTERIOR ELEVATIONS

BUILDING CONSTRUCTION REQUIREME

SHEET NUMBER

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DOM-24-0018 & 24-0072 Council Action

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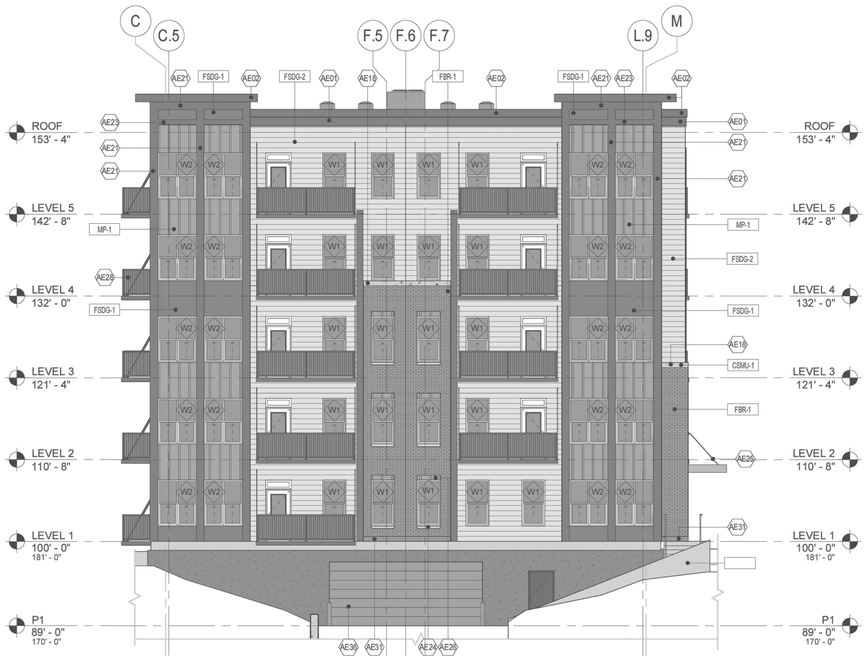
1 A409 BUILDING ELEVATION - AREA A NORTH
1/8" = 1'-0"



2 A409 BUILDING ELEVATION - AREA A EAST
1/8" = 1'-0"

EXTERIOR ELEVATION KEYNOTES

AE01	14" FIBER CEMENT TRIM, COLOR TBD
AE02	PREFINISHED BREAK METAL CAP, COLOR TBD
AE18	8" ADHERED MASONRY VENEER SILL/BAND, TYP.
AE21	12" FIBER CEMENT TRIM, COLOR TBD
AE23	8" FIBER CEMENT TRIM, COLOR TBD
AE24	PREFINISHED TWO-PIECE METAL SILL FLASHING, TYP. AT BRICK - SEE WINDOW SILL DETAILS. - SHEET AXXX
AE25	ENTRY METAL CANOPY, COLOR TBD
AE26	8" SIDING (FSDG-3) AT WINDOW HEAD/JAMB, TYP. AT BRICK - SEE WINDOW HEAD DETAILS - SEE SHEET AXXX
AE28	PREFINISHED ALUMINUM BALCONY, TYP. SEE PLANS FOR SIZES & TYPES
AE31	8" SOLDIER COURSE, FBR-1 TYP.
AE36	OVERHEAD DOOR

EXTERIOR ELEVATIONS GENERAL NOTES

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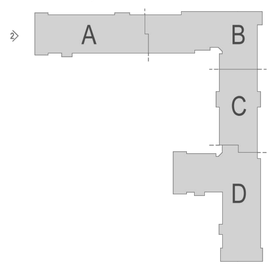

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THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
1616 McCormick Drive
Largo, Maryland 20774

DATE:	**February 20, 2025**
TO:	**Lakisha Hull, AICP, LEED AP BD+C, Planning Director**
VIA:	**Jill Kosack, Chair, Alternative Compliance Committee**
FROM:	**Te-Sheng (Emery) Huang, Alternative Compliance Committee Member**
PROJECT NAME:	**Flats at Glenridge Station**
PROJECT NUMBER:	**Alternative Compliance AC-24005**
COMPANION CASE:	**Detailed Site Plan DSP-23008**

ALTERNATIVE COMPLIANCE

Recommendation: ____ **Approval** __X__ **Denial**

Justification: SEE ATTACHED

Te-Sheng (Emery) Huang

Te-Sheng Huang
_____
Reviewer's Signature

PLANNING DIRECTOR'S REVIEW

___ **Final Decision** ____ **Approval** ____ **Denial**

__X__ **Recommendation** ____ **Approval** ☑ **Denial**

__X__ **To Planning Board**

____ **To Zoning Hearing Examiner**

Planning Director's Signature Lakisha Hull (Feb 21, 2025 11:58 EST) _____ 02/21/2025
Date

APPEAL OF PLANNING DIRECTOR'S DECISION

Appeal Filed:

Planning Board Hearing Date:

Planning Board Decision: ____ **Approval** ____ **Denial**

Resolution Number:

Alternative Compliance: AC-24005
Name of Project: Flats at Glenridge Station
Companion Case: Detailed Site Plan DSP-23008
Date: February 20, 2025

Alternative compliance (AC) is requested from the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), for Section 4.6, Buffering Development from Streets. This AC request is a companion to Detailed Site Plan DSP-23008, for Flats at Glenridge Station, which seeks to develop a mixed-use building, consisting of 245 multifamily dwelling units and approximately 1,380 square feet of office space.

Location

The subject property is located in Planning Area 69 and Council District 3. 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. The property is 3.00 acres, and it is located within the Neighborhood Activity Center Zone. DSP-23008 is filed pursuant to the prior Prince George's County Zoning Ordinance, in which the site was located within the Mixed Use-Transportation Oriented and Development District Overlay Zones. In addition, the property is located within the geography previously designated as the Developed Tier of the 2014 *Plan Prince George's 2035 Approved General Plan*, as found in Prince George's County Planning Board Resolution No. 14-10 (see Prince George's County Council Resolution CR-26-2014, Revision No. 31).

Section 4.6, Buffering Development from Streets

The applicant has requested alternative compliance from the requirements of Section 4.6 of the Landscape Manual, along MD 410 (Veterans Parkway), which is classified as an arterial road. This requires the applicant to provide a minimum of a 50-foot-wide buffer to be planted with 6 shade trees, 16 evergreen trees, and 30 shrubs per 100 linear feet of frontage. The applicant seeks relief from these requirements, as follows:

REQUIRED: Section 4.6(c)(1)(B)(i), Buffering Development from Streets, along MD 410

Length of bufferyard	534 linear feet
Minimum landscape yard width	50 feet
Shade Trees	33
Evergreen Trees	86
Shrubs	161

PROVIDED: Section 4.6(c)(1)(B)(i), Buffering Development from Streets, along MD 410

Length of bufferyard	534 linear feet
Minimum landscape yard width	0.5 feet
Shade Trees	0
Evergreen Trees	0
Shrubs	0

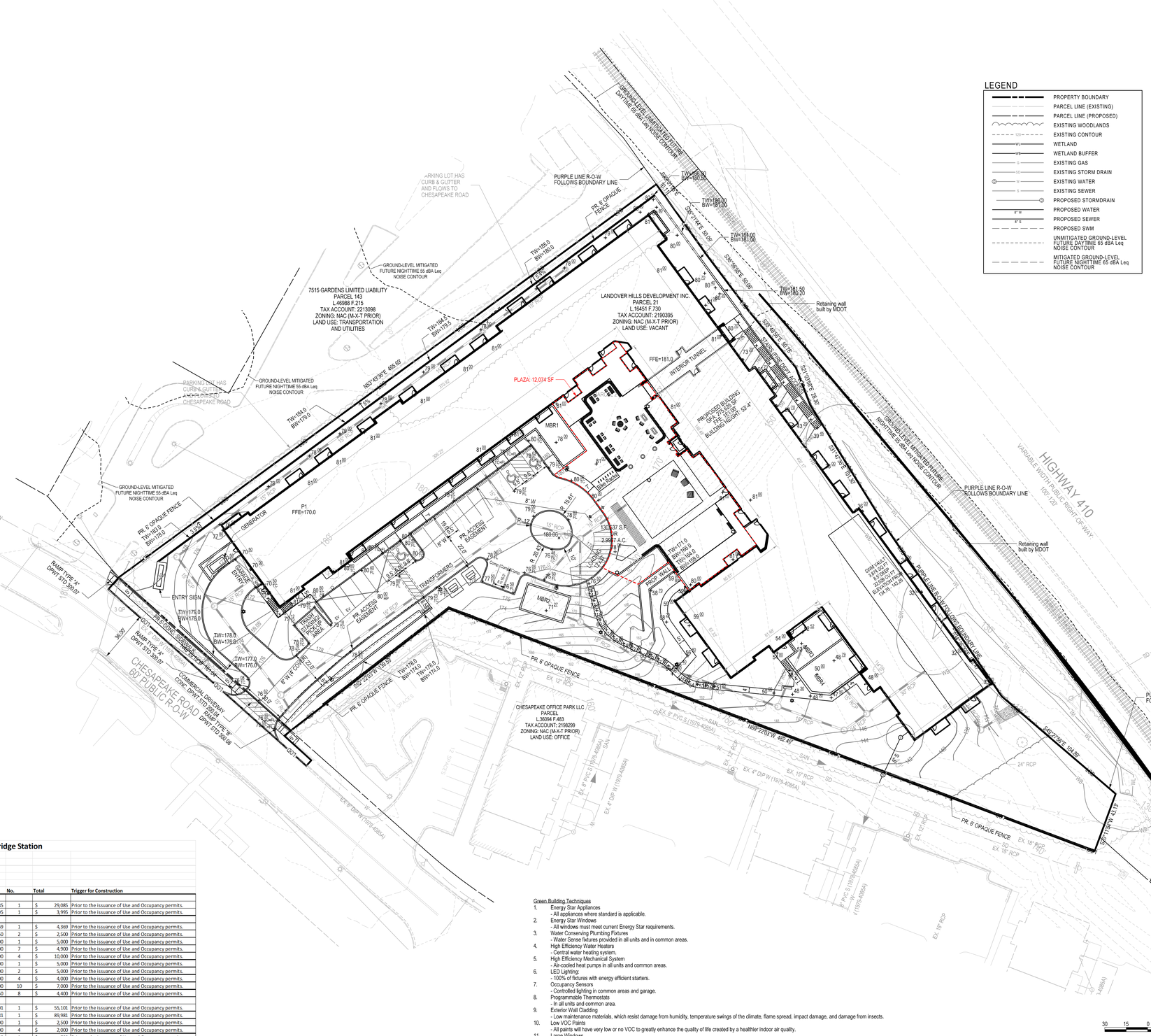
Justification of Recommendation
The applicant proposes a buffer of approximately 0.5 feet from the eastern property boundary, along MD 410, and no plant materials, as a result of the unique shape of the property, along with the steep slope and retaining wall separating the property from the Purple Line light rail within the MD 410 right-of-way. However, the applicant has stated that they do not expect approval of this AC request, and they have filed a Departure from Design Standards, DDS-24002, pursuant to Section 1.3(f) of the Landscape Manual, and Section 27-239.01 of the prior Zoning Ordinance.

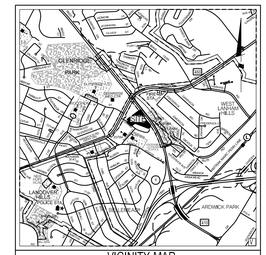
Based on the above factors, the Alternative Compliance Committee does not find the applicant's proposal to be equally effective in fulfilling the intent and purposes of Section 4.6 of the Landscape Manual, to provide a buffer between a multifamily development and an arterial road, in order to reduce the adverse impacts to the multifamily development. Therefore, the Committee concludes that the proposed alternative design solution fails to meet the approval criteria.

Recommendation
The Alternative Compliance Committee recommends DISAPPROVAL of Alternative Compliance AC-24005, for Flats at Glenridge Station, from the requirements of Sections 4.6, Buffering Development from Streets, of the 2010 *Prince George's County Landscape Manual*.

Flats at Glenridge Station

DSP-23008





VICINITY MAP
SCALE: 1"=2000'

LEGEND

- PROPERTY BOUNDARY
- PARCEL LINE (EXISTING)
- PARCEL LINE (PROPOSED)
- EXISTING WOODLANDS
- EXISTING CONTOUR
- WETLAND
- WETLAND BUFFER
- EXISTING GAS
- EXISTING STORM DRAIN
- EXISTING WATER
- EXISTING SEWER
- PROPOSED STORMDRAIN
- PROPOSED WATER
- PROPOSED SEWER
- PROPOSED SWM
- UNMITIGATED GROUND-LEVEL FUTURE DAYTIME 65 dBA Leq NOISE CONTOUR
- MITIGATED GROUND-LEVEL FUTURE NIGHTTIME 65 dBA Leq NOISE CONTOUR

General Notes:

1. Project Name: Flats at Glenridge Station
2. Gross Acreage: 3.00 ac.
   Floodplain: 0.00 ac.
   Dedication: 0.00 ac.
   Net Acreage: 3.00 ac.
3. Existing Zoning: NAC (M-X-T prior)
4. Proposed Use of Property: Mixed Use
   Multifamily
   Office: 1,380 sf
5. Number of Lots: 0
   Number of Parcels: 1
   Number of Outlots: 0
   Number of Outparcels: 0
6. Breakdown of Proposed Dwelling Units by Type:
   Multi-family
   1-bedroom: 107
   2-bedroom: 98
   3-bedroom: 40
   Total: 245
7. Gross floor area of existing and proposed (for commercial/industrial only): 0 sf
8. 200-foot map reference number (WSSC): 206NE06
9. Tax map number and grid: 51-E1
10. Aviation policy area number and airport name/MIOZ: N/A
11. Existing water/sewer designation: 3
12. Proposed water/sewer designation: 3
13. Stormwater management concept plan number: 20142-2023-SDC
14. 10-foot Public Utility Easement along all rights-of-way: No, see Variation request
15. Mandatory park and public right-of-way dedications: Mandatory park dedication to be provided through on-site recreational facilites. No public right-of-way dedication is proposed at this time.
16. Cemeteries on or contiguous to the property: No
17. Historic sites on or in the vicinity of the property: No
18. Streams: No
19. Wetlands: Yes
20. 100-year floodplain: No
21. Chesapeake Bay Critical Area overlay: No
22. Source of topography: Soltesz

Building Height:53'-4"
Building Size:

Gross Floor Area:	275,625 SF
Parking Garage:	122,881 SF
Total Building:	398,506 SF

FAR Calculation:
3.00 AC x 43,560= 130,680 sf
130,680 x 1.4 FAR (Base + residential)= 182,952 allowed building size
275,625 - 182,952= 92,673 shortage
1 sf of plaza = 8 sf of building
12,074 (plaza sf) x 8= 96,592 sf

275,625 / 130,680= 2.11

Required Parking:
Multifamily dwelling
(B) If wholly within a one-mile radius of a metro station (New Carrollton Metro Station)
1.33 spaces per dwelling unit, +0.33 spaces per bedroom in excess of one per unit
107 x 1.33= 142.31= 143
98 x 1.66= 162.68= 163
40 x 1.99= 79.6= 80
Res. parking required: 386

Office
1.00 per 250 sf of the first 2,000 sf GFA, +1 per 400 sf above the first 2,000 sf GFA
Office parking required: 6

Time of Day	Residential %	Residential Demand	Office %	Office Demand	Total Demand
1:00 AM	100%	386	0%	0	**386**
2:00 AM	100%	386	0%	0	**386**
3:00 AM	100%	386	0%	0	**386**
4:00 AM	100%	386	0%	0	**386**
5:00 AM	95%	367	5%	0	367
6:00 AM	90%	347	10%	1	348
7:00 AM	80%	309	20%	1	310
8:00 AM	65%	251	70%	4	255
9:00 AM	35%	135	90%	5	141
10:00 AM	30%	116	100%	6	122
11:00 AM	30%	116	100%	6	122
12:00 PM	30%	116	100%	6	122
1:00 PM	30%	116	100%	6	122
2:00 PM	35%	135	100%	6	141
3:00 PM	40%	154	100%	6	160
4:00 PM	45%	174	90%	5	179
5:00 PM	65%	251	60%	4	255
6:00 PM	70%	270	30%	2	272
7:00 PM	75%	290	10%	1	290
8:00 PM	75%	290	5%	0	290
9:00 PM	80%	309	0%	0	309
10:00 PM	90%	347	0%	0	347
11:00 PM	95%	367	0%	0	367
12:00 PM	100%	386	0%	0	**386**

Base Requirement per above chart and Section 27-574(b): 386 spaces
Minimum allowed (50% of Base): 193
Maximum allowed (Base): 386

Proposed Parking:

Surface	20
- Standard	(12)
- EV	(2)
- Compact	(3)
- ADA	(3)
Garage	317
- Standard	(265)
- Compact	(42)
- ADA	(10)
Total	337

Total Parking Breakdown: 337

- Standard:	277
- EV:	2
- Compact:	45
- ADA:	13

Parking Space Sizes:
- Standard & EV: 9.5' x 19'
- Compact: 8' x 19'
- ADA (surface): 9.5' x 19'
- ADA (garage): 9' x 18'

Required Loading:

Multifamily:	1
Office:	0
Total:	1
Proposed Loading:	1

Bicycle Parking:
2 bicycle parking spaces per 10,000 sf GFA
275,625 sf / 10,000= 27.56
27.56 x 2= 55.12

Required:	56
Proposed:	62 (46 internal to garage & long term) (14 external to garage & short term)

Green Building Techniques

1. Energy Star Appliances
   - All appliances where standard is applicable.
2. Energy Star Windows
   - All windows must meet current Energy Star requirements.
3. Water Conserving Plumbing Fixtures
   - Water Sense fixtures provided in all units and in common areas.
4. High Efficiency Water Heaters
   - Central water heating system.
5. High Efficiency Mechanical System
   - Air-cooled heat pumps in all units and common areas.
6. LED Lighting:
   - 100% of fixtures with energy efficient starters.
7. Occupancy Sensors
   - Controlled lighting in common areas and garage.
8. Programmable Thermostats
   - In all units and common area.
9. Exterior Wall Cladding
   - Low maintenance materials, which resist damage from humidity, temperature swings of the climate, flame spread, impact damage, and damage from insects.
10. Low VOC Paints
    - All paints will have very low or no VOC to greatly enhance the quality of life created by a healthier indoor air quality.
11. Large Windows
    - Providing access to natural light.
12. Recycling Storage
    - Residnets will be able to recycle waste through dedicated chutes in trash rooms.
13. Outdoor Recreation Areas
    - Promote health and wellness through activity and community interaction.

RFA Estimate - The Flats at Glenridge Station

1/20/2025
DSP-23008

Furnishings	Unit Cost	No.	Total	Trigger for Construction
Fitness Room:				
Fitness Equipment	$ 29,085	1	$ 29,085	Prior to the issuance of Use and Occupancy permits.
AV for Fitness Room	$ 3,995	1	$ 3,995	Prior to the issuance of Use and Occupancy permits.
Club/Community Room:				
AV for Club Room	$ 4,369	1	$ 4,369	Prior to the issuance of Use and Occupancy permits.
Coffee table	$ 1,250	2	$ 2,500	Prior to the issuance of Use and Occupancy permits.
Rug	$ 5,000	1	$ 5,000	Prior to the issuance of Use and Occupancy permits.
Side tables	$ 700	7	$ 4,900	Prior to the issuance of Use and Occupancy permits.
Lounge Chairs	$ 2,500	4	$ 10,000	Prior to the issuance of Use and Occupancy permits.
Sofa	$ 5,000	1	$ 5,000	Prior to the issuance of Use and Occupancy permits.
Dining Table	$ 2,500	2	$ 5,000	Prior to the issuance of Use and Occupancy permits.
Small dining Table	$ 1,000	4	$ 4,000	Prior to the issuance of Use and Occupancy permits.
Dining Chairs	$ 700	10	$ 7,000	Prior to the issuance of Use and Occupancy permits.
Barstools	$ 550	8	$ 4,400	Prior to the issuance of Use and Occupancy permits.
Exterior Plaza/Play Area:				
Playground Stucture	$ 55,101	1	$ 55,101	Prior to the issuance of Use and Occupancy permits.
Playground Turf	$ 89,981	1	$ 89,981	Prior to the issuance of Use and Occupancy permits.
Sofa	$ 2,500	1	$ 2,500	Prior to the issuance of Use and Occupancy permits.
End tables	$ 500	4	$ 2,000	Prior to the issuance of Use and Occupancy permits.
Coffee table	$ 700	1	$ 700	Prior to the issuance of Use and Occupancy permits.
4 person dining tables	$ 1,000	2	$ 2,000	Prior to the issuance of Use and Occupancy permits.
6 person dining tables	$ 1,700	1	$ 1,700	Prior to the issuance of Use and Occupancy permits.
Dining Chairs	$ 550	14	$ 7,700	Prior to the issuance of Use and Occupancy permits.
Lounge Chairs	$ 1,600	4	$ 6,400	Prior to the issuance of Use and Occupancy permits.
		Grand Total	***$ 253,331***	

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Lanham, MD 20706
P. 301.794.7555 F. 301.794.7656
www.solteszco.com

Engineering
Surveying
Planning
Environmental Sciences

NO.	REVISIONS	BY	DATE

MISS UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND. WELL IN ADVANCE OF THE START OF EXCAVATION, CONTACT "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHICHEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

OWNER / DEVELOPER / APPLICANT

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

PROFESSIONAL CERTIFICATION

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LICENSE NO._____, EXPIRATION DATE:_____

STATE OF MARYLAND — DAVID JOHN BOBIK — No. 21601 — LANDSCAPE ARCHITECT

1/31/2025

Cover and Plan View

Detailed Site Plan. DSP-23008
Flats at Glenridge Station
7011 Chesapeake Road
Hyattsville, MD 20784
20th ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP: 51/E1	ZONING CATEGORY: NAC (M-X-T prior)
WSSC 200' SHEET: 206NE06	
SITE DATUM HORIZONTAL: _____ VERTICAL: _____	
1" = 30'	DATE: 1/31/2025
	DESIGNED: GAM
	TECHNICIAN: GAM
SHEET 1 OF 3	CHECKED: DJB
	CAD STD'S VERSION: ORD / NCS
PROJECT NO. Sheet Project Number	

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www.solteszco.com

Engineering
Surveying
Planning
Environmental Sciences

NO.	REVISIONS	BY	DATE

MISS UTILITY NOTE

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OWNER / DEVELOPER / APPLICANT

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

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STATE OF MARYLAND · DAVID JOHN BOSE · 30867 · LANDSCAPE ARCHITECT

1/31/2025

Approvals Sheet

Detailed Site Plan. DSP-23008
Flats at Glenridge Station
7011 Chesapeake Road
Hyattsville, MD 20784
20th ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP: 51/E1	ZONING CATEGORY: NAC (M-X-T Prior)
WSSC 200' SHEET: 206NE06	
SITE DATUM HORIZONTAL: _____ VERTICAL: _____	
1" = 100' UNIT N/A	DATE: 1/31/2025
SHEET 2 OF 3	DESIGNED: GAM TECHNICIAN: GAM CHECKED: DJB CAD STD'S. VERSION: ORD / NCS
PROJECT NO. 3536-05-00	

P:\43980000\Engineer\Sheet_Files\Site_Sheet.dgn Model= DSP-02 [Sheet] Scale= 0.08333317 ' / in. User= GMAM PLOT= 30.00 Date= 1/31/2025 3:10:39 PM

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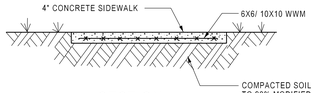
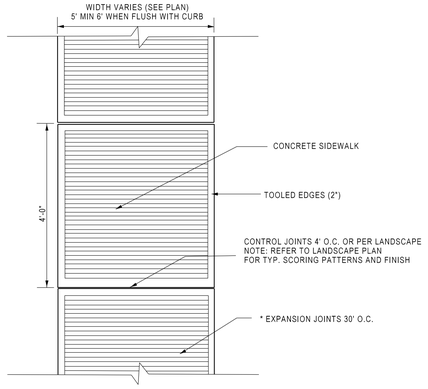


SECTION
NOT TO SCALE



CONCRETE SIDEWALK DETAIL
NOT TO SCALE

Metro40 Collection

landscapeforms

Product Data Sheet

Ride™ Bike Rack
- Capacity: 2 bikes
- Surface mount or embedded to concrete surface.
- Requires only two bolts to mount, with extra surface mount anchor hole provided.
- 4 stainless steel leveling glides within the base are provided for flex adjustment from top side of base.
- Cover plate over bike rack base provides seamless appearance.

	Style	Depth	Width	Height	Product Weight
	Bike Rack	3.5"	28"	29"	50 lb.

Hi-Glo™ Pedestrian Light and Lo-Glo™ Path Light
- Please refer to product data sheets for technical information and specifications.

Connect™ Shelter
- Please refer to the Metro40 Workbook.

To Specify
- Visit landscapeforms.com.

Designed by BMW Group Designworks
Rest Bench is protected by U.S. Patent No. D600,480; D601,381; D601,820
Connect Rail is protected by U.S. Patent No. D644,446; D602,271
Collect is protected by U.S. Patent No. D607,171; D610,322, D606,998
Stop is protected by U.S. Patent No. D606,813
Ride is protected by U.S. Patent No. D613,846

Visit our landscapeforms.com for more information. Specifications are subject to change without notice. Landscape Forms supports the Landscape Architecture Foundation at the Second Century level.
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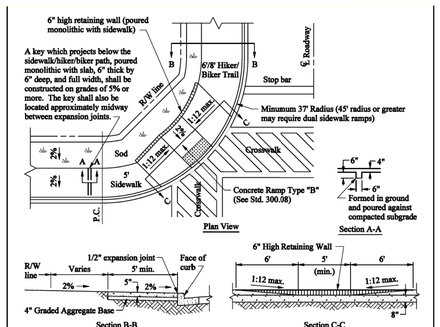


General Notes

1. All new concrete sidewalks, sidewalk ramps, depressed curbs and hiker/biker trails constructed within the County right-of-way shall comply with the Federal accessibility guidelines of the Americans with Disabilities Act.
2. All new sidewalks and hiker/biker trails abutting sidewalk ramps within fillet areas, having a fixed obstruction not to include utility poles, shall be adjusted to provide a minimum clearance of 36".
3. All contraction joints in concrete sidewalks shall be constructed at 4'-0" intervals and 6'-0" or 8'-0" intervals for hiker/biker trails unless approved otherwise by the Department. The contraction joints are to be constructed to a depth equal to 1/4 of the total depth of the sidewalk/hiker/biker trail. Premolded 1/2" thick expansion joints shall also be constructed at 100' intervals, between the curb and sidewalk/hiker/biker trail, at sidewalk ramps, driveways, leadwalks, poles, or other permanent structures.
4. Provide 4" thick graded aggregate base material under all concrete sidewalk and hiker/biker trails.
5. All concrete shall be Class I (MSHA Mix No. 3), air entrained, unless otherwise approved by the Department. The surface shall be broom finished.

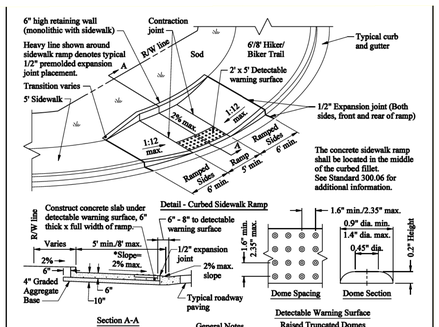
APPROVED:

DIRECTOR	DATE

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
Prince George's County, MD

REVISION DATE:	APPROVED BY:

Concrete Sidewalk at Curb and Ramp Location — STD. 300.06



General Notes

1. All new concrete sidewalk ramps and depressed curbs constructed within the County right-of-way shall comply with the Federal accessibility guidelines of the Americans with Disabilities Act. See Standard 300.01 for depressed curb requirements.
2. All sidewalk ramps and their approaches shall be designed and constructed so that water will not accumulate on walking surfaces.
3. The sidewalk ramp shall be constructed with the least possible running slope not to exceed 1:12.
4. All concrete shall be class I (MSHA Mix No. 3) air-entrained unless otherwise approved by the Department. The surface shall be broom finished.
5. Provide 4" thick graded aggregate base material under all concrete sidewalk and sidewalk ramps.
6. Detectable warning surface shall be 1" thick (hollow tile) diamond-hard vitrified polymer material, embedded into concrete with truncated dome pattern as specified above, and shall contrast visually with the adjacent surface (either dark-on-light or light-on-dark.) Color requirements: Use brick red panel with brick crosswalk and dark gray inset at all other locations.
7. Detectable warning surface shall be installed 6 to 8 inches behind the curb line, extend two feet in the direction of travel over the full width of the ramp, and shall be embedded so as to be flush with the surrounding surface.

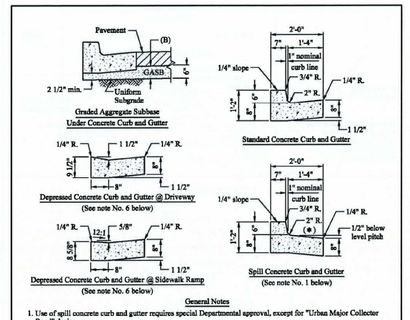
APPROVED:

DIRECTOR	DATE

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
Prince George's County, MD

REVISION DATE:	APPROVED BY:

Concrete Sidewalk Ramp Type "B" — STD. 300.08



General Notes

1. Use of spill concrete curb and gutter requires special Departmental approval, except for "Urban Major Collector Road" design.
2. The slope (*) of a spill concrete curb and gutter pan shall be equal to the cross slope of roadway paving.
3. Install expansion joints using 1/2" preformed non-extruding joint filler, at 100' intervals, at the beginning and end of curves with less than 100' radii, at structures, and at midpoints of curb returns.
4. All construction joints shall be located at 10' intervals. The contraction joints shall be constructed to a depth equal to 1/4 of the depth of the concrete.
5. All concrete shall be Class I (MSHA Mix No. 3) air-entrained, unless otherwise approved by the Department. The surface shall be brush finished.
6. The depressed concrete curb and gutter sections shall be used at all driveway aprons and sidewalk ramps.
7. Preformed joint fillers shall conform to M 153. The bituminous fiber type joint shall conform to M 213, with the bitumen content determined using T 164.
8. Granite curb and gutter may be required under certain conditions.
9. Provide uniform subgrade under entire roadway section.
10. All new construction within the County right-of-way shall comply with Federal accessibility guidelines of the Americans with Disabilities Act and Fair Housing regulations.

APPROVED:

DIRECTOR	DATE

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
Prince George's County, MD

REVISION DATE:	APPROVED BY:

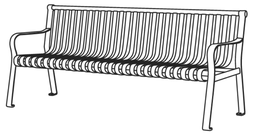
Concrete Curb and Gutter — STD. 300.01

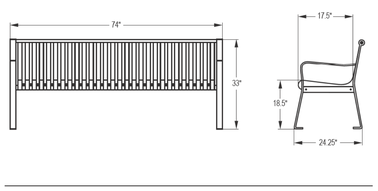
Revision 03/14/12 *Specifications and Standards for Roadways and Bridges* Section III – 45

BELSON OUTDOORS
111 North River Road
North Aurora, IL 60542
Phone: (800) 323-5664
Fax: (630) 897-0573
sales@belson.com

Model # CBPB-6SB-BK — **Dimension Sheet**

STEEL OUTDOOR BENCH WITH STRAIGHT BACK





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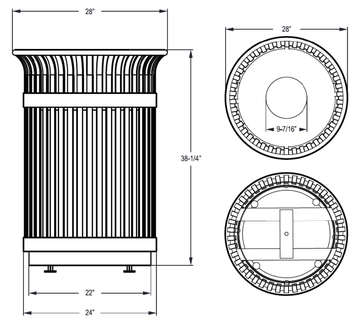
Belson | Gallery | CBTR-FT-BK | Flare Top Trash Receptacle https://www.belson.com/Gallery.aspx?M=CBTR-FT-BK

BELSON OUTDOORS
Model # CBTR-FT-BK | Flare Top Trash Receptacle Print | Close Window

BELSON OUTDOORS
627 Amersville Drive
Naperville, IL 60563
Phone: (800) 323-5664
Fax: (630) 897-0573
sales@belson.com

Model # CBTR-FT-BK — **Dimension Sheet**

Flare Top Trash Receptacle | Surface Mount

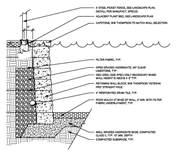


www.belson.com

1 of 1 4/5/2021, 2:30 PM

04 OPAQUE PRIVACY FENCE
NOT TO SCALE

PRIVACY FENCE NOTES:
PRODUCT: TRUCONNECT PRIVACY FENCE
MANUFACTURER: FENCE & DECK
CONNECTION OR EQUAL
HEIGHT: 6'-0"
MATERIAL: HIGH PERFORMANCE SIMULATED STAINED WOOD (VINYL)
COLOR: CYPRESS WOOD GRAIN



*IMAGES FOR DESIGN INTENT ONLY. COLOR AND FINISH TO MATCH PROJECT CHARACTER

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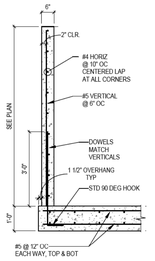


HEAVY DUTY ASPHALT PAVEMENT SECTION FOR USE IN SERVICE AREA, DRIVE AISLES, ASPHALT PAVED FIRE LANES, BASKETBALL COURTS, ASPHALT PAVED PLAY AREAS, WALKS AND PARKING

ASPHALT PAVING SECTION
N.T.S.

HEAVY DUTY TRAFFIC BEARING CONCRETE PAVING SECTION
(IN ACCORDANCE WITH MARYLAND STATE HIGHWAY ADMINISTRATION STANDARD SPECIFICATION SECTION 520)
NOTE: MATERIALS AND CONSTRUCTION SHOULD BE IN ACCORDANCE WIDTH MSHA SECTION 520

NOTES:
① SHOULD BE IN ACCORDANCE WITH MSHA SECTION 901
② SHOULD BE IN ACCORDANCE WITH MSHA SECTION 500, SUBSECTION 901

HEAVY DUTY CONCRETE PAVING SECTION
N.T.S.

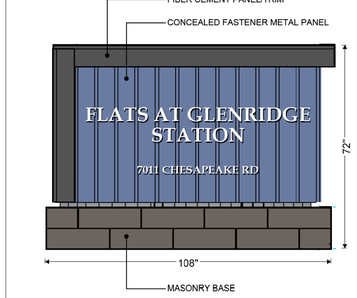
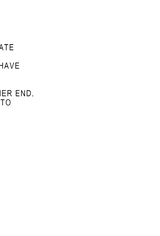


*IMAGE FOR CONCEPT/DESIGN INTENT ONLY. FINAL DESIGN TBD BY OWNER

Signage: DDO Standards:

2. Monument/Freestanding Signs

a. Sign will be mounted directly onto a base constructed of masonry or similar high quality material. Sign will not be constructed of tin, aluminum, sign board, or other similar, low-quality materials.
b. Pole mounted signs are not proposed.
c. Sign is compatible in design, scale, color, and materials with the proposed architecture of the building and surrounding neighborhood character.
d. Sign will be externally lit with no light spillover. Lighting to be concealed by landscaping.
e. Signs will not include flashing, blinding, or moving elements.



REMOVABLE BOLLARD
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Applicant:
Landsver Hills Leased Housing Associates I, LLLP
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STATE OF MARYLAND — DAVID JOHN BOBZIEN — No. 21601 — LANDSCAPE ARCHITECT

1/31/2025

Details Sheet

Detailed Site Plan. DSP-23008
Flats at Glenridge Station
7011 Chesapeake Road
Hyattsville, MD 20784
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SITE DATUM HORIZONTAL: / VERTICAL:	
CAP INCH	
N/A	
SHEET 3 OF 3	DATE: 1/31/2025 DESIGNED: GAM TECHNICIAN: GAM CHECKED: DJB CAD STD'S. VERSION: ORD / NCS
PROJECT NO. 3536-05-00	

Flats at Glenridge Station

Landscape Plan. DSP-23008

DDOZ Standards (for Lighting)
V: Public Realm Standards
C: Public and Private Open Spaces (Pg. 178):

4. Pedestrian-scaled lighting should be provided to ensure a safe environment in conformance with CPTED principles. Open Spaces should be illuminated to a minimum 1.0 foot candles and a maximum of 2.0 foot candles. Full cut-off fixtures should be used where public and private spaces abut residential areas so that light does not spill into residential building windows.

RESPONSE: The photometric site plan (E015) provided identifies foot candles throughtout the site with 1.0 foot candles minimum at all pedestrian areas (Note: Lighting at plaza not included on E105). The site lighting has been designed to provide a safe, well-lit condition for all pedestrian uses. All site lighting fixtures are full cut-off.

5. If one or more lamp style is used, the styles should be complementary.

RESPONSE: As depicted on E015, all site lighting fixture styles have been coordinated to be complemetary of each other with a majority of them coming from the same manufacturer.

F. Full cut-off fixtures should be used and should be located so that light spillover from one property to another is minimized.

RESPONSE: As depicted on E015, all site lighting is full cut-off and have been located to minimize spillover to the neighboring properties.

DDOZ Standards (for Street Trees)
VI: Landscape Standards
C: Street Trees

1. Street trees shall be provided along all streets to enhance and soften building facades, create street character, and provide shade for pedestrian street level activity. Street trees shall be planted at the time of development and spaced 30 feet apart on center. Where necessary, spacing allowances may be made to accommodate fire hydrants, utility vaults, overhead utility lines, and other infrastructure elements.

Response: Street trees are provided along Chesapeake Road, spaced approximately 30' apart.

2. Street Trees (Arterial Frontage Road and New Commercial Streets): Street trees shall be planted along the Arterial Frontage Road and all New Commercial Streets in the DDOZ according to the streetscape sections. Street trees shall be a minimum three-inch caliper in size, located 30 feet on center, planted in tree pits (minimum five feet by ten feet), limbed up to six feet above finished grade, provide a minimum five cubic feet of continuous tree bed underneath the sidewalk pavement system, provide a positive drainage system, and provide an automated irrigation system to promote the health and vigor of the root system. Stree trees species shall be large, broad spreading, open-canopy trees at maturity. Tree species that will not grow beyond 25 feet in height shall be planted underneath utility wires. If the utility wire is buried with the road construction, then larger tree species are recommended.

RESPONSE: This Standard does not apply. The site does not directly front onto Veteran's Parkway (Arterial) due to the location of the Purple Line. No new commercial streets are proposed.

3. Street Trees (New Residential Streets): Street trees shall be planted along all residential streets in the DDOZ according to the streetscape sections. Street trees shall be a minimum three-inch caliper in size, located 30 feet on center, planted in a continuous six-foot-wide minimum landscape strip or five feet by ten feet, provide an automated irrigation system to promote the health and vigor of the root system. Street trees species shall be large, broad spreading, open-canopy trees at maturity. Tree species that will not grow beyond 25 feet in height shall be planted underneath utility wires.

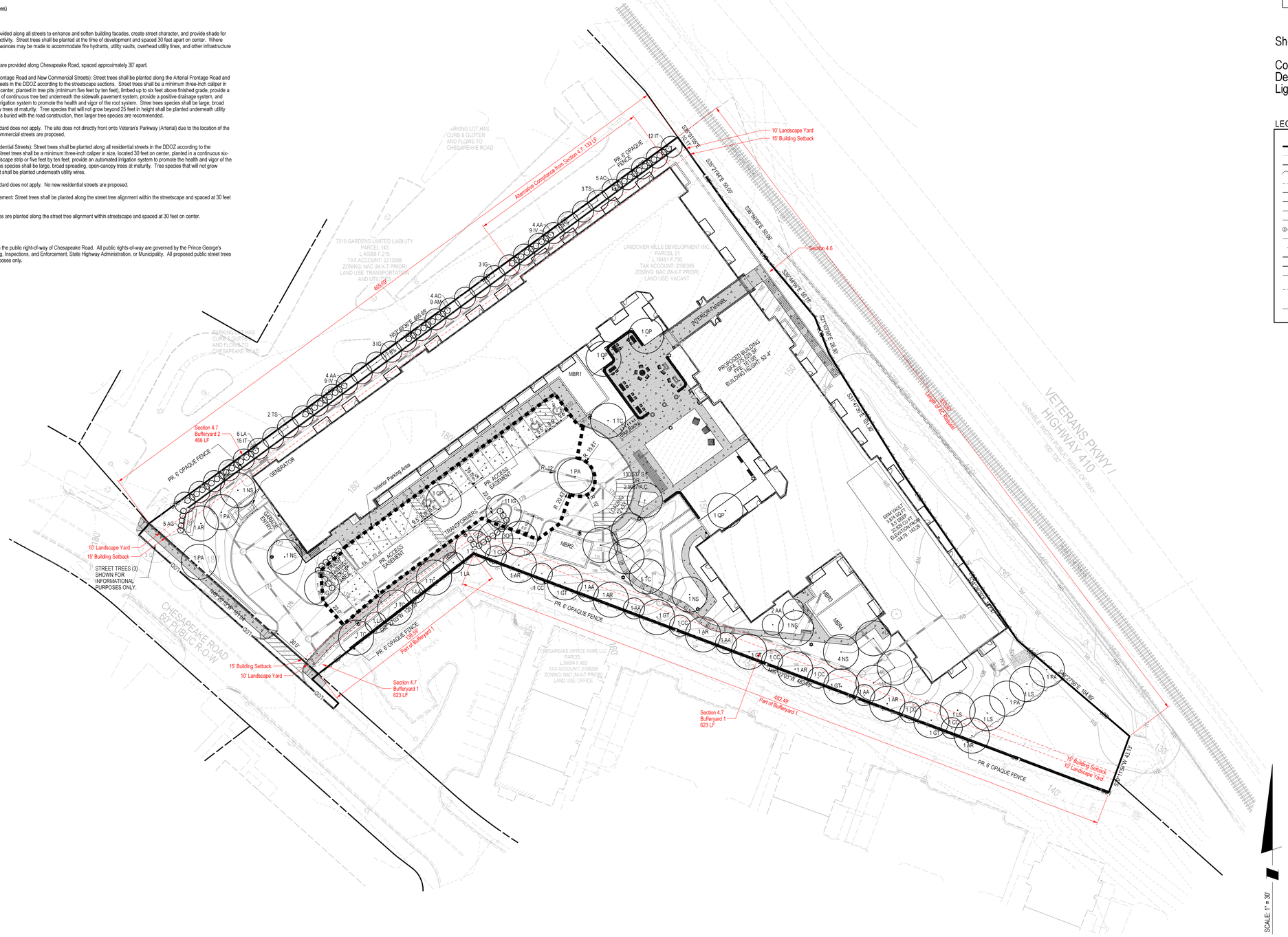
RESPONSE: This Standard does not apply. No new residential streets are proposed.

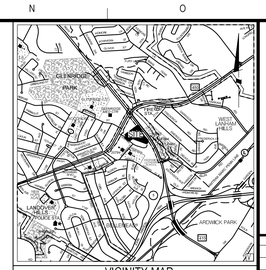
4. DDOZ Street Tree Placement: Street trees shall be planted along the street tree alignment within the streetscape and spaced at 30 feet on center.

RESPONSE: Street trees are planted along the street tree alignment within streetscape and spaced at 30 feet on center.

Street Tree Note:

Street trees are proposed within the public right-of-way of Chesapeake Road. All public rights-of-way are governed by the Prince George's County Department of Permitting, Inspections, and Enforcement, State Highway Administration, or Municipality. All proposed public street trees are shown for informational purposes only.





VICINITY MAP
SCALE: 1"=2000'

Sheet Index

Cover and Plan View	1
Details and Schedules	2
Lighting and Photometric	3

LEGEND

- PROPERTY BOUNDARY
- PARCEL LINE (EXISTING)
- PARCEL LINE (PROPOSED)
- EXISTING WOODLANDS
- EXISTING CONTOUR
- WETLAND
- WETLAND BUFFER
- EXISTING GAS
- EXISTING STORM DRAIN
- EXISTING WATER
- EXISTING SEWER
- PROPOSED STORMDRAIN
- PROPOSED WATER
- PROPOSED SEWER
- PROPOSED SWM
- UNMITIGATED GROUND-LEVEL FUTURE DAYTIME 65 dBA Leq NOISE CONTOUR
- MITIGATED GROUND-LEVEL FUTURE NIGHTTIME 65 dBA Leq NOISE CONTOUR

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7011 Chesapeake Road
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Applicant:
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LICENSE NO._____ EXPIRATION DATE:_____

STATE OF MARYLAND — DAVID JOHN BUSE — 3520 — LANDSCAPE ARCHITECT

1/31/2025

Cover and Plan View

Landscape and Lighting Plan. DSP-23008
Flats at Glenridge Station
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Hyattsville, MD 20784
Sheet Election District ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP: 51/E1	ZONING CATEGORY: NAC (M-X-T prior)
WSSC 200' SHEET: 206NE06	
SITE DATUM HORIZONTAL: _____ VERTICAL: _____	
1" = 30'	DATE: 1/31/2025
SHEET 1 OF 2	DESIGNED: GAM TECHNICIAN: GAM CHECKED: DJB CAD STD'S: ORD / NCS VERSION:
PROJECT NO. 4398-00-00	

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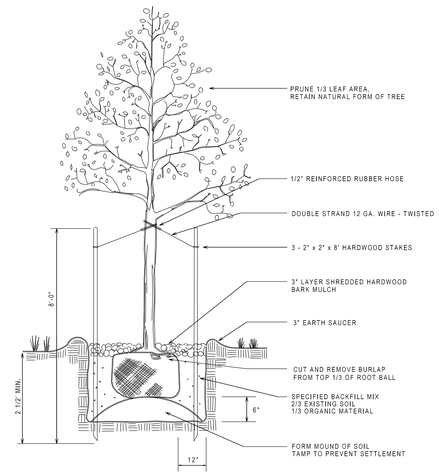
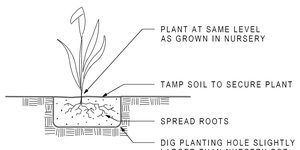


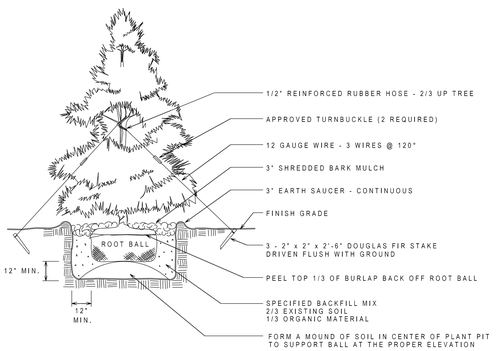
TREE PLANTING DETAIL

NOT TO SCALE



HERBACEOUS PLANTING DETAIL

NOT TO SCALE



TREE PLANTING DETAIL - EVERGREEN TREE

NOT TO SCALE

Plant List

Key	Quantity	Botanical Name	Common Name	Height/Spread	Caliper	Root	Spacing	Remarks
Major Shade Trees								
AR	7	Acer rubrum 'October Glory'	October Glory Red Maple	12'-14'	2.5" - 3"	B&B	as shown	Native
GT	5	Gleditisia triacanthos var. inermis 'Shademaster'	Thornless Shademaster Honeylocust	12'-14'	2.5" - 3"	B&B	as shown	Native
LS	3	Liquidambar styraciflua 'Variegata'	Variegata Seedless Sweetgum	12'-14'	2.5" - 3"	B&B	as shown	Native
NS	8	Nyssa sylvatica 'Wildfire'	Wildfire Black Tupelo/Black Gum	12'-14'	2.5" - 3"	B&B	as shown	Native
PA	5	Platanus x acerfolia 'Bloodgood'	Bloodgood London Plane Tree	12'-14'	2.5" - 3"	B&B	as shown	Native
QP	8	Quercus phellos	Red Oak	12'-14'	2.5" - 3"	B&B	as shown	Native
TC	10	Tilia cordata 'Greenspire'	Greenspire Littleleaf Linden	12'-14'	2"-2.5"	B&B	as shown	Native
Ornamental Trees								
AA	14	Amelanchier x grandiflora 'Autumn Brilliance'	Serviceberry	7'-9'	2" - 2.5"	B&B	as shown	Native
AC	9	Acer campestre 'Queen Elizabeth'	Queen Elizabeth Hedge Maple	7'-9'	2" - 2.5"	B&B	as shown	Native
CC	7	Cercis canadensis 'Forest Pansy'	Redbud	7'-9'	2" - 2.5"	B&B	as shown	Native
LA	9	Lagerstroemia indica 'Muskogee'	Muskogee Crape Myrtle	7'-9'	2" - 2.5"	B&B	as shown	
Evergreen Trees								
IG	6	Ilex opaca 'Greenleaf'	Greenleaf American Holly	6'-8'		B&B	as shown	Native
TS	5	Thuja standishii x plicata 'Green Giant'	Green Giant Arborvitae	6'-8'		B&B	as shown	
Shrubs								
AG	5	Abelia x grandiflora 'Sherwoodii'	Sherwoodii Glossy Abelia	18"-24"		cont.	as shown	
AM	9	Aronia melanocarpa 'Viking'	Viking Black Chokeberry	18"-24"		cont.	as shown	Native
IG	21	Ilex glabra 'Compacta'	Compact Inkberry	18"-24"		cont.	as shown	Native
IV	18	Ilex verticillata 'Afterglow'	Afterglow Winterberry	18"-24"		cont.	as shown	Native
IT	27	Itea virginica 'Henry's Garnet'	Virginia Sweetspire	18"-24"		cont.	as shown	Native

Tree Canopy Coverage Schedule for Sec. 25-128

Project Name:	TCP2#:	DRD Case #:	Area (acres)
Flats at Glenridge Station		DSP-23008	
Site Calculations:	**Zone 1:**	NAC	3.00
	Zone 2:		
	Zone 3:		
	Zone 4:		
	Total Acres:		3.00

Total Acres (net acres)	% of TCC required	TCC Required (Acres)	TCC Required in (SF)
3.00	**15.0%**	0.45	19602
A. TOTAL ON-SITE WC PROVIDED (acres) =	**0.00**	acres	0
B. TOTAL AREA EXISTING TREES (non-WC acres) =	**0.10**	acres	4356
C. TOTAL SQUARE FOOTAGE IN LANDSCAPE TREES =			15465
D. TOTAL TREE CANOPY COVERAGE PROVIDED =			19821
E. TOTAL SQUARE FOOTAGE REQUIRED =			19602
			Requirement Satisfied

Credit Categories for Landscape Trees	TCC Credit per Tree Based on Size at Planting (SF)	Number of Trees	TCC Credit (SF)
Deciduous - **columnar** shade tree (50 ' or less height)	**2 -1/2 - 3" = 65**		0
	3 - 3 1/2" = 75		0
Deciduous - **ornamental** tree (20' or less height with equal spread). Minimum planting size 7 - 9 ' in height	**1-1/2 - 1-3/4"= 75**		0
	2 - 2 1/2" = 100		0
Deciduous - **minor shade** tree (25-50' height with equal spread or greater). Minimum planting size 8-10' in height	**2 -1/2 - 3" = 110**	39	4290
	2 -1/2 - 3" = 160		0
Deciduous - **major shade** tree (50' and greater ht. with spread equal to or greater than ht) Minimum planting size 12 to 14' in height	**3 - 3 1/2" = 175**		0
	2 -1/2 - 3" = 225	46	10350
	3 - 3 1/2" = 250		0
Evergreen - **columnar** tree (less than 30' height with spread less than 15')	**6 - 8' = 40**		0
	8 - 10' = 50		0
	10 - 12' = 75		0
Evergreen - **small tree** (30-40' height with spread of 15-20')	**6 - 8' = 75**	11	825
	8 - 10' = 100		0
	10 - 12' = 125		0
Evergreen - **medium tree** (40-50' height with spread of 20-30')	**6 - 8' = 125**		0
	8 - 10' = 150		0
	10 - 12' = 175		0
Evergreen - **large tree** (50' height or greater with spread of over 30')	**6 - 8' = 150**		0
	8 - 10' = 200		0
	10 - 12' = 250		0
TOTAL NUMBER OF TREES/TCC CREDIT (SF)		96	15465
(Manually enter information/figures into shaded areas)			

David Bickel, RLA #3210 — 12/15/2024

Prepared by — **Date**

SCHEDULE FOR SECTION 4.1
RESIDENTIAL REQUIREMENTS FOR MULTIFAMILY
Per Section VI.B of the Approved Central Annapolis Road Sector Plan

1. GENERAL PLAN DESIGNATION:
   - ____ RURAL OR DEVELOPING TIER (1 SHADE TREE/1,600 S.F. OF GREEN SPACE PROVIDED)
   - x DEVELOPED TIER AND/OR CORRIDOR NODE OR CENTER (1 SHADE TREE/1,000 S.F. OF GREEN SPACE PROVIDED)
2. GREEN SPACE PROVIDED: 55,600 SQUARE FEET
3. NUMBER OF SHADE TREES REQUIRED: 56 SHADE TREES
4. TOTAL NUMBER OF TRESS PROVIDED:
   - 45 SHADE TREES
   - 35 ORNAMENTAL TREES
   - 0 EVERGREEN TREES (ORNAMENTAL AND EVERGREEN TREES AMY BE SUBSTITUTED FOR SHADE TREES AT A RATE OF 2 TO 1 NOT TO EXCEED 25% OF TOTAL SHADE TREE REQUIREMENT)
   - 0 EXISTING SHADE TREES (MIN. 2.5" DBH AND LOCATED WITHIN 75' OF A DWELLING UNIT)

PARKING LOT REQUIREMENTS (Standard VI.D)

1. Parking lots shall be screened from roadways and public areas (such as sidewalks, plazas, and abutting open space) with appropriate landscaping, a continuous, low masonry wall of three feet or less, or other appropriate screening techniques.
   - N/A. Parking lot is +37' from Chesapeake Road. The drive aisle into the parking lot takes up virtually all the space between parking lot and right-of-way, especially when sight-line ditances are taken into consideration. However, shrubs and a shade tree are provided near the trash pick-up area which will provide some screening of the parking lot.
2. Landscaping shall be provided in surface parking lots, as follows:
   a. A landscaped strip consisting of a minimum four-foot-wide landscaped strip between the right-of-way line and the parking lot, with a brick, stone, or finished concrete wall between three and four feet in height shall be provided to screen the parking lot. The wall shall be located adjacent to but entirely outside the four-foot-wide landscaped strip. Plant with a minimum of one shade tree per 35 linear feet of frontage, excluding driveway openings, and with a mixture of evergreen ground cover and low shrubs planted between the shade trees.
   - N/A. Parking lot is +37' from Chesapeake Road. The drive aisle into the parking lot takes up virtually all the space between parking lot and right-of-way, especially when sight-line ditances are taken into consideration. However, shrubs and a shade tree are provided near the trash pick-up area which will provide some screening of the parking lot.

   b. Parking Lot Area: 11,100 sf
   Interior Landscape Area Required: 9.00 % 999 sf
   Interior Landscape Area Provided: 9.86 % 1,095 sf
   c. Is one shade tree provided per every ten spaces in corners, bump-outs, or islands? x YES ____ NO
   d. If a parking lot less than 6,000 square feet is built without interior landscaping and later, additional spaces are added so that the total size of the lot is greater than 6,000 square feet, then the interior landscaping shall be provided for the entire parking lot.
   - N/A. Parking lot is greater than 6,000 sf.
   e. Are planting spaces large enough to allow for healthy tree growth and protected from parking or exiting vehicles, vehicle overhangs, and opening vehicle doors? x YES ____ NO
   f. Is a minimum of 60 square feet of continuous pervious land area provided for each tree and are no tree planting areas less than five feet wide in any dimension? x YES ____ NO
   g. Is a curb or wheelstop provided for all parking spaces adjacent to a planting or pedestrian area? x YES ____ NO
   h. Are planting islands located parallel to parking spaces a minimum of nine feet wide? x YES ____ NO
   i. In cases where a planting island is perpendicular to parking spaces and the spaces head into the planting island on both sides, are the islands a minimum of eight feet wide? N/A YES ____ NO
   If spaces are located on only one side of such a planting island, is the island a minimum of six feet wide? N/A YES ____ NO

Alternative Compliance requested.

SCHEDULE FOR SECTION 4.6
BUFFERING RESIDENTIAL DEVELOPMENT FROM STREETS

1. NAME AND TYPE OF STREET ADJACENT TO REAR YARDS:
2. LINEAR FEET OF STREET FRONTAGE TOWARD WHICH REAR YARDS ARE ORIENTED (NOT INCLUDING DRIVEWAY OPENINGS): 534 FEET
3. MINIMUM REQUIRED BUFFER: 50' FEET
4. MINIMUM WIDTH OF PROVIDED BUFFER: 0.5' FEET
5. PERCENTAGE OF REQUIRED BUFFER STRIP OCCUPIED BY EXISTING TREES: 0 %
6. NUMBER OF PLANTS REQUIRED: 33 SHADE TREES; 86 EVERGREEN TREES; 161 SHRUBS
7. NUMBER OF PLANTS PROVIDED: 0 SHADE TREES; 0 EVERGREEN TREES; 0 SHRUBS

SCHEDULE FOR SECTION 4.9
SUSTAINABLE LANDSCAPING REQUIREMENTS

1. PERCENTAGE OF NATIVE PLAN MATERIAL PROPOSED IN EACH CATEGORY (MINIMUM REQUIRED):
   - SHADE TREES: TOTAL 46 X50%= 23 NATIVE; TOTAL NUMBER PROVIDED 46 = 100 % NATIVE
   - ORNAMENTAL: TOTAL 30 X50%= 15 NATIVE; TOTAL NUMBER PROVIDED 30 = 77 % NATIVE
   - SHRUBS: TOTAL 80 X30%= 24 NATIVE; TOTAL NUMBER PROVIDED 75 = 93 % NATIVE
   - EVERGREEN: TOTAL 11 X30%= 4 NATIVE; TOTAL NUMBER PROVIDED 6 = 54 % NATIVE
2. ARE INVASIVE SPECIES PROPOSED? ____ YES x NO
3. ARE EXISTING INVASIVE SPECIES ON SITE IN AREAS THAT ARE TO REMAIN UNDISTURBED? ____ YES x NO
4. IF 'YES' IS CHECKED DIRECTLY ABOVE, IS A NOTE INCLUDED ON THE PLAN REQUIRING REMOVAL OF INVASIVE SPECIES PRIOR TO CERTIFICATION IN ACCORDANCE WITH SECTION 1.5 CERTIFICATION OF PLANT MATERIALS, OF THIS MANUAL?/MINIMUM NUMBER OF SHADE TREES REQUIRED: ____ YES x NO
5. ARE TREES PROPOSED TO BE PLANTED ON SLOPES GREATER THAN 3 TO 1? ____ YES x NO

Streetscape Elements (Standard VI.I)
along Chesapeake Road

Streetscape elements shall include:

1. Street trees (located in tree pits or continuous planting strips along major streets and planting beds along residential streets). Street trees planted in pits or planting beds shall be interconnected under the paving to provide continuous soil area for tree roots. These pits or planting beds shall be no less than 5 feet in width/diameter in any direction.
   - Three are proposed, subject to approval by DPIE and/or SHA.
2. Street Furniture (benches, trash receptacles, lighting, and bus shelters)
   - Benches and trash receptacles are provided, subject to approval by DPIE and/or SHA. Existing street lighting will remain. Bus shelter not necessary at this location.
3. Landscaping and planters
   - Three stree trees are proposed in a continuous grass strip.
4. Decorative paving
   - Concrete paving with tooled edges is proposed, subject to approval by DPIE and/or SHA.
5. Sculpture/Artwork
   - Modification of this standard is requested in the Statement of Justification.

Standard VI.G
BUFFERING INCOMPATIBLE USES REQUIREMENTS
Bufferyard 1

A 50% reduction is taken in conformance with DDO standard G4 (Pg. 184).

1. GENERAL PLAN DESIGNATION: x DEVELOPED TIER, CORRIDOR NODE OR CENTER; ____ DEVELOPING OR RURAL TIER
2. USE OF PROPOSED DEVELOPMENT: Multifamily
3. IMPACT OF PROPOSED DEVELOPMENT: Multifamily
4. USE OF ADJOINING DEVELOPMENT: Commercial and Professional Offices
5. IMPACT OF ADJOINING DEVELOPMENT: M
6. MINIMUM REQUIRED BUFFERYARD (A,B,C,D OR E): B
7. MINIMUM REQUIRED BUILDING SETBACK: 30' / 2 = 15' FEET
8. BUILDING SETBACK PROVIDED: 23' FEET
9. MINIMUM REQUIRED WIDTH OF LANDSCAPE YARD: 4' FEET
10. WIDTH OF LANDSCAPE YARD PROVIDED: 4' FEET (THE REQUIRED SETBACK AND LANDSCAPE YARD MAY BE REDUCED BY 50% IN THE DEVELOPED TIER, CORRIDOR NODE OR CENTER WHEN A 6 FOOT HIGH FENCE OR WALL IS PROVIDED)
11. LINEAR FEET OF BUFFER STRIP REQUIRED ALONG PROPERTY LINE AND RIGHT-OF-WAY: 623 LINEAR FEET
12. PERCENTAGE OF REQUIRED BUFFERYARD OCCUPIED BY EXISTING TREES: 16 % (100 LF)
13. IS A FOUR FOOT HIGH FENCE OR WALL INCLUDED IN BUFFERYARD? x YES ____ NO
14. TOTAL NUMBER OF PLANT UNITS REQUIRED IN BUFFER STRIP: 499 x 0.84= 420. 420 / 2 = 210 P.U.
15. TOTAL NUMBER OF PLANT UNITS PROVIDED: SHADE TREES 15 X 10 P.U.= 150 P.U.; ORNAMENTAL/EVERGREEN TREES 14 X 5 P.U.= 70 P.U.; SHRUBS 0 X 1 P.U.= 0 P.U.; TOTAL= 220 P.U.

Note: Standard VI.G.3 does not apply to the subject DSP as the proposed wall is not along the parking lot perimeter.

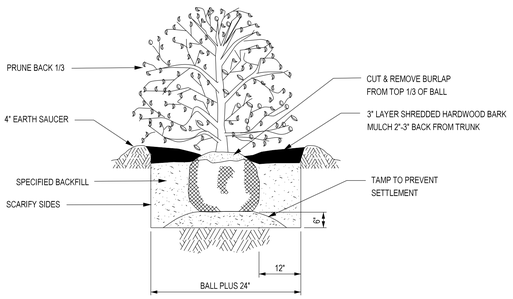
Alternative Compliance requested.

Standard VI.G
BUFFERING INCOMPATIBLE USES REQUIREMENTS
Bufferyard 2

A 50% reduction is taken in conformance with DDO standard G4 (Pg. 184).

1. GENERAL PLAN DESIGNATION: x DEVELOPED TIER, CORRIDOR NODE OR CENTER; ____ DEVELOPING OR RURAL TIER
2. USE OF PROPOSED DEVELOPMENT: Multifamily
3. IMPACT OF PROPOSED DEVELOPMENT: Multifamily
4. USE OF ADJOINING DEVELOPMENT: Parking Lot (commercial)
5. IMPACT OF ADJOINING DEVELOPMENT: M
6. MINIMUM REQUIRED BUFFERYARD (A,B,C,D OR E): B
7. MINIMUM REQUIRED BUILDING SETBACK: 30' / 2 = 15' FEET
8. BUILDING SETBACK PROVIDED: 13' FEET
9. MINIMUM REQUIRED WIDTH OF LANDSCAPE YARD: 4' FEET
10. WIDTH OF LANDSCAPE YARD PROVIDED: 4' FEET (THE REQUIRED SETBACK AND LANDSCAPE YARD MAY BE REDUCED BY 50% IN THE DEVELOPED TIER, CORRIDOR NODE OR CENTER WHEN A 6 FOOT HIGH FENCE OR WALL IS PROVIDED)
11. LINEAR FEET OF BUFFER STRIP REQUIRED ALONG PROPERTY LINE AND RIGHT-OF-WAY: 466 LINEAR FEET
12. PERCENTAGE OF REQUIRED BUFFERYARD OCCUPIED BY EXISTING TREES: 0 %
13. IS A FOUR FOOT HIGH FENCE OR WALL INCLUDED IN BUFFERYARD? x YES ____ NO
14. TOTAL NUMBER OF PLANT UNITS REQUIRED IN BUFFER STRIP: 373 / 2 = 187 P.U.
15. TOTAL NUMBER OF PLANT UNITS PROVIDED: SHADE TREES 0 X 10 P.U.= 0 P.U.; ORNAMENTAL/EVERGREEN TREES 34 X 5 P.U.= 170 P.U.; SHRUBS 54 X 1 P.U.= 54 P.U.; TOTAL= 224 P.U.

Note: Standard VI.G.3 does not apply to the subject DSP as the proposed wall is not along the parking lot perimeter.



DETAIL - SHRUB PLANTING

NOT TO SCALE

LANDSCAPE SPECIFICATIONS

A. MATERIALS

1. PLANTS SHALL BE NURSERY GROWN IN ACCORDANCE WITH GOOD HORTICULTURAL PRACTICE, AND GROWN UNDER CLIMATIC CONDITIONS SIMILAR TO THOSE IN THE LOCALITY OF THE PROJECT. THEY SHALL HAVE BEEN ROOT PRUNED, PREFERABLY WITHIN THE LAST YEAR.

   THEY SHALL BE SOUND, HEALTHY AND VIGOROUS, WELL BRANCHED AND DENSELY FOLIATED WHEN IN LEAF. THEY SHALL BE FREE OF DISEASE, PEST, EGGS OR LARVAE, AND SHALL HAVE A HEALTHY DEVELOPED ROOT SYSTEM.

   PLANTS SHALL NOT BE PRUNED BEFORE DELIVERY. TREES WITH A DAMAGED OR CROOKED LEADER OR MULTIPLE LEADERS, ABRASIONS ON THE BARK, SUNSCALED, DISFIGURING KNOTS OR FRESH CUTS OVER 1 1/2" WILL BE REJECTED.

   NO CHANGE IN QUANTITY, SIZE, KIND OR QUALITY OF PLANT SPECIFIED WILL BE PERMITTED WITHOUT APPROVAL OF THE LANDSCAPE ARCHITECT.
2. TOPSOIL SHALL BE FERTILE, FRIABLE AND TYPICAL OF THE LOCALITY; IT SHALL BE FREE OF STONES, LUMPS, PLANTS, ROOTS, STICKS AND SHALL NOT BE DELIVERED IN A FROZEN OR MUDDY CONDITION.
3. PLANTING SOIL (BACKFILL MIX) SHALL BE FIVE-PARTS TOPSOIL AND ONE-PART WET LOOSE PEAT MOSS.
4. STAKING MATERIALS: GUYS WIRE SHALL BE PLIABLE #12 GAUGE GALVANIZED TWISTED TWO-STRAND WIRE. HOSE SHALL BE A SUITABLE LENGTH OF TWO-PLY RUBBER HOSE 3/4 INCH DIAMETER, STAKES SHALL CONFORM TO THE DETAIL ON THIS SHEET.
5. WRAPPING MATERIAL SHALL BE A STANDARD MANUFACTURED TREE WRAPPING PAPER WITH CRINKLED SURFACE AND FASTENED BY AN APPROVED METHOD.

B. APPLICABLE SPECIFICATIONS AND STANDARDS

1. "STANDARD PLANT NAMES," LATEST EDITION AMERICAN JOINT COMMITTEE ON HORTICULTURE NOMENCLATURE.
2. "AMERICAN STANDARD OF NURSERY STOCK," LATEST EDITION, AMERICAN ASSOCIATION OF NURSERYMAN.

C. DIGGING AND HANDLING OF PLANT MATERIALS

1. IMMEDIATELY BEFORE DIGGING, SPRAY ALL EVERGREEN OR DECIDUOUS PLANT MATERIAL IN FULL LEAF WITH ANTI-DESICCANT, APPLYING AN ADEQUATE FILM OVER TRUNKS, BRANCHES, TWIGS AND/OR FOLIAGE.
2. DIG BALLED AND BURLAPPED (B&B) PLANTS WITH FIRM NATURAL BALLS OF EARTH, OF A DIAMETER NOT LESS THAN THAT RECOMMENDED BY AMERICAN STANDARD FOR NURSERY STOCK, AND OF SUFFICIENT DEPTH TO INCLUDE THE FIBROUS AND FEEDING ROOTS. PLANTS MOVED WITH A BALL WILL NOT BE EXCEPTED IF THE BALL IS CRACKED OR BROKEN BEFORE OR DURING PLANTING OPERATIONS.

D. EXCAVATING OF PLANTING AREA

1. STAKE OUT ON THE GROUND LOCATIONS FOR PLANTS AND OUTLINES OF AREA TO BE PLANTED, AND OBTAIN APPROVAL OF THE LANDSCAPE ARCHITECT BEFORE EXCAVATION IS BEGUN. LANDSCAPED AREAS TO BE THOROUGHLY WEEDED PRIOR TO PLANTING OPERATIONS.

E. PLANTING OPERATIONS

1. SET PLANTS AT SAME RELATIONSHIP TO FINISHED GRADE AS THEY BORE TO THE GROUND FROM WHICH THEY WERE DUG. USE PLANTING SOIL TO BACKFILL APPROXIMATELY 2/3 FULL. WATER THOROUGHLY BEFORE INSTALLING REMAINDER OF THE PLANTING SOIL TO TOP OF PITS, ELIMINATING ALL AIR POCKETS.
2. SET PLANTING PLUMB AND BRACE RIGIDLY IN POSITION UNTIL THE PLANTING SOIL HAS BEEN TAMPED SOLIDLY AROUND THE BALL AND ROOTS. CUT ROPES OR STRINGS FROM THE TOP OF BALL AFTER PLANT HAS BEEN SET. LEAVE BURLAP OR CLOTH WRAPPING INTACT AROUND BALLS. TURN UNDER AND BURY PORTIONS OF BURLAP AT TOP OF BALL.
3. PROTECT PLANTS AT ALL TIMES FROM SUN OR DRYING WINDS. PLANTS THAT CAN NOT BE PLANTED IMMEDIATELY ON DELIVERY SHALL BE KEPT IN THE SHADE, WELL PROTECTED WITH SOIL, PEAT MOSS OR OTHER ACCEPTABLE MATERIAL AND SHALL BE KEPT WELL WATERED. PLANTS SHALL NOT REMAIN UNPLANTED FOR LONGER THAN THREE DAYS AFTER DELIVERY.
4. PLANTS SHALL NOT BE BOUND WITH WIRE OR ROPE AT ANY TIME SO AS TO DAMAGE THE BARK OR BREAK BRANCHES. PLANTS SHALL BE LIFTED AND HANDLED FROM THE BOTTOM OF THE BALL ONLY.
5. MULCH ALL PITS AND BEDS WITH A TWO INCH LAYER OF BARK, MULCH IMMEDIATELY AFTER PLANTING AND WORK INTO THE TOP THREE INCHES OF THE PLANTING SOIL. FORM A 3' EARTH SAUCER AROUND EACH PLANT. WATER ALL PLANTS IMMEDIATELY AFTER PLANTING. ADD ADDITIONAL MULCH.

F. STAKING, WRAPPING AND PRUNING

1. STAKING SHALL BE COMPLETED IMMEDIATELY AFTER PLANTING. PLANTS SHALL STAND PLUMB AFTER STAKING. STAKES AND GUY WIRE SHALL BE REMOVED AT THE END OF THE GUARANTEE PERIOD AND DISPOSED OF OFF-SITE BY THE CONTRACTOR.
2. WRAP DECIDUOUS TREE TRUNKS STARTING AT THE BASE OF THE TREE UP TO THE SECOND BRANCH. REMOVE WRAPPING AT THE END OF THE GUARANTEE PERIOD.
3. PRUNE PLANTS AT THE TIME OF PLANTING AS DIRECTED BY THE LANDSCAPE ARCHITECT TO REMOVE 1/5 OR 1/3 OF THE FOLIAGE. REMOVE ALL DEAD WOOD, SUCKERS OR BROKEN BRANCHES AND PRESERVE THE NATURAL CHARACTER OF THE PLANT.

G. GUARANTEE

1. ALL PLANT MATERIAL SHALL BE GUARANTEED BY THE CONTRACTOR TO BE IN A HEALTHY AND VIGOROUS CONDITION AT THE BEGINNING OF THE SECOND GROWING SEASON FOLLOWING ACCEPTANCE BY THE LANDSCAPE ARCHITECT.

H. TREE PRESERVATION

1. SNOW FENCING SHALL BE ERECTED AROUND ALL AREAS WHERE EXISTING VEGETATION IS TO BE PRESERVED.
2. INDIVIDUAL TREES AND GROUPS OF TREES SHALL BE PROTECTED BY FENCING AROUND A PERIMETER OF THEIR BRANCHES USING STANDARD, 48" HIGH SNOW FENCE SECURELY MOUNTED TO STANDARD STEEL POSTS SET NOT MORE THAN 6' APART.
3. FENCING SHALL BE INSTALLED PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITY.

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www.solteszco.com

Engineering
Surveying
Planning
Environmental Sciences

NO.	REVISIONS	BY	DATE

MISS UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CONTACT "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHICHEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

OWNER / DEVELOPER / APPLICANT

Owner:
Landsver Hills Development Inc
7011 Chesapeake Road
Hyattsville, MD 20784

Applicant:
Landsver Hills Leased Housing Associates I, LLLP
2905 Northwest Blvd, Suite 150
Plymouth, MN 55441

PROFESSIONAL CERTIFICATION

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
LICENSE NO. _____ **EXPIRATION DATE:** _____

STATE OF MARYLAND — DAVID JOHN BICKEL — NO. 3210 — LANDSCAPE ARCHITECT

1/31/2025

Details and Schedules

Landscape and Lighting Plan. DSP-23008
Flats at Glenridge Station
7011 Chesapeake Road
Hyattsville, MD 20784

Sheet Election District **ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND**

TAX MAP: 51/E1	ZONING CATEGORY: NAC (M-X-T prior)
WSSC 200' SHEET: 206NE06	
SITE DATUM HORIZONTAL: ____ VERTICAL: ____	
1" = 200 INCH	DATE: 1/31/2025
NTS	DESIGNED: GAM
	TECHNICIAN: GAM
	CHECKED: DJB
SHEET 2 OF 2	CAD STD'S VERSION: ORD / NCS
PROJECT NO. 4398-00-00	

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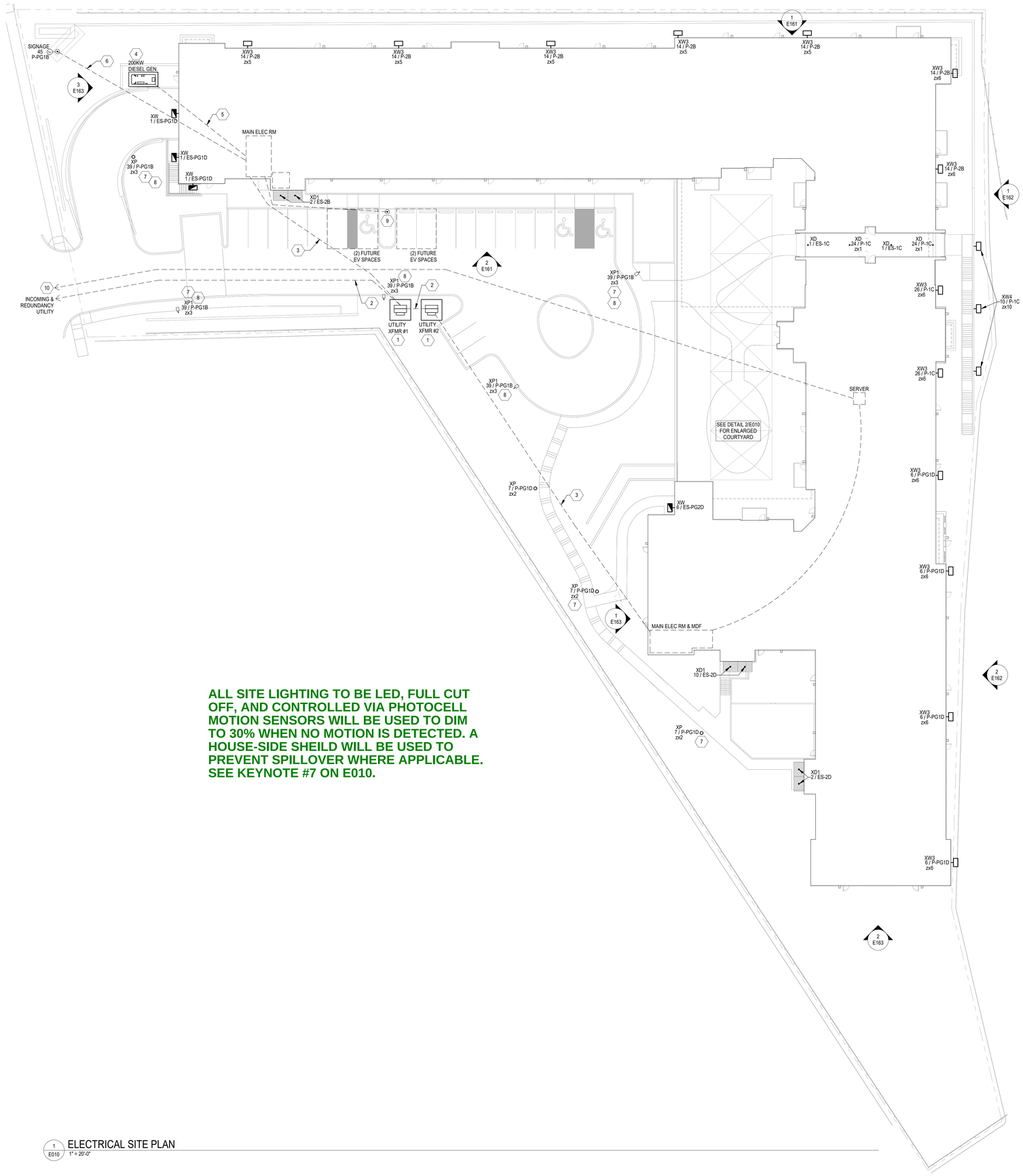

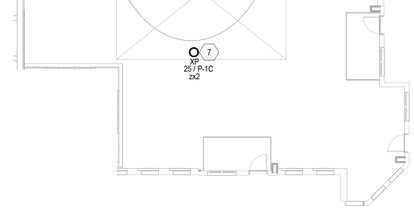

ALL SITE LIGHTING TO BE LED, FULL CUT OFF, AND CONTROLLED VIA PHOTOCELL MOTION SENSORS WILL BE USED TO DIM TO 30% WHEN NO MOTION IS DETECTED. A HOUSE-SIDE SHEILD WILL BE USED TO PREVENT SPILLOVER WHERE APPLICABLE. SEE KEYNOTE #7 ON E010.

1 E010 ELECTRICAL SITE PLAN
1" = 20'-0"

2 E010 ENLARGED ELECTRICAL COURTYARD PLAN
3/32" = 1'-0"

TRUE NORTH PLAN NORTH

ELECTRICAL SITE PLAN GENERAL NOTES

A PROVIDE ALL COORDINATION AND SCHEDULING FOR NEW ELECTRICAL PAD MOUNT SERVICE INSTALLATION. VERIFY EXACT LOCATION AND ROUTING OF SERVICE ENTRANCE CONDUITS WITH ENGINEER AND GENERAL CONTRACTOR PRIOR TO INSTALLATION.

B PROVIDE ALL COORDINATION AND SCHEDULING WITH TELEPHONE/DATA/TELEVISION SERVICE PROVIDERS FOR SERVICE INSTALLATION. VERIFY EXACT LOCATION AND ROUTING OF ENTRANCE CONDUITS WITH ENGINEER AND GENERAL CONTRACTOR PRIOR TO INSTALLATION.

C PROVIDE LOCKABLE ENCLOSURE FOR ALL EQUIPMENT CONTAINING DISCONNECTING DEVICES WITHIN REACH OF TENANTS.

D PROVIDE WEATHERPROOF GFCI RECEPTACLES ON EXTERIOR WALLS ADJACENT TO EXTERIOR DOORS AT 24" AFG. PROVIDE HEAVY DUTY 'IN-USE' COVERS PER NEC.

E PROVIDE ASTRONOMICAL TIME SWITCH WITH PHOTOCELL INPUT TO PROVIDE AUTOMATIC CONTROL ON EXTERIOR LIGHTING EQUAL TO WATTSTOPPER DIGITAL LIGHTING MANAGEMENT LMCP. SEE SHEET E141B FOR PHOTOCELL LOCATION.

F REFER TO ELECTRICAL ELEVATION SHEETS FOR FACADE LIGHT FIXTURE MOUNTING HEIGHTS.

G REFER TO ELECTRICAL DETAIL SHEETS FOR LIGHT POLE BASE DETAILS.

KEYNOTES

1 PROVIDE PAD MOUNTED UTILITY TRANSFORMER. VERIFY EXACT PAD AND ROUGH-IN REQUIREMENTS WITH UTILITY. PROVIDE REQUIRED CONNECTION AND ALL ASSOCIATED FEES & PERMITS. PROVIDE CONDUIT TO UTILITY CONNECTION CABINET AND/OR PRIMARY DISCONNECT.

2 PROPOSED ROUTING OF (2) 4" PRIMARY UTILITY CONDUITS. VERIFY AND COORDINATE EXACT REQUIREMENTS FOR PRIMARY TRANSFORMER AND MV SWITCHGEAR WITH UTILITY.

3 PROPOSED ROUTING OF SECONDARY ALUMINUM UTILITY CONDUITS.

4 PROVIDE EMERGENCY GENERATOR PROVIDED WITH WEATHER RESISTANT AND SOUND ATTENUATED HOUSING WITH VERTICAL AIR DISCHARGE. COORDINATE PAD REQUIREMENTS WITH MANUFACTURER.

5 PROVIDE CONDUIT FOR POWER AND COMMUNICATIONS FROM THE GENERATOR TO THE AUTOMATIC TRANSFER SWITCHES. SEE THE RISER DIAGRAM FOR QUANTITY AND SIZE. COORDINATE WITH MANUFACTURER.

6 PROVIDE CONDUIT TO NEW MONUMENT SIGN LOCATION.

7 LIGHT FIXTURE SHALL HAVE HOUSE SIDE SHIELD.

8 FOOTINGS FOR PARKING POLE LIGHT FIXTURES SHALL BE LOCATED 3'-0" FROM FACE OF FOOTING TO BACK OF CURB.

9 PROVIDE INFRASTRUCTURE FOR FOUR (4) 40A, 208V, 2-POLE ELECTRIC VEHICLE CHARGING STATIONS. PROVIDE FOUR (4) 1" PVC SCHEDULE 40 TO FUTURE EVCS BOX FROM PANEL P-EVCS. SEE SHEET ES22 FOR CIRCUITING INFORMATION.

10 PROVIDE (2) 4" CONDUITS FROM RIGHT OF WAY TO SERVER CLOSET & MDF. UTILIZE LONG SWEEPING 90 BENDS. REFER TO IPS DRAWING SET FOR MORE INFORMATION.

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CONSULTANTS

PROJECT TITLE

FLATS AT GLENRIDGE STATION

ISSUE #	DATE	DESCRIPTION
	02/16/2024	DESIGN DEVELOPMENT
	03/01/2024	ADDENDUM
	04/15/2024	VIABILITY SUBMISSION
	09/17/2024	PRE BID PAGE FLIP
	10/22/2024	BID SET

CERTIFICATION

NOT FOR CONSTRUCTION

DRAWN BY	ALR
CHECKED BY	CSK
COMMISSION NUMBER	1393.270

SHEET TITLE

ELECTRICAL SITE PLAN

SHEET NUMBER

E010

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DSP-23008 & DDS-24002_Site Plan and Architecture6 of 46

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TYPE XD

TYPE XP

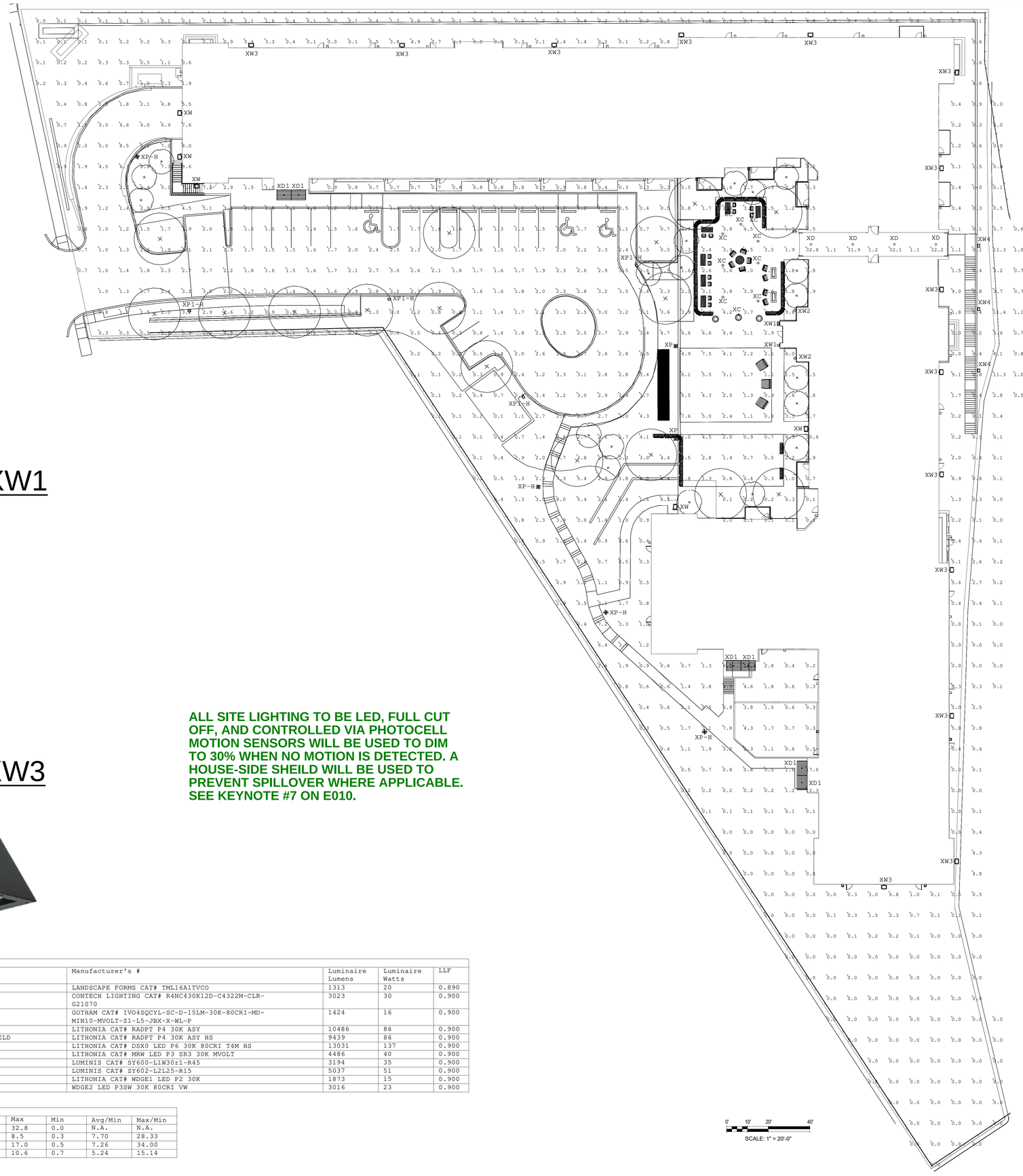
TYPE XP1

TYPE XW1 & XW2

TYPE XW

TYPE XW3

ALL SITE LIGHTING TO BE LED, FULL CUT OFF, AND CONTROLLED VIA PHOTOCELL MOTION SENSORS WILL BE USED TO DIM TO 30% WHEN NO MOTION IS DETECTED. A HOUSE-SIDE SHEILD WILL BE USED TO PREVENT SPILLOVER WHERE APPLICABLE. SEE KEYNOTE #7 ON E010.



Luminaire Schedule

Tag	Symbol	Qty	Description	Manufacturer's #	Luminaire Lumens	Luminaire Watts	LLF
XC		10	12 IN DIA. CATENARY LIGHT MOUNTED 16 FT AFG	LANDSCAPE FORMS CAT# TML16A1TVCO	1313	20	0.890
XD		4	4 IN DIA. RECESSED CEILING DOWNLIGHT	CONTECH LIGHTING CAT# R4NC430K12D-C4322M-CLR-G21070	3023	30	0.900
XD1		6	4 IN SQUARE SURFACE CEILING DOWNLIGHT	GOTHAM CAT# IVO4SQCYL-SC-D-15LM-30K-80CRI-MD-MIN10-MVOLT-ZI-L5-JBX-X-WL-P	1424	16	0.900
XP		2	PEDESTRIAN POST TOP LIGHT, 14 FT POLE ON 6 IN BASE	LITHONIA CAT# RADPT P4 30K ASY	10486	86	0.900
XP-H		4	PEDESTRIAN POST TOP LIGHT, 14 FT POLE ON 6 IN BASE, HOUSE-SIDE SHIELD	LITHONIA CAT# RADPT P4 30K ASY HS	9439	86	0.900
XP1-H		4	PARKING AREA LIGHT, 20 FT POLE ON 6 IN BASE, HOUSE-SIDE SHIELD	LITHONIA CAT# DSX0 LED P6 30K 80CRI T4M HS	13031	137	0.900
XW		5	WALL PACK	LITHONIA CAT# MRW LED P3 SR3 30K MVOLT	4486	40	0.900
XW1		2	6 IN DIA. WALL SCONCE, DOWNLIGHT, MOUNTED AT 8 FT AFG	LUMINIS CAT# SY600-L1W30r1-R45	3194	35	0.900
XW2		2	6 IN DIA. WALL SCONCE, UP & DOWNLIGHT, MOUNTED AT 10 FT AFG	LUMINIS CAT# SY602-L2L25-R15	5037	51	0.900
XW3		14	WALL PACK MOUNTED AT 10.5 FT AFG	LITHONIA CAT# WDGE1 LED P2 30K	1873	15	0.900
XW4		3	WDGE2 LED P3SW 30K 80CRI VW	WDGE2 LED P3SW 30K 80CRI VW	3016	23	0.900

NOTE: FIXTURES TAGGED WITH '-H' ARE TO BE SUPPLIED WITH HOUSE SIDE SHIELD. THIS IS ALSO REPRESENTED BY KEYNOTE #8 ON SHEET E010 - ELECTRICAL SITE PLAN.

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
OVERALL SITE_Top	Illuminance	Fc	1.80	32.8	0.0	N.A.	N.A.
PARKING LOT	Illuminance	Fc	2.31	8.5	0.3	7.70	28.33
WALKING PATH	Illuminance	Fc	3.63	17.0	0.5	7.26	34.00
WALKING PATH - AMENITIES	Illuminance	Fc	3.67	10.6	0.7	5.24	15.14

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CONSULTANTS

PROJECT TITLE

FLATS AT GLENRIDGE STATION

ISSUE #	DATE	DESCRIPTION
	10/22/2024	BID SET
	01/22/2025	PERMIT REVIEW
1	TBD	ADDENDUM #1

CERTIFICATION

DRAWN BY	ALR
CHECKED BY	CSK
COMMISSION NUMBER	1393.270

SHEET TITLE

ELECTRICAL SITE PHOTOMETRICS

SHEET NUMBER

E015

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Metro40 Collection

landscapeforms

Product Data Sheet

	Style	Depth	Width	Height	Product Weight
	Bike Rack	3.5"	29"	29"	10 lb

Ride™ Bike Rack
- Capacity: 2 bikes
- Surface mount or embedded to concrete surface.
- Requires only two bolts to mount, with extra surface mount anchor hole provided.
- 4 stainless steel leveling glides within the base are provided for flexadjustment from top side of base.
- Cover plate over bike rack base provides seamless appearance.

Hi-Glo™ Pedestrian Light and Lo-Glo™ Path Light
- Please refer to product data sheets for technical information and specifications.

Connect™ Shelter
- Please refer to the Metro40 Workbook.

To Specify
- Visit landscapeforms.com.

Designed by BMW Group Designworks
Rest Bench is protected by U.S. Patent No. D606,480; D601,261; D601,820
Connect Nat is protected by U.S. Patent No. D444,648; D602,271
Collect is protected by U.S. Patent No. D607,171; D610,322, D606,968
Stop is protected by U.S. Patent No. D606,813
Ride is protected by U.S. Patent No. D613,646

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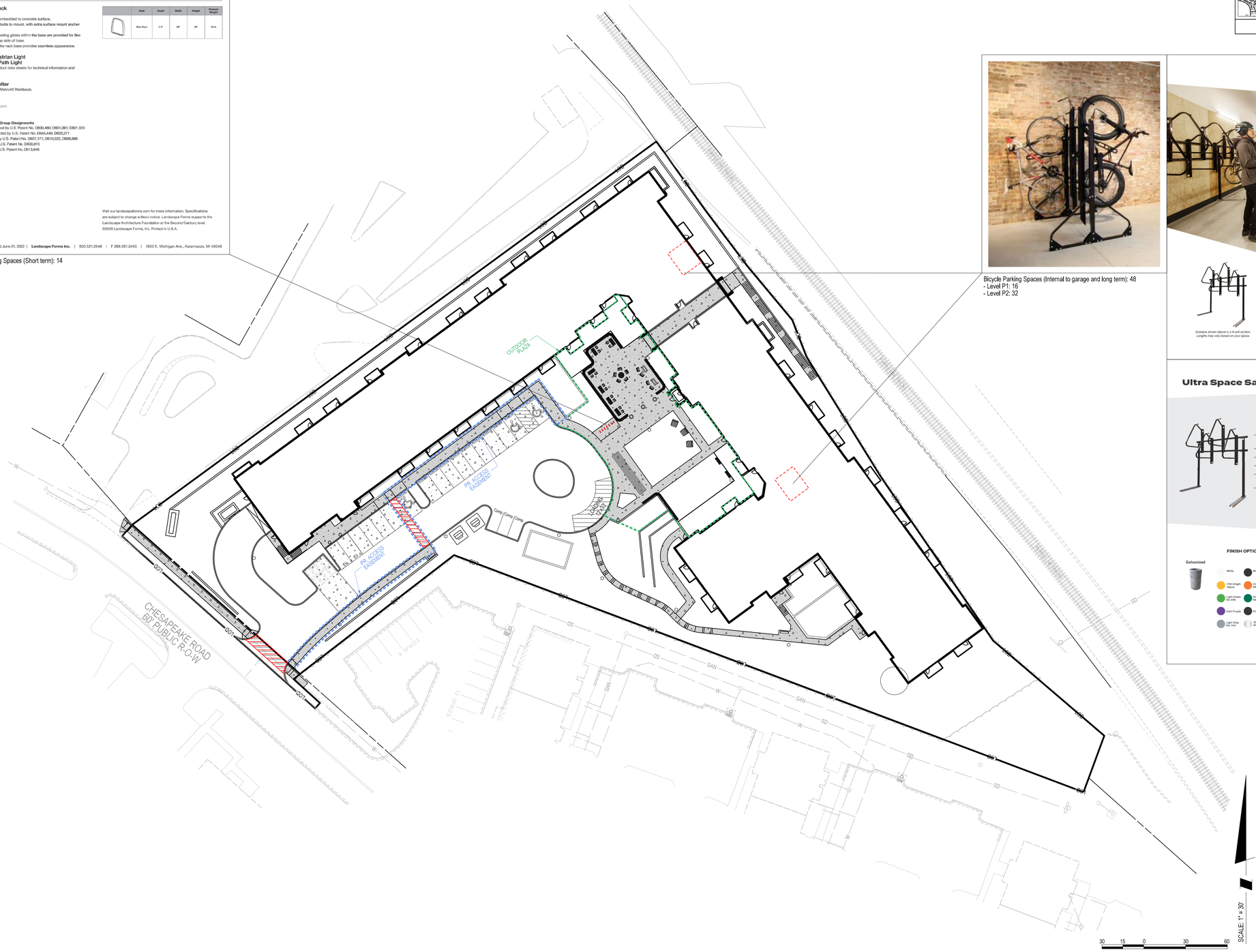
Bicycle Parking Spaces (Short term): 14



Bicycle Parking Spaces (Internal to garage and long term): 48
- Level P1: 16
- Level P2: 32

Example shown above is a 4-unit section. Lengths may vary based on your space.

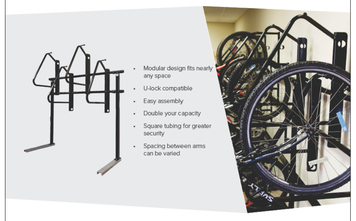
Ultra Space Saver Squared

Dero's Ultra Space Saver Squared offers high-security, vertical bike parking. Adjustable sliding arms make it easy for customers to best utilize their space. It also creates flexibility to make sure bike spacing follows city requirements as they evolve. Pipe-cutter resistant squared steel tubing makes the Ultra Space Saver Squared more secure than the original Ultra Space Saver.

Patent D776,441

4/2021

Ultra Space Saver Squared



- Modular design fits nearly any space
- U-lock compatible
- Easy assembly
- Double your capacity
- Square tubing for greater security
- Spacing between arms can be varied

FINISH OPTIONS

Galvanized

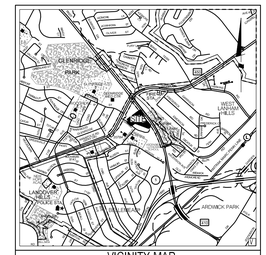
Powder Coat: White; Black; Deep Red RAL 3002; Yellow RAL 1023; Chili Bright Yellow; Orange RAL 2004; Beige RAL 1001; Hunter Green RAL 6005; Light Green RAL 6018; Green RAL 6016; Sky Blue RAL 5015; Blue RAL 5005; Dark Purple; Flat Black; Wine Red RAL 3005; Dark Gray RAL 7016; Light Gray RAL 7032; Silver RAL 9007; Maple Brown RAL 8014; Bronze

MOUNT OPTIONS

Floor

Wall

4/2021



VICINITY MAP
SCALE: 1"=2000'

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P. 301.794.7555 F. 301.794.7656
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Engineering
Surveying
Planning
Environmental Sciences

NO.	REVISIONS	BY	DATE

MISS UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CONTACT "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHICHEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

OWNER / DEVELOPER / APPLICANT

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

PROFESSIONAL CERTIFICATION

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, **LICENSE NO._____, EXPIRATION DATE:_____**

STATE OF MARYLAND · DAVID JOHN BOSE · LANDSCAPE ARCHITECT

1/30/2025

Pedestrian / Bicycle Facilities & Circulation Plan

Detailed Site Plan. DSP-23008

Flats at Glenridge Station

7011 Chesapeake Road
Hyattsville, MD 20784

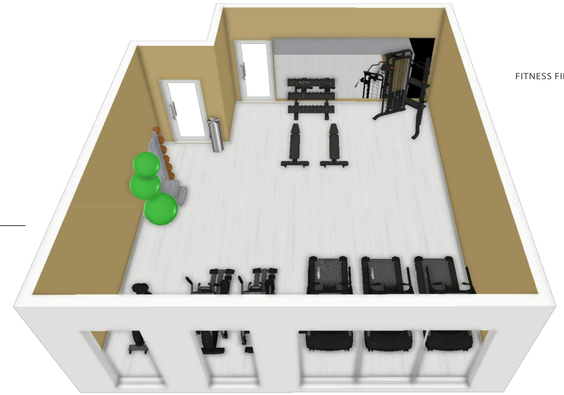
20th ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP: 51/E1	ZONING CATEGORY: NAC (M-X-T prior)
WSSC 200' SHEET: 206NE06	
SITE DATUM HORIZONTAL: _____ VERTICAL: _____	
1" = 30'	DATE: 1/30/2025
SHEET 1 OF 3	DESIGNED: GAM TECHNICIAN: GAM CHECKED: DJB CAD STD'S. VERSION: ORD / NCS
PROJECT NO. Sheet Project Number	

RECREATIONAL FACILITIES

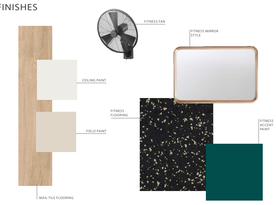
1 / I351 LEVEL 1 - ENLARGED AMENITY FURNITURE PLAN
1/4" = 1'-0"

FITNESS FEATURES:
- TREADMILL (2)
- ELLIPTICAL (2)
- STATIONARY BIKE (1)
- FITNESS BALL STATION
- FREE WEIGHTS W/ BENCHES
- CABLE WEIGHT STATION



FITNESS ROOM 3D - LOOKING WEST

FITNESS FINISHES



CLUBROOM FEATURES:
- ELECTRIC FIREPLACE
- KITCHENETTE:
  - COFFEE MAKER
  - REFRIGERATOR
  - DISHWASHER
  - SINK
  - MICROWAVE

IMAGE FOR DESIGN INTENT ONLY. FINAL MATERIALS AND FINISHES TBD

CLUB ROOM 3D - LOOKING NORTHWEST

IMAGE FOR DESIGN INTENT ONLY. FINAL MATERIALS AND FINISHES TBD

CLUB ROOM 3D - LOOKING SOUTH

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SHEET TITLE

ENLARGED AMENITY FURNITURE PLANS

SHEET NUMBER

I351

TRUE NORTH PLAN NORTH

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1 A401 NORTH REFERENCE ELEVATION
1/16" = 1'-0"

2 A401 WEST REFERENCE ELEVATION
1/16" = 1'-0"

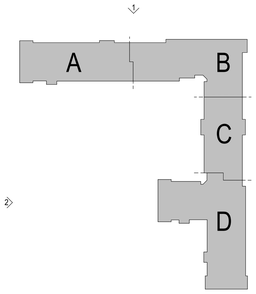
EXTERIOR ELEVATION KEYNOTES

EXTERIOR ELEVATIONS GENERAL NOTES

1. PROVIDE CONTROL JOINTS FOR CLADDING MATERIALS PER PRODUCT MANUFACTURER RECOMMENDATIONS. SUBMIT CONTROL JOINT AND EXPANSION JOINT LAYOUTS FOR REVIEW AND APPROVAL.
2. TERMINATE CLADDING MATERIALS AT GRADE WITH MINIMUM DISTANCE OFF THE GROUND SURFACE AS PER PRODUCT MANUFACTURER RECOMMENDATIONS, UNLESS OTHERWISE DETAILED ON THE DRAWINGS.
3. WHERE MASONRY LEDGES 8" MIN. BELOW FINISH GRADE WHERE MASONRY VENEER OCCURS ON PERIMETER OF THE BUILDING.
4. PROVIDE A CONTINUOUS SEALANT JOINT BETWEEN DISSIMILAR MATERIALS OR CONSTRUCTION.

EXTERIOR MATERIAL LEGEND

DCMU-1	BURNISHED BLOCK CMU VENEER; COLOR TBD
FBR-1	UTILITY BRICK VENEER; COLOR TBD
CSMU-1	CAST STONE DECORATIVE BANDING, SILLS, LINTELS AND ACCENT AT FB-1; COLOR TBD
FSDG-1	FIBER CEMENT PANEL / TRIM; COLOR TBD
FSDG-2	FIBER CEMENT LAP SIDING, 8" EXPOSURE; COLOR TBD
MP-1	CONCEALED FASTENER PANELI VERTICAL ; COLOR TBD
FSDG-3	FIBER CEMENT PANEL / TRIM; COLOR TBD
CIP-1	CAST-IN-PLACE CONCRETE, ARCHITECTURAL FINISH, STAINED; COLOR TBD



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FLATS AT GLENRIDGE STATION

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	09/17/2024	PRE BID PAGE FLIP

CERTIFICATION

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SHEET TITLE

OVERALL EXTERIOR ELEVATIONS

SHEET NUMBER

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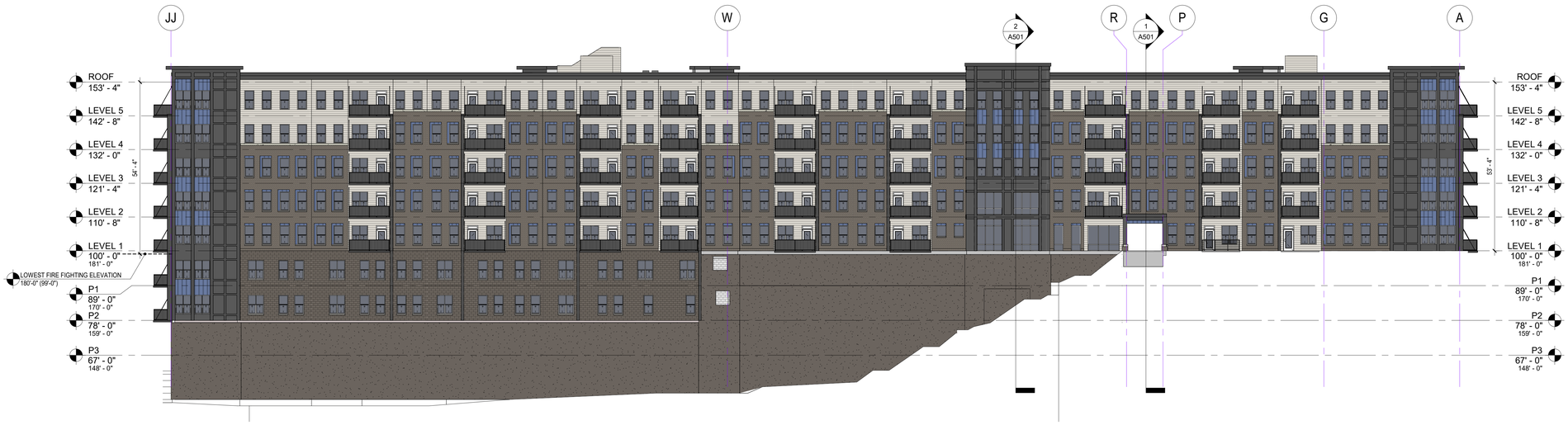
1 A402 SOUTH REFERENCE ELEVATION
1/16" = 1'-0"



2 A402 EAST REFERENCE ELEVATION
1/16" = 1'-0"

EXTERIOR ELEVATION KEYNOTES

EXTERIOR ELEVATIONS GENERAL NOTES

1. PROVIDE CONTROL JOINTS FOR CLADDING MATERIALS PER PRODUCT MANUFACTURER RECOMMENDATIONS. SUBMIT CONTROL JOINT AND EXPANSION JOINT LAYOUTS FOR REVIEW AND APPROVAL.
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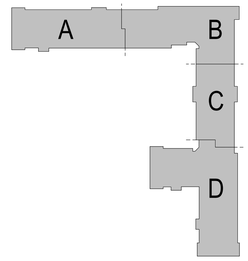
CIP-1	CAST-IN-PLACE CONCRETE, ARCHITECTURAL FINISH, STAINED; COLOR TBD



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	09/17/2024	PRE BID PAGE FLIP

CERTIFICATION

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COMMISSION NUMBER	1393.270

SHEET TITLE

OVERALL EXTERIOR ELEVATIONS

SHEET NUMBER

A402

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1 A403 BUILDING ELEVATION - AREA A SOUTH
1/8" = 1'-0"

2 A403 BUILDING ELEVATION - AREA B SOUTH
1/8" = 1'-0"

EXTERIOR ELEVATION KEYNOTES

AE01	14" FIBER CEMENT TRIM, COLOR TBD
AE02	PREFINISHED BREAK METAL CAP, COLOR TBD
AE18	8" ADHERED CAST STONE MASONRY (CSMU-1) SILL/BAND, TYP.
AE21	12" FIBER CEMENT TRIM, COLOR TBD
AE22	6" FIBER CEMENT TRIM, COLOR TBD
AE23	8" FIBER CEMENT TRIM, COLOR TBD
AE24	PREFINISHED TWO-PIECE METAL SILL FLASHING, TYP. AT BRICK - SEE WINDOW SILL DETAILS. - SHEET A941
AE25	ENTRY METAL CANOPY, COLOR TBD
AE26	8" ACCENT METAL PANEL (MP-1) AT WINDOW HEAD/JAMB, TYP. AT BRICK - SEE WINDOW HEAD DETAILS - SEE SHEET A941
AE28	PREFINISHED ALUMINUM BALCONY, TYP. SEE PLANS FOR SIZES & TYPES
AE31	8" SOLDIER COURSE, FBR-1 TYP.
AE37	REFRIGERANT LINE COVER, TYP. - 10 GAUGE GALVANIZED BREAK METAL COVER, FIELD PAINTED. SEE 600 SERIES DETAILS

EXTERIOR ELEVATIONS GENERAL NOTES

1. PROVIDE CONTROL JOINTS FOR CLADDING MATERIALS PER PRODUCT MANUFACTURER RECOMMENDATIONS. SUBMIT CONTROL JOINT AND EXPANSION JOINT LAYOUTS FOR REVIEW AND APPROVAL.
2. TERMINATE CLADDING MATERIALS AT GRADE WITH MINIMUM DISTANCE OFF THE GROUND SURFACE AS PER PRODUCT MANUFACTURER RECOMMENDATIONS, UNLESS OTHERWISE DETAILED ON THE DRAWINGS.
3. WHERE MASONRY LEDGES 8" MIN. BELOW FINISH GRADE WHERE MASONRY VENEER OCCURS ON PERIMETER OF THE BUILDING.
4. PROVIDE A CONTINUOUS SEALANT JOINT BETWEEN DISSIMILAR MATERIALS OR CONSTRUCTION.

EXTERIOR MATERIAL LEGEND

DCMU-1	BURNISHED BLOCK CMU VENEER; COLOR TBD
FBR-1	UTILITY BRICK VENEER; COLOR TBD
CSMU-1	CAST STONE DECORATIVE BANDING, SILLS, LINTELS AND ACCENT AT FB-1; COLOR TBD
FSDG-1	FIBER CEMENT PANEL / TRIM; COLOR TBD
FSDG-2	FIBER CEMENT LAP SIDING, 8" EXPOSURE; COLOR TBD
MP-1	CONCEALED FASTENER PANEL; VERTICAL ; COLOR TBD
FSDG-3	FIBER CEMENT PANEL / TRIM; COLOR TBD
CIP-1	CAST-IN-PLACE CONCRETE, ARCHITECTURAL FINISH, STAINED; COLOR TBD

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CONSULTANTS

PROJECT TITLE

FLATS AT GLENRIDGE STATION

ISSUE #	DATE	DESCRIPTION
	02/16/2024	DESIGN DEVELOPMENT
	03/01/2024	ADDENDUM
	04/15/2024	VIABILITY SUBMISSION
	09/17/2024	PRE BID PAGE FLIP

CERTIFICATION

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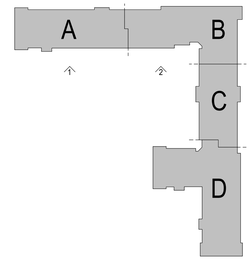

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COMMISSION NUMBER	1393.270

SHEET TITLE

ENLARGED EXTERIOR ELEVATIONS

SHEET NUMBER

A403

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1 A404 BUILDING ELEVATION - MAIN ENTRANCE - AREA C WEST
1/8" = 1'-0"

2 A404 BUILDING ELEVATION - AREA D NORTH
1/8" = 1'-0"

EXTERIOR ELEVATION KEYNOTES

AE01	14" FIBER CEMENT TRIM, COLOR TBD
AE02	PREFINISHED BREAK METAL CAP, COLOR TBD
AE18	8" ADHERED CAST STONE MASONRY (CSMU-1) SILL/BAND, TYP.
AE20	WINDOW & DOOR FIBER CEMENT TRIM, 4"-SIDE & BOTTOM, 8"-TOP WHERE APPLICABLE, DOMINIUM WHITE - 1001, TYP.
AE21	12" FIBER CEMENT TRIM, COLOR TBD
AE22	6" FIBER CEMENT TRIM, COLOR TBD
AE26	8" ACCENT METAL PANEL (MP-1) AT WINDOW HEAD/JAMB, TYP. AT BRICK - SEE WINDOW HEAD DETAILS - SEE SHEET A941
AE28	PREFINISHED ALUMINUM BALCONY, TYP. SEE PLANS FOR SIZES & TYPES
AE37	REFRIGERANT LINE COVER, TYP. - 10 GAUGE GALVANIZED BREAK METAL COVER, FIELD PAINTED. SEE 600 SERIES DETAILS

EXTERIOR ELEVATIONS GENERAL NOTES

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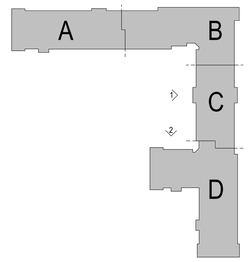
EXTERIOR MATERIAL LEGEND

DCMU-1	BURNISHED BLOCK CMU VENEER; COLOR TBD
FBR-1	UTILITY BRICK VENEER; COLOR TBD
CSMU-1	CAST STONE DECORATIVE BANDING, SILLS, LINTELS AND ACCENT AT FB-1; COLOR TBD
FSDG-1	FIBER CEMENT PANEL / TRIM; COLOR TBD
FSDG-2	FIBER CEMENT LAP SIDING, 8" EXPOSURE; COLOR TBD
MP-1	CONCEALED FASTENER PANEL; VERTICAL ; COLOR TBD
FSDG-3	FIBER CEMENT PANEL / TRIM; COLOR TBD
CIP-1	CAST-IN-PLACE CONCRETE, ARCHITECTURAL FINISH, STAINED; COLOR TBD



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	09/17/2024	PRE BID PAGE FLIP

CERTIFICATION

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SHEET TITLE

ENLARGED EXTERIOR ELEVATIONS

SHEET NUMBER

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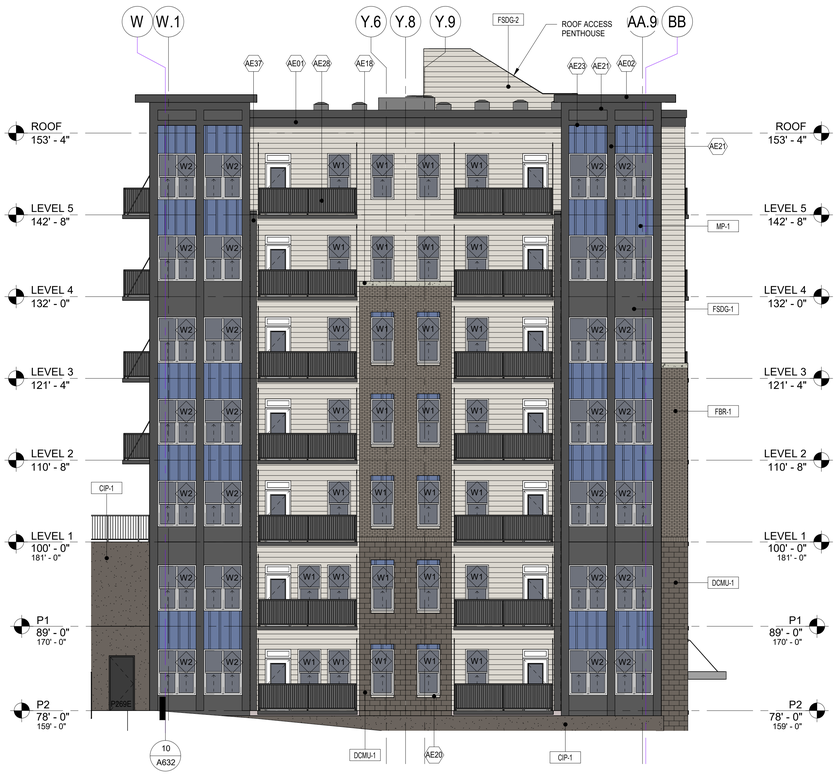


1 A405 BUILDING ELEVATION - AREA WEST
1/8" = 1'-0"

2 A405 BUILDING ELEVATION - AREA D SOUTH COURTYARD
1/8" = 1'-0"

EXTERIOR ELEVATION KEYNOTES

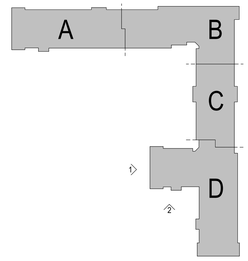
AE01	14" FIBER CEMENT TRIM, COLOR TBD
AE02	PREFINISHED BREAK METAL CAP, COLOR TBD
AE18	8" ADHERED CAST STONE MASONRY (CSMU-1) SILL/BAND, TYP.
AE20	WINDOW & DOOR FIBER CEMENT TRIM, 4"-SIDE & BOTTOM, 8"-TOP WHERE APPLICABLE, DOMINIUM WHITE - 1001, TYP.
AE21	12" FIBER CEMENT TRIM, COLOR TBD
AE22	6" FIBER CEMENT TRIM, COLOR TBD
AE23	8" FIBER CEMENT TRIM, COLOR TBD
AE25	ENTRY METAL CANOPY, COLOR TBD
AE26	8" ACCENT METAL PANEL (MP-1) AT WINDOW HEAD/JAMB, TYP. AT BRICK - SEE WINDOW HEAD DETAILS - SEE SHEET A941
AE28	PREFINISHED ALUMINUM BALCONY, TYP. SEE PLANS FOR SIZES & TYPES
AE37	REFRIGERANT LINE COVER, TYP. - 10 GAUGE GALVANIZED BREAK METAL COVER, FIELD PAINTED. SEE 600 SERIES DETAILS

EXTERIOR ELEVATIONS GENERAL NOTES

1. PROVIDE CONTROL JOINTS FOR CLADDING MATERIALS PER PRODUCT MANUFACTURER RECOMMENDATIONS. SUBMIT CONTROL JOINT AND EXPANSION JOINT LAYOUTS FOR REVIEW AND APPROVAL.
2. TERMINATE CLADDING MATERIALS AT GRADE WITH MINIMUM DISTANCE OFF THE GROUND SURFACE AS PER PRODUCT MANUFACTURER RECOMMENDATIONS, UNLESS OTHERWISE DETAILED ON THE DRAWINGS.
3. WHERE MASONRY LEDGES 8" MIN. BELOW FINISH GRADE WHERE MASONRY VENEER OCCURS ON PERIMETER OF THE BUILDING.
4. PROVIDE A CONTINUOUS SEALANT JOINT BETWEEN DISSIMILAR MATERIALS OR CONSTRUCTION.

EXTERIOR MATERIAL LEGEND

- DCMU-1 — BURNISHED BLOCK CMU VENEER; COLOR TBD
- FBR-1 — UTILITY BRICK VENEER; COLOR TBD
- CSMU-1 — CAST STONE DECORATIVE BANDING, SILLS, LINTELS AND ACCENT AT FB-1; COLOR TBD
- FSDG-1 — FIBER CEMENT PANEL / TRIM; COLOR TBD
- FSDG-2 — FIBER CEMENT LAP SIDING, 8" EXPOSURE; COLOR TBD
- MP-1 — CONCEALED FASTENER PANEL; VERTICAL ; COLOR TBD
- FSDG-3 — FIBER CEMENT PANEL / TRIM; COLOR TBD
- CIP-1 — CAST-IN-PLACE CONCRETE, ARCHITECTURAL FINISH, STAINED; COLOR TBD



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	09/17/2024	PRE BID PAGE FLIP

CERTIFICATION

NOT FOR CONSTRUCTION

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SHEET TITLE

ENLARGED EXTERIOR ELEVATIONS

SHEET NUMBER

A405

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1 A406 BUILDING ELEVATION - AREA D WEST COURTYARD
1/8" = 1'-0"

2 A406 BUILDING ELEVATION - AREA D SOUTH
1/8" = 1'-0"

EXTERIOR ELEVATION KEYNOTES

AE01	14" FIBER CEMENT TRIM, COLOR TBD
AE02	PREFINISHED BREAK METAL CAP, COLOR TBD
AE06	3 1/2" FIBER CEMENT TRIM, COLOR TBD, TYP.
AE18	8" ADHERED CAST STONE MASONRY (CSMU-1) SILL/BAND, TYP.
AE20	WINDOW & DOOR FIBER CEMENT TRIM, 4"-SIDE & BOTTOM, 8"-TOP WHERE APPLICABLE, DOMINIUM WHITE - 1001, TYP.
AE21	12" FIBER CEMENT TRIM, COLOR TBD
AE22	6" FIBER CEMENT TRIM, COLOR TBD
AE23	8" FIBER CEMENT TRIM, COLOR TBD
AE26	8" ACCENT METAL PANEL (MP-1) AT WINDOW HEAD/JAMB, TYP. AT BRICK - SEE WINDOW HEAD DETAILS - SEE SHEET A941
AE28	PREFINISHED ALUMINUM BALCONY, TYP. SEE PLANS FOR SIZES & TYPES
AE37	REFRIGERANT LINE COVER, TYP. - 10 GAUGE GALVANIZED BREAK METAL COVER, FIELD PAINTED. SEE 600 SERIES DETAILS

EXTERIOR ELEVATIONS GENERAL NOTES

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EXTERIOR MATERIAL LEGEND

DCMU-1	BURNISHED BLOCK CMU VENEER; COLOR TBD
FBR-1	UTILITY BRICK VENEER; COLOR TBD
CSMU-1	CAST STONE DECORATIVE BANDING, SILLS, LINTELS AND ACCENT AT FB-1; COLOR TBD
FSDG-1	FIBER CEMENT PANEL / TRIM; COLOR TBD
FSDG-2	FIBER CEMENT LAP SIDING, 8" EXPOSURE; COLOR TBD
MP-1	CONCEALED FASTENER PANEL, VERTICAL ; COLOR TBD
FSDG-3	FIBER CEMENT PANEL / TRIM; COLOR TBD
CIP-1	CAST-IN-PLACE CONCRETE, ARCHITECTURAL FINISH, STAINED; COLOR TBD
	DIAGONAL HATCH INDICATES WINDOWS AND DOORS TO PROVIDE MINIMUM STC RATING TO ENSURE INTERIOR NOISE LEVELS DO NOT EXCEED 45 dBA. SEE WINDOW TYPES AND UNIT DOOR SCHEDULE.

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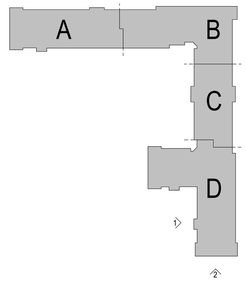

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COMMISSION NUMBER	1393.270

SHEET TITLE

ENLARGED EXTERIOR ELEVATIONS

SHEET NUMBER

A406

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1 A407 BUILDING ELEVATION - AREA D EAST
1/8" = 1'-0"

2 A407 BUILDING ELEVATION - AREA C EAST
1/8" = 1'-0"

EXTERIOR ELEVATION KEYNOTES

AE01	14" FIBER CEMENT TRIM, COLOR TBD
AE02	PREFINISHED BREAK METAL CAP, COLOR TBD
AE06	3 1/2" FIBER CEMENT TRIM, COLOR TBD, TYP.
AE18	8" ADHERED CAST STONE MASONRY (CSMU-1) SILL/BAND, TYP.
AE20	WINDOW & DOOR FIBER CEMENT TRIM, 4"-SIDE & BOTTOM, 8"-TOP WHERE APPLICABLE, DOMINIUM WHITE - 1001, TYP.
AE21	12" FIBER CEMENT TRIM, COLOR TBD
AE22	6" FIBER CEMENT TRIM, COLOR TBD
AE23	8" FIBER CEMENT TRIM, COLOR TBD
AE26	8" ACCENT METAL PANEL (MP-1) AT WINDOW HEAD/JAMB, TYP. AT BRICK - SEE WINDOW HEAD DETAILS - SEE SHEET A941
AE28	PREFINISHED ALUMINUM BALCONY, TYP. SEE PLANS FOR SIZES & TYPES
AE37	REFRIGERANT LINE COVER, TYP. - 10 GAUGE GALVANIZED BREAK METAL COVER, FIELD PAINTED. SEE 600 SERIES DETAILS

EXTERIOR ELEVATIONS GENERAL NOTES

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EXTERIOR MATERIAL LEGEND

DCMU-1	BURNISHED BLOCK CMU VENEER; COLOR TBD
FBR-1	UTILITY BRICK VENEER; COLOR TBD
CSMU-1	CAST STONE DECORATIVE BANDING, SILLS, LINTELS AND ACCENT AT FB-1; COLOR TBD
FSDG-1	FIBER CEMENT PANEL / TRIM; COLOR TBD
FSDG-2	FIBER CEMENT LAP SIDING, 8" EXPOSURE; COLOR TBD
MP-1	CONCEALED FASTENER PANEL, VERTICAL ; COLOR TBD
FSDG-3	FIBER CEMENT PANEL / TRIM; COLOR TBD
CIP-1	CAST-IN-PLACE CONCRETE, ARCHITECTURAL FINISH, STAINED; COLOR TBD
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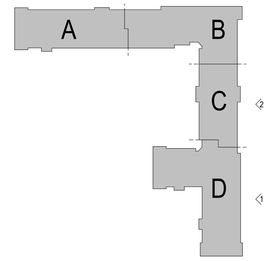

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COMMISSION NUMBER	1393.270

SHEET TITLE

ENLARGED EXTERIOR ELEVATIONS

SHEET NUMBER

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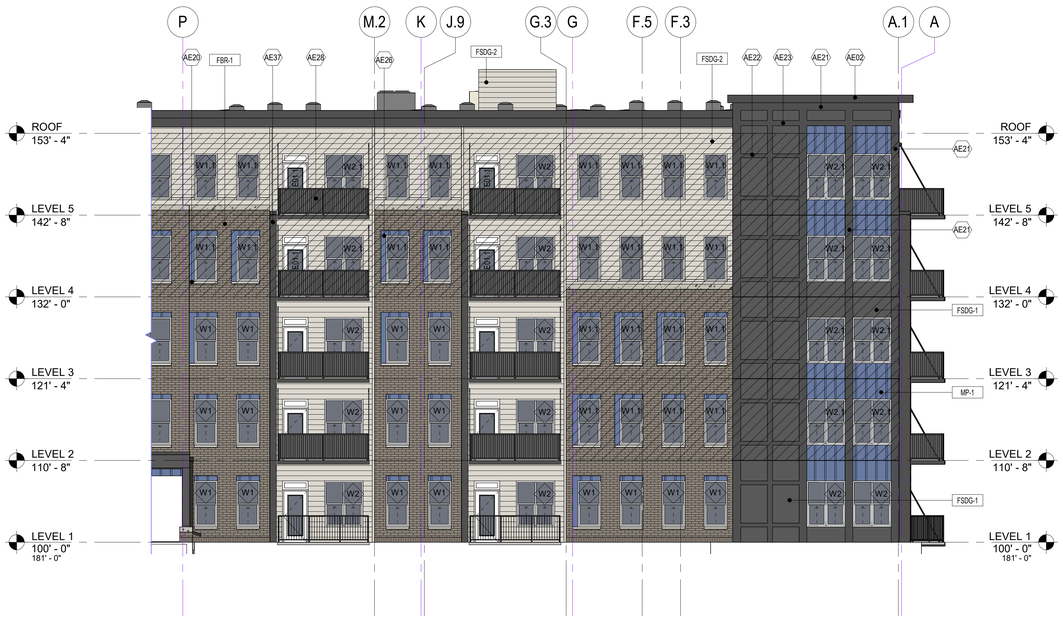

1 A408 BUILDING ELEVATION - AREA B EAST

1/8" = 1'-0"

2 A408 BUILDING ELEVATION - AREA B NORTH

1/8" = 1'-0"

EXTERIOR ELEVATION KEYNOTES

AE01	14" FIBER CEMENT TRIM, COLOR TBD
AE02	PREFINISHED BREAK METAL CAP, COLOR TBD
AE06	3 1/2" FIBER CEMENT TRIM, COLOR TBD, TYP.
AE18	8" ADHERED CAST STONE MASONRY (CSMU-1) SILL/BAND, TYP.
AE20	WINDOW & DOOR FIBER CEMENT TRIM, 4"-SIDE & BOTTOM, 8"-TOP WHERE APPLICABLE, DOMINIUM WHITE - 1001, TYP.
AE21	12" FIBER CEMENT TRIM, COLOR TBD
AE22	6" FIBER CEMENT TRIM, COLOR TBD
AE23	8" FIBER CEMENT TRIM, COLOR TBD
AE26	8" ACCENT METAL PANEL (MP-1) AT WINDOW HEAD/JAMB, TYP. AT BRICK - SEE WINDOW HEAD DETAILS - SEE SHEET A941
AE28	PREFINISHED ALUMINUM BALCONY, TYP. SEE PLANS FOR SIZES & TYPES
AE37	REFRIGERANT LINE COVER, TYP. - 10 GAUGE GALVANIZED BREAK METAL COVER, FIELD PAINTED. SEE 600 SERIES DETAILS

EXTERIOR ELEVATIONS GENERAL NOTES

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EXTERIOR MATERIAL LEGEND

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FBR-1	UTILITY BRICK VENEER; COLOR TBD
CSMU-1	CAST STONE DECORATIVE BANDING, SILLS, LINTELS AND ACCENT AT FB-1; COLOR TBD
FSDG-1	FIBER CEMENT PANEL / TRIM; COLOR TBD
FSDG-2	FIBER CEMENT LAP SIDING, 8" EXPOSURE; COLOR TBD
MP-1	CONCEALED FASTENER PANEL, VERTICAL ; COLOR TBD
FSDG-3	FIBER CEMENT PANEL / TRIM; COLOR TBD
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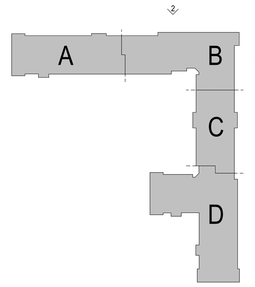

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COMMISSION NUMBER	1393.270

SHEET TITLE

ENLARGED EXTERIOR ELEVATIONS

SHEET NUMBER

A408

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1 A409 1/8" = 1'-0"

BUILDING ELEVATION - AREA A NORTH

2 A409 1/8" = 1'-0"

BUILDING ELEVATION - AREA A EAST

EXTERIOR ELEVATION KEYNOTES

AE01	14" FIBER CEMENT TRIM, COLOR TBD
AE02	PREFINISHED BREAK METAL CAP, COLOR TBD
AE18	8" ADHERED CAST STONE MASONRY (CSMU-1) SILL/BAND, TYP.
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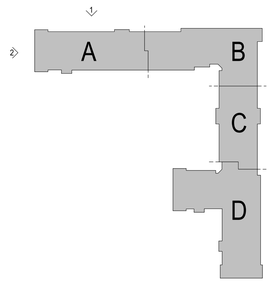
AE28	PREFINISHED ALUMINUM BALCONY, TYP. SEE PLANS FOR SIZES & TYPES
AE31	8" SOLDIER COURSE, FBR-1 TYP.
AE36	OVERHEAD DOOR
AE37	REFRIGERANT LINE COVER, TYP. - 10 GAUGE GALVANIZED BREAK METAL COVER, FIELD PAINTED. SEE 600 SERIES DETAILS

EXTERIOR ELEVATIONS GENERAL NOTES

1. PROVIDE CONTROL JOINTS FOR CLADDING MATERIALS PER PRODUCT MANUFACTURER RECOMMENDATIONS. SUBMIT CONTROL JOINT AND EXPANSION JOINT LAYOUTS FOR REVIEW AND APPROVAL.
2. TERMINATE CLADDING MATERIALS AT GRADE WITH MINIMUM DISTANCE OFF THE GROUND SURFACE AS PER PRODUCT MANUFACTURER RECOMMENDATIONS, UNLESS OTHERWISE DETAILED ON THE DRAWINGS.
3. WHERE MASONRY LEDGES 8" MIN. BELOW FINISH GRADE WHERE MASONRY VENEER OCCURS ON PERIMETER OF THE BUILDING.
4. PROVIDE A CONTINUOUS SEALANT JOINT BETWEEN DISSIMILAR MATERIALS OR CONSTRUCTION.

EXTERIOR MATERIAL LEGEND

DCMU-1	BURNISHED BLOCK CMU VENEER; COLOR TBD
FBR-1	UTILITY BRICK VENEER; COLOR TBD
CSMU-1	CAST STONE DECORATIVE BANDING, SILLS, LINTELS AND ACCENT AT FB-1; COLOR TBD
FSDG-1	FIBER CEMENT PANEL / TRIM; COLOR TBD
FSDG-2	FIBER CEMENT LAP SIDING, 8" EXPOSURE; COLOR TBD
MP-1	CONCEALED FASTENER PANEL; VERTICAL ; COLOR TBD
FSDG-3	FIBER CEMENT PANEL / TRIM; COLOR TBD
CIP-1	CAST-IN-PLACE CONCRETE, ARCHITECTURAL FINISH, STAINED; COLOR TBD



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CONSULTANTS

PROJECT TITLE

FLATS AT GLENRIDGE STATION

ISSUE #	DATE	DESCRIPTION
	02/16/2024	DESIGN DEVELOPMENT
	03/01/2024	ADDENDUM
	04/15/2024	VIABILITY SUBMISSION
	09/17/2024	PRE BID PAGE FLIP

CERTIFICATION

NOT FOR CONSTRUCTION

DRAWN BY	FS
CHECKED BY	Checker
COMMISSION NUMBER	1393.270

SHEET TITLE

ENLARGED EXTERIOR ELEVATIONS

SHEET NUMBER

A409

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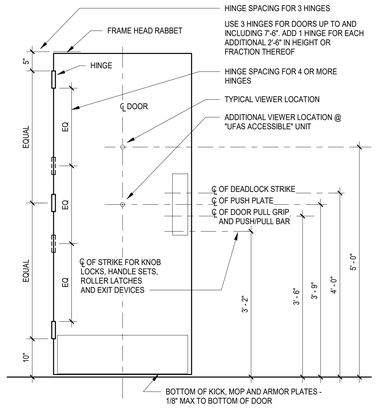
Autodesk Docs://1393-270 Chesapeake Rd - Hyattsville/1393-270 Chesapeake Rd_AI_2023.rvt
9/11/2024 1:52:00 PM

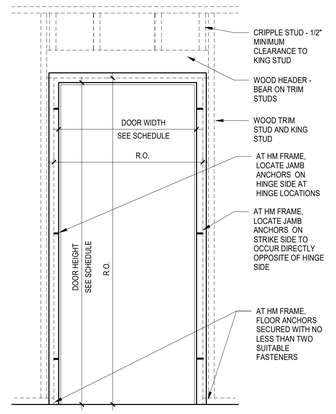
LEVEL P3-P1 DOOR SCHEDULE

DOOR NUMBER	ROOM NAME	DOOR TYPE	DOOR PANELS	DOOR SIZE WIDTH	DOOR SIZE HEIGHT	DOOR SIZE THICKNESS	DOOR FINISH	DOOR MATERIAL	DOOR GLASS	FRAME TYPE	FRAME MATERIAL	FRAME FINISH	FIRE RATING	HARDWARE	COMMENTS
P3															
P351	MAINTENANCE	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	PAINT	HM	-	F1	HM	PAINT			
P352	ELEC/MDF	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	PAINT	HM	-	F1	HM	PAINT		21A	
P353	DEWATERING	F	PAIR	3' - 0"	7' - 0"	2"	PAINT	HM	-	F2	HM	PAINT		21	
P362E	STAIR C	FG	SINGLE	3' - 0"	7' - 0"	1 3/4"	PAINT	ALUM	GL-21T	SEE FRAME TYPE	ALUM	PAINT			
P365	STAIR D	NV	SINGLE	3' - 0"	7' - 0"	1 3/4"	PAINT	HM	GL-1T	F2	HM	PAINT		31	SMOKE AND DRAFT CONTROL
P373	ELEV A LOBBY	NV	SINGLE	3' - 6"	7' - 0"	1 3/4"	PAINT	HM	GL-1T	F2	HM	PAINT		24	SMOKE AND DRAFT CONTROL
P377	ELEV B LOBBY	NV	SINGLE	3' - 6"	7' - 0"	1 3/4"	PAINT	HM	GL-1T	F2	HM	PAINT		24	SMOKE AND DRAFT CONTROL
P2															
P220	CORRIDOR	F	SINGLE	3' - 6"	7' - 0"	1 3/4"	PAINT	WD	GL-1T	F3	PFS	PAINT	90 MIN		45MIN FIRE RATED WIRE GLAZING
P241	TENANT STORAGE	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN	20 MIN		
P261	STAIR B	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	PAINT	HM	-	F2	HM	PAINT	180 MIN	31	
P261E	STAIR B	FG	SINGLE	3' - 0"	7' - 0"	1 3/4"	PAINT	ALUM	GL-21T	SEE FRAME TYPE	ALUM	PAINT			
P262	STAIR C	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	PAINT	HM	-	F2	HM	PAINT	180 MIN	31	
P265	STAIR D	NV	SINGLE	3' - 0"	7' - 0"	1 3/4"	PAINT	HM	GL-1T	F2	HM	PAINT			SMOKE AND DRAFT CONTROL
P269	STAIR E	NV	SINGLE	3' - 0"	7' - 0"	1 3/4"	PAINT	HM	GL-1T	F2	HM	PAINT	60 MIN	31	
P269E	STAIR E	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	PAINT	HM	-	F1	HM	PAINT			
P273	ELEV. A LOBBY	NV	SINGLE	3' - 6"	7' - 0"	1 3/4"	PAINT	HM	GL-1T	F2	HM	PAINT		24	SMOKE AND DRAFT CONTROL
P276	TRASH	F	SINGLE	3' - 6"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN	20 MIN		
P277	ELEV B LOBBY	F	SINGLE	3' - 6"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN	20 MIN	24	ELECT. HOLD OPENS
P278	ELEC	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN	20 MIN		
P279	TRASH TERM.	F	PAIR	4' - 0"	7' - 0"	1 3/4"	PAINT	HM	-	F2	HM	PAINT	90 MIN	29	
P1															
P100 OH	PARKING GARAGE	OD1	SINGLE	20' - 0"	8' - 4"	2"	ANOD	ALUM	-	-	ALUM	ANOD		67	
P101E	PARKING GARAGE	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	PAINT	HM	-	F1	HM	PAINT			
P119	CORRIDOR	F	SINGLE	3' - 6"	7' - 0"	1 3/4"	PAINT	WD	GL-1T	F3	PFS	PAINT	90 MIN		45MIN FIRE RATED WIRE GLAZING
P140A	WATER HEATERS	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	PAINT	HM	-	F1	HM	PAINT		21	
P140B	ELEC	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	PAINT	HM	-	F1	HM	PAINT		21A	
P142	RISER ROOM	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	PAINT	HM	-	F1	HM	PAINT	45 MIN	21	
P142E	RISER ROOM	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	PAINT	HM	-	F1	HM	PAINT		21	
P160A	IDF	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	PAINT	HM	-	F1	HM	PAINT		21	
P161	STAIR B	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	PAINT	HM	-	F2	HM	PAINT	180 MIN	31	
P162	STAIR C	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	PAINT	HM	-	F2	HM	PAINT	180 MIN	31	
P165	STAIR D	F	SINGLE	3' - 0"	7' - 0"	2"	PAINT	HM	-	F2	HM	PAINT			SMOKE AND DRAFT CONTROL
P167	STAIR E	NV	SINGLE	3' - 0"	7' - 0"	1 3/4"	PAINT	HM	GL-1T	F2	HM	PAINT	60 MIN	31	
P170	TRASH TERM.	F	PAIR	4' - 0"	7' - 0"	1 3/4"	PAINT	HM	-	F2	HM	PAINT	90 MIN	22P	
P173	ELEV A LOBBY	NV	SINGLE	3' - 0"	7' - 0"	1 3/4"	PAINT	HM	GL-1T	F2	HM	PAINT		24	SMOKE AND DRAFT CONTROL
P176	STO.	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN	20 MIN	21	
P177	ELEV B LOBBY	F	SINGLE	3' - 6"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN	20 MIN	24	ELECT. HOLD OPENS
P178	ELEC/IDF	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN	20 MIN	21A	
P179	TRASH	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	PAINT	HM	-	F2	HM	PAINT	45 MIN		

NOTE:
1. ALL HARDWARE SHALL BE INSTALLED IN ACCORDANCE WITH HDI AND HMMA RECOMMENDATIONS AND AS NOTED BELOW. SHOULD ANY OF THESE DIMENSIONS DIFFER FROM THAT REQUIRED TO COMPLY WITH ADA OR STATE ACCESSIBILITY REQUIREMENTS, IT IS TO BE SPECIFICALLY BROUGHT TO THE ARCHITECTS ATTENTION IN THE SHOP DRAWINGS. THERE WILL BE NO ADDITIONAL COMPENSATION FOR PROVIDING DOORS AND HARDWARE IN COMPLIANCE WITH APPLICABLE ACCESSIBILITY REQUIREMENTS.
2. FIRE DOORS SHALL HAVE THE MINIMUM OPENING FORCE ALLOWABLE BY THE APPROPRIATE ADMINISTRATIVE AUTHORITY. AT NON-RATED DOORS, THE FORCE TO PUSH OR PULL OPEN THE DOOR SHALL BE NO MORE THAN 5LBS.



1 A910 TYPICAL DOOR HARDWARE LOCATIONS (A)
3/4" = 1'-0"

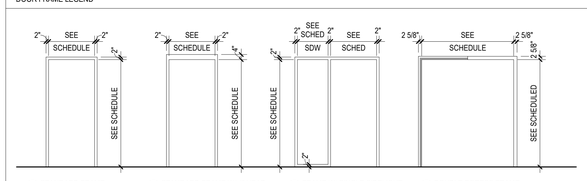


2 A910 TYP WOOD STUD FRAMING AT DOOR (A)
3/4" = 1'-0"

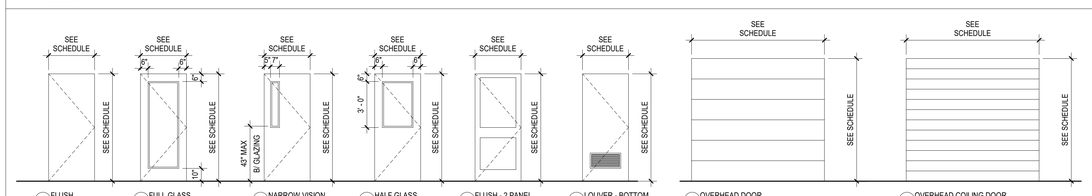
LEVEL 1-5 DOOR SCHEDULE

DOOR NUMBER	ROOM NAME	DOOR TYPE	DOOR PANELS	DOOR SIZE WIDTH	DOOR SIZE HEIGHT	DOOR SIZE THICKNESS	DOOR FINISH	DOOR MATERIAL	DOOR GLASS	FRAME TYPE	FRAME MATERIAL	FRAME FINISH	TRANSOM HEIGHT (TH)	SIDELIGHT WIDTH (SDW)	SIDELIGHT HEIGHT (SDH)	FIRE RATING	COMMENTS
LEVEL 1																	
100	STAIR A HALL	NV	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	GL-1T	F1	PFS	PREFIN					
100E	STAIR A HALL	FG	SINGLE	3' - 0"	7' - 0"	1 3/4"	PAINT	ALUM	GL-21T	SEE FRAME TYPE	ALUM	PAINT					
102	OFFICE USER	FG	SINGLE	3' - 0 3/4"	7' - 0"	1 3/4"	PAINT	ALUM	GL-21T	SEE FRAME TYPE	ALUM	PAINT					
102.1	OFFICE STO.	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	
137E	FIRE ACCESS TUNNEL	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	PAINT	HM	-	F1	HM	PAINT				180 MIN	
160	LOBBY	FG	SINGLE	3' - 0"	7' - 0"	1 3/4"	PAINT	ALUM	GL-21T	SEE FRAME TYPE	ALUM	PAINT					
160E	LOBBY	FG	SINGLE	3' - 0"	7' - 0"	1 3/4"	PAINT	ALUM	GL-21T	SEE FRAME TYPE	ALUM	PAINT					
161	STAIR B	NV	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	GL-1T	F1	PFS	PREFIN				90 MIN	
163B	HALLWAY	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	GL-1T	F3	PFS	PREFIN		1' - 6"	7' - 0"		
164	OFFICE	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	GL-1T	F3	PFS	PREFIN		1' - 6"	7' - 0"		
165	OFFICE	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	GL-1T	F3	PFS	PREFIN		1' - 6"	7' - 0"		
166	WORKROOM	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN					
166A	SERVER	L2	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN					PROVIDE FLOOR STOP, COORD LOUVER COLOR
167	WOMEN'S	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				45 MIN	
168	MEN'S	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				45 MIN	
169	MECH	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				45 MIN	
170	TRASH	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				45 MIN	
172	ELEC	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	
173	ELEV A LOBBY	F	SINGLE	3' - 6"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	ELECT. HOLD OPENS
175	STO.	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN					
176	BLDG STO.	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	
177	ELEV B LOBBY	F	SINGLE	3' - 6"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	ELECT. HOLD OPENS
178	ELEC	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	
179	CORRIDOR	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				45 MIN	
180	CORRIDOR	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	PAINT	HM	-	F1	HM	PAINT				45 MIN	ALTERNATE WOOD VENEER DOOR
180E	CORRIDOR	FG	SINGLE	3' - 6"	7' - 0"	1 3/4"	PAINT	ALUM	GL-21T	SEE FRAME TYPE	ALUM	PAINT					EXIT ONLY
182	FITNESS	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN					
182A	FITNESS	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN					
183E	FIRE ACCESS TUNNEL	F	SINGLE	3' - 6"	7' - 0"	1 3/4"	PAINT	HM	-	F1	HM	PAINT				180 MIN	
184	TENANT STORAGE	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	
190	STAIR A HALL	NV	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	GL-1T	F1	PFS	PREFIN				90 MIN	
194	STAIR C	NV	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	GL-1T	F1	PFS	PREFIN				90 MIN	
199	TENANT STORAGE	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	
LEVEL 2																	
250	CLUBROOM	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN					
251	LOBBY	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN					
260	STAIR A	NV	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	GL-1T	F1	PFS	PREFIN				90 MIN	
261	STAIR B	NV	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	GL-1T	F1	PFS	PREFIN				90 MIN	
262	STAIR C	NV	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	GL-1T	F1	PFS	PREFIN				90 MIN	
270	TRASH	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				45 MIN	
272	ELEC/IDF	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	
273	ELEV A LOBBY	F	SINGLE	3' - 6"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	ELECT. HOLD OPENS
276	BLDG STO.	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	
277	ELEV B LOBBY	F	SINGLE	3' - 6"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	ELECT. HOLD OPENS
278	ELEC/IDF	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	
279	CORRIDOR	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				45 MIN	
283	CORRIDOR	F	PAIR	3' - 0"	7' - 0"	1 3/4"	PAINT	HM	-	F14	HM	PAINT				180 MIN	
283B	CORRIDOR	OH4	SINGLE	24' - 2 3/4"	7' - 9"	1"	ANOD	ALUM	-	-	ALUM	ANOD				60 MIN	SMOKE AND DRAFT CONTROL
285	TENANT STORAGE	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	
299	TENANT STORAGE	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	
LEVEL 3																	
360	STAIR A	NV	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	GL-1T	F1	PFS	PREFIN				90 MIN	
361	STAIR B	NV	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	GL-1T	F1	PFS	PREFIN				90 MIN	
362	STAIR C	NV	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	GL-1T	F1	PFS	PREFIN				90 MIN	
370	TRASH	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				45 MIN	
372	ELEC	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	
373	ELEV A LOBBY	F	SINGLE	3' - 6"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	ELECT. HOLD OPENS
376	BLDG STO.	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	
377	ELEV B LOBBY	F	SINGLE	3' - 6"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	ELECT. HOLD OPENS
378	ELEC	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	
379	CORRIDOR	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				45 MIN	
383	CORRIDOR	F	PAIR	3' - 0"	7' - 0"	1 3/4"	PAINT	HM	-	F14	HM	PAINT				180 MIN	
386	TENANT STORAGE	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	
399	TENANT STORAGE	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	
LEVEL 4																	
460	STAIR A	NV	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	GL-1T	F1	PFS	PREFIN				90 MIN	
461	STAIR B	NV	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	GL-1T	F1	PFS	PREFIN				90 MIN	
462	STAIR C	NV	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	GL-1T	F1	PFS	PREFIN				90 MIN	
470	TRASH	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				45 MIN	
472	ELEC/IDF	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	
473	ELEV A LOBBY	F	SINGLE	3' - 6"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	ELECT. HOLD OPENS
476	STO.	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	
477	ELEV B LOBBY	F	SINGLE	3' - 6"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	ELECT. HOLD OPENS
478	ELEC/IDF	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	
479	CORRIDOR	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				45 MIN	
483	CORRIDOR	F	PAIR	3' - 0"	7' - 0"	1 3/4"	PAINT	HM	-	F14	HM	PAINT				180 MIN	
486	TENANT STORAGE	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	
499	TENANT STORAGE	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	
LEVEL 5																	
560	STAIR A	NV	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	GL-1T	F1	PFS	PREFIN				90 MIN	
561	STAIR B	NV	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	GL-1T	F1	PFS	PREFIN				90 MIN	
562	STAIR C	NV	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	GL-1T	F1	PFS	PREFIN				90 MIN	
570	TRASH	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				45 MIN	
572	ELEC	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	
573	ELEV A LOBBY	F	SINGLE	3' - 6"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	ELECT. HOLD OPENS
576	STO.	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	
577	ELEV B LOBBY	F	SINGLE	3' - 6"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	ELECT. HOLD OPENS
578	ELEC	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	
579	CORRIDOR	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				45 MIN	
583	CORRIDOR	F	PAIR	3' - 0"	7' - 0"	1 3/4"	PAINT	HM	-	F14	HM	PAINT				180 MIN	
586	TENANT STORAGE	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	
599	TENANT STORAGE	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	STAIN	WD	-	F1	PFS	PREFIN				20 MIN	
P3																	
23742	PARKING GARAGE	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	PAINT	HM	-	F1	HM	PAINT					

DOOR FRAME LEGEND



DOOR PANEL LEGEND



UNIT DOOR SCHEDULE

DOOR NUMBER	ROOM NAME	DOOR TYPE	DOOR PANELS	DOOR SIZE WIDTH	DOOR SIZE HEIGHT	DOOR SIZE THICKNESS	DOOR FINISH	DOOR MATERIAL	DOOR GLASS	FRAME TYPE	FRAME MATERIAL	FRAME FINISH	FIRE RATING	HARDWARE	COMMENTS
A01	UNIT ENTRY	F	SINGLE	3' - 0"	7' - 0"	1 3/4"	ST	SCW		F1	PFS	PREFIN	20 MIN	51A	
B01	PRIMARY BEDROOM	2P	SINGLE	2' - 10"	6' - 8"	1 3/8"	PT	HCW		PH	WD	PT		52	
B03	SECONDARY BEDROOM(S)	2P	SINGLE	2' - 10"	6' - 8"	1 3/8"	PT	HCW		PH	WD	PT		52	
B08	BEDROOM (TYPE A)	2P	SINGLE	3' - 0"	6' - 8"	1 3/8"	PT	HCW		PH	WD	PT		52	
C13	CLOSET	2P	SINGLE	3' - 0"	6' - 8"	1 3/8"	PT	HCW		PH	WD	PT		53	
C14	CLOSET	2P	DOUBLE	1' - 6"	6' - 8"	1 3/8"	PT	HCW		PH	WD	PT		54P	
C15	LAUNDRY	2P	SINGLE	3' - 0"	6' - 8"	1 3/8"	PT	HCW		PH	WD	PT		54	
C17	LAUNDRY	2P	DOUBLE	2' - 6"	6' - 8"	1 3/8"	PT	HCW		PH	WD	PT		54P	
C20	MECH	2P	SINGLE	2' - 6"	6' - 8"	1 3/8"	PT	HCW		PH	WD	PT		55	
D01	BATH (TYPE A)	2P	SINGLE	3' - 0"	6' - 8"	1 3/8"	PT	HCW		PH	WD	PT		52	
D02	BATH	2P	SINGLE	2' - 10"	6' - 8"	1 3/8"	PT	HCW		PH	WD	PT		52	
E01	UNIT ENTRY (EXTERIOR)	FG	SINGLE	3' - 0"	6' - 8"	1 3/4"	PT	MTL CLAD	GL-21T	F1	WD	PAINT		57A	
E01.1	UNIT ENTRY (EXTERIOR)	FG	SINGLE	3' - 0"	6' - 8"	1 3/4"	PT	MTL CLAD	GL-21T	F1	WD	PAINT		57A	MINIMUM 28 STC RATING
S01	STORAGE LOCKER	F	SINGLE	3' - 0"	6' - 8"	1 3/8"	PT	HCW		F1	WD	PT		08	

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PROJECT TITLE

FLATS AT GLENRIDGE STATION

ISSUE #	DATE	DESCRIPTION
	10/22/2024	BID SET
	01/22/2025	PERMIT REVIEW
A	TBD	ADDENDUM #1

CERTIFICATION

DRAWN BY	FS
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COMMISSION NUMBER	1393.270

SHEET TITLE

DOOR SCHEDULES, PANEL & FRAME TYPES

SHEET NUMBER

A910

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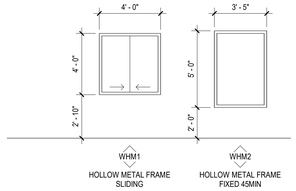
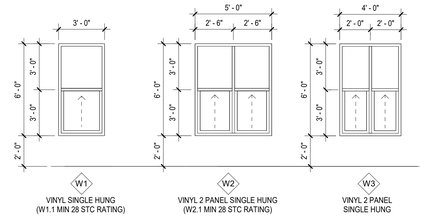
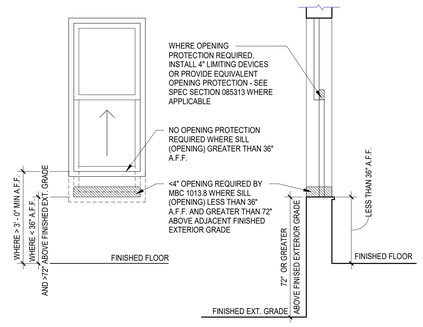


INTERIOR WINDOW TYPES
1/4" = 1'-0"

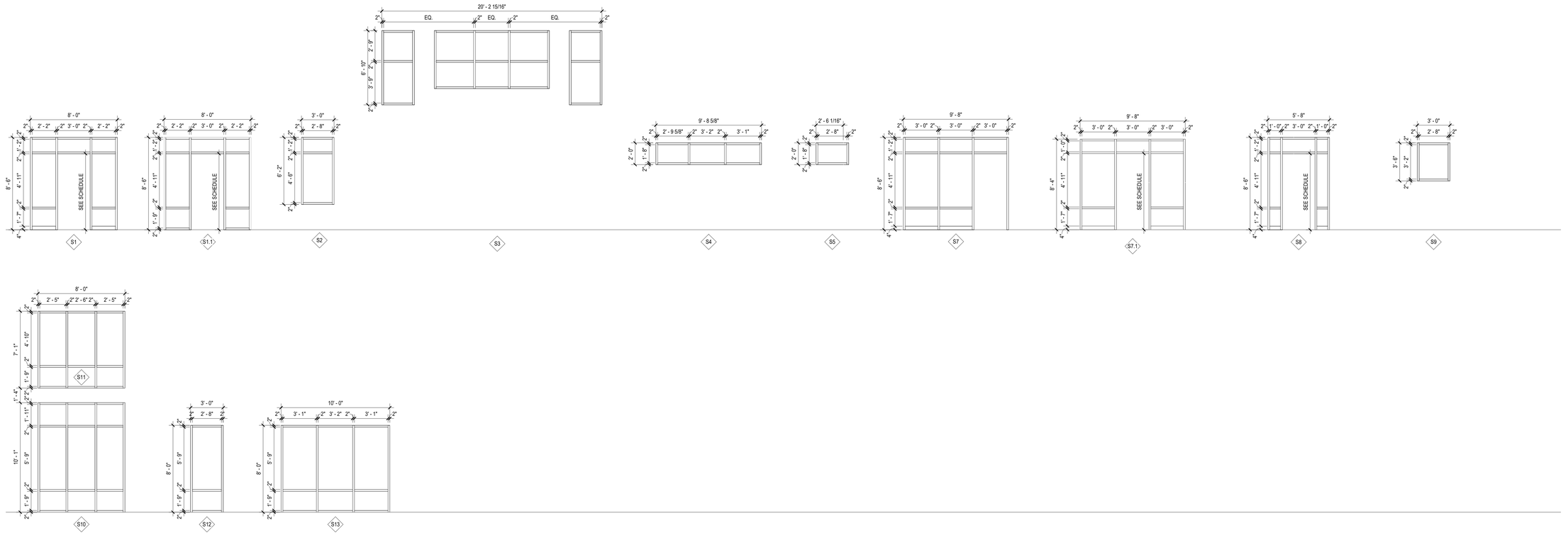


NOTE: ANY WINDOW THAT REQUIRES AN IN-BETWEEN RATING MUST BE INCREASED TO THE NEXT HIGHEST AVAILABLE RATING.

2 A921 WINDOW TYPES
1/4" = 1'-0"



1 A921 WINDOW OPENING PROTECTION DIAGRAM
1/2" = 1'-0"



3 A921 ALUMINUM STOREFRONT TYPES
1/4" = 1'-0"

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WINDOW TYPES

SHEET NUMBER

A921

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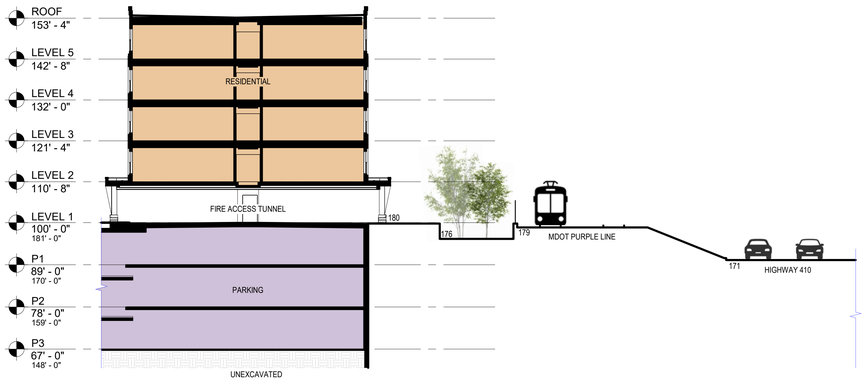
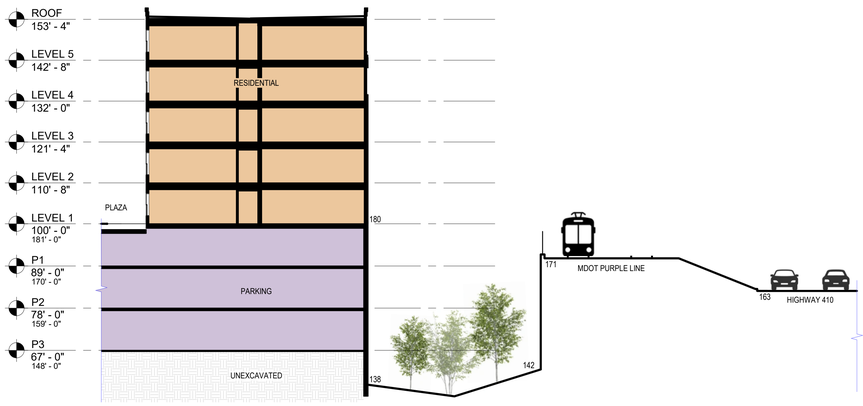


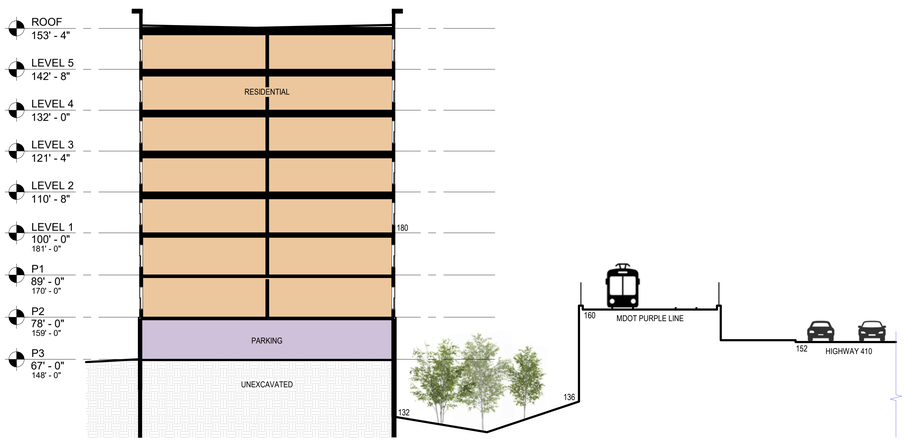
1 AE500 1/16" = 1'-0"

MDOT SECTION A-A (SDRC MAJOR ISSUE #3A)



2 AE500 1/16" = 1'-0"

MDOT SECTION B-B (SDRC MAJOR ISSUE #3A)



3 AE500 1/16" = 1'-0"

MDOT SECTION C-C (SDRC MAJOR ISSUE #3A)

3D VIEW FROM VETERANS HIGHWAY LOOKING NORTHWEST (SDRC MAJOR ISSUE #3B)

SECTION 033000
CAST-IN-PLACE CONCRETE

PART 3 - EXECUTION

3.13 FINISHING FORMED SURFACES

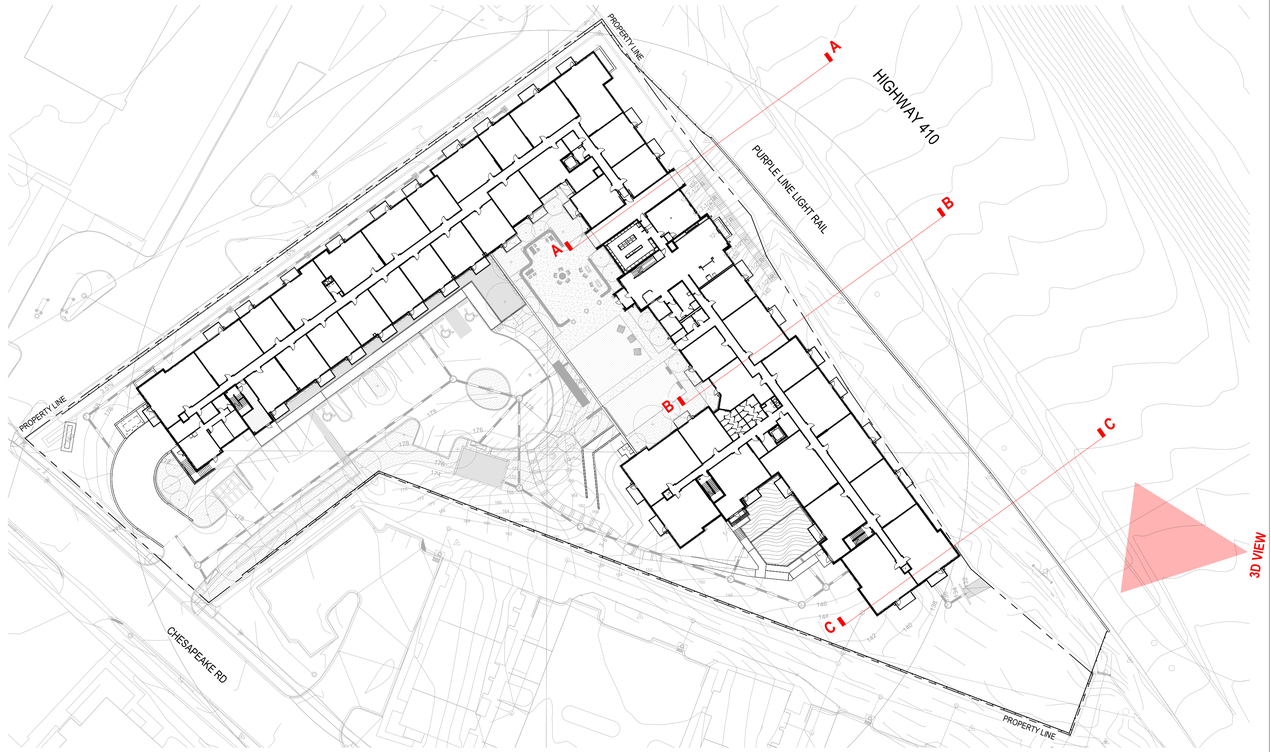
A. As-Cast Surface Finishes:

2. ACI 301Surface Finish SF-2.0: As-cast concrete texture imparted by form-facing material, arranged in an orderly and symmetrical manner with a minimum of seams.
   a. Patch voids larger than 3/4 inch wide or 1/2 inch deep.
   b. Remove projections larger than 1/4 inch.
   c. Patch tie holes.
   d. Surface Tolerance: ACI 117 Class B.
   e. Locations: Apply to concrete surfaces exposed to public view, to receive a rubbed finish, or to be covered with a coating or covering material applied directly to concrete.

THE SURFACE TREATMENT OF THE "CIP-1 CAST-IN-PLACE CONCRETE, ARCHITECTURAL FINISH, STAINED" IDENTIFIED ON THE EXTERIOR ELEVATIONS WILL FOLLOW THE ACI 302 SF-2.0 SURFACE FINISH AS SPECIFIED IN THE PROJECT MANUAL (LEFT)

THE INTEGRAL STAINED COLOR OF THE CAST IN PLACE CONCRETE WILL COMPLIMENT THE "DCMU-1 BURNISHED BLOCK CMU VENEER" COLOR TO CREATE A COHESIVE APPEARANCE

ADDITIONAL INFORMATION REGARDING EXPOSED CAST IN PLACE CONCRETE WALLS (SDRC MAJOR ISSUE #3C)



4 AE500 1" = 40'-0"

MDOT SECTION KEY PLAN (SDRC MAJOR ISSUE #3A)

NORTH

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PROJECT TITLE

FLATS AT GLENRIDGE STATION

ISSUE #	DATE	DESCRIPTION

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SDRC COMMENT #3

SHEET NUMBER

AE500

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1 RENDERED PLAZA / ARRIVAL PLAN

1" = 20'

N

0 10' 20' 40'

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PROJECT TITLE

LANDOVER HILLS APARTMENTS

ISSUE #	DATE	DESCRIPTION
	2024-10-21	BID SET
	2024-12-10	PERMIT SET
	2025-01-22	PERMIT REVIEW

CERTIFICATION

STATE OF MARYLAND · SCOTT JON RYKIEL · NO. 631 · REGISTERED LANDSCAPE ARCHITECT

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COVER SHEET

SHEET NUMBER

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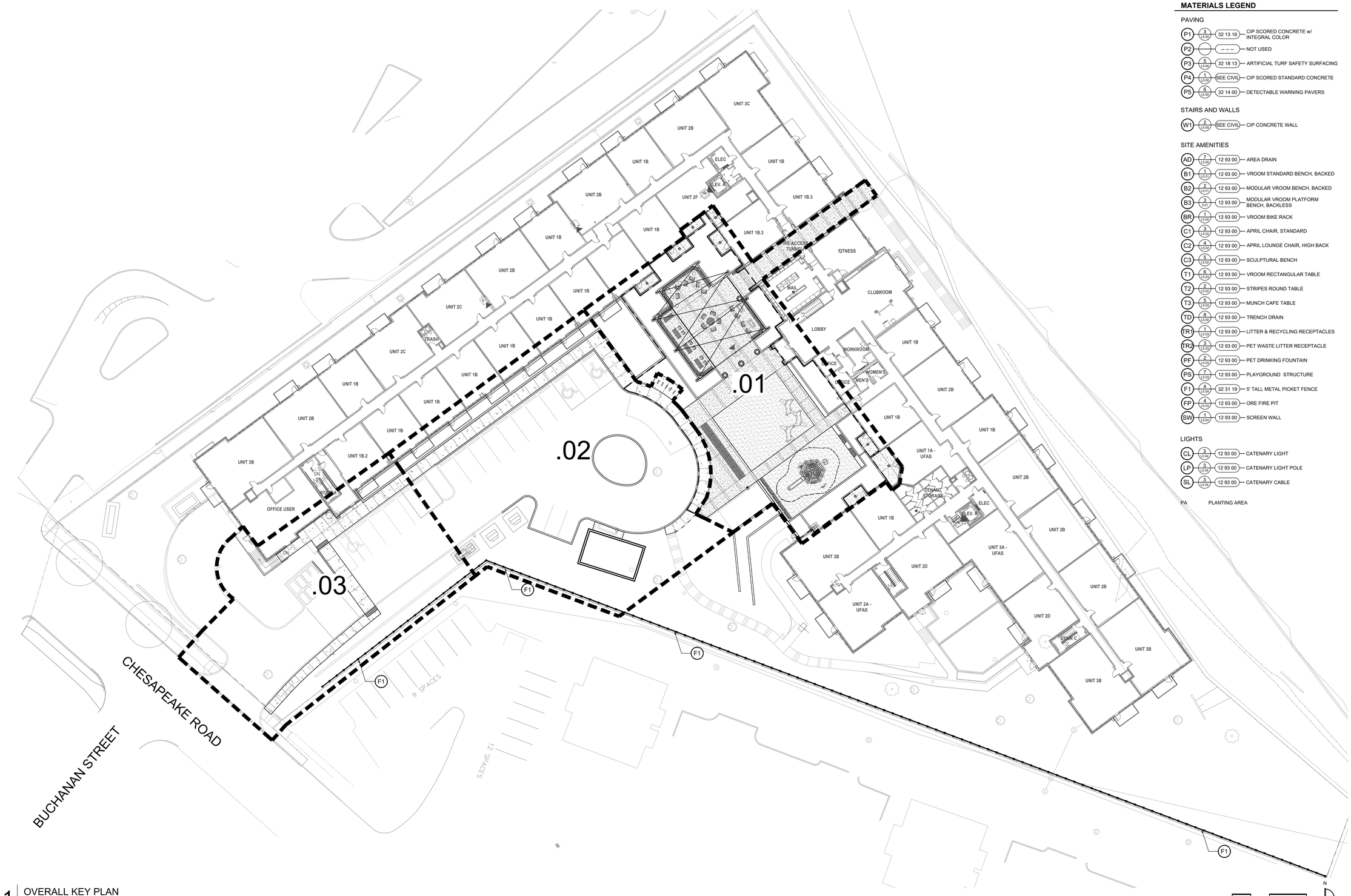

1 OVERALL KEY PLAN
1" = 20'

MATERIALS LEGEND

PAVING

P1	3 L8.00	32 13 16	CIP SCORED CONCRETE w/ INTEGRAL COLOR
P2		– – –	NOT USED
P3	5 L8.00	32 18 13	ARTIFICIAL TURF SAFETY SURFACING
P4	1 L8.00	SEE CIVIL	CIP SCORED STANDARD CONCRETE
P5	6 L8.00	32 14 00	DETECTABLE WARNING PAVERS

STAIRS AND WALLS

W1	2 L8.00	SEE CIVIL	CIP CONCRETE WALL

SITE AMENITIES

AD	7 L8.00	12 93 00	AREA DRAIN
B1	1 L8.01	12 93 00	VROOM STANDARD BENCH, BACKED
B2	2 L8.01	12 93 00	MODULAR VROOM BENCH, BACKED
B3	3 L8.01	12 93 00	MODULAR VROOM PLATFORM BENCH, BACKLESS
BR	1 L8.00	12 93 00	VROOM BIKE RACK
C1	3 L8.02	12 93 00	APRIL CHAIR, STANDARD
C2	4 L8.02	12 93 00	APRIL LOUNGE CHAIR, HIGH BACK
C3	5 L8.02	12 93 00	SCULPTURAL BENCH
T1	6 L8.02	12 93 00	VROOM RECTANGULAR TABLE
T2	2 L8.02	12 93 00	STRIPES ROUND TABLE
T3	5 L8.02	12 93 00	MUNCH CAFE TABLE
TD	8 L8.00	12 93 00	TRENCH DRAIN
TR1	1 L8.03	12 93 00	LITTER & RECYCLING RECEPTACLES
TR2	3 L8.03	12 93 00	PET WASTE LITTER RECEPTACLE
PF	2 L8.03	12 93 00	PET DRINKING FOUNTAIN
PS	7 L8.01	12 93 00	PLAYGROUND STRUCTURE
F1	4 L8.04	32 31 19	5' TALL METAL PICKET FENCE
FP	4 L8.01	12 93 00	ORE FIRE PIT
SW	1 L8.04	12 93 00	SCREEN WALL

LIGHTS

CL	3 L8.04	12 93 00	CATENARY LIGHT
LP	3 L8.04	12 93 00	CATENARY LIGHT POLE
SL	3 L8.04	12 93 00	CATENARY CABLE

PA PLANTING AREA

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PROJECT TITLE

LANDOVER HILLS APARTMENTS

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	2024-12-10	PERMIT SET
	2025-01-22	PERMIT REVIEW

CERTIFICATION

STATE OF MARYLAND · SCOTT JON RYKIEL · NO. 634 · REGISTERED LANDSCAPE ARCHITECT

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SHEET TITLE

OVERALL PLAN

SHEET NUMBER

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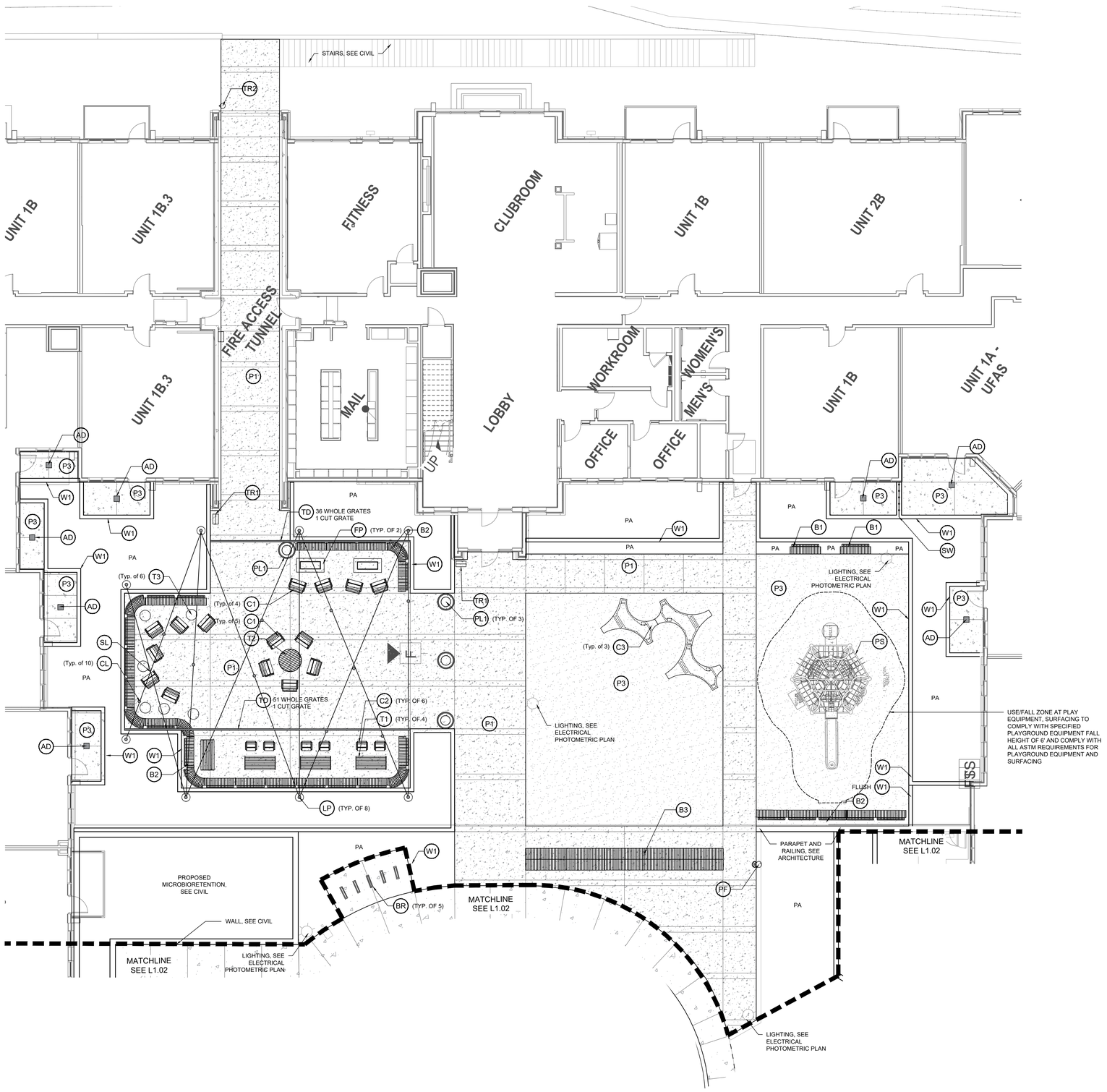

1 MATERIALS PLAN
1/8" = 1"

0 4" 8" 16'

N

MATERIALS LEGEND

PAVING

P1	3 / L6.00	32 13 16	CIP SCORED CONCRETE w/ INTEGRAL COLOR
P2		– – –	NOT USED
P3	5 / L6.00	32 18 13	ARTIFICIAL TURF SAFETY SURFACING
P4	1 / L6.00	SEE CIVIL	CIP SCORED STANDARD CONCRETE
P5	6 / L6.00	32 14 00	DETECTABLE WARNING PAVERS

STAIRS AND WALLS

W1	2 / L6.00	SEE CIVIL	CIP CONCRETE WALL

SITE AMENITIES

AD	7 / L6.00	12 93 00	AREA DRAIN
B1	1 / L6.01	12 93 00	VROOM STANDARD BENCH, BACKED
B2	2 / L6.01	12 93 00	MODULAR VROOM BENCH, BACKED
B3	3 / L6.01	12 93 00	MODULAR VROOM PLATFORM BENCH, BACKLESS
BR	1 / L6.00	12 93 00	VROOM BIKE RACK
C1	3 / L6.02	12 93 00	APRIL CHAIR, STANDARD
C2	4 / L6.02	12 93 00	APRIL LOUNGE CHAIR, HIGH BACK
C3	5 / L6.02	12 93 00	SCULPTURAL BENCH
T1	6 / L6.01	12 93 00	VROOM RECTANGULAR TABLE
T2	2 / L6.02	12 93 00	STRIPES ROUND TABLE
T3	5 / L6.02	12 93 00	MUNCH CAFE TABLE
TD	8 / L6.00	12 93 00	TRENCH DRAIN
TR1	1 / L6.03	12 93 00	LITTER & RECYCLING RECEPTACLES
TR2	3 / L6.03	12 93 00	PET WASTE LITTER RECEPTACLE
PF	2 / L6.03	12 93 00	PET DRINKING FOUNTAIN
PS	7 / L6.05	12 93 00	PLAYGROUND STRUCTURE
F1	4 / L6.04	32 31 19	5' TALL METAL PICKET FENCE
FP	4 / L6.03	12 93 00	ORE FIRE PIT
SW	1 / L6.04	12 93 00	SCREEN WALL

LIGHTS

CL	3 / L6.04	12 93 00	CATENARY LIGHT
LP	3 / L6.04	12 93 00	CATENARY LIGHT POLE
SL	3 / L6.04	12 93 00	CATENARY CABLE

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PROJECT TITLE

LANDOVER HILLS APARTMENTS

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	2025-01-22	PERMIT REVIEW

CERTIFICATION

STATE OF MARYLAND · SCOTT JON RYKIEL · NO. 621 · REGISTERED LANDSCAPE ARCHITECT

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COMMISSION NUMBER	24012

SHEET TITLE

MATERIALS PLAN

SHEET NUMBER

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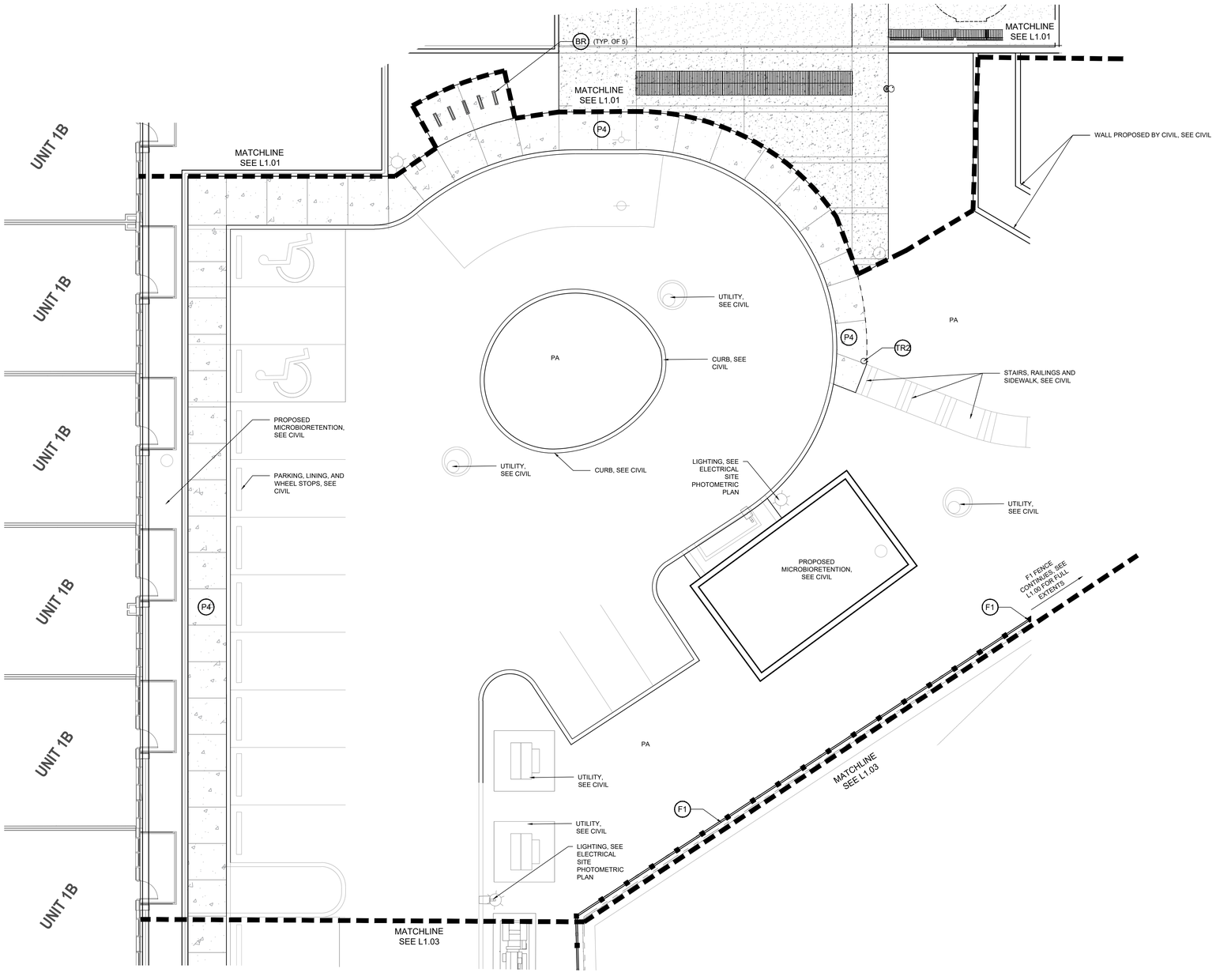

1 MATERIALS PLAN
1/8" = 1'

N
0 4' 8' 16'

MATERIALS LEGEND

PAVING

P1	3 L6.00	32 13 16	CIP SCORED CONCRETE w/ INTEGRAL COLOR
P2		– – –	NOT USED
P3	5 L6.00	32 18 13	ARTIFICIAL TURF SAFETY SURFACING
P4	1 L6.00	SEE CIVIL	CIP SCORED STANDARD CONCRETE
P5	6 L6.00	32 14 00	DETECTABLE WARNING PAVERS

STAIRS AND WALLS

W1	2 L6.00	SEE CIVIL	CIP CONCRETE WALL

SITE AMENITIES

AD	7 L6.00	12 93 00	AREA DRAIN
B1	1 L6.01	12 93 00	VROOM STANDARD BENCH, BACKED
B2	2 L6.01	12 93 00	MODULAR VROOM BENCH, BACKED
B3	3 L6.01	12 93 00	MODULAR VROOM PLATFORM BENCH, BACKLESS
BR	1 L6.00	12 93 00	VROOM BIKE RACK
C1	3 L6.02	12 93 00	APRIL CHAIR, STANDARD
C2	4 L6.02	12 93 00	APRIL LOUNGE CHAIR, HIGH BACK
C3	5 L6.02	12 93 00	SCULPTURAL BENCH
T1	6 L6.01	12 93 00	VROOM RECTANGULAR TABLE
T2	2 L6.02	12 93 00	STRIPES ROUND TABLE
T3	5 L6.02	12 93 00	MUNCH CAFE TABLE
TD	8 L6.00	12 93 00	TRENCH DRAIN
TR1	1 L6.01	12 93 00	LITTER & RECYCLING RECEPTACLES
TR2	3 L6.02	12 93 00	PET WASTE LITTER RECEPTACLE
PF	2 L6.01	12 93 00	PET DRINKING FOUNTAIN
PS	7 L6.01	12 93 00	PLAYGROUND STRUCTURE
F1	4 L6.04	32 31 19	5' TALL METAL PICKET FENCE
FP	4 L6.01	12 93 00	ORE FIRE PIT
SW	1 L6.04	12 93 00	SCREEN WALL

LIGHTS

CL	3 L6.04	12 93 00	CATENARY LIGHT
LP	3 L6.04	12 93 00	CATENARY LIGHT POLE
SL	3 L6.04	12 93 00	CATENARY CABLE

PA PLANTING AREA

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PROJECT TITLE
LANDOVER HILLS APARTMENTS

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	2025-01-22	PERMIT REVIEW

CERTIFICATION
STATE OF MARYLAND · SCOTT JON RYKIEL · NO. 631 · REGISTERED LANDSCAPE ARCHITECT

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SHEET TITLE
MATERIALS PLAN

SHEET NUMBER
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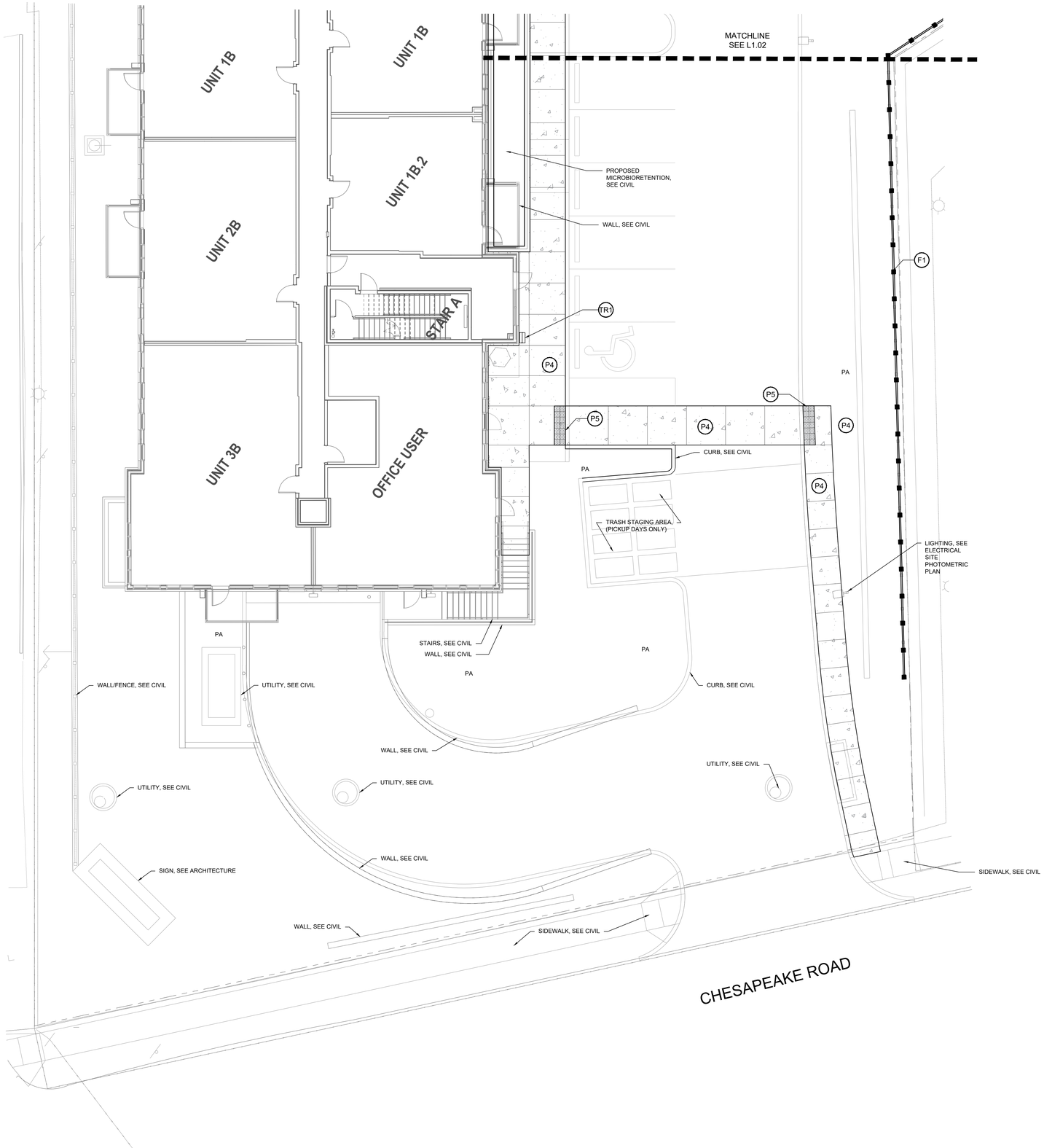

1 MATERIALS PLAN
1/8" = 1"

0 4' 8' 16'

N

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PROJECT TITLE

LANDOVER HILLS APARTMENTS

ISSUE #	DATE	DESCRIPTION
	2024-10-21	BID SET
	2024-12-10	PERMIT SET
	2025-01-22	PERMIT REVIEW

CERTIFICATION

STATE OF MARYLAND · SCOTT JON RYKIEL · NO. 631 · REGISTERED LANDSCAPE ARCHITECT

DRAWN BY	NM
CHECKED BY	MH
COMMISSION NUMBER	24012

SHEET TITLE

MATERIALS PLAN

SHEET NUMBER

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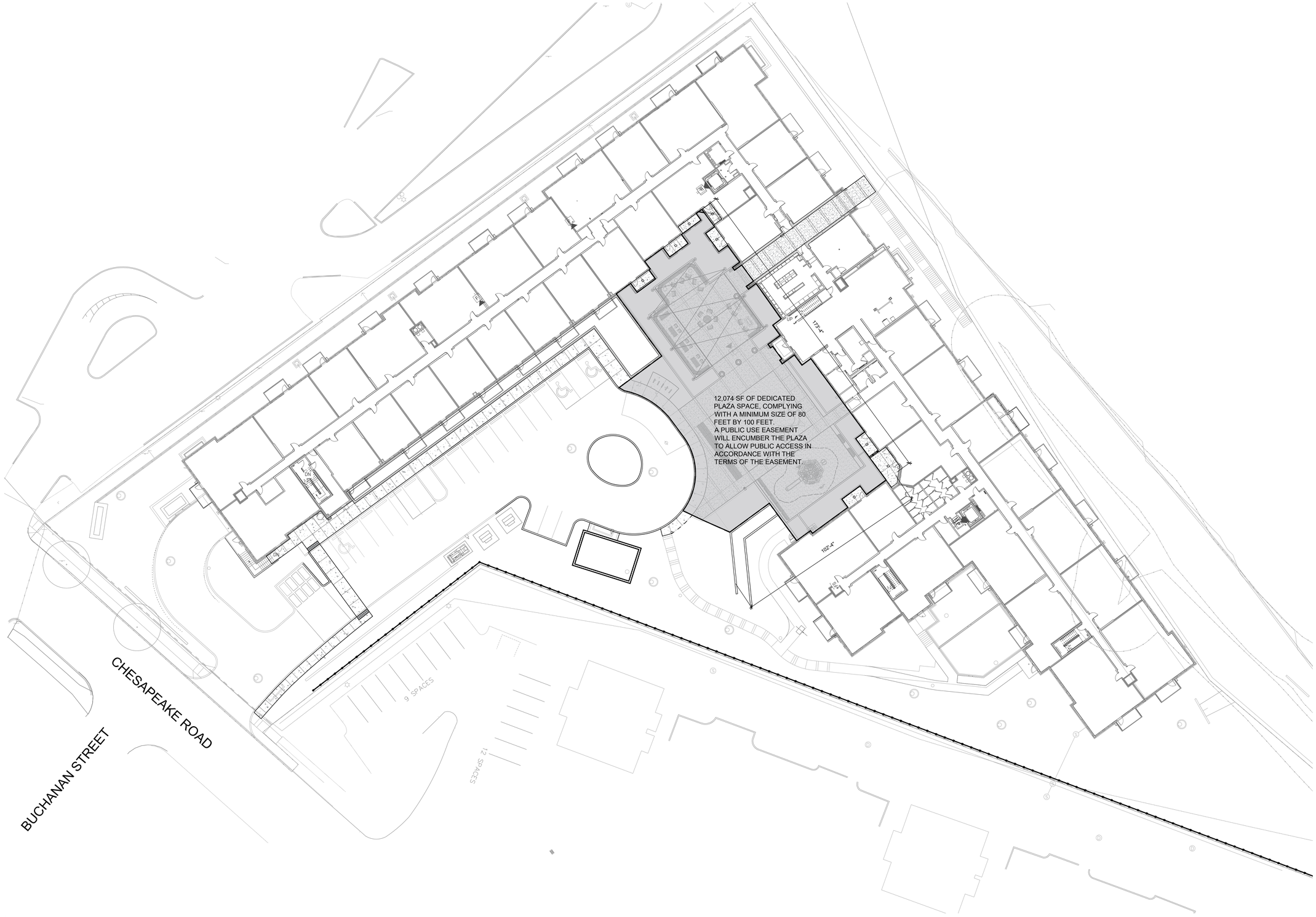

1 PLAZA ZONE PLAN
1" = 20'

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OVERALL PLAN

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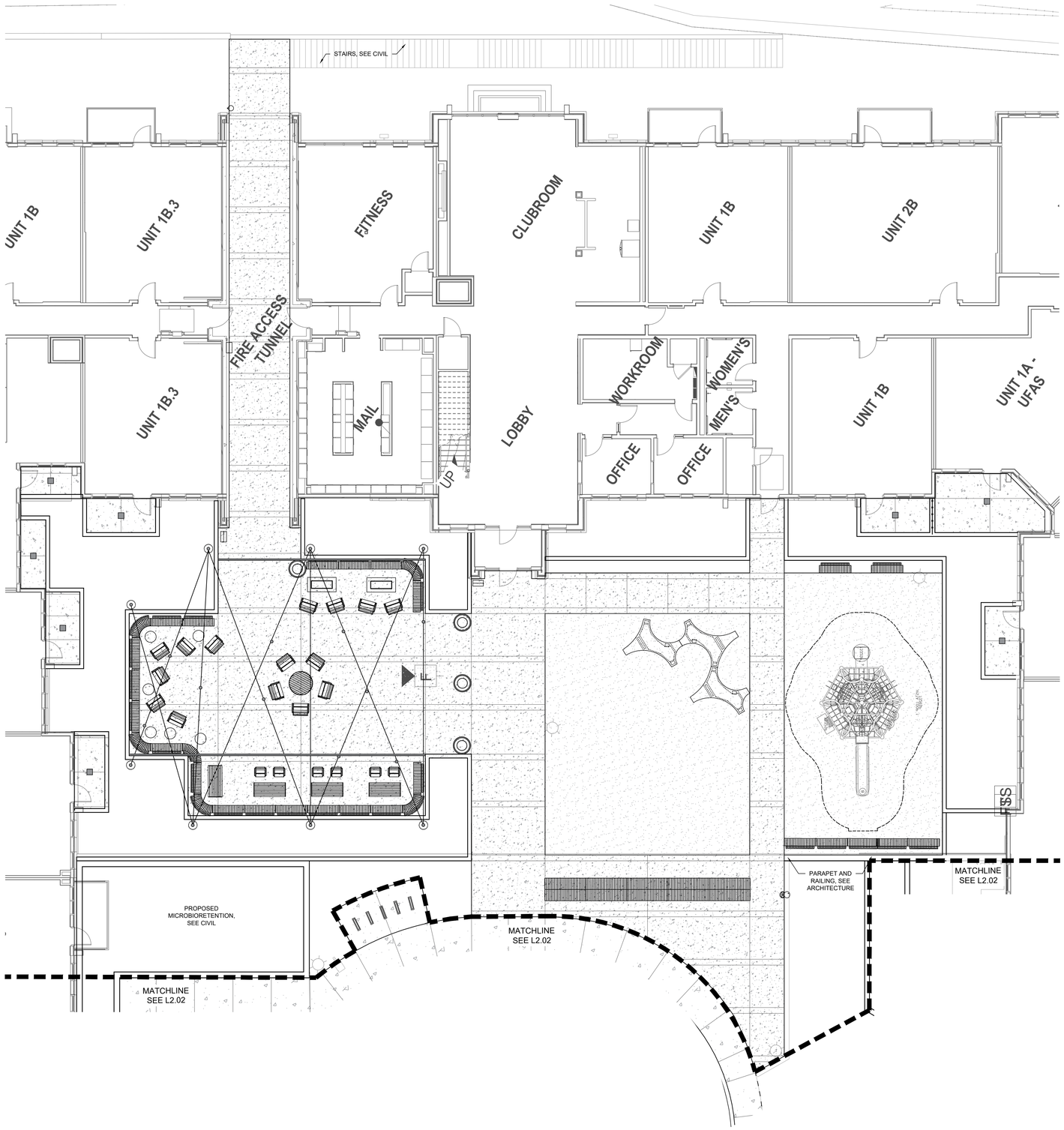

1 LAYOUT PLAN

1/8" = 1'

0 4' 8' 16' N

LAYOUTS IN PROGRESS TO BE PROVIDED AT ISSUE FOR CONSTRUCTION

LAYOUT NOTES:

POB (POINT OF BEGINNING)

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LAYOUT PLAN

SHEET NUMBER

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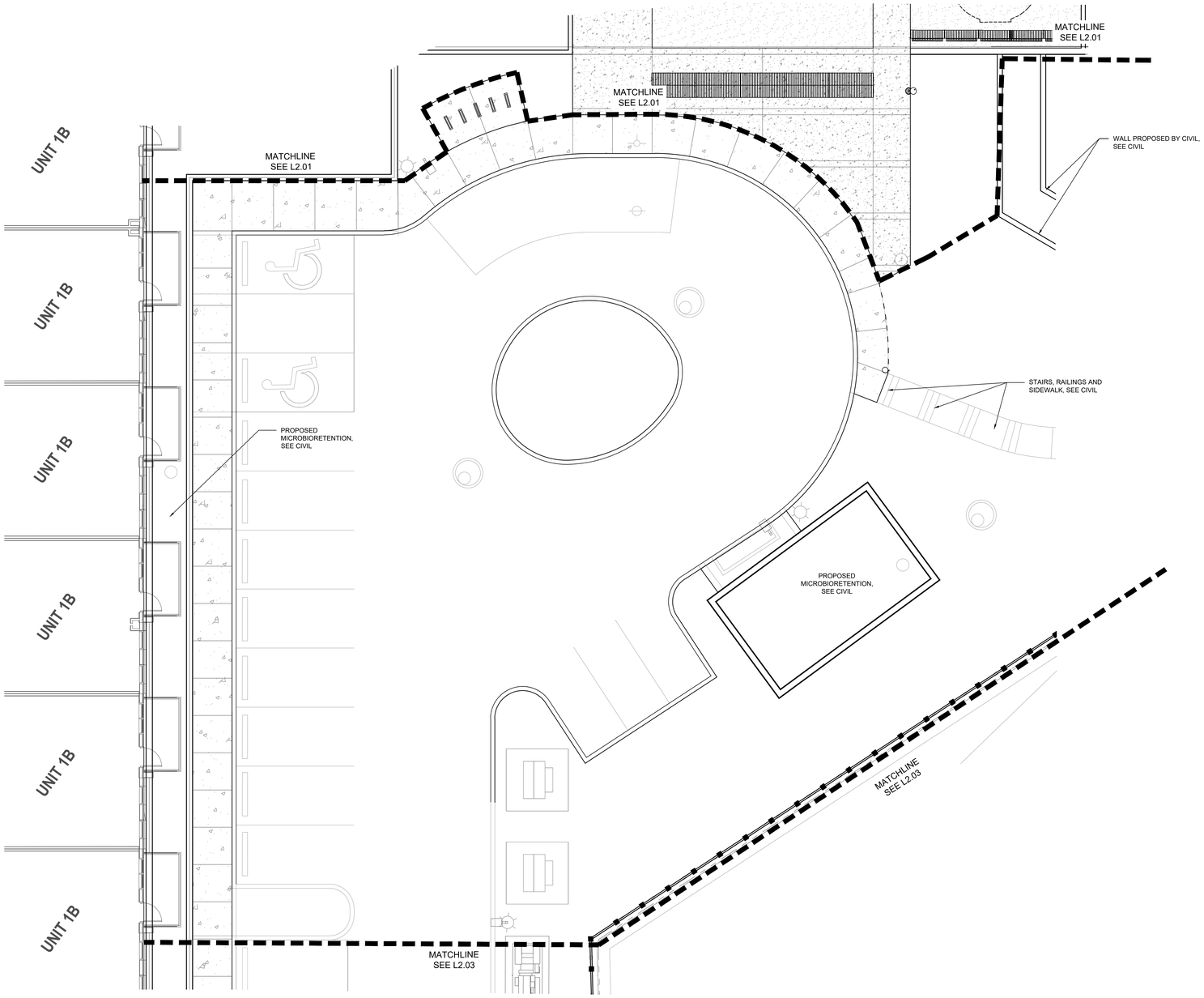

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NO. 624
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LAYOUT
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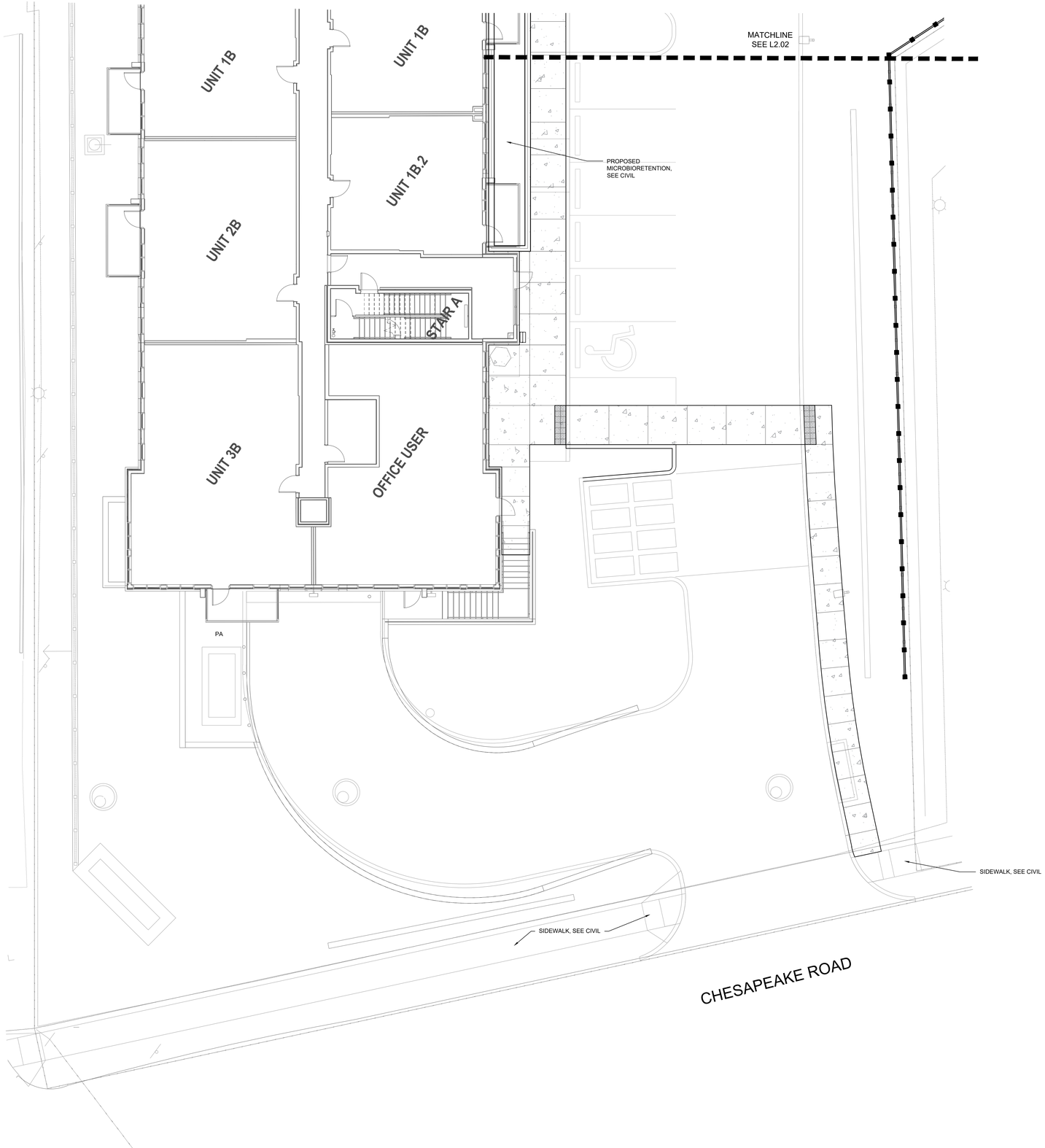

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LAYOUT
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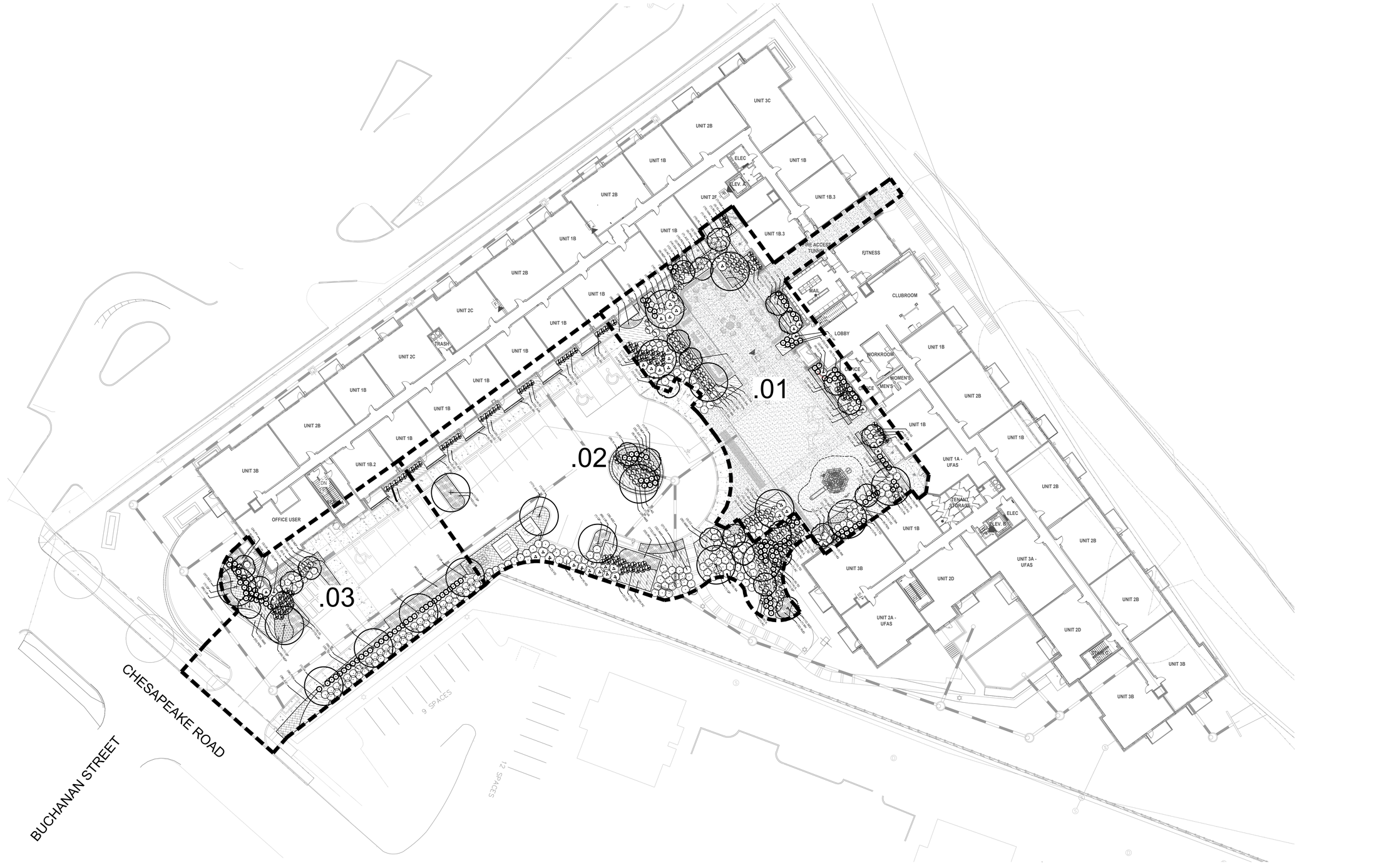

1 OVERALL PLANTING PLAN
1" = 20'

N
0 10' 20' 40'

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SHEET TITLE

OVERALL PLANTING PLAN

SHEET NUMBER

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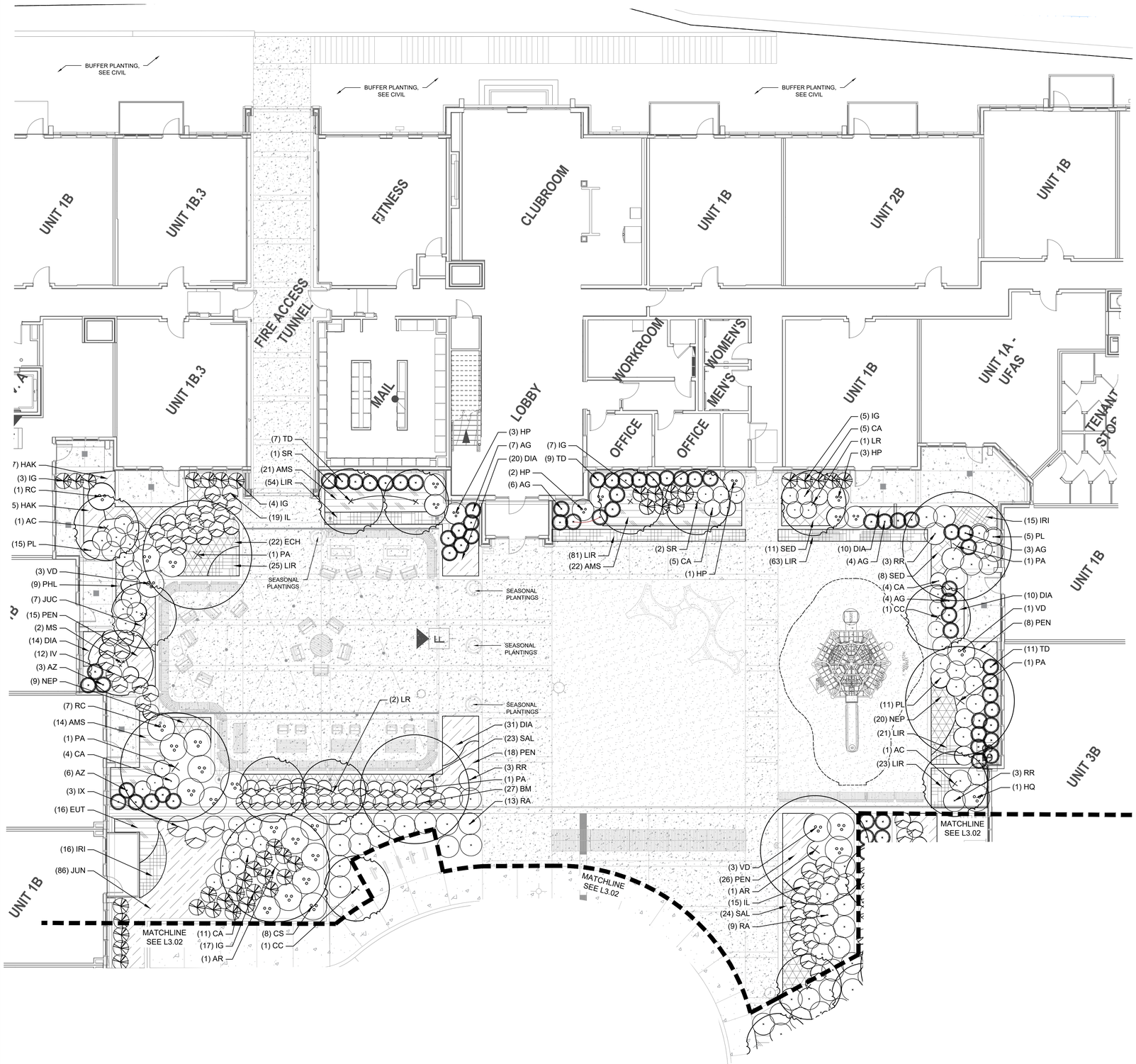

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1/8" = 1'

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3. ALL PLANTING SHALL BE IN ACCORDANCE WITH STANDARD AMERICAN ASSOCIATION OF NURSERYMEN PROCEDURES AND SPECIFICATIONS.
4. CONTRACTOR SHALL VERIFY THE CORRECT LOCATION OF ALL UNDERGROUND UTILITIES WITHIN THE LANDSCAPED AREA PRIOR TO INSTALLATION OF ANY PLANT MATERIAL. IF CONDITIONS ARISE IN THE FIELD WHICH NECESSITATES SHIFTING OF THE PLANT MATERIAL, THE LANDSCAPE ARCHITECT IS TO BE CONSULTED PRIOR TO RELOCATION.
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PLANTING PLAN

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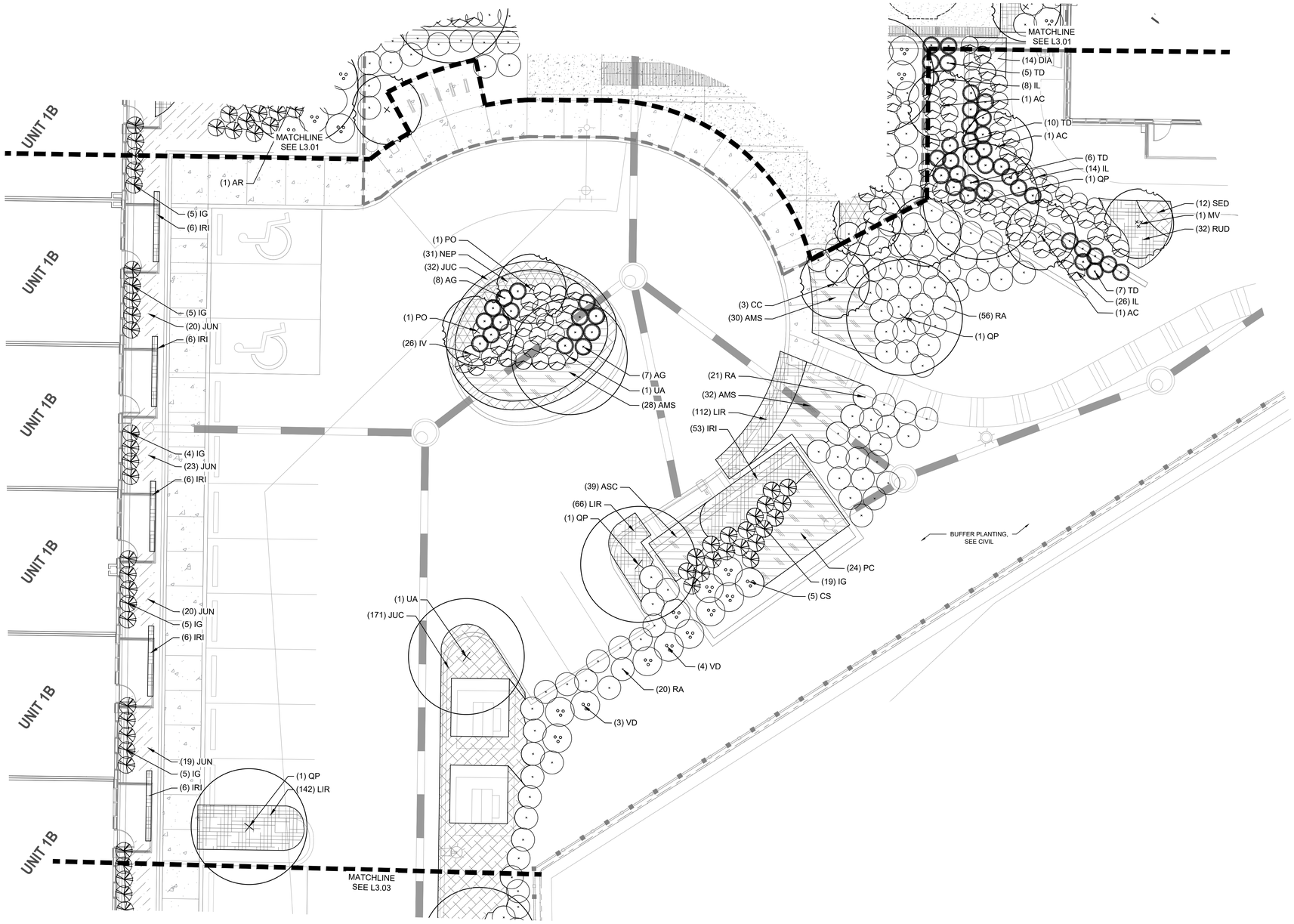

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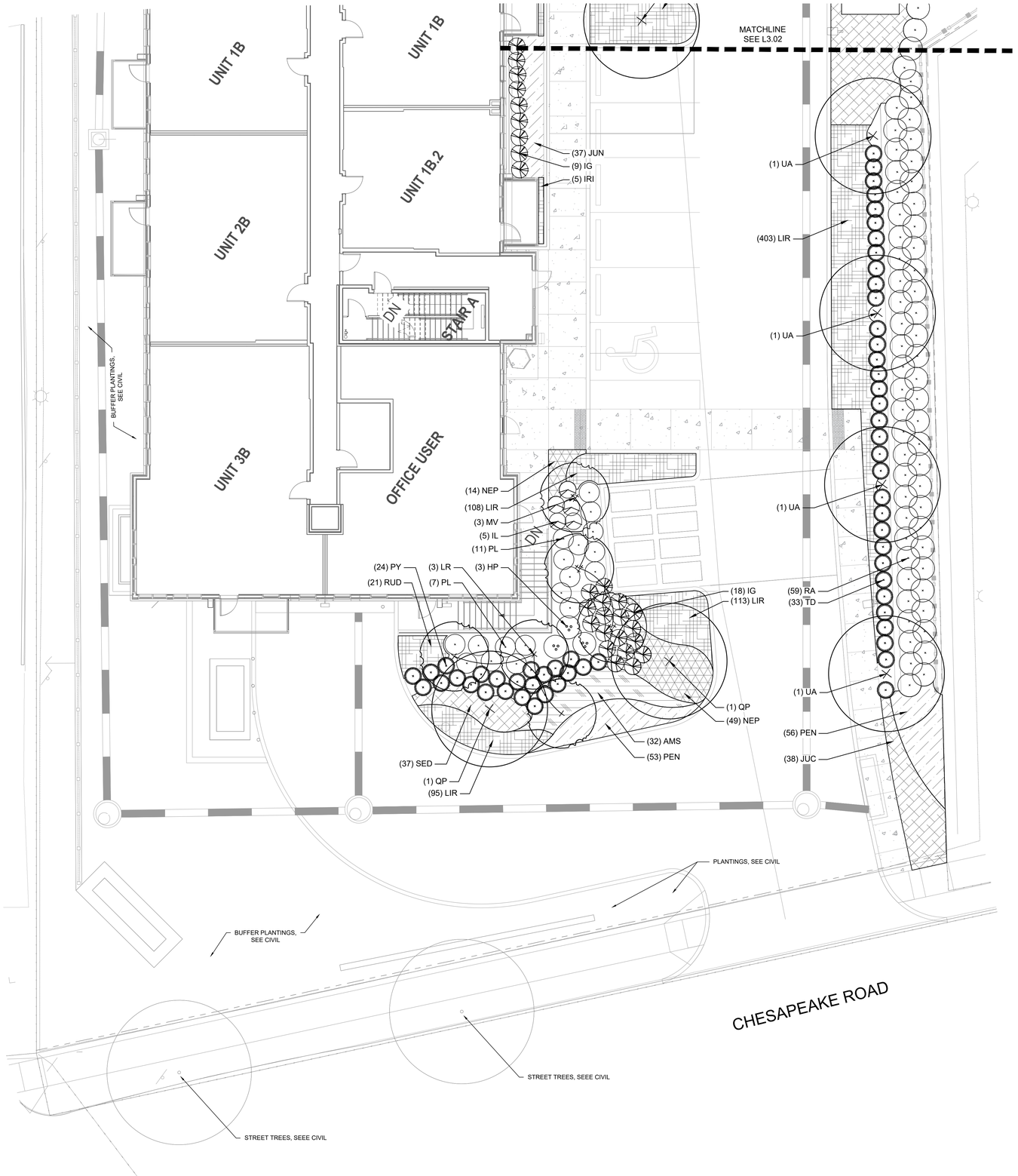

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PLANT SCHEDULE

QTY	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	REMARKS
		TREES			
2	AR	Acer rubrum 'October Glory' / October Glory Red Maple	3" Cal.	B&B	Central Leader, Full Crown, Matched
5	AC	Amelanchier canadensis / Shadblow Serviceberry	8`-10` Ht.	B&B	Multi-stem, 3-5 Canes, Matched
5	CC	Cercis canadensis / Eastern Redbud	8`-10` Ht.	B&B	Multi-stem, 3-5 Canes, Matched
6	LR	Lagerstroemia indica 'Rhapsody in Pink' / Crape Myrtle Rhapsody in Pink	8`-10` Ht.	B&B	Multi-stem, 3-5 Canes, Matched
2	MS	Magnolia stellata / Star Magnolia Multi-Trunk	8`-10` Ht.	B&B	Multi-stem, 3-5 Canes, Matched
4	MV	Magnolia virginiana 'Jim Wilson' / Moonglow® Sweetbay Magnolia	8`-10` Ht.	B&B	Multi-stem, 3-5 Canes, Matched
5	PA	Platanus x acerifolia 'Morton Circle' / Exclamation!™ London Plane Tree	3" Cal.	B&B	Central Leader, Full Crown, Matched
2	PO	Prunus x 'Okame' / Okame Flowering Cherry	2.5" Cal.	B&B	Full Crown, Matched
6	QP	Quercus phellos 'Hightower' / Hightower Willow Oak	3" Cal.	B&B	Central Leader, Full Crown, Matched
4	SR	Syringa reticulata 'Ivory Silk' / Ivory Silk Japanese Tree Lilac	3" Cal.	B&B	Central Leader, Full Crown, Matched
6	UA	Ulmus americana 'Princeton' / Princeton American Elm	3.5" Cal.	B&B	Central Leader, Full Crown, Matched
		SHRUBS			
39	AG	Abelia x 'Rose Creek' / Rose Creek Abelia	#5	Cont.	24" Spd., Full, Matched
9	AZ	Azalea x 'Delaware Valley White' / Valley White Azalea	#5	Cont.	18"-24" Spd., Full, Matched
27	BM	Buxus microphylla 'NewGen Independence' / Littleleaf Boxwood	#7	Cont.	18"-21" Spd., Full, Matched
29	CA	Clethra alnifolia 'Sixteen Candles' / Pepper Bush	#5	Cont.	24"-30" Spd., Full, Matched
13	CS	Cornus sericea 'Flaviramea' / Yellow Twig Dogwood	#7	Cont.	30"-36" Spd., Full, Matched
12	HP	Hydrangea paniculata 'Jane' / Little Lime® Panicle Hydrangea	#7	Cont.	30"-36" Spd., Matched
1	HQ	Hydrangea quercifolia `Ruby Slippers` / Ruby Slippers Oakleaf Hydrangea	#7	Cont.	30"-36" Spd., Full, Matched
106	IG	Ilex glabra 'Shamrock' / Shamrock Inkberry	#5	Cont.	24" Spd., Full, Matched
3	IX	Ilex verticillata 'Red Sprite' / Red Sprite Winterberry	#5	Cont.	18"-24" Spd., (1) Male
92	IL	Ilex vomitoria 'Schillings Dwarf' / Schillings Dwarf Yaupon Holly	#7	Cont.	24"-30" Spd., Full, Matched
38	IV	Itea virginica 'Sprich' / Little Henry® Sweetspire	#5	Cont.	24"-30" Spd., Full, Matched
24	PY	Physocarpus opulifolius 'Donna May' / Little Devil™ Dwarf Ninebark	#5	Cont.	24"-30" Spd., Full, Matched
49	PL	Prunus laurocerasus 'Chestnut Hill' / Chestnut Hill English Laurel	24"-30" Spd.	B&B	Full, Matched
8	RC	Rhododendron catawbiense 'Roseum Elegans' / Catawba Rhododendron	36"-42" Spd.	B&B	Full, Specimen
170	RA	Rhus aromatica 'Gro-Low' / Gro-Low Fragrant Sumac	#5	Cont.	24"-30" Spd., Full, Matched
12	RR	Rosa x 'Radrazz' / Knock Out® Shrub Rose	#5	Cont.	24" Ht., Full, Matched, Red Flower
95	TD	Taxus x media 'Densiformis' / Dense Anglo-Japanese Yew	24"-30" Spd.	B&B	Full, Matched
14	VD	Viburnum dentatum 'Christom' / Blue Muffin® Arrowwood Viburnum	#7	Cont.	30"-36" Spd., Full, Matched

QTY	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	REMARKS
		GROUND COVERS			
179	AMS	Amsonia hubrichtii / Arkansas Bluestar	#1	Cont.	24" o.c.
39	ASC	Asclepias tuberosa / Butterfly Milkweed	#SP4	Cont.	15" o.c.
99	DIA	Dianthus gratianopolitanus 'Firewitch' / Garden Pinks	#1	Cont.	15" o.c.
22	ECH	Echinacea purpurea / Coneflower	#1	Cont.	18" o.c.
16	EUT	Eutrochium dubium 'Little Joe' / Little Joe Pye Weed	#1	Cont.	18" o.c.
22	HAK	Hakonechloa macra 'Aureola' / Golden Variegated Forest Grass	#1	Cont.	15" o.c.
22	HOS	Hosta x 'Paul's Glory' / Paul's Glory Hosta	#1	Cont.	18" o.c.
119	IRI	Iris versicolor / Blue Flag Iris	#1	Cont.	18" o.c.
205	JUN	Juncus effusus / Soft Rush	#1	Cont.	18" o.c.
248	JUC	Juniperus conferta / Shore Juniper	#2	Cont.	24" o.c.
1,306	LIR	Liriope muscari 'Royal Purple' / Royal Purple Lilyturf	#1	Cont.	12" o.c.
123	NEP	Nepeta x faassenii 'Walker Junior' / Walker Junior Catmint	#1	Cont.	18" o.c.
24	PC	Panicum virgatum 'Cheyenne Sky' / Cheyenne Sky Prairie Winds® Switch Grass	#1	Cont.	30" o.c.
176	PEN	Pennisetum alopecuroides 'Hameln' / Hameln Fountain Grass	#1	Cont.	18" o.c.
9	PHL	Phlox subulata / Creeping Phlox	#1	Cont.	12" o.c.
53	RUD	Rudbeckia fulgida Fulgida / Black eyed Susan	#1	Cont.	18" o.c.
47	SAL	Salvia nemorosa 'May Night' / May Night Meadow Sage	#1	Cont.	18" o.c.
68	SED	Sedum x 'Autumn Joy' / Autumn Joy Sedum	#1	Cont.	18" o.c.

1 Master Plant Schedule

GENERAL PLANTING NOTES:

1. THE CONTRACTOR SHALL PROVIDE ALL MATERIALS, LABOR AND EQUIPMENT TO COMPLETE ALL LANDSCAPE WORK AS SHOWN ON THE PLANS AND SPECIFICATIONS.
2. ALL PLANT MATERIALS SHALL CONFORM TO THE SIZES GIVEN IN THE PLANT LIST AND SHALL BE NURSERY GROWN IN ACCORDANCE WITH THE "AMERICAN STANDARD FOR NURSERY STOCK," LATEST EDITION. ANY PLANT MATERIAL EXHIBITING A SPINDLY OR LOP-SIDED HABIT OR ANY OTHER FEATURE THAT DETRACTS FROM ITS HEALTH OR APPEARANCE WILL BE REJECTED.
3. ALL PLANTING SHALL BE IN ACCORDANCE WITH STANDARD AMERICAN ASSOCIATION OF NURSERYMEN PROCEDURES AND SPECIFICATIONS.
4. CONTRACTOR SHALL VERIFY THE CORRECT LOCATION OF ALL UNDERGROUND UTILITIES WITHIN THE LANDSCAPED AREA PRIOR TO INSTALLATION OF ANY PLANT MATERIAL. IF CONDITIONS ARISE IN THE FIELD WHICH NECESSITATES SHIFTING OF THE PLANT MATERIAL, THE LANDSCAPE ARCHITECT IS TO BE CONSULTED PRIOR TO RELOCATION.
5. OBTAIN WRITTEN APPROVAL FROM LANDSCAPE ARCHITECT BEFORE MAKING ANY SUBSTITUTIONS OR CHANGES.
6. ALL PLANT BEDS AND TREE PITS SHALL HAVE A GRANULAR PRE-EMERGENT WEED CONTROL APPLIED PER MANUFACTURER'S RECOMMENDATIONS PRIOR TO MULCHING.
7. PRECAUTIONS SHALL BE TAKEN TO AVOID DAMAGE TO EXISTING PLANTS, TURF AND STRUCTURES. ANY DAMAGED AREAS SHALL BE RESTORED TO THEIR ORIGINAL CONDITIONS. ALL AREAS DISTURBED BY PLANTING OR GRADING OPERATIONS SHALL BE FINE GRADED AND SEEDED OR SODDED. ALL DEBRIS AND WASTE MATERIAL RESULTING FROM PLANTING OPERATIONS SHALL BE REMOVED FROM THE PROJECT AND CLEANED UP.
8. PLACE PLANTS FOR BEST APPEARANCE FOR REVIEW AND FINAL ORIENTATION BY LANDSCAPE ARCHITECT.
9. ALL PLANT BEDS SHALL BE CONTAINED WITH A 4" DEEP SPACED EDGE UNLESS OTHERWISE NOTED ON DRAWINGS.
10. ALL PLANT BEDS AND PLANTING AREAS TO BE MULCHED TO A DEPTH OF 3" UNLESS OTHERWISE NOTED ON DRAWINGS OR SPECIFICATIONS.
11. SHRUB SPREAD/HEIGHT SHALL TAKE PRECEDENT OVER CONTAINER SIZE WHEN PURCHASING

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PROJECT TITLE

LANDOVER HILLS APARTMENTS

ISSUE #	DATE	DESCRIPTION
	2024-10-21	BID SET
	2024-12-10	PERMIT SET
	2025-01-22	PERMIT REVIEW

CERTIFICATION

STATE OF MARYLAND · SCOTT JON RYKIEL · NO. 634 · REGISTERED LANDSCAPE ARCHITECT

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COMMISSION NUMBER	24012

SHEET TITLE

PLANTING SCHEDULE

SHEET NUMBER

L3.04

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1 SOILS PLAN
1" = 20'

N
0 10' 20' 40'

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STATE OF MARYLAND · SCOTT JON RYKIEL · REGISTERED LANDSCAPE ARCHITECT · NO. 624

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SHEET TITLE
SOILS PLAN

SHEET NUMBER
L3.10

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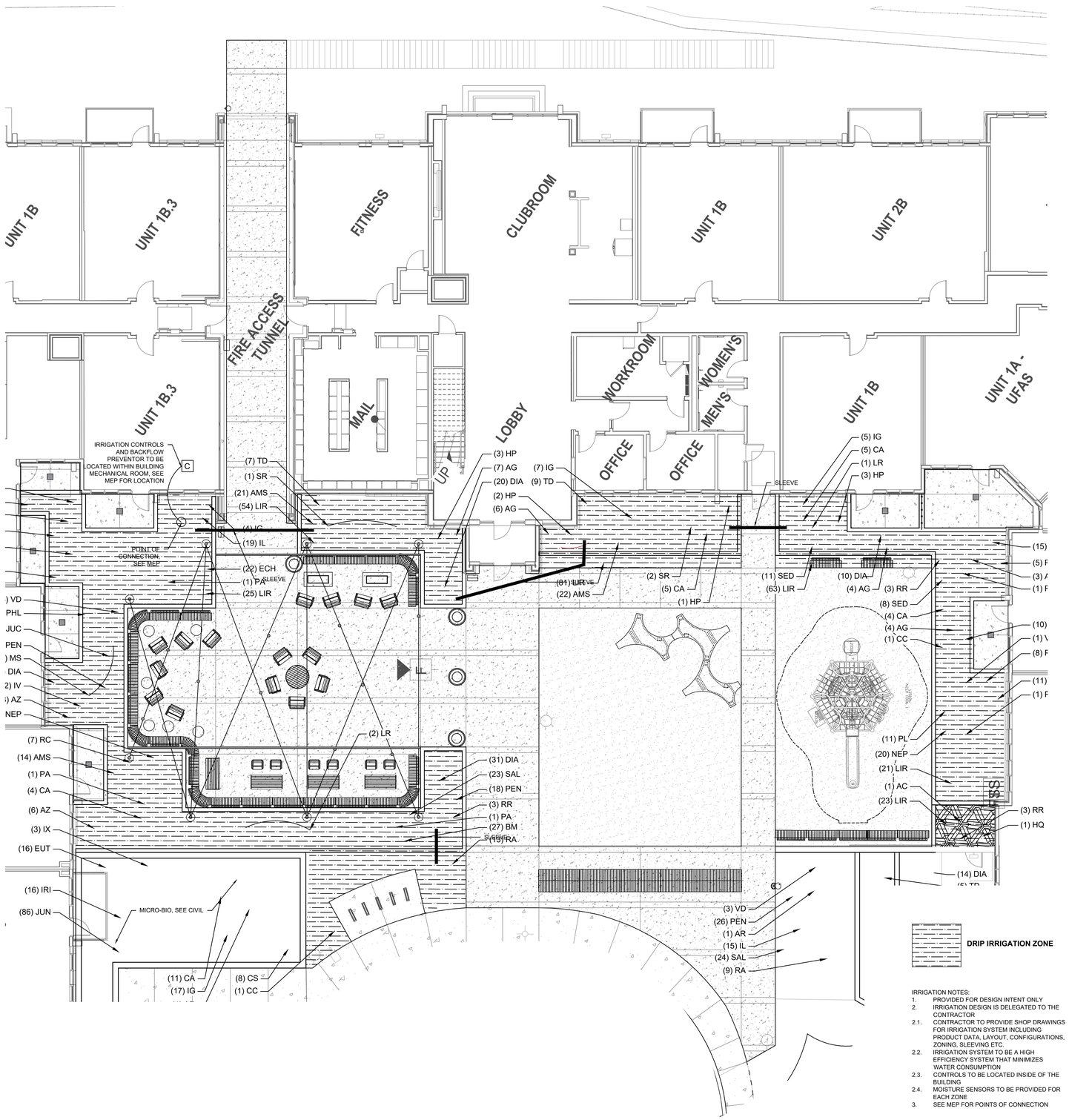

IRRIGATION NOTES:

1. PROVIDED FOR DESIGN INTENT ONLY
2. IRRIGATION DESIGN IS DELEGATED TO THE CONTRACTOR
- 2.1. CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR IRRIGATION SYSTEM INCLUDING PRODUCT DATA, LAYOUT, CONFIGURATIONS, ZONING, SLEEVING ETC.
- 2.2. IRRIGATION SYSTEM TO BE A HIGH EFFICIENCY SYSTEM THAT MINIMIZES WATER CONSUMPTION
- 2.3. CONTROLS TO BE LOCATED INSIDE OF THE BUILDING
- 2.4. MOISTURE SENSORS TO BE PROVIDED FOR EACH ZONE
3. SEE MEP FOR POINTS OF CONNECTION

1 Irrigation Zone Plan
1/8" = 1'

N
0 4' 8' 16'

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SHEET TITLE
IRRIGATION ZONE PLAN

SHEET NUMBER
L3.20

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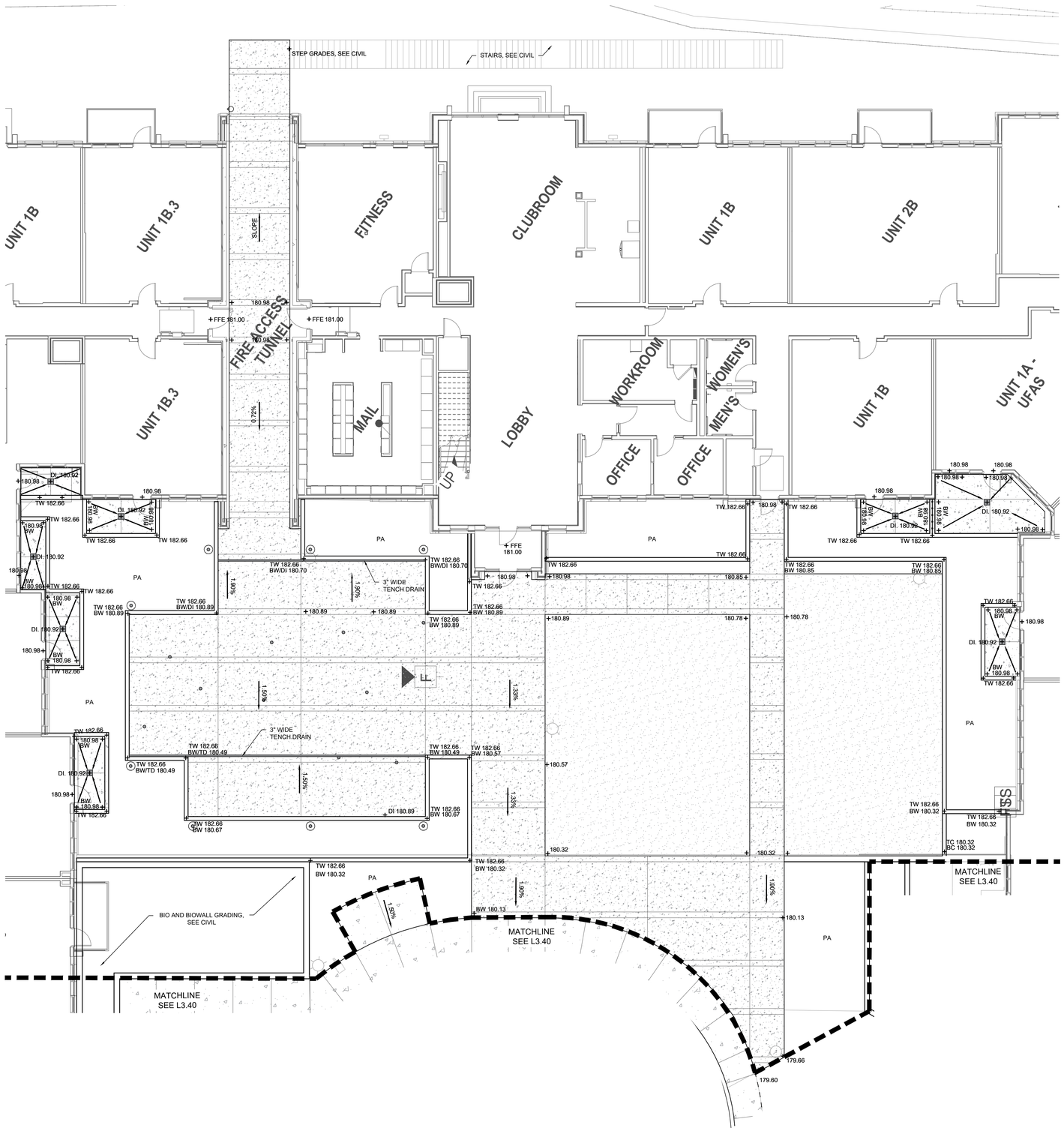

1 GRADING PLAN

1/8" = 1"

0 4' 8' 16'

N

GRADING LEGEND

TW	TOP OF WALL
BW	BOTTOM OF WALL
TC	TOP OF CURB
BC	BOTTOM OF CURB
TS	TOP OF STAIR
BS	BOTTOM OF STAIR
DI	DRAIN INLET
TD	TRENCH DRAIN INLET
LP	LOW POINT
HP	HIGH POINT
→	DIRECTION OF FLOW
DN	DOWN DIRECTION
BF	TOP OF BENCH FOOTING (NOT FINISH GRADE)
TF	TOP OF FOOTING (NOT FINISH GRADE)
AD	AREA DRAIN
EX	EXISTING GRADE, CONTRACTOR TO VERIFY IN FIELD

NOTES:

1. CONTRACTOR SHALL CONFIRM ALL EXISTING SPOT ELEVATIONS AND BRING DISCREPANCIES TO THE LANDSCAPE ARCHITECTS ATTENTION PRIOR TO SETTING FINAL GRADES
2. CROSS SLOPES FOR ACCESSIBLE PATHWAYS SHALL NOT EXCEED 2%
3. RAMPS SHALL NOT EXCEED 1:12
4. ACCESSIBLE PATHWAYS SHALL NOT EXCEED 5% UNLESS IT HAS BEEN DESIGNED AS A RAMP
5. COMPLY WITH ALL ADA GUIDELINES
6. PLANTING AREAS TO BE FLUSH WITH ADJACENT SURFACES UNLESS OTHERWISE NOTED
7. CONTOURS SHOWN TO ILLUSTRATIVE PURPOSES ONLY. REFER TO CIVIL FOR CONTOUR GRADING

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GRADING PLAN

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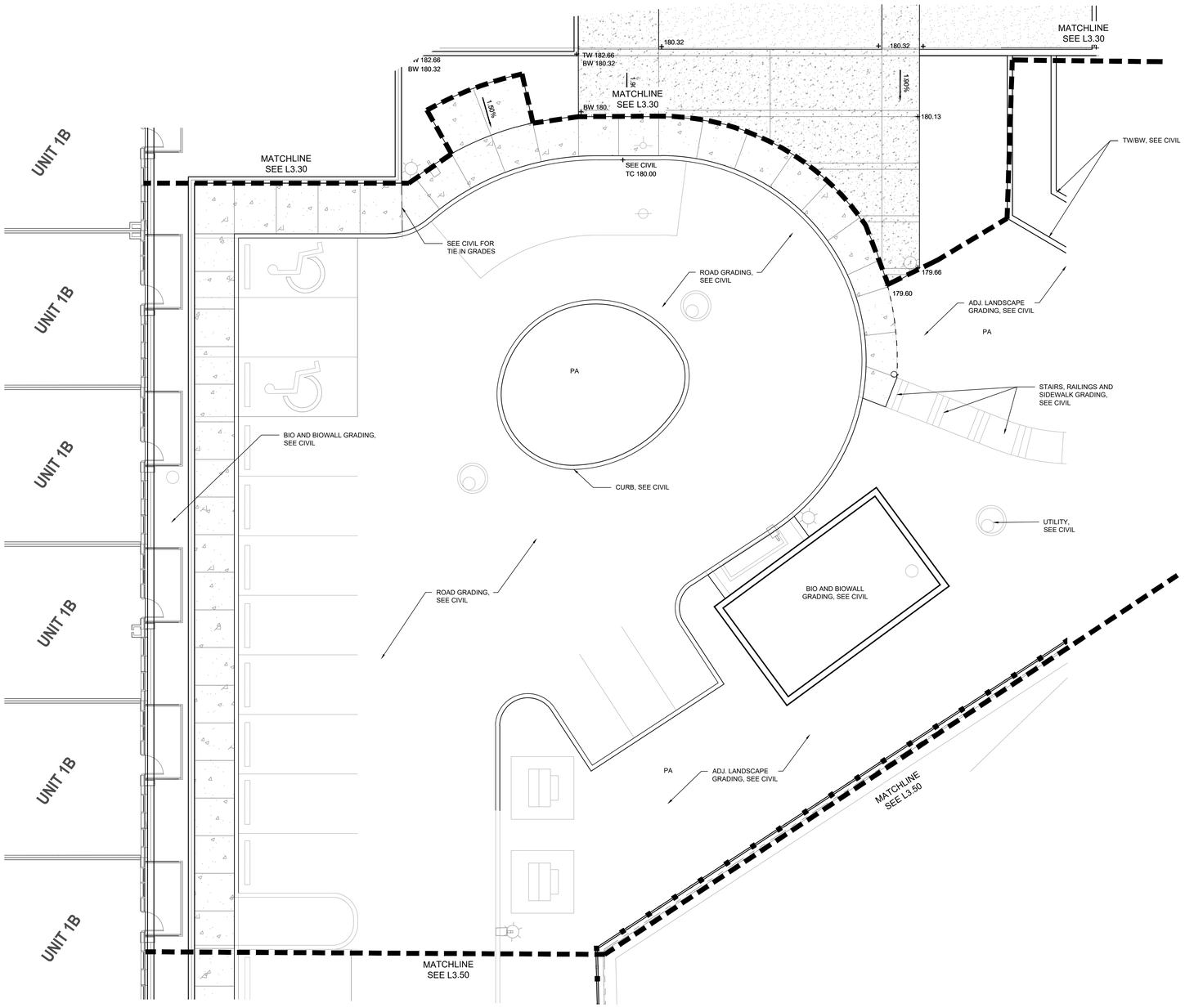

1 GRADING PLAN
1/8" = 1'

0 4' 8' 16' N

GRADING LEGEND

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NO. 624
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GRADING PLAN

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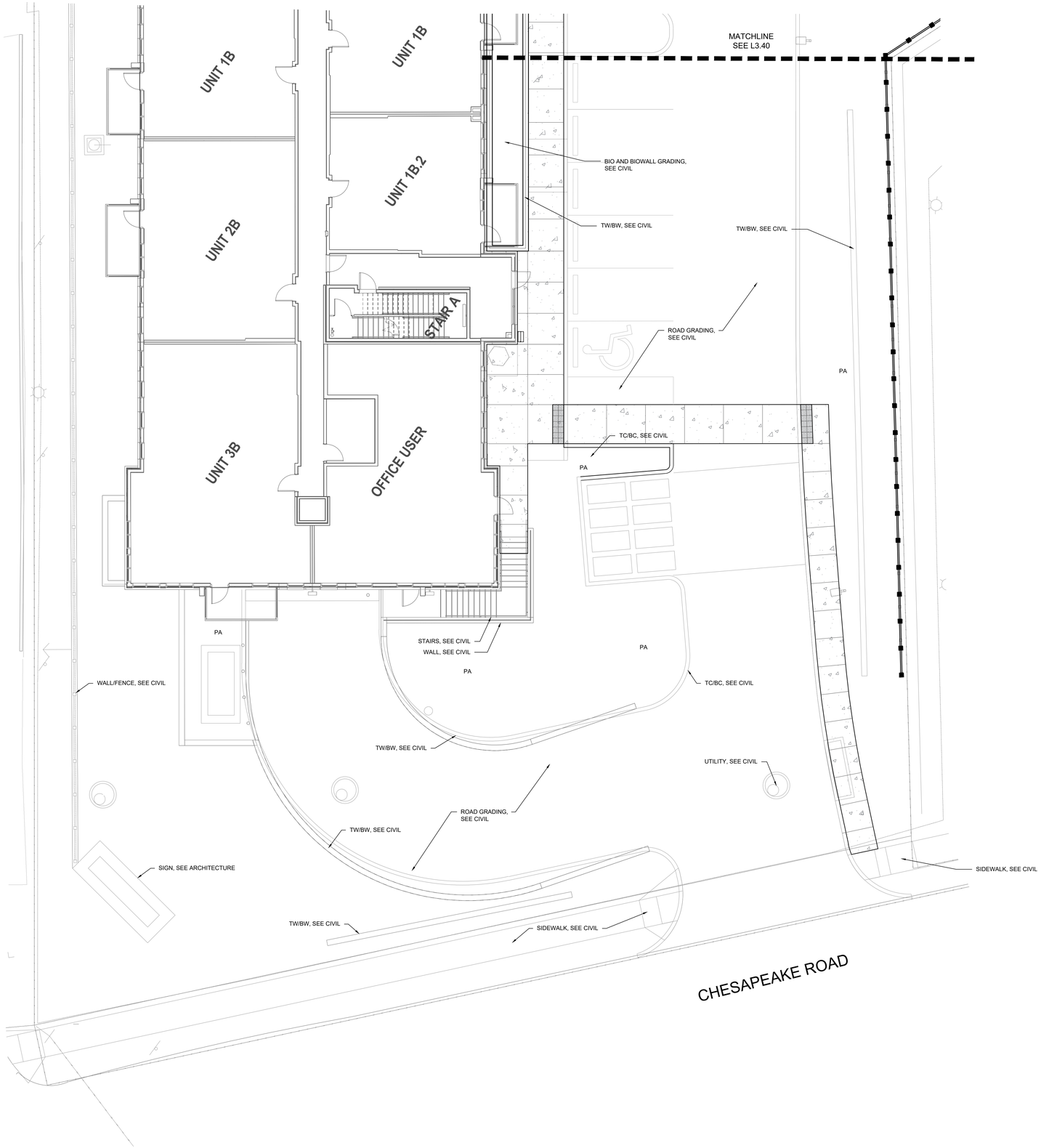

GRADING LEGEND

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TC	TOP OF CURB
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TS	TOP OF STAIR
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1 GRADING PLAN
1/8" = 1'

0 4' 8' 16'

N

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GRADING PLAN

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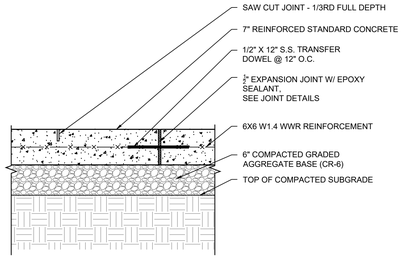
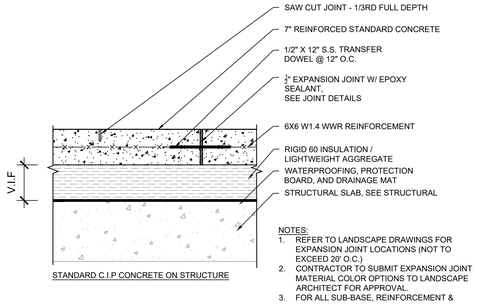


STANDARD C.I.P CONCRETE AT GRADE

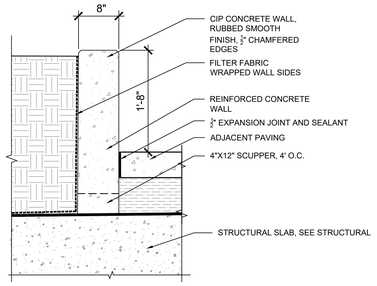


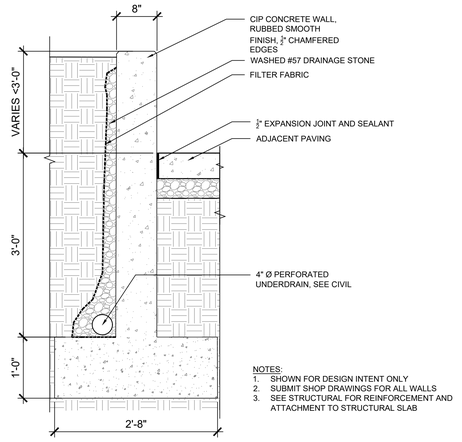
STANDARD C.I.P CONCRETE ON STRUCTURE

NOTES:
1. REFER TO LANDSCAPE DRAWINGS FOR EXPANSION JOINT LOCATIONS (NOT TO EXCEED 20' O.C.)
2. CONTRACTOR TO SUBMIT EXPANSION JOINT MATERIAL COLOR OPTIONS TO LANDSCAPE ARCHITECT FOR APPROVAL
3. FOR ALL SUB-BASE, REINFORCEMENT &

1 CIP STANDARD CONCRETE

1" = 1'-0"

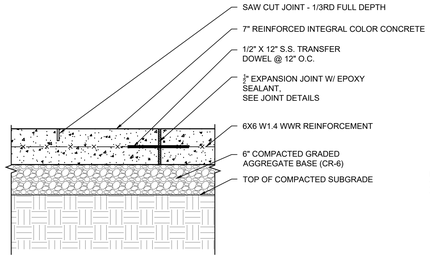




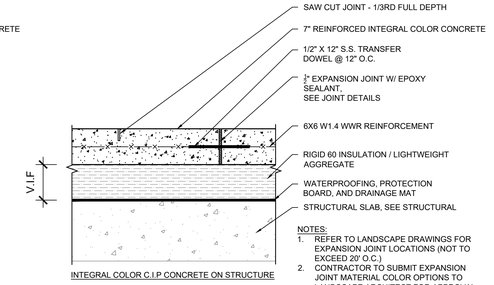
NOTES:
1. SHOWN FOR DESIGN INTENT ONLY
2. SUBMIT SHOP DRAWINGS FOR ALL WALLS
3. SEE STRUCTURAL FOR REINFORCEMENT AND ATTACHMENT TO STRUCTURAL SLAB

2 C.I.P WALL

1"=1'-0"



INTEGRAL COLOR C.I.P CONCRETE AT GRADE

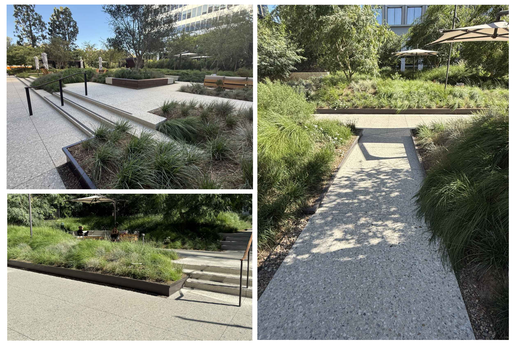


INTEGRAL COLOR C.I.P CONCRETE ON STRUCTURE

NOTES:
1. REFER TO LANDSCAPE DRAWINGS FOR EXPANSION JOINT LOCATIONS (NOT TO EXCEED 20' O.C.)
2. CONTRACTOR TO SUBMIT EXPANSION JOINT MATERIAL COLOR OPTIONS TO LANDSCAPE ARCHITECT FOR APPROVAL
3. FOR ALL SUB-BASE, REINFORCEMENT & CONCRETE, SEE CIVIL DRAWINGS & SPECS

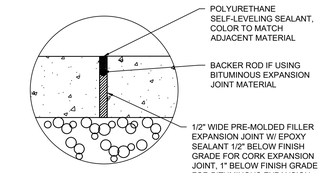
3 CIP INTEGRAL COLOR & EXPOSED AGGREGATE CONCRETE

1"=1'-0"

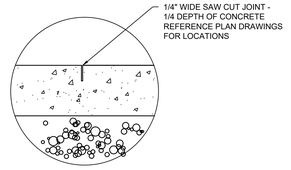


EXPOSED AGGREGATE CONCRETE PRECEDENT IMAGES

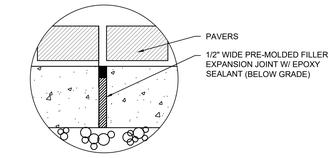
FINAL COLOR AND TEXTURE TO BE SELECTED ON SITE



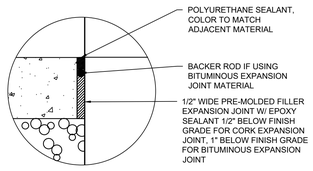
A: EXPANSION JOINT @ CONCRETE



B: CONTRACTION JOINT @ CONCRETE



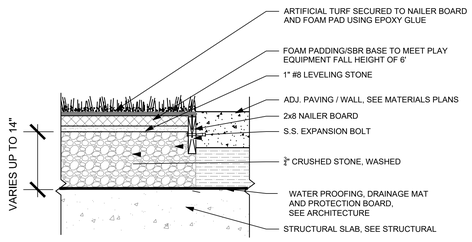
C: EXPANSION JOINT @ CONCRETE PAVER



D: EXPANSION JOINT @ VERTICAL ELEMENTS

4 TYPICAL JOINT DETAILS

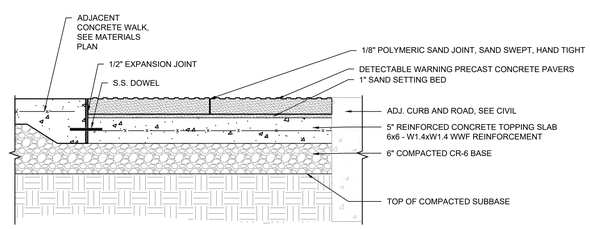
3/8"=1'-0"



NOTES:
1. PROVIDED FOR DESIGN INTENT ONLY.
2. INSTALLER TO SUBMIT SHOP DRAWINGS SHOWING INSTALLATION METHOD, SEAMING, AND BEST PRACTICES FOR INSTALLING TURF AND TURF TRANSITION.
3. INSTALLER TO ENSURE PROPER DRAINAGE THROUGH TURF LAYERS SO THAT NO WATER BECOMES TRAPPED

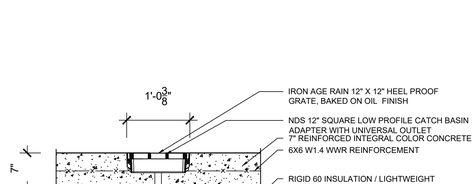
5 ARTIFICIAL TURF ON STRUCTURE

1"=1'-0"



6 DETECTABLE WARNING PAVERS AT GRADE

1"=1'-0"

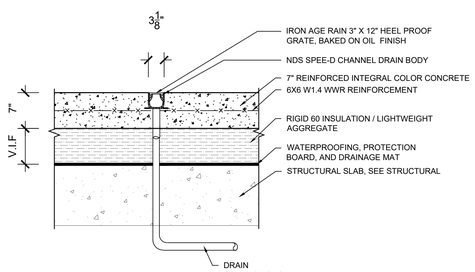


PRECEDENT IMAGE

MANUFACTURER: IRON AGE GRATES
MODEL: RAIN 12" X 12" HEEL PROOF
SIZE / OPTIONS: 11.63" W x 11.63" L x 1.13"D
COLOR / FINISH: DUCTILE IRON, BAKED ON OIL FINISH
MOUNTING TYPE: NDS 12" CATCH BASIN LOW PROFILE ADAPTER WITH UNIVERSAL OUTLET
QUANTITY: PER PLAN
CONTACT: JON LUTTON
E: JONL@IRONAGEGRATES.COM
P: N/A
NOTE: ANCHORING, ATTACHMENT PER MANUFACTURER'S RECOMMENDATIONS
SEE MEP FOR DRAIN CONNECTIONS

7 AREA DRAIN

1"=1'-0"



PRECEDENT IMAGE

MANUFACTURER: IRON AGE GRATES
MODEL: RAIN 3" X 12" HEEL PROOF
SIZE / OPTIONS: 2.77" W x 11.94" L x 0.32"D
COLOR / FINISH: DUCTILE IRON, BAKED ON OIL FINISH
MOUNTING TYPE: NDS SPEE-D CHANNEL DRAIN
QUANTITY: PER PLAN
CONTACT: JON LUTTON
E: jonl@ironagegrates.com
P: N/A
NOTE: ANCHORING, ATTACHMENT PER MANUFACTURER'S RECOMMENDATIONS
SEE MEP FOR DRAIN CONNECTIONS

8 TRENCH DRAIN

1"=1'-0"

BKV GROUP
Architecture
Interior Design
Landscape Architecture
Engineering

222 North Second Street
Long & Kees Bldg
Suite 101
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55401
612.339.3752

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CONSULTANTS

MAHAN RYKIEL ASSOCIATES INC
3300 Clipper Mill Road
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Baltimore MD
21211
410.235.6001
www.mahanrykiel.com

PROJECT TITLE

LANDOVER HILLS APARTMENTS

ISSUE #	DATE	DESCRIPTION
	2024-10-21	BID SET
	2024-12-10	PERMIT SET
	2025-01-22	PERMIT REVIEW

CERTIFICATION

STATE OF MARYLAND · SCOTT JON RYKIEL · NO. 631 · REGISTERED LANDSCAPE ARCHITECT

DRAWN BY	NM
CHECKED BY	MH
COMMISSION NUMBER	24012

SHEET TITLE

HARDSCAPE DETAILS

SHEET NUMBER

L5.00

DSP-23008

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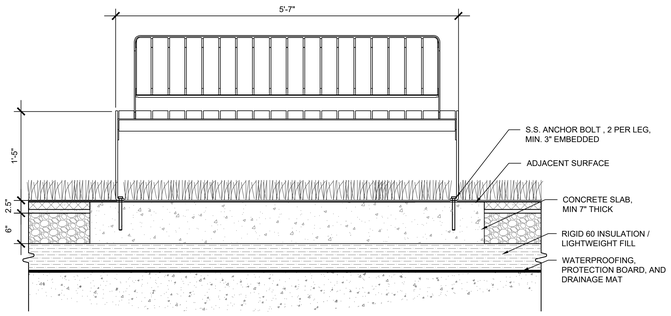
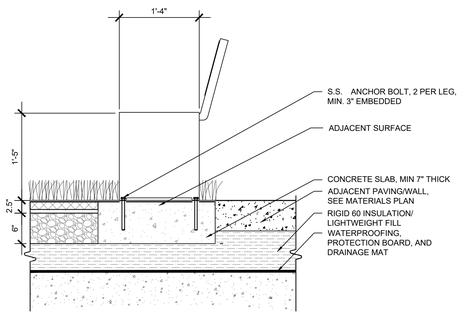


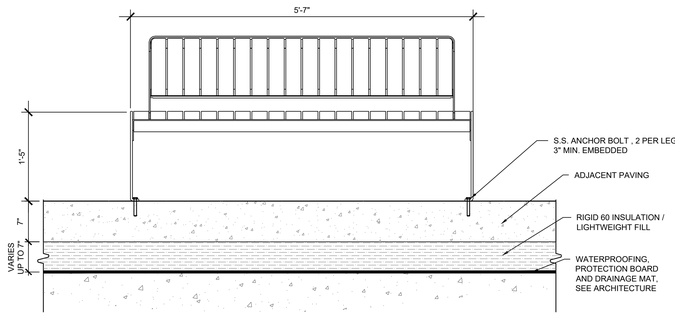


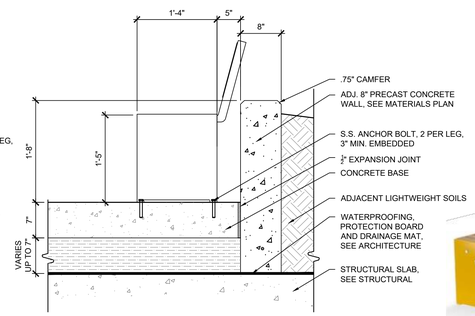
PREDECENT IMAGERY

MANUFACTURER: VESTRE (OR APPROVED EQUAL)
MODEL: 617 VROOM Bench
SIZE / OPTIONS: 66.4" W x 31.9" H x 21.4"D
COLOR / FINISH: HOT DIPPED GALVANISED AND POWDER COAT STEEL / STANDARD WOOD
MOUNTING TYPE: SURFACE MOUNTED
QUANTITY: PER PLAN
CONTACT: DAN DELONGCHAMP
E: DAN@VESTRE.COM
P: 610-780-4134
NOTE: ANCHORING, ATTACHMENT PER MANUFACTURER'S RECOMMENDATIONS

1 VROOM STANDARD BENCH, BACKED

1"=1'-0"





PRECEDENT IMAGERY

MANUFACTURER: VESTRE (OR APPROVED EQUAL)
MODEL: VROOM MODULAR BENCH (SEE SCHEDULE FOR MODULES)
SIZE / OPTIONS: PER MODEL
COLOR / FINISH: HOT DIPPED GALVANISED AND POWDER COAT STEEL / STANDARD WOOD
MOUNTING TYPE: SURFACE MOUNTED
QUANTITY: PER PLAN
CONTACT: DAN DELONGCHAMP
E: DAN@VESTRE.COM
P: 610-780-4134

NOTE:
1. ANCHORING, ATTACHMENT PER MANUFACTURER'S RECOMMENDATIONS
2. BENCHES ARE A SERIES OF INTERCONNECTED MODULES, SEE PLANS FOR EXTENTS
3. SUBMIT SHOP DRAWINGS FOR ALL INTERCONNECTED MODULES

MODULAR BENCH COMPOSITE 1

UNIT #	NAME	QUANTITY
620-900	VROOM Backless Bench Top Standard	14
629-900	VROOM Backrest	14
630-900-D2	VROOM Backless Bench Top Curved D78.7"	5
622-900-D2	VROOM BENCH TOP CURVED O2000	1
623-900-D2	VROOM Back Curved ER39.4"	4
650-900	VROOM Leg/Connector	20

MODULAR BENCH COMPOSITE 2

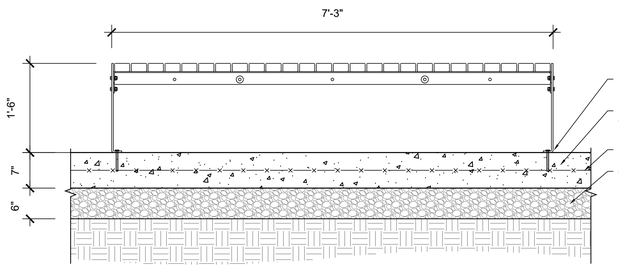
UNIT #	NAME	QUANTITY
620-900	VROOM Backless Bench Top Standard	4
629-900	VROOM Backrest	4
630-900-D2	VROOM Backless Bench Top Curved D78.7"	1
623-900-D2	VROOM Back Curved ER39.4"	1
650-900	VROOM Leg/Connector	6

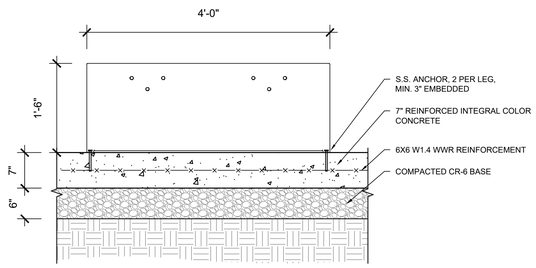
MODULAR BENCH COMPOSITE 3

UNIT #	NAME	QUANTITY
620-900	VROOM Backless Bench Top Standard	5
629-900	VROOM Backrest	5
650-900	VROOM Leg/Connector	6

2 VROOM MODULAR BENCH, BACKED

1"=1'-0"





PRECEDENT IMAGERY

MANUFACTURER: VESTRE (OR APPROVED EQUAL)
MODEL: VROOM PLATFORM BENCH (VARIOUS MODELS, SEE SCHEDULE FOR MODELS)
SIZE / OPTIONS: 85.9" W x 16" H x 47"D
COLOR / FINISH: HOT DIPPED GALVANISED AND POWDER COAT STEEL / STANDARD WOOD
MOUNTING TYPE: SURFACE MOUNTED
QUANTITY: PER PLAN
CONTACT: DAN DELONGCHAMP
E: DAN@VESTRE.COM
P: 610-780-4134

NOTE:
1. ANCHORING, ATTACHMENT PER MANUFACTURER'S RECOMMENDATIONS
2. BENCHES ARE A SERIES OF INTERCONNECTED MODULES, SEE PLANS FOR EXTENTS
3. SUBMIT SHOP DRAWINGS FOR ALL INTERCONNECTED MODULES

MODULAR BENCH COMPOSITE

UNIT #	NAME	QUANTITY
632-900	VROOM Backless Bench Top Long	10
675-900	VROOM 1200 Leg/Connector	6

3 VROOM PLATFORM BENCH, BACKLESS

1"=1'-0"

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	2024-10-21	BID SET
	2024-12-10	PERMIT SET
	2025-01-22	PERMIT REVIEW

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DRAWN BY	NM
CHECKED BY	MH
COMMISSION NUMBER	24012

SHEET TITLE

HARDSCAPE DETAILS

SHEET NUMBER

L5.01

DSP-23008

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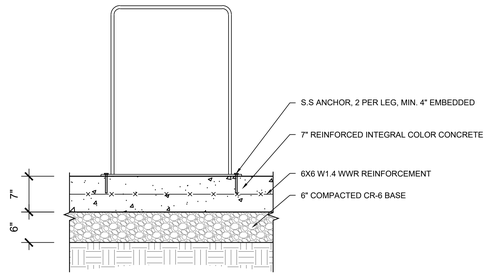
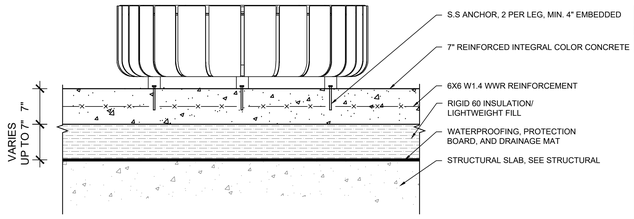


PRECEDENT IMAGERY

MANUFACTURER: VESTRE (OR APPROVED EQUAL)
MODEL: 696A VROOM BIKE RACK
SIZE / OPTIONS: 27.6" W x 31.5" H x 5.9"D
COLOR / FINISH: HOT DIPPED GALVANISED AND POWDER COAT STEEL
MOUNTING TYPE: SURFACE MOUNTED
QUANTITY: PER PLAN
CONTACT: DAN DELONGCHAMP
E: DAN@VESTRE.COM
P: 610-780-4134
NOTE: ANCHORING, ATTACHMENT PER MANUFACTURER'S RECOMMENDATIONS

1 VROOM BIKE RACK

1"=1'-0"

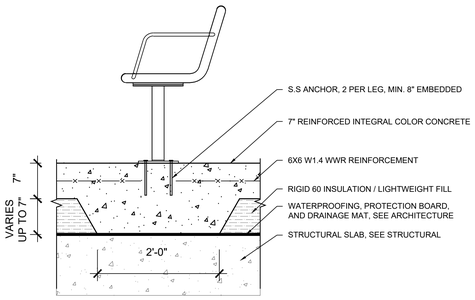


PRECEDENT IMAGERY

MANUFACTURER: VESTRE (OR APPROVED EQUAL)
MODEL: 3612 STRIPES BENCH SMALL
SIZE / OPTIONS: 49.3" W x 16.3" H x 49.3"D
COLOR / FINISH: HOT DIPPED GALVANISED AND POWDER COAT STEEL / STANDARD WOOD
MOUNTING TYPE: SURFACE MOUNTED
QUANTITY: PER PLAN
CONTACT: DAN DELONGCHAMP
E: DAN@VESTRE.COM
P: 610-780-4134
NOTE: ANCHORING, ATTACHMENT PER MANUFACTURER'S RECOMMENDATIONS

2 STRIPES ROUND TABLE

1"=1'-0"



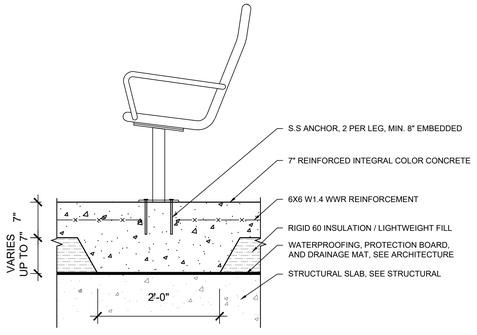
SIDE

PRECEDENT IMAGE

MANUFACTURER: VESTRE (OR APPROVED EQUAL)
MODEL: 76A APRIL CHAIR
SIZE / OPTIONS: 20.2" W x 30.9" H x 20.4"D
COLOR / FINISH: HOT DIPPED GALVANISED AND POWDER COAT STEEL / STANDARD WOOD
MOUNTING TYPE: SURFACE MOUNTED
QUANTITY: PER PLAN
CONTACT: DAN DELONGCHAMP
E: DAN@VESTRE.COM
P: 610-780-4134
NOTE: ANCHORING, ATTACHMENT PER MANUFACTURER'S RECOMMENDATIONS

3 APRIL CHAIR, STANDARD

1"=1'-0"



PRECEDENT IMAGE

MANUFACTURER: VESTRE (OR APPROVED EQUAL)
MODEL: 746AT APRIL CHAIR HIGH BACK AND ARMREST
SIZE / OPTIONS: 30.5" W x 39" H x 25.2"D
COLOR / FINISH: HOT DIPPED GALVANISED AND POWDER COAT STEEL / STANDARD WOOD
MOUNTING TYPE: SURFACE MOUNTED
QUANTITY: PER PLAN
CONTACT: DAN DELONGCHAMP
E: DAN@VESTRE.COM
P: 610-780-4134
NOTE: ANCHORING, ATTACHMENT PER MANUFACTURER'S RECOMMENDATIONS

4 APRIL LOUNGE CHAIR, HIGH BACK

1"=1'-0"

MANUFACTURER: ESCOFET
MODEL: ISLERO
SIZE / OPTIONS: 118.11" X 92.12" X 17.71"
COLOR / FINISH: REINFORCED CONCRETE, COLOR TBD
MOUNTING TYPE: FREESTANDING
QUANTITY: PER PLAN
CONTACT: TRACEY FRIELDY
E: TRACEY@NOLANBRANDS.COM
P: 443-280-7007
NOTE: INSTALLATION PER MANUFACTURER'S RECOMMENDATIONS

5 SCULPTURAL BENCH

1"=1'-0"

DSP-23008

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PROJECT TITLE

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	2025-01-22	PERMIT REVIEW

CERTIFICATION

STATE OF MARYLAND · SCOTT JON RYKIEL · NO. 631 · REGISTERED LANDSCAPE ARCHITECT

DRAWN BY	NM
CHECKED BY	MH
COMMISSION NUMBER	24012

SHEET TITLE

HARDSCAPE DETAILS

SHEET NUMBER

L5.02

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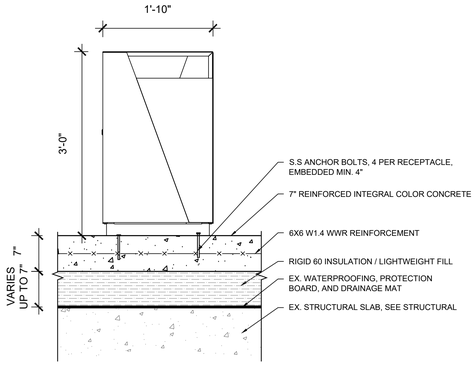
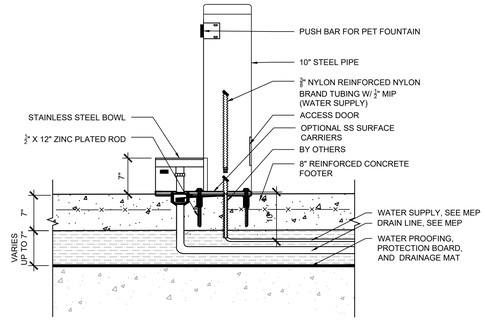


PRECEDENT IMAGERY

MANUFACTURER: VESTRE (OR APPROVED EQUAL)
MODEL: 1542 BLOC LITTER BIN, 26.4 GAL
SIZE / OPTIONS: 12" W x 36.2" H x 21.7"D
COLOR / FINISH: HOT DIPPED GALVANISED AND POWDER COAT STEEL
MOUNTING TYPE: SURFACE MOUNTED
QUANTITY: PER PLAN
CONTACT: DAN DELONGCHAMP
E: DAN@VESTRE.COM
P: 610-780-4134
NOTE: ANCHORING, ATTACHMENT PER MANUFACTURER'S RECOMMENDATIONS

1 LITTER AND RECYCLING RECEPTACLES

1"=1'-0"



SIDE

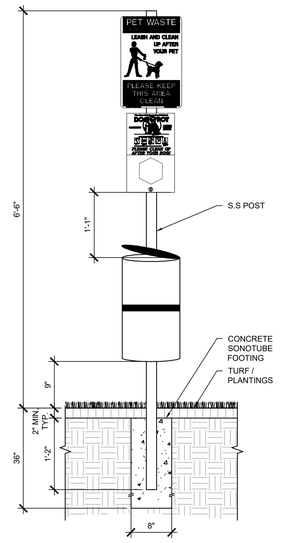
PRECEDENT IMAGERY

MANUFACTURER: MOST DEPENDABLE FOUNTAINS INC. (OR APPROVED EQUAL)
MODEL: 300SM
SIZE / OPTIONS: 10" W x 39" H x 20.75"D
COLOR / FINISH: STAINLESS STEEL
MOUNTING TYPE: SURFACE MOUNTED
QUANTITY: PER PLAN
CONTACT: E: MOSTDEPENDABLE.COM
P: 901-867-0039

NOTE:
1. ANCHORING, ATTACHMENT PER MANUFACTURER'S RECOMMENDATIONS
2. SEE MEP / CIVIL FOR PLUMBING AND DRAINAGE CONNECTIONS.

2 PET DRINKING FOUNTAIN

1"=1'-0"



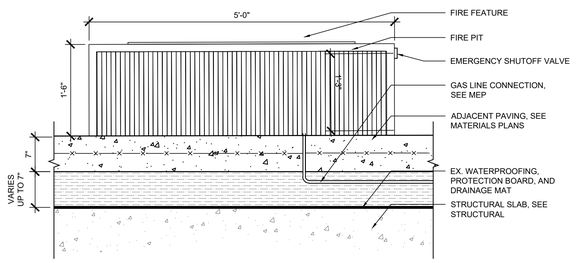
SIDE

PRECEDENT IMAGERY

MANUFACTURER: DOGIPOT (OR APPROVED EQUAL)
MODEL: HEADER PAK PET STATION 1003HP-L
SIZE / OPTIONS: 11.5" W x 6'-6" H x 11.5"D
COLOR / FINISH: GALVANIZED STEEL POST, STANDARD COLOR
MOUNTING TYPE: FOOTING
QUANTITY: PER PLAN
CONTACT: E: DOGIPOT.COM
P: 407-888-4627
NOTE: ANCHORING, ATTACHMENT PER MANUFACTURER'S RECOMMENDATIONS

3 PET WASTE LITTER RECEPTACLE

1"=1'-0"



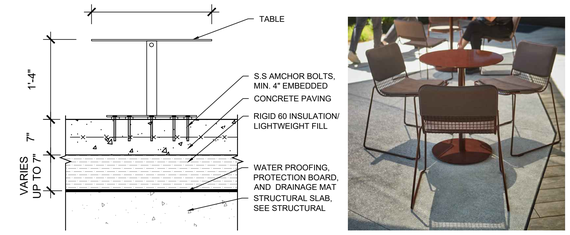
PRECEDENT IMAGERY

MANUFACTURER: ORE (OR APPROVED EQUAL)
MODEL: MODEL A4036 VERTICAL RAIL
SIZE / OPTIONS: 60" W x 18" H x 16.75"D
COLOR / FINISH: POWDER COAT STEEL w/ STANDARD WOOD
MOUNTING TYPE: SURFACE MOUNTED
ACCESSORIES: NATURAL GAS, ELECTRONIC PILOTLESS IGNITION, TEMPERED GLASS SURROUND, EMERGENCY SHUTOFF & TIMER
QUANTITY: PER PLAN
CONTACT: GIANNI TARANTINI
E: GTARANTINI@ORE.DESIGN
P: 385-295-1090

NOTE:
1. ANCHORING, ATTACHMENT PER MANUFACTURER'S RECOMMENDATIONS
2. SEE MEP FOR GAS CONNECTIONS

4 ORE FIRE PIT

1"=1'-0"

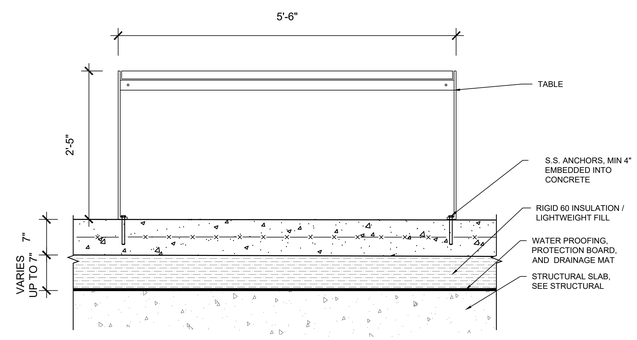


PRECEDENT IMAGERY

MANUFACTURER: VESTRE (OR APPROVED EQUAL)
MODEL: 5130 MUNCH ROUND LOW TABLE
SIZE / OPTIONS: 23.6" W x 28.7" H x 23.6"D
COLOR / FINISH: HOT DIPPED GALVANISED AND POWDER COAT STEEL
MOUNTING TYPE: SURFACE MOUNTED
QUANTITY: PER PLAN
CONTACT: DAN DELONGCHAMP
E: DAN@VESTRE.COM
P: 610-780-4134
NOTE: ANCHORING, ATTACHMENT PER MANUFACTURER'S RECOMMENDATIONS

5 MUNCH CAFE TABLE

1" = 1'-0"



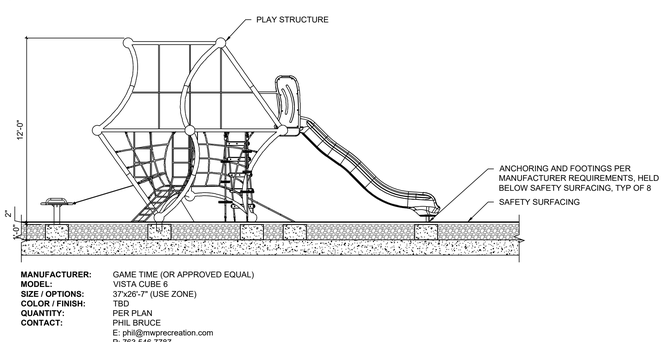
FRONT

PRECEDENT IMAGERY

MANUFACTURER: VESTRE (OR APPROVED EQUAL)
MODEL: 636 VROOM TABLE
SIZE / OPTIONS: 66.4" W x 29.1" H x 29"D
COLOR / FINISH: HOT DIPPED GALVANISED AND POWDER COAT STEEL w/ STANDARD WOOD
MOUNTING TYPE: SURFACE MOUNTED
QUANTITY: PER PLAN
CONTACT: DAN DELONGCHAMP
E: DAN@VESTRE.COM
P: 610-780-4134
NOTE: ANCHORING, ATTACHMENT PER MANUFACTURER'S RECOMMENDATIONS

6 VROOM RECTANGULAR TABLE

1"=1'-0"



PRECEDENT IMAGE

MANUFACTURER: GAME TIME (OR APPROVED EQUAL)
MODEL: VISTA CUBE 6
SIZE / OPTIONS: 37'x26'-7" (USE ZONE)
COLOR / FINISH: TBD
QUANTITY: PER PLAN
CONTACT: PHIL BRUCE
E: phil@mwprecreation.com
P: 763.546.7787

NOTES:
1. SHOWN FOR DESIGN INTENT ONLY
2. GC TO SUBMIT SHOP DRAWINGS AND ENGINEERING FOR ALL ELEMENTS
3. INSTALL PER MANUFACTURERS INSTRUCTIONS
4. FOOTINGS AND FOOTING REINFORCEMENT TO BE DESIGN BY PROJECT STRUCTURAL ENGINEER
5. HOLD FOOTINGS BELOW FINISH GRADE SO THAT SAFETY SURFACING COVERS CONCRETE FOOTINGS

7 PLAYGROUND STRUCTURE

1/4"=1'-0"

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Suite 200
Baltimore MD
21211
410.235.6001
www.mahanrykiel.com

PROJECT TITLE

LANDOVER HILLS APARTMENTS

ISSUE #	DATE	DESCRIPTION
	2024-10-21	BID SET
	2024-12-10	PERMIT SET
	2025-01-22	PERMIT REVIEW

CERTIFICATION

STATE OF MARYLAND · SCOTT JON RYKIEL · REGISTERED LANDSCAPE ARCHITECT · NO. 624

DRAWN BY	NM
CHECKED BY	MH
COMMISSION NUMBER	24012

SHEET TITLE

HARDSCAPE DETAILS

SHEET NUMBER

L5.03

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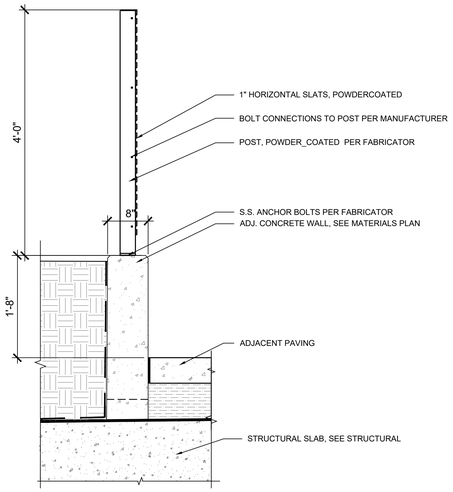
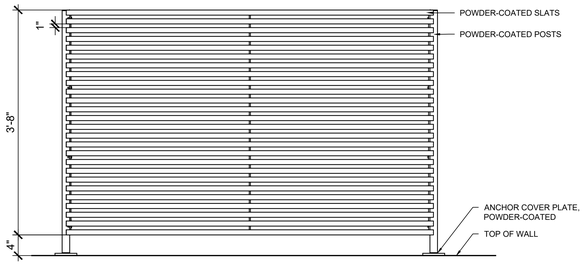


SECTION



ELEVATION

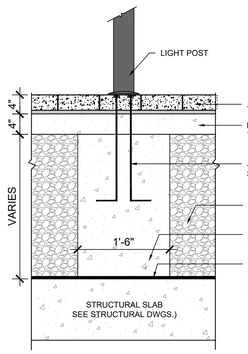
PRECEDENT IMAGE

MANUFACTURER: LANDSCAPE FORMS
MODEL: LINE FENCE, 1" HORIZONTAL SLATS
SIZE / OPTIONS: 4' TALL X 6' LONG
COLOR / FINISH: POWDER-COATED RAL, COLOR TBD
MOUNTING TYPE: SURFACE MOUNTED
QUANTITY: PER PLAN
CONTACT: TRACEY FRIEDLY
E: TRACEY@NOLANBRANDS.COM
P: 443-280-7007

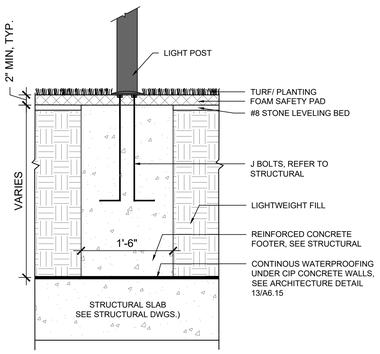
NOTE:
1. ANCHORING, ATTACHMENT PER MANUFACTURER'S RECOMMENDATIONS
2. SHOWN FOR DESIGN INTENT ONLY
3. FABRICATOR TO VERIFY STRUCTURAL ENGINEERING AND CODE COMPLIANCE
4. ALL METAL TO BE POWDER-COATED

1 SCREEN FENCE

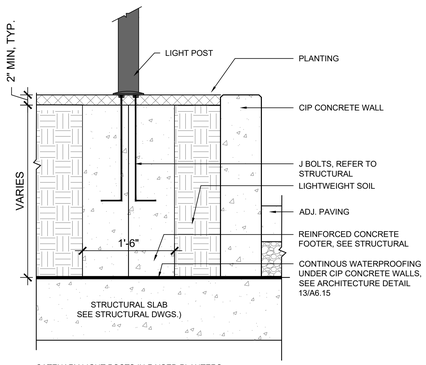
1"=1'-0"



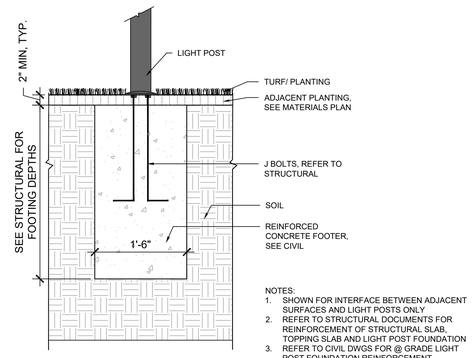
LIGHT POST @ PAVERS ON STRUCTURE



LIGHT POST @ LAWN ON STRUCTURE



CATENARY LIGHT POSTS IN RAISED PLANTERS

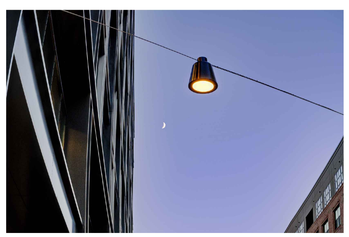


LIGHT POST @ LAWN @ GRADE

NOTES:
1. SHOWN FOR INTERFACE BETWEEN ADJACENT SURFACES AND LIGHT POSTS ONLY
2. REFER TO STRUCTURAL DOCUMENTS FOR REINFORCEMENT OF STRUCTURAL SLAB, TOPPING SLAB AND LIGHT POST FOUNDATION
3. REFER TO CIVIL DWGS FOR @ GRADE LIGHT POST FOUNDATION REINFORCEMENT
4. CONCRETE FOOTINGS TO BE A MINIMUM OF 2" BELOW FINISH GRADE

2 TYPICAL LIGHT POLE FOOTING DETAILS

1"=1'-0"

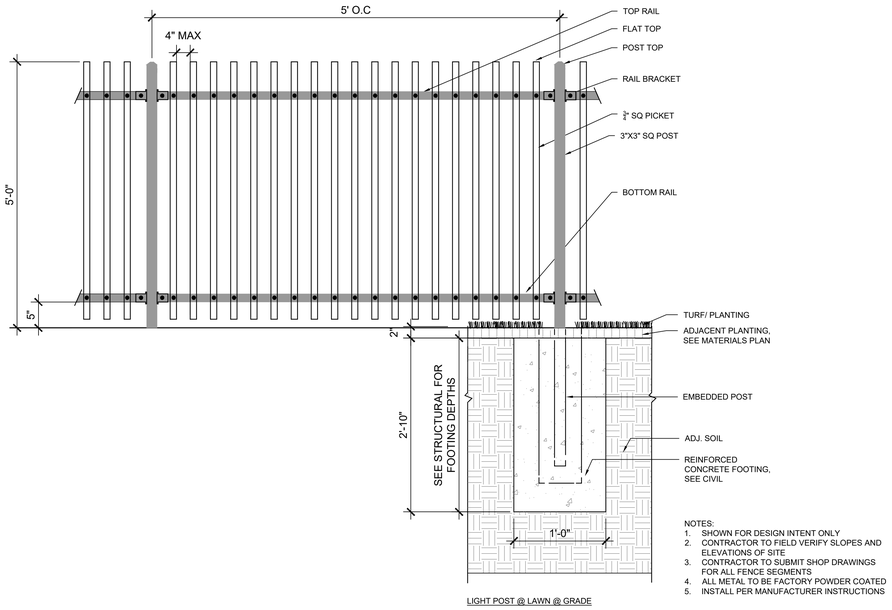


MANUFACTURER: LANDSCAPE FORMS
MODEL: TUMBLER CATENARY LIGHT AND POLE
COLOR / FINISH: POWDER-COATED RAL, BLACK
MOUNTING TYPE: POLE, 16' TALL
LINE SAG: 18" MAX
QUANTITY: PER PLAN
FIXTURE: TUMBLER
CONTACT: TRACEY FRIEDLY
E: TRACEY@NOLANBRANDS.COM
P: 443-280-7007

NOTE:
1. ANCHORING, ATTACHMENT PER MANUFACTURER'S RECOMMENDATIONS
2. SHOWN FOR DESIGN INTENT ONLY
3. FABRICATOR TO VERIFY STRUCTURAL ENGINEERING
4. ALL METAL TO BE POWDER-COATED

3 CATENARY LIGHTING

N.T.S.



LIGHT POST @ LAWN @ GRADE

NOTES:
1. SHOWN FOR DESIGN INTENT ONLY
2. CONTRACTOR TO FIELD VERIFY SLOPES AND ELEVATIONS OF SITE
3. CONTRACTOR TO SUBMIT SHOP DRAWINGS FOR ALL FENCE SEGMENTS
4. ALL METAL TO BE FACTORY POWDER COATED
5. INSTALL PER MANUFACTURER INSTRUCTIONS

4 METAL PICKET FENCE

1"=1'-0"

BKV GROUP
Architecture
Interior Design
Landscape Architecture
Engineering

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612.339.3752

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CONSULTANTS

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CERTIFICATION

STATE OF MARYLAND · SCOTT JON RYKIEL · REGISTERED LANDSCAPE ARCHITECT · NO. 631

DRAWN BY	NM
CHECKED BY	MH
COMMISSION NUMBER	24012

SHEET TITLE

HARDSCAPE DETAILS

SHEET NUMBER

L5.04

DSP-23008

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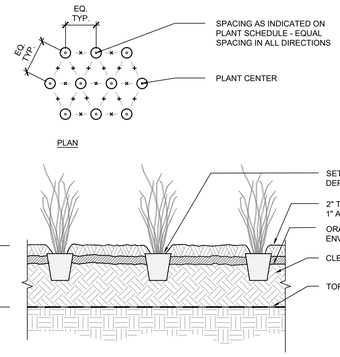
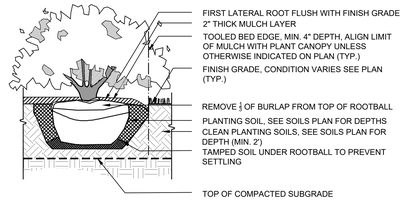


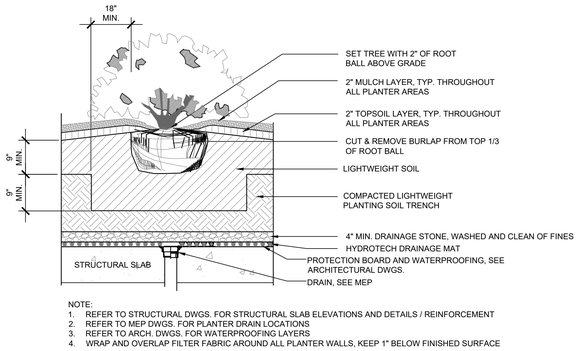
1 Perennial Planting

Scale: 1/2" = 1'-0"



2 Shrub @ Grade

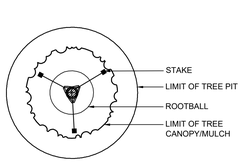
Scale: 1/2" = 1'-0"

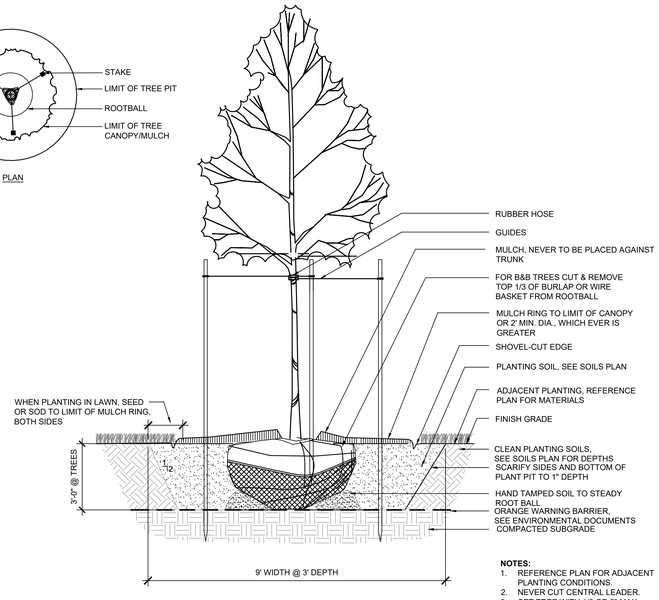


NOTE:
1. REFER TO STRUCTURAL DWGS. FOR STRUCTURAL SLAB ELEVATIONS AND DETAILS / REINFORCEMENT
2. REFER TO MEP DWGS. FOR PLANTER DRAIN LOCATIONS
3. REFER TO ARCH. DWGS. FOR WATERPROOFING LAYERS
4. WRAP AND OVERLAP FILTER FABRIC AROUND ALL PLANTER WALLS, KEEP 1" BELOW FINISHED SURFACE

3 Shrub on Structure

Scale: 1/2" = 1'-0"





NOTES:
1. REFERENCE PLAN FOR ADJACENT PLANTING CONDITIONS.
2. NEVER CUT CENTRAL LEADER.
3. SET TREE WITH 1/8 OR 2" MAX. ROOTBALL ABOVE FINISH GRADE.

4 Tree (@ Grade)

Scale: 1/2" = 1'-0"

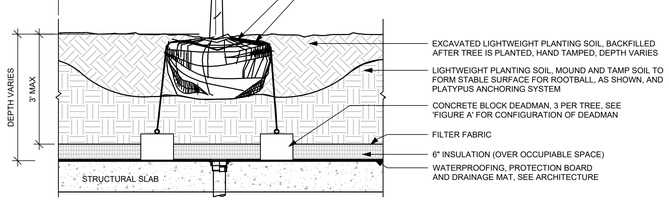
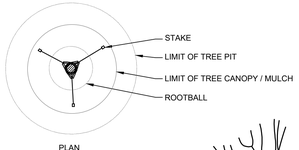


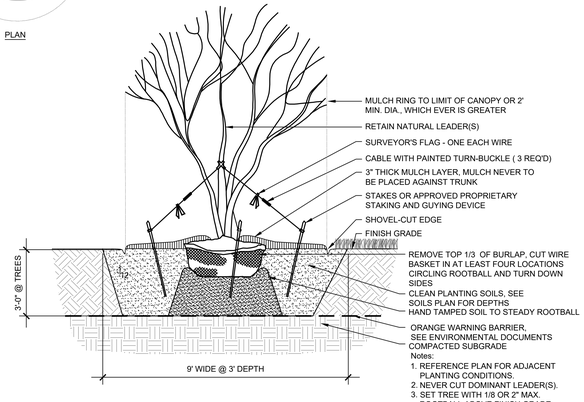
FIGURE 'A' -- PLAN VIEW

NOTES:
1. SHOWN FOR DESIGN INTENT ONLY
2. PLATIPUS ANCHOR SYSTEM AND DEADMAN SHALL BE INSTALLED PRIOR TO ANY SOIL FILL
3. DEADMAN SHALL NOT BE CUT DOWN

5 Tree on Structure

Scale: 1/2" = 1'-0"

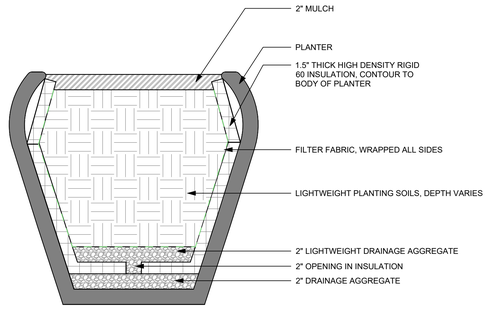




Notes:
1. REFERENCE PLAN FOR ADJACENT PLANTING CONDITIONS.
2. NEVER CUT DOMINANT LEADER(S).
3. SET TREE WITH 1/8 OR 2" MAX. ROOTBALL ABOVE FINISH GRADE.

6 MULTI-STEM TREE

Scale: 1/2" = 1'-0"



7 TYP. PLANTER POT

Scale: 1 1/2" = 1'-0"

DSP-23008

BKV GROUP

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Additional Back-up

For

DSP-23008 & DDS-24002
Flats At Glenridge Station

PGCPB Agenda: 3/13/25
PGCPB Item #: #5 & 6
Application: Flats at Glenridge Station, DSP-23008 & DDS-24002
Reviewer Name: Te-sheng (Emery) Huang

APPLICANT'S EXHIBIT A
PROPOSED REVISIONS TO STAFF REPORT

The Applicant proposes all new language **bold underlined in blue** and all deleted language ~~*italicized stricken through in red*~~.

* * * * * * * * * * * * *

Conditions

D. Approval of Detailed Site Plan DSP-23008 and Type 2 Tree Conservation Plan TCP2-001-2025, for Flats at Glenridge Station, subject to the following conditions:

1. Prior to certification, the applicant and the applicant's heirs, successors, and/or assignees shall revise the detailed site plan (DSP), as follows, or provide the specified documentation:

   f. Revise the site plan based on the noise study, as follows:

      (1) Add a line connecting the callout for the "ground-level unmitigated future daytime 65/dBA/Leq noise contour" shown on the DSP coversheet to the contour line itself.

      (2) In conformance with Condition 17 of Prince George's County Planning Board Resolution No. 2024-067, show the upper-level mitigated 65 dBA/Leq noise contour and upper-level mitigated 55 dBA/Leq noise contour on the DSP. Ensure the same is shown in the plan legend.

      (3) ~~Provide a general note on the DSP coversheet that identifies the units for which balconies are not allowed, due to noise levels that exceed maximum allowed for outdoor activity areas, and revise the architectural elevations to replace those affected balconies with Juliet balconies.~~

      Add a note to the DSP identifying which balconies may experience intermittent noise above 65 dBA/Leq as a result of their proximity to the adjacent road and light rail.

      * * *

   h. **Unless modified by the operating agency with written correspondence, a**dd shared pavement markings and signage along the property frontage of Chesapeake Road to the site plan and the pedestrian and bicycle facilities plan, pursuant to Condition 4.a. of Conceptual Site Plan CSP-230001 and Condition 15.a of Preliminary Plan of Subdivision PPS 4-23005

DRAFT

5. **The final plat shall include a note indicating that certain balconies may experience intermittent noise above 65 dBA/Leq as a result of their proximity to the adjacent road and light rail.**

DRAFT

Phoenix Noise & Vibration, LLC
5216 Chairmans Court, Suite 107
Frederick, Maryland 21703
301.846.4227 (phone)
301.846.4355 (fax)
www.phoenixnv.com

Revised: 30 May 2024
Original Date: 31 July 2023

Hyattsville Multifamily
Phase I Noise Analysis

Prince George's County, Maryland

Report No. 230731
Project No. BIC2301

For: Dominium Development & Acquisition, LLC
c/o Braun Intertec Corporation

By: Eamon Curley

Acoustical Engineering Solutions.

1 EXECUTIVE SUMMARY

Phoenix Noise & Vibration has conducted an analysis of transportation noise impact upon Hyattsville Multifamily, a proposed residential building in Prince George's County, Maryland. This noise analysis included:

- On-site 24-hour noise level measurements.
- Computer modeling.
- Determination of future noise levels.

Noise impact throughout Hyattsville Multifamily will change with height; therefore, impact has been presented at the ground level and upper level. Impact is presented in varying levels of noise indicating the future roadway noise level. The noise levels presented are due only to surrounding roadways and do not account for noise from other sources such as construction, mechanical noise, environmental noise, etc.

The future residential development has been evaluated according to the Section 27-6810 of Prince George's County's Zoning Ordinance that requires noise levels within residential outdoor activity areas to be maintained below 65 dBA Leq during the day (7 a.m. to 10 p.m.) and 55 dBA Leq during the night (10:00 p.m. to 7:00 a.m.). Interior noise levels in residences must also be mitigated to 45 dBA Leq or less.

The site's ground level (5 feet above grade) daytime and nighttime noise contours have been calculated throughout the site. The amenity plaza and play area will not be impacted by future noise levels greater than 65 dBA Leq during the day or 55 dBA Leq during the night. Additional mitigation for these outdoor activity areas will not be required.

Noise levels on the balconies on approximately half of the northeastern elevation will be impacted by future transportation noise slightly higher than 65 dBA Leq and up to 67 dBA Leq during the day. Balconies on the northeastern, approximately half of the southeastern elevation, and approximately two thirds of the northwestern elevation are impacted by future transportation noise levels above 55 dBA Leq during the night.

Additionally, residential units on approximately half of the northeastern elevation will be impacted by future transportation noise above 65 dBA Leq and up to 67 dBA Leq during the day. The entire northeastern elevation, approximately half of the southeastern elevation, and approximately two thirds of the northwestern elevation are also impacted by future transportation noise levels above 55 dBA Leq during the night.

Standard building construction generally provides about 20 dBA of noise reduction; therefore, any units impacted by noise levels greater than 65 dBA Leq during the day require further analysis to determine whether the proposed building architecture will be capable of maintaining interior noise levels at the required limit. This analysis can only be conducted once architectural plans are available for the building.

2 NOISE TERMINOLOGY

2.1 dB vs. dBA

While the standard unit of measurement for sound is the decibel (dB), discussions of noise impacting the human ear use "dBA." The "A" refers to a frequency weighting network used to simulate the human ear's unequal sensitivity to different frequencies. The A-weighted noise level is therefore more representative of a human's perception of a noise environment than the unweighted overall noise level in dB and is currently used in most all environmental noise studies.

2.2 Leq

The equivalent-continuous integrated sound level, or Leq, is the sound level averaged over a given time period. The Leq is NOT a measurement of the instantaneous noise level. It is very possible to have several short-term events (tractor trailer, emergency vehicle siren, car horn, etc.) which generate a relatively high noise level (e.g. 85 dBA) during a given time period, yet have a more moderate overall Leq value (e.g. 65 dBA Leq).

2.3 Ldn vs. Leq

The day-night average noise level, or Ldn, is the equivalent sound pressure level averaged over a 24-hour period, obtained by adding 10 dB to sound pressure levels measured from 10:00 p.m. to 7:00 a.m. This 10 dB "penalty" accounts for the added sensitivity caused by noise generated during the nighttime hours. Ldn is commonly used in noise studies for residential properties.

The equivalent-continuous sound level, or Leq, is the sound level averaged over a given time period. The Leq does not include any penalties or adjustments.

2.4 Summing Noise Levels

Noise levels from multiple sources do not add arithmetically; i.e. when two noise sources generate 60 dB individually, they do not produce 120 dB when combined. Noise levels are measured using a logarithmic scale; therefore, they must be summed logarithmically. In the decibel scale, two identical, non-coherent noise sources having the same noise level produce a 3 dB increase above the condition of one source alone (i.e. two 80 dB lawnmowers running at the same time generates 83 dB).

Similarly, two different noise sources with a difference of 10 dB in their individual levels results in no measurable increase in noise when they are combined. Put another way, the quieter noise source does not increase the overall noise generated by the louder source; i.e. adding an 80 dB lawnmower into a noise environment where a 90 dB lawnmower is already running does not increase the noise level above 90 dB.

3 NOISE ORDINANCE

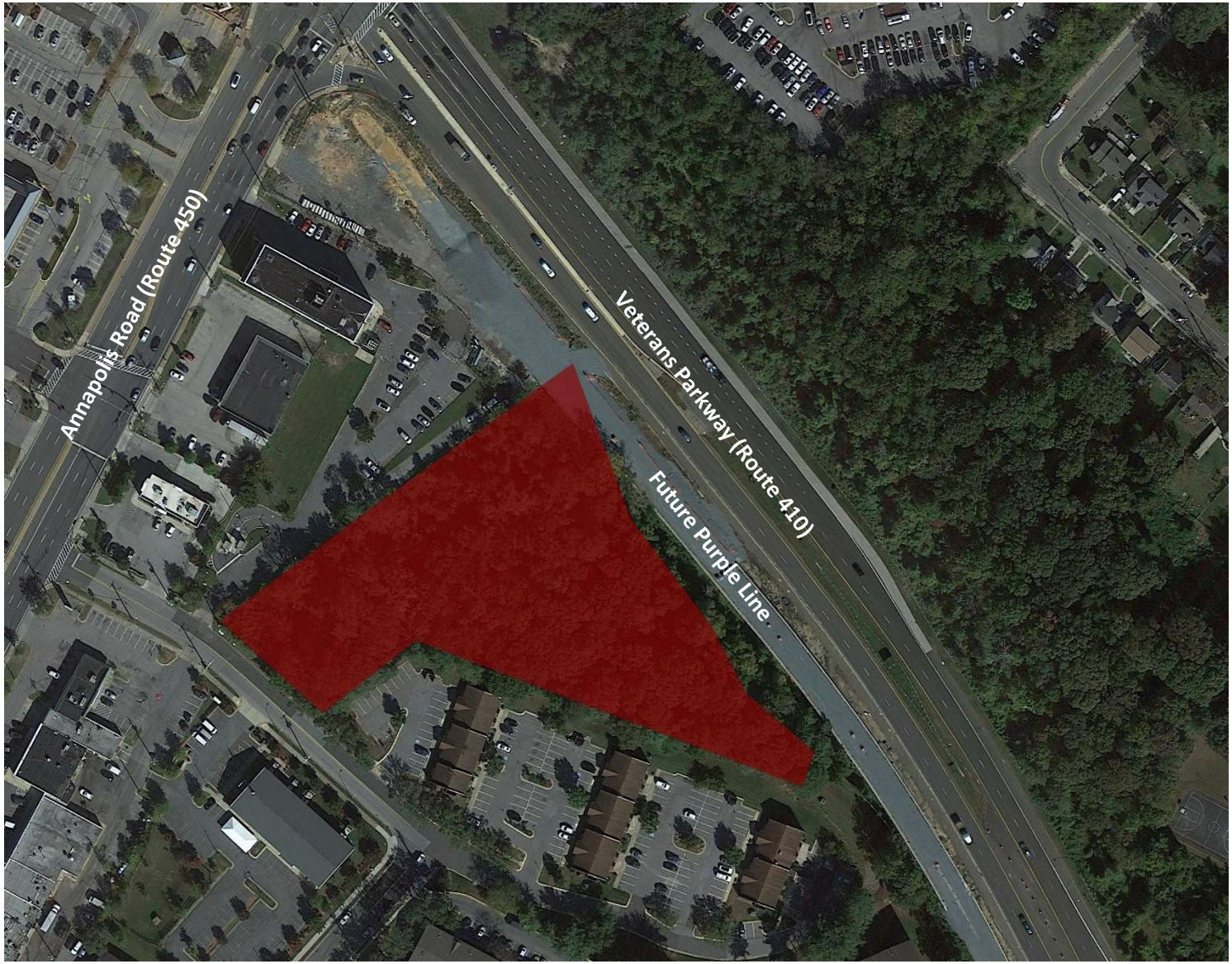
Section 27-6810 of Prince George's County's Zoning Ordinance, *Noise Control*, effective April 1st, 2022, states that:

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

4 SITE DESCRIPTION

Hyattsville Multifamily (see Figure 1) is located southwest of Veterans Parkway (Route 410) and southeast of Annapolis Road (Route 450). The future Purple Line is directly northeast of the site. Near the site, Veterans Parkway is composed of two northbound and two southbound lanes, and Annapolis Road is composed of three northbound and three southbound lanes.

Figure 1: Existing site (area in red) and surroundings. Aerial image dated August 2022, courtesy of Google Earth.



5 NOISE MEASUREMENTS

From June 28th to 29th, 2023, Phoenix Noise & Vibration conducted an on-site noise measurement survey to determine existing transportation noise levels throughout the site. This involved continuous noise level measurements and monitoring for one 24-hour period. Measurements were made using four Norsonic Type 139 Precision Integrating Sound Level Meters. All meters were calibrated prior to the survey traceable to National Institute of Standards and Technology (NIST). Each meter meets the ANSI S1.4 standard for Type 1 sound level meters.

During the 24-hour measurement, noise levels were recorded and averaged over five-minute time intervals. Noise measurements were then used to calculate the site's 24-hour average noise level. While the future daytime and nighttime Leqs are presented in this report in accordance with Prince George's County's noise ordinance, the 24-hour average noise level was used to calibrate the computer noise model of the site.

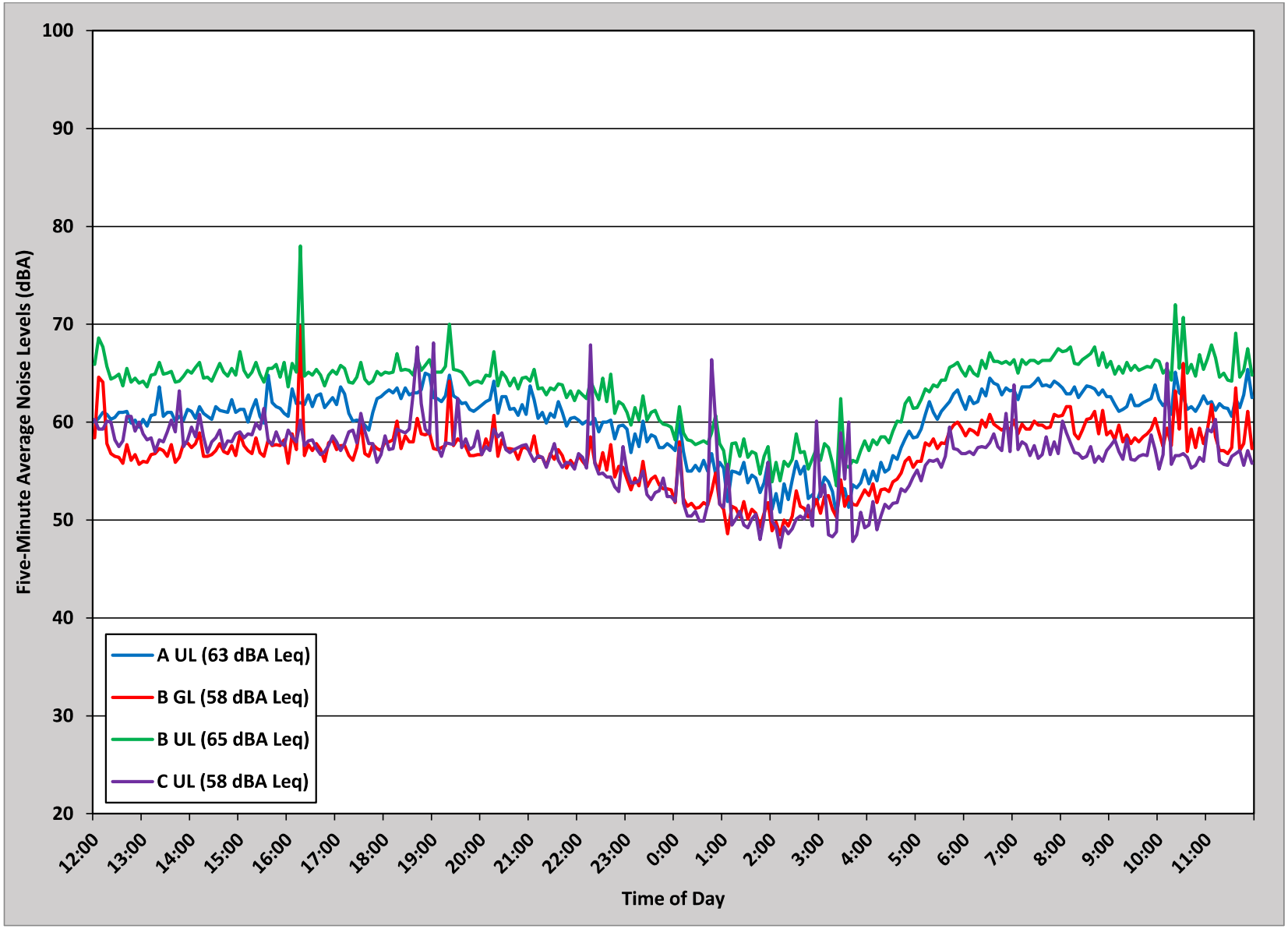
Noise level measurements were made at the locations shown on Drawing 1 of the Appendix. Measurements were made at 5 feet ("ground level", GL) and 25 feet ("upper level", UL) above adjacent grade to represent the noise impact upon the first floor and upper floors of the future residential buildings, respectively. Measurement results are presented in Table 1.

Table 1: 24-hour noise measurement results.

Measurement Location	Height Above Existing Grade (feet)	Measured 24-Hour Noise Level (dBA Leq)
A	25	63
B	5	58
	25	65
C	25	58

Figure 2 presents the measurement results graphically, showing the noise level as measured in five-minute increments throughout the survey. Figure 2 indicates the actual measured values over the 24-hour period.

Figure 2: Five-minute average noise levels recorded during 24-hour noise survey.



6 COMPUTER MODELING

The existing and future sites were computer modeled using the CadnaA software program, a three-dimensional noise propagation model capable of determining the noise level impact from multiple noise sources across vertical and horizontal surfaces while accounting for factors such as topography, significant structures, surface reflections, and roadway data (traffic volumes, speeds, and vehicle classifications, etc.). Noise levels can be presented either in spot locations or as noise contours of equal value throughout a defined surface area.

6.1 Current Model

A current model was developed to simulate the existing site and its surroundings using information provided on the existing site plan,[1] the Prince George's County GIS, and data collected during the 24-hour measurement survey, inputting existing topography, roadway and railway alignments, and buildings. Roadway noise levels were calibrated using the on-site noise measurements by adjusting the modeled input (i.e. roadway data) until the modeled noise level output matched the measured values.

6.2 Future Model

A future model was developed by altering the calibrated current model to include the projected roadway data, future site grading, the future building, and the Purple Line. Currently, there are no plans to alter any of the roadways in the vicinity of the site; therefore, the existing roadway alignments were used in the future model.

The future model also calculated daytime and nighttime noise levels throughout the amenity plaza and play area as shown on Drawings 2 & 3, respectively, of the Appendix. Noise levels presented were calculated at a height of 5 feet above grade.

The future model calculated the projected daytime and nighttime noise levels across all future building facades (shown on Drawings 4 & 5, respectively, of the Appendix). The varying colors on the building elevations on Drawings 4 & 5 represent the future noise impact at that respective location. Note how the noise level changes with respect to height and orientation to the roadways and railway.

All noise levels presented on Drawings 2 through 5 are "mitigated" noise levels, calculated in the presence of the future building and topography, as well as all existing surrounding buildings, topography, and significant structures. Mitigated noise levels account for the effect of buildings and other significant structures in reducing and reflecting roadway and railway noise propagation and are more representative of the actual noise level experienced at a specific location.

6.3 Roadway Data

Average annual weekday traffic (AAWDT) volumes, vehicle percentages, and nighttime percentages were based upon the most recent data published by the Maryland State Highway Administration (MDSHA). MDSHA does not typically estimate future traffic volumes; therefore,

[1] Provided by Landco, L.P on 21 June 2023.

a conservative, 2% increase in traffic compounded annually until 2043 was assumed.[2] All necessary traffic data is provided in Table 2.

Table 2: Roadway traffic data.

Traffic Data	Veterans Parkway (Route 410)	Annapolis Road (Route 450)
2022 AAWDT	20,071	38,144
2043 AAWDT	30,421	57,814
Truck Percentage	3%	2%
Nighttime Percentage	16%	12%
Speed Limit (mph)	45	35

6.4 Purple Line

The Purple Line is a light rail system proposed to open in 2026 that will extend 16 miles between New Carrollton in Prince George's County and Bethesda in Montgomery County, providing connections between Metro stations throughout the area. The light rail will be approximately 40 feet from the proposed residential building. The Purple Line was included in the future model to determine the impact from the future railway upon the future building. Information for the Purple Line, including the alignment and projected noise output, was taken from the Purple Line Final Environmental Impact Statement (FEIS).[3]

The Purple Line was entered into the future model and validated according to the FEIS, which presented the expected noise impact the Purple Line will have on existing non-residential and residential buildings and properties located along the light rail. The future noise impact was calculated at various existing locations along the tracks (shown in Figure 3) based on either the Leq peak hour impact (for non-residential properties) or the 24-hour Ldn impact (for residential properties).

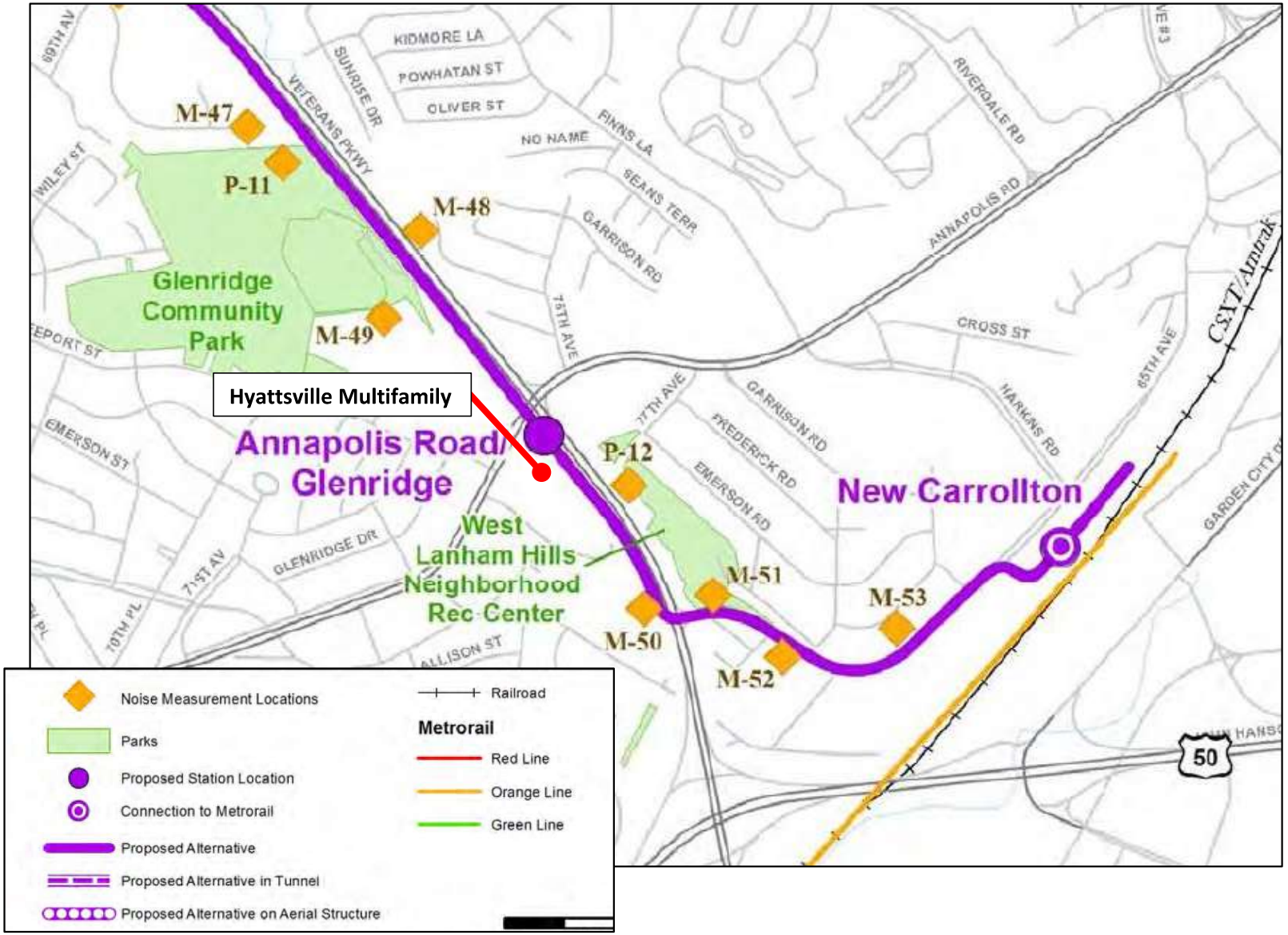
The location used to calibrate the Purple Line in the future model was P-12, West Lanham Hills Park, a park to the southeast of the Hyattsville Multifamily site. The noise level at P-12 is predicted to be 40 dBA Leq at 238 feet from the Purple Line tracks centerline. This represents an unmitigated noise level due only to the future Purple Line (i.e. in absence of roadway noise and intervening barriers such as buildings).

To validate the model, the Purple Line noise level was calculated while accounting for light rail noise only, adjusting the noise level output of the light rail line until the modeled output agreed with the Leq value calculated in the FEIS. As with the roadways, this calibrates the noise model for the railway and allows the resulting Purple Line impact upon the site to be calculated using CadnaA.

[2] Prince George's County typically requires that roadway noise impact studies be conducted using the projected traffic volumes 20 years from the date of the study. Furthermore, the 2% increase is a typical annual increase used in the traffic engineering industry.

[3] Entitled *Noise Technical Report*, dated August 2013. Developed by Environmental Acoustics, Inc.

Figure 3: Purple Line predicted noise level calculation locations (taken from the FEIS report).



6.5 Future Noise Impact

Drawings 2 & 3 present the future ground level daytime and nighttime noise levels, respectively, throughout the site with the presence of future the building. The amenity plaza and play area are not impacted by future transportation noise levels above 65 dBA Leq during daytime hours or 55 dBA Leq during nighttime hours. Further analysis will not be required to determine the mitigation required to maintain noise levels in these areas in accordance with Prince George's County's noise ordinance.

Future transportation noise levels on the balconies of Hyattsville Multifamily are presented on Drawings 4 & 5 of the Appendix. Noise levels on the balconies on approximately half of the northeastern elevation will be impacted by future transportation noise slightly higher than 65 dBA Leq and up to 67 dBA Leq during the day. Balconies on the entire northeastern, approximately half of the southeastern elevation, and approximately two thirds of the northwestern elevation are impacted by future transportation noise levels above 55 dBA Leq during the night.

Future daytime and nighttime transportation noise levels were calculated across each future building elevation (see Drawings 4 & 5, respectively, of the Appendix). Noise impact upon Hyattsville Multifamily elevations is summarized in Table 3. Noise impact above the daytime and nighttime limits are shown in red.

Table 3: Noise impact upon Parcel 1 building elevations.

Building Elevation	Future Daytime Noise Impact (7:00 a.m. to 10:00 p.m. dBA Leq)	Future Nighttime Noise Impact (10:00 p.m. to 7:00 a.m. dBA Leq)
Northeast	<65 to **67**	**55 to 63**
Northwest	<65	<55 to **58**
Southeast	<65	<55
Southwest	<65	<55 to **58**

7 MITIGATION

According to Prince George's County's noise ordinance, transportation noise levels must be maintained at 65 dBA Leq during daytime hours and 55 dBA Leq during nighttime hours in outdoor activity areas. Additionally, interior noise levels within residences must be mitigated to 45 dBA Leq or less.

7.1 Outdoor Noise Levels

As shown on Drawings 2 & 3, the amenity plaza and play area will not be impacted by future transportation noise levels above 65 dBA Leq during daytime hours or 55 dBA Leq during nighttime hours due to shielding provided by the future multifamily building. Mitigation will not be required for these outdoor areas.

Daytime and nighttime future transportation noise levels on the balconies of the building are presented on Drawings 4 & 5, respectively. Half of the balconies of the northeastern elevation are impacted by noise levels just above 65 dBA Leq during the day, and balconies of the northeastern, half of the southeastern, and two thirds of the northwestern elevation are impacted by noise levels above 55 dBA Leq during the night.

7.2 Interior Noise Levels

According to the noise levels shown on Drawing 4, approximately half of the northeastern elevation will be impacted by future transportation noise above 65 dBA Leq and up to 67 dBA Leq during the day. As shown on Drawing 5, the entire northeastern elevation, approximately half of the southeastern elevation, and approximately two thirds of the northwestern elevation are also impacted by future transportation noise levels above 55 dBA Leq during the night.

Standard building construction generally provides at least 20 dBA of noise reduction; therefore, any residential units impacted by 65 dBA Leq during the day require further analysis to determine whether the proposed building architecture will be capable of maintaining interior noise levels at the required limit. This evaluation, or "building shell analysis," calculates a room's interior noise level based upon its exterior noise level, the Sound Transmission Class (STC) ratings[4] of its various building components, the amount of exposed exterior wall area, and the room's size and finish.

Modifications to standard building construction may not be necessary for all units impacted by future noise levels above 65 dBA Leq. The proposed standard building construction may provide enough noise reduction to maintain the required 45 dBA Leq interior noise level.

When architectural drawings are further developed (typically during the Design Development phase), noise impact will be analyzed on an elevation-by-elevation, floor-by-floor basis for each individual residential unit impacted by transportation noise levels above 65 dBA Leq. Likewise, mitigation requirements will also be provided for each individual residential unit. Calculating minimum STC ratings specific to each unit reduces "overbuilding" (i.e. installing windows/doors with unnecessarily high STC ratings).

[4] The STC rating is a single number value which describes a building element's (wall, window, door, roof, etc.) ability to reduce noise transmission from one side of the partition to the other.

8 CONCLUSION

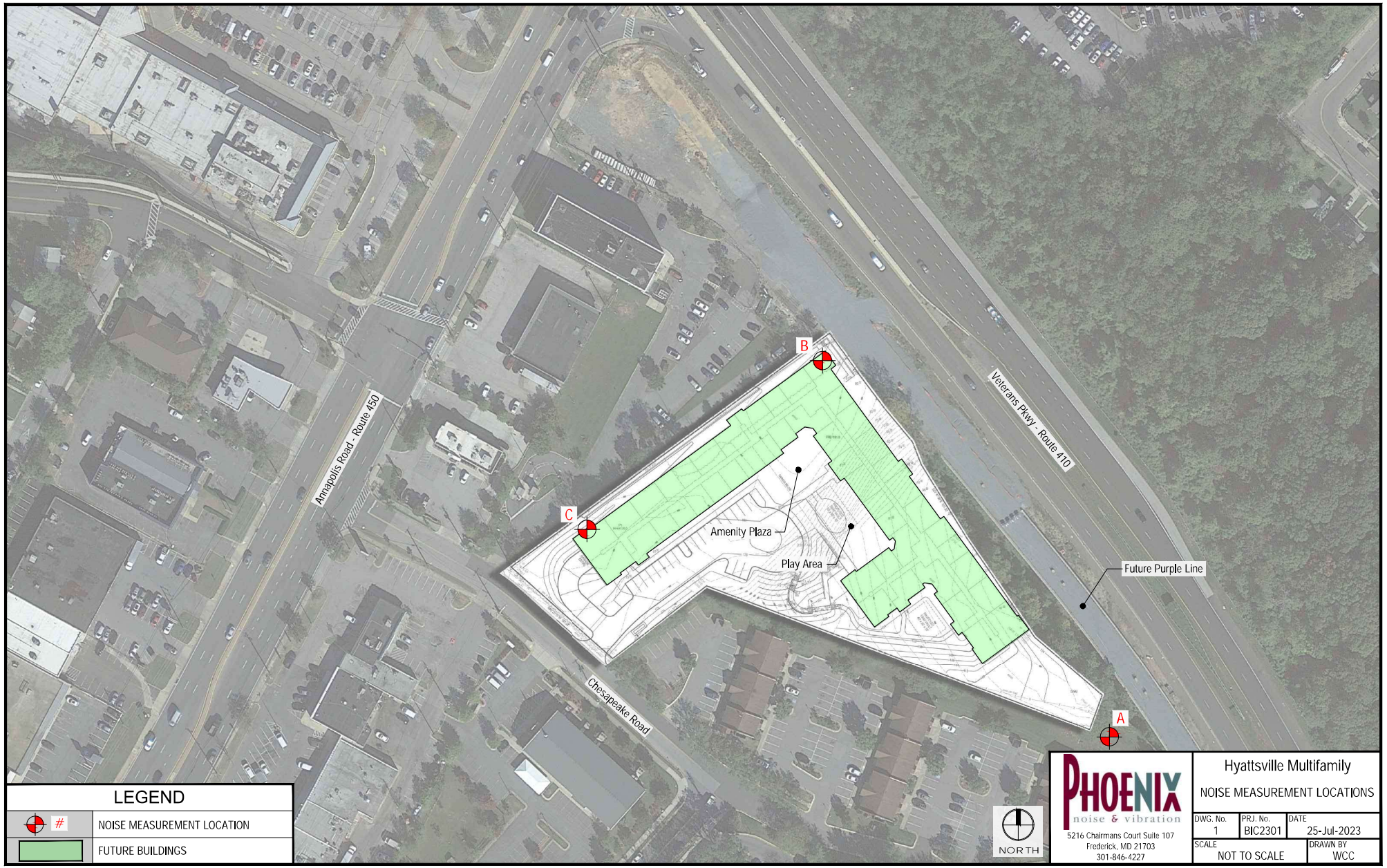
A portion of residential units and balconies of Hyattsville Multifamily will be impacted by transportation noise levels above 65 dBA Leq and up to 67 dBA Leq during daytime hours. Prince George's County residential noise regulations can be met through reasonable modifications to proposed building construction.

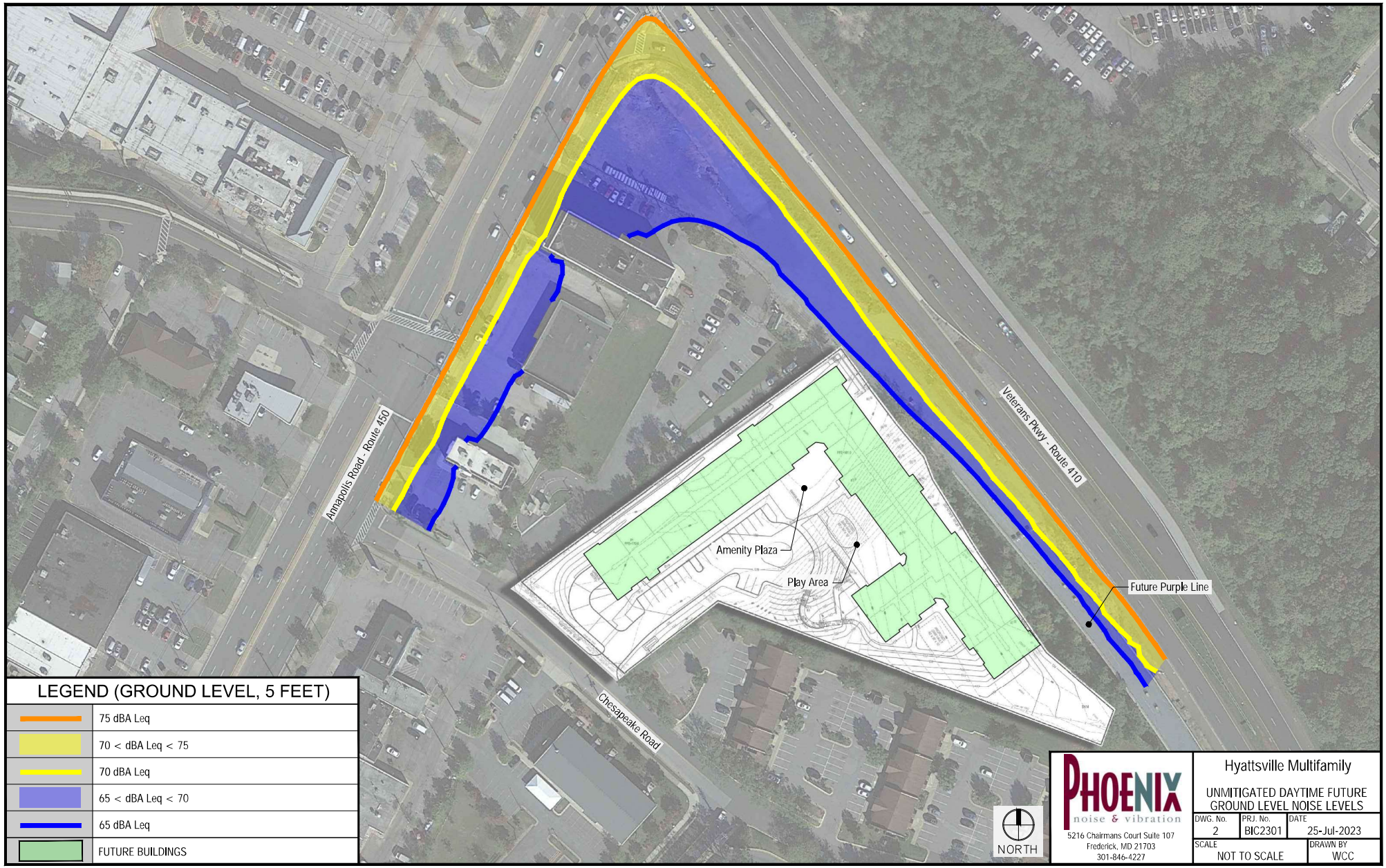
These impacted residential units require further analysis to determine if modifications to proposed standard building construction will be required to maintain interior noise levels below 45 dBA Leq. Depending upon the noise level specific to each impacted unit, modifications may include increased window/door STC ratings. Further analysis is required to determine the exact mitigation designs necessary, which will be established once architectural plans (building elevations, window/door schedule, unit plans) are further developed.

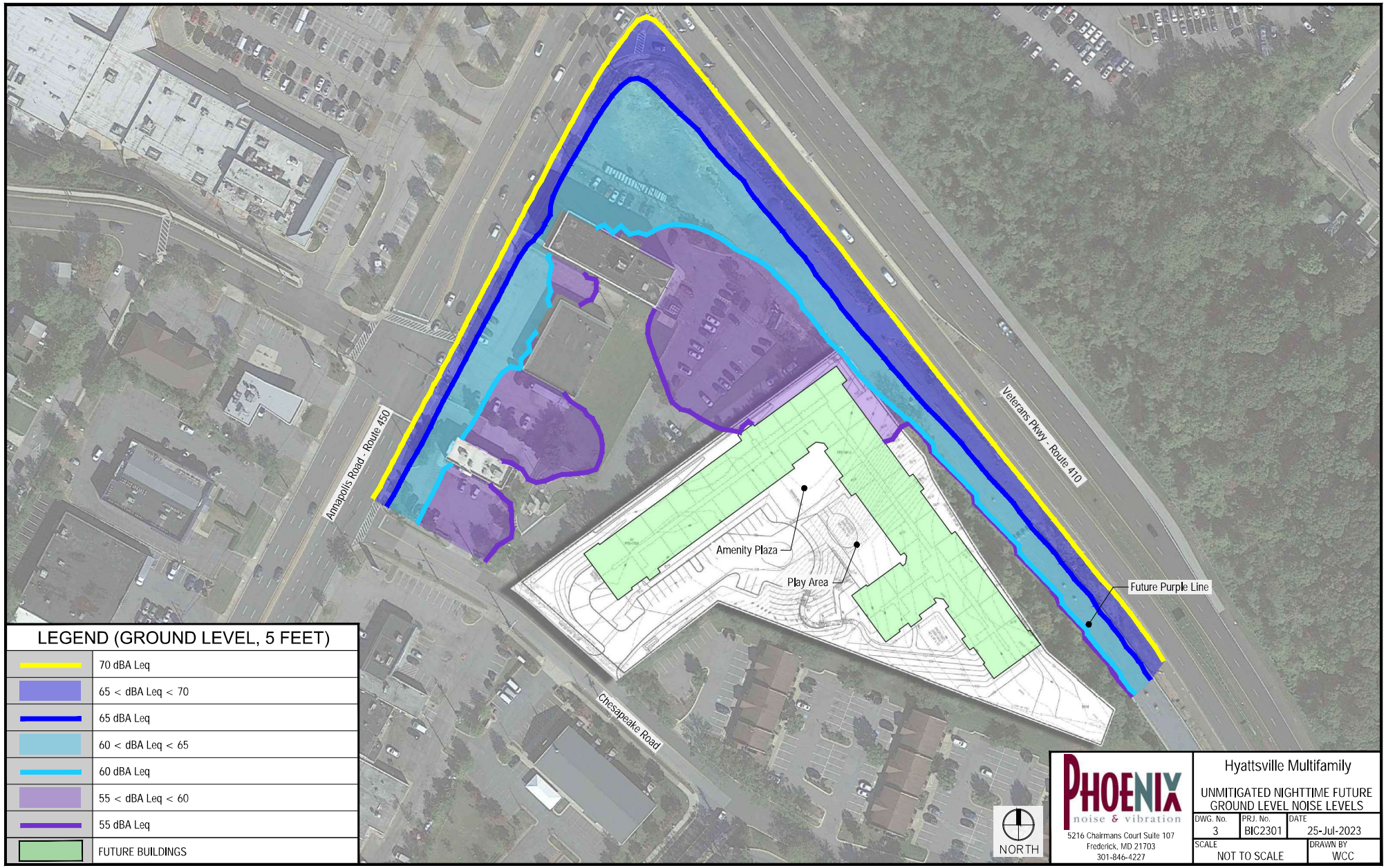
The amenity plaza and play area at Hyattsville Multifamily will not be impacted by future transportation noise levels above 65 dBA Leq during daytime hours or 55 dBA Leq during nighttime hours. Further analysis will not be required for these outdoor areas.

Please Note: The results of this Phase I Noise Analysis have been based upon the site information made available at the time of this study, including existing and proposed topography, existing roadway and railway alignments, projected roadway traffic volumes, and the proposed building layout. Should any of this information be altered, including significant modifications to the building layout, roadway alignment, and projected roadway data, additional analysis will be required to determine if the results and recommendations presented herein are capable of reducing exterior and interior noise levels to comply with Prince George's County's noise ordinance for residential developments.

APPENDIX


B
C
A
Amenity Plaza
Play Area
Future Purple Line
Annapolis Road - Route 450
Veterans Pkwy - Route 410
Chesapeake Road
LEGEND
NOISE MEASUREMENT LOCATION
FUTURE BUILDINGS
NORTH
PHOENIX noise & vibration
5216 Chairmans Court Suite 107
Frederick, MD 21703
301-846-4227
Hyattsville Multifamily
NOISE MEASUREMENT LOCATIONS
DWG. No. 1
PRJ. No. BIC2301
DATE 25-Jul-2023
SCALE NOT TO SCALE
DRAWN BY WCC


Annapolis Road - Route 450
Veterans Pkwy - Route 410
Amenity Plaza
Play Area
Future Purple Line
Chesapeake Road
NORTH
LEGEND (GROUND LEVEL, 5 FEET)
75 dBA Leq
70 < dBA Leq < 75
70 dBA Leq
65 < dBA Leq < 70
65 dBA Leq
FUTURE BUILDINGS
PHOENIX noise & vibration
5216 Chairmans Court Suite 107
Frederick, MD 21703
301-846-4227
Hyattsville Multifamily
UNMITIGATED DAYTIME FUTURE GROUND LEVEL NOISE LEVELS
DWG. No. 2
PRJ. No. BIC2301
DATE 25-Jul-2023
SCALE NOT TO SCALE
DRAWN BY WCC


Annapolis Road - Route 450
Veterans Pkwy - Route 410
Amenity Plaza
Play Area
Future Purple Line
Chesapeake Road
NORTH
LEGEND (GROUND LEVEL, 5 FEET)
70 dBA Leq
65 < dBA Leq < 70
65 dBA Leq
60 < dBA Leq < 65
60 dBA Leq
55 < dBA Leq < 60
55 dBA Leq
FUTURE BUILDINGS
PHOENIX noise & vibration
5216 Chairmans Court Suite 107
Frederick, MD 21703
301-846-4227
Hyattsville Multifamily
UNMITIGATED NIGHTTIME FUTURE GROUND LEVEL NOISE LEVELS
DWG. No. 3
PRJ. No. BIC2301
DATE 25-Jul-2023
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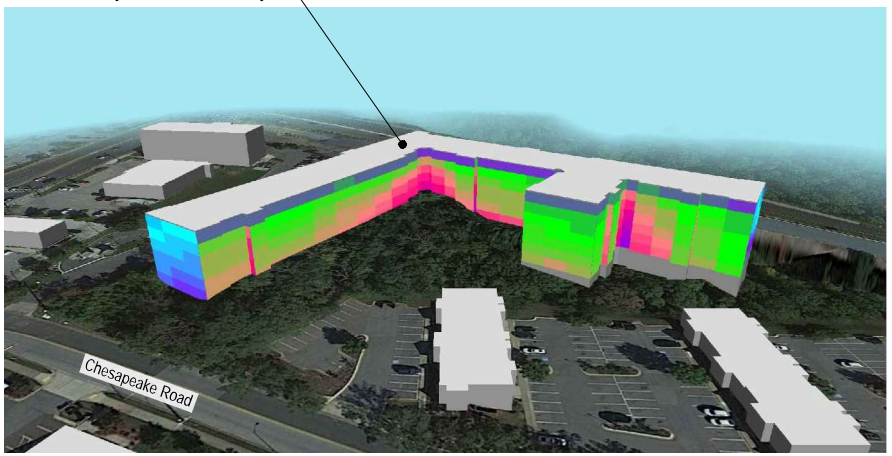
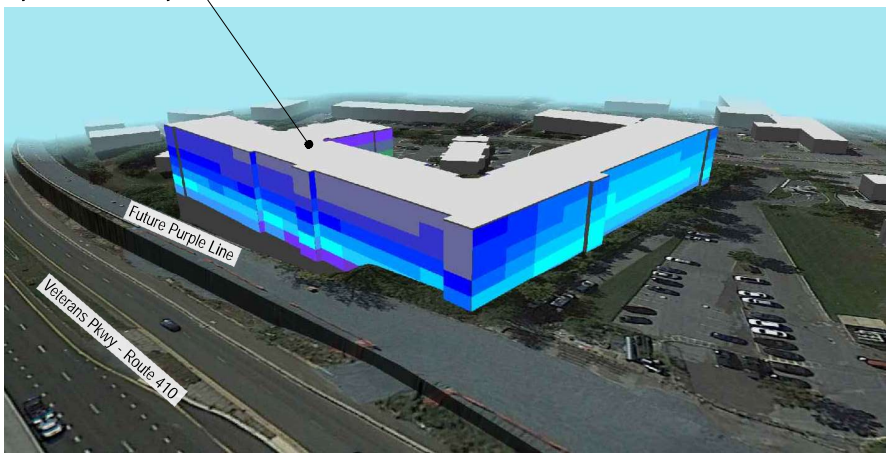


1 Looking North



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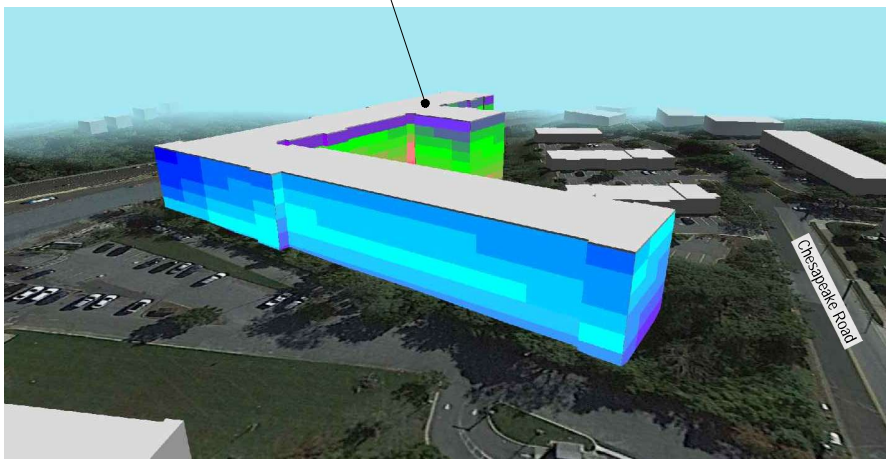

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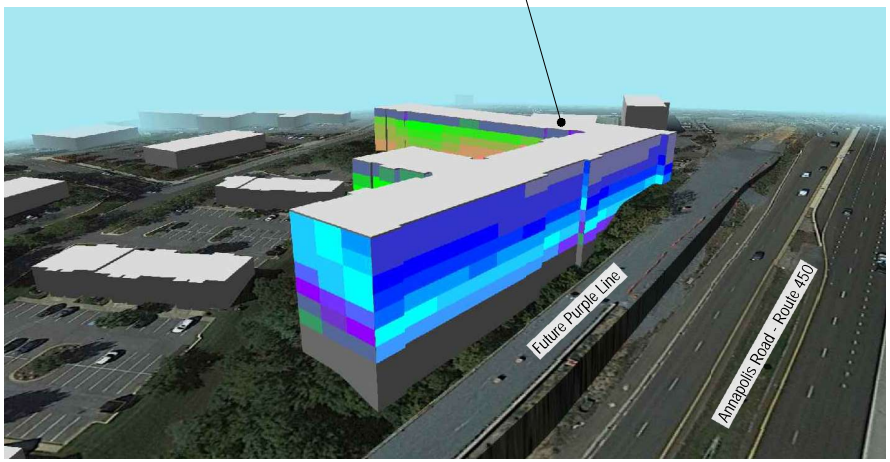

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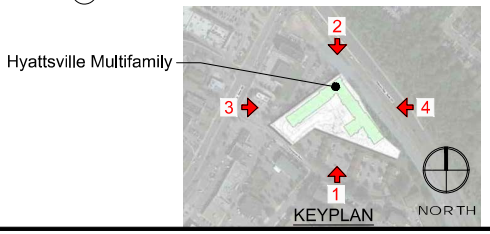


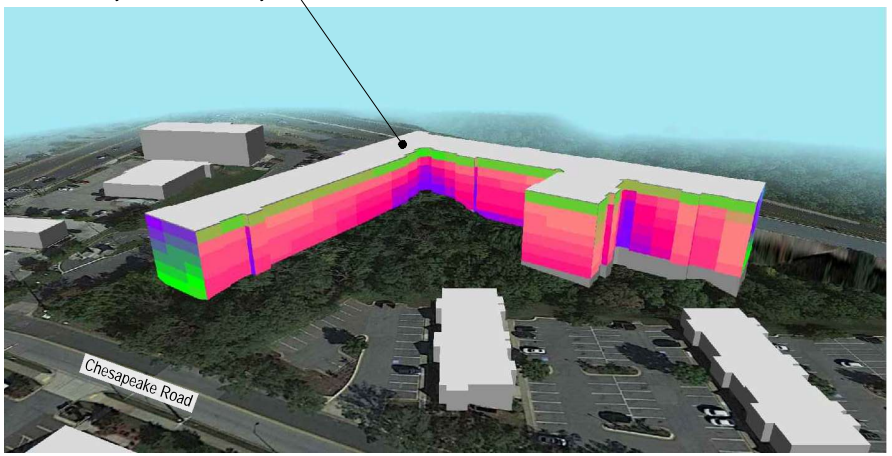
Future Transportation Noise Levels (dBA Leq)

67 66 65 64 63 62 61 60 59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42

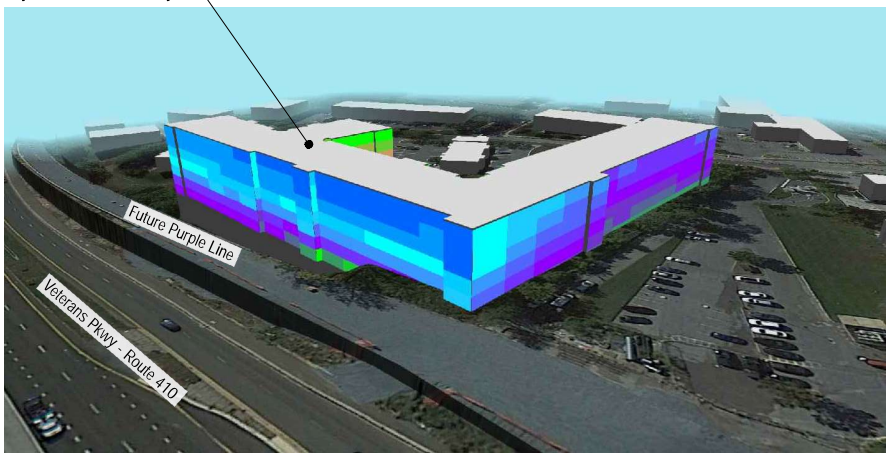
PHOENIX noise & vibration
5216 Chairmans Court Suite 107
Frederick, MD 21703
301-846-4227

Hyattsville Multifamily
DAYTIME
FUTURE TRANSPORTATION
NOISE IMPACT

DWG. No.	PRJ. No.	DATE
4	BIC2301	25-Jul-2023
SCALE: NOT TO SCALE		DRAWN BY: WCC



1 Looking North



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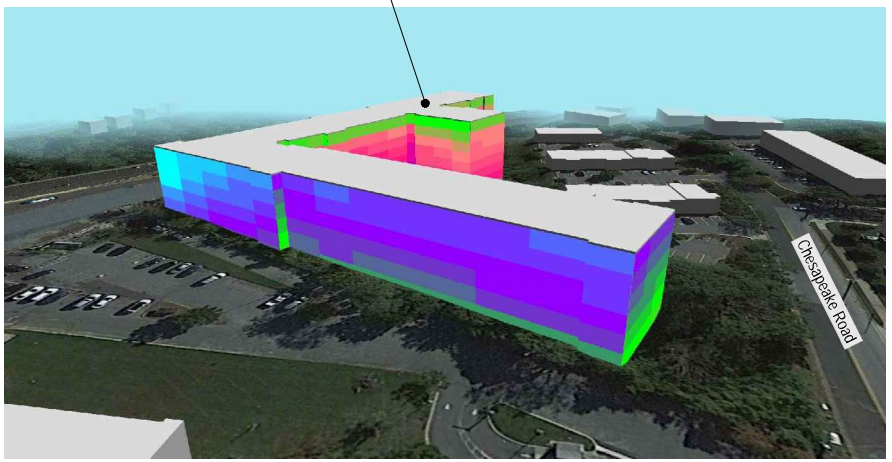

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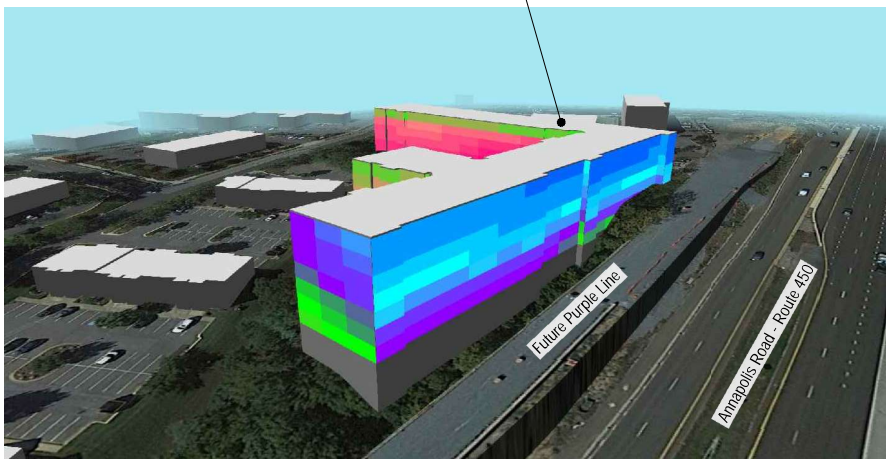
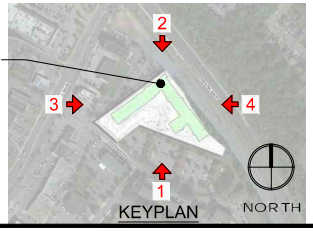


4 Looking West



Future Transportation Noise Levels (dBA Leq)

63 62 61 60 59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40

PHOENIX noise & vibration
5216 Chairmans Court Suite 107
Frederick, MD 21703
301-846-4227

Hyattsville Multifamily
NIGHTTIME
FUTURE TRANSPORTATION
NOISE IMPACT

DWG. No.	PRJ. No.	DATE
5	BIC2301	25-Jul-2023
SCALE: NOT TO SCALE		DRAWN BY: WCC

March 10, 2025

Mr. Peter Shapiro, Chair
Prince George's County Planning Board, M-NCPPC
1616 McCormick Drive, Largo MD
Via: pgcpb@mncppc.org

RE: Support for the Flats at Glenridge, DSP-23008 & DDS-24002

Dear Chair Shapiro and members of the Board:

Please accept this testimony on behalf of the Coalition for Smarter Growth (CSG). CSG advocates for walkable, bikeable, inclusive, transit-oriented communities as the most sustainable and equitable way for the Washington, DC region to grow and provide opportunities for all. We work extensively in suburban Maryland, focused on Prince George's and Montgomery counties.

We would like to express our support for the Flats at Glenridge, DSP-23008 & DDS-24002. The proposed 245-apartment building, with a small amount of office space, offers families affordable homes right next to the Glenridge Purple Line station, along with close proximity to retail, including a supermarket. The site is less than a quarter mile from the station and MD 450, and by direct connection would be about 300 feet from the station.

This proposal is the first major step towards implementing the vision for a walkable Glenridge Transit Village outlined in the Annapolis Road Sector Plan. The apartment building offers amenities like a playground and a plaza with landscaping. Most importantly, these 245 homes give moderate and low income families the opportunity to live next to a rail transit station, and local-serving retail.

This affordable transit-oriented development helps more people rely on sustainable transportation options and reduce the need to drive or own a car. We appreciate the unit mix offering a variety of unit sizes, including many 3-bedroom apartments.

The project provides important contributions to county and community goals, including:

- **Affordability** - the proposal will provide homes affordable at and below 60% of median family income. These are quality, new 1-, 2- and 3-bedroom homes to address residents' need for low-cost housing. Transit-accessible housing also reduces household transportation costs;
- **Environmentally-friendly location** - allowing more families to live here in a compact, walkable environment reduces traffic, pollution and crashes by giving households options to walk and ride transit more, and drive less;
- **Better communities with transit-oriented development** - more homes in this location, inside the Beltway and next to rail transit and existing retail, helps to transition this area to the envisioned Glendridge Transit Village where more homes and businesses can be focused in a walkable, transit-oriented environment. A vibrant, walkable Glenridge Transit Village will benefit nearby neighbors who can enjoy better retail options, a more human-scaled environment, and transportation choices.

We recognize that the site is currently wooded, but it is a fragment surrounded by development. Allowing more people to live here, steps away from frequent rail transit at this inside the Beltway location means less driving, traffic and pollution for households who otherwise might have to live elsewhere. Additionally, the project will fund offsite forest conservation to offset trees removed from the site, while providing modern stormwater management onsite to control runoff and water quality.

We have two recommendations for improving this project:

1) Securing a direct walk pathway from the building to the Purple Line station entrance.
2) Reducing parking and allocating that space and cost savings to other benefits for residents. The large amount of parking -- 337 spaces for 245 units is a 1.37 ratio. Development standards reduce by half the required amount due to the site's proximity to transit.

Conclusion

We urge the Planning Board to approve this application as a major step forward for the Glenridge Transit Village and the benefits it will provide to the larger community and county.

Thank you for your consideration.

Sincerely,

Cheryl Cort
Policy Director