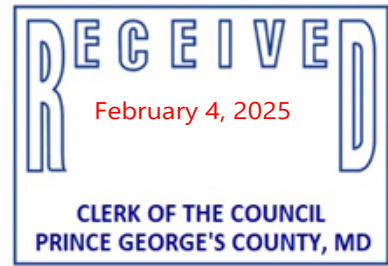




February 4, 2025



Glenwood Hills Venture LLC  
5410 Edson Lane, Suite 220  
Rockville, MD 20852

Re: Notification of Planning Board Action on  
**Detailed Site Plan DSP-21037-01**  
**Glenwood Hills**

Dear Applicant:

This is to advise you that, on **January 30, 2025**, the above-referenced Detailed Site Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to the Prince George's County Planning Board's Rules of Procedure, the Planning Board's decision will become effective 30 calendar days after the date of this notice (**February 4, 2025**) of the Planning Board's decision, unless:

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

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

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

Sincerely,  
Sherri Conner, Acting Chief  
Development Review Division  
Garland,

By: Hyojung

Reviewer

Digitally signed by  
Garland, Hyojung  
Date: 2025.02.03  
07:48:16 -0500

Attachment: PGCPB Resolution No. **2025-005**

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

PGCPB No. 2025-005

File No. DSP-21037-01

## R E S O L U T I O N

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

WHEREAS, the applicant, Glenwood Hills Venture LLC, submitted an application for approval of detailed site plan amendment DSP-21037-01 ("application"), for the physical site improvements for a warehouse/distribution use to include five buildings and associated structures on 133.45 gross acres of land located south of MD 214 (Central Avenue) and on both sides of Karen Boulevard ("subject property"); and

WHEREAS, the subject property is within the Residential, Multifamily-48 (RMF-48), Residential, Single-Family-65 (RSF-65) and Military Installation Overlay (MIO) Zones; and

WHEREAS, prior to April 1, 2022, the subject property was within the One-Family Detached Residential (R-55), Mixed Use-Transportation Oriented (M-X-T), and Military Installation Overlay (M-I-O) Zones; and

WHEREAS, pursuant to Section 27-1704(e) of the Zoning Ordinance, subsequent revisions or amendments to development approvals or permits "grandfathered" under the provisions of Section 27-1704 shall be reviewed and decided under the Zoning Ordinance effective prior to April 1, 2022 ("prior Zoning Ordinance"), unless the applicant elects to have the proposed revisions or amendments reviewed under the current Zoning Ordinance; and

WHEREAS, the subject property received approval of Detailed Site Plan DSP-21037 under the prior Zoning Ordinance on January 25, 2024, which DSP remains valid until January 25, 2027 and, therefore, is "grandfathered" pursuant to Section 27-1704(a) of the Zoning Ordinance; and

WHEREAS, this application is an amendment to Detailed Site Plan DSP-21037 and the applicant has elected to have it reviewed under the prior Zoning Ordinance; 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 the subject property's prior R-55, M-X-T, and M-I-O zoning; and

WHEREAS, in consideration of evidence presented at a public hearing on January 9, 2025, regarding Detailed Site Plan DSP-21037-01 for Glenwood Hills, the Planning Board finds:

1. **Request:** This detailed site plan (DSP) requests development of the physical site improvements for a warehouse/distribution use to include five buildings on Parcels 1-6, Block C, and structures on Parcel 1, Block D.

**2. Development Data Summary:**

	<b>EXISTING</b>	<b>APPROVED</b> With DSP-21037	<b>EVALUATED</b> With DSP-21037-01
Zone(s)	RSF-65/RMF-48/MIO	R-55/M-X-T/M-I-O	R-55/M-X-T/M-I-O
Use(s)	-	Residential and Commercial/Retail	Industrial
Gross tract acreage	133.45 (RSF-65: 12.03 acres/ RMF-48: 121.42 acres)	133.45 (R-55: 12.03 acres/ M-X-T: 121.42 acres)	133.45 (R-55: 12.03 acres/ M-X-T: 121.42 acres)
Net tract Area	-	128.62	128.62
Lots	-	37	37
Parcels	-	126	126
Gross floor area (sq. ft.)	-	981,240  Multifamily: 650,000 Retail: 49,000 Townhouse: 282,240	772,600*  (The total square footage of the entire Glenwood Hills Development is 1,753,840, which includes 981,240 square feet previously approved under DSP-21037, and 772,600 square feet approved with the subject DSP)
Dwelling Units	-	650 Multifamily: 524 units Townhouse: 126 units	0

**Note:** \*Conditions are included herein requiring the applicant to revise the total gross floor area (GFA) of the approved warehouse/distribution buildings throughout the submittal, for consistency, and revise the GFA of the entire Glenwood Hills Development.

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

Base FAR Permitted	0.40
Total FAR Permitted*	1.40 FAR*
Total FAR Approved**	0.31

**Notes:** \*Additional density is allowed in accordance with Section 27-545(b)(4), Optional method of development, of the prior Prince George’s County Zoning Ordinance, for providing 20 or more dwelling units within Conceptual Site Plan CSP-88020-03.

\*\*Pursuant to Section 27-548(e) of the prior Zoning Ordinance, the approved FAR shall be calculated based on the entire property (128.62 net acres), as approved with CSP-88020-03. The total square footage of the entire Glenwood Hills Development is 1,753,840. As a result, the FAR for the entire project is approximately 0.31 FAR.

### **Parking Spaces**

In accordance with Section 27-574 of the prior Zoning Ordinance, the number of parking spaces required in the Mixed Use-Transportation Oriented (M-X-T) Zone is to be calculated by the applicant and submitted to the Prince George's County Planning Board for approval, at the time of DSP.

The applicant initially submitted their parking methodology estimating a demand for warehouse units at an average of 50,000 square feet per unit, based on trends in the current market. However, because each warehouse building differs in total GFA, some units may fall above or below the average 50,000 square feet. Revised parking methodologies were submitted on December 2, 2024, and further refined on December 5, 2024, noting the maximum number of units in each warehouse/distribution building can be conceptually divided as follows: four units for Warehouse 1; four units for Warehouse 2; five units for Warehouse 3; three units for Warehouse 4; and one unit for Warehouse 5. Each conceptual unit comprises both warehouse/distribution use and office use, and the latter intends to support the former's activities. With the demands of the current market, distribution uses are to fulfill orders and ship them directly to customers and, thus, require office space for employees on-site to process these activities. Based on the current market, the applicant estimates a demand for units at an average of 45,400 square feet per unit with an average of 4,400 square feet used for office. However, the latest parking methodology submitted by the applicant on December 5, 2024, provides varied unit sizes within each building, which may be too specific given tenants have not yet been identified. Accordingly, in calculating the parking, the Planning Board averaged the applicant's methodologies on a building-by-building bases, dividing each building total square footage by the maximum number of units anticipated, and averaging the office space as provided by the applicant, to provide a consistent unit concept and methodology for parking calculations.

Parking for warehouse/distribution uses is calculated at 3 spaces for the first 1,500 square feet of GFA per warehouse unit; 1 space for each additional 1,500 square feet of GFA up to 100,000 square feet; and 0.2 space for each additional 1,000 square feet of GFA above the first 100,000 square feet. Parking for office use is calculated at 1 space per 250 square feet for the first 2,000 square feet of GFA, and 1 space for each additional 400 square feet of GFA above the first 2,000 square feet. Units within each building are divided evenly with the same square footage, but vary across the five buildings, as each building differs in total GFA. Pursuant to Section 27-568(a) of the prior Zoning Ordinance, the parking spaces required for Warehouses 1, 2, 3, 4, and 5 are 156, 152, 215, 138, and 56, respectively, which is considered as the base requirement.

Pursuant to Section 27-574(b)(3) of the prior Zoning Ordinance, the maximum parking for nonresidential uses in the M-X-T Zone is 115 percent of the base requirement. In this case, 115 percent of the base requirement would bring the allowable amount of parking spaces for Warehouses 1, 2, 3, 4 and 5 to 179, 174, 247, 158, and 64, respectively, and for a total maximum of 822 parking spaces. The site plan currently shows 743 parking spaces, which is below the maximum parking allowed in the M-X-T Zone. A condition is included herein requiring the applicant to revise the parking calculation table of the five warehouse/distribution buildings on the coversheet based on the approved conceptual division of each building and note that the

actual division of the warehouse buildings may differ from the table at the time of building permit.

Warehouse/Parcel	Base Parking Requirement	Maximum Parking Allowed (115%)	Approved Parking Spaces
Warehouse 1/Parcel 1 Total GFA: 181,600 sq. ft. (Max. 4 warehouse units comprised of 43,400 sq. ft. warehouse and 2,000 sq. ft. office per unit)	156	179	155
Warehouse 2/Parcel 3 Total GFA: 156,000 sq. ft. (Max. 4 warehouse units comprised of 35,400 sq. ft. warehouse and 3,600 office per unit)	152	174	167
Warehouse 3/Parcels 4 & 5 Total GFA: 225,000 sq. ft. (Max. 5 warehouse units comprised of 41,000 sq. ft. warehouse and 4,000 office per unit)	215	247	223
Warehouse 4/Parcel 6 Total GFA: 145,200 sq. ft. (Max. 3 warehouse units comprised of 44,000 sq. ft. warehouse and 4,400 office per unit)	138	158	152
Warehouse 5/Parcel 2 Total GFA: 64,800 sq. ft. (Max. 1 warehouse unit comprised of 61,000 sq. ft. warehouse and 3,800 office per unit)	56	64	46
Total Maximum Parking Spaces Allowed		822	-
Total Parking spaces provided		-	743

**Note:** This calculation is based on a hypothetical division of the approved warehouse/distribution buildings into 17 warehouse units. However, the actual division of parking for each warehouse building may differ from the above table at the time of building permit.

**Loading Spaces**

Per Section 27-583(a) of the prior Zoning Ordinance, the number of off-street loading spaces required in the M-X-T Zone are to be calculated by the applicant and submitted to the Planning Board for approval, at the time of DSP. Pursuant to Section 27-583(b) of the prior Zoning Ordinance, 26 loading spaces are required for this subject DSP. The applicant provides 184 loading spaces. With the uprising of e-commerce and online shopping, the demand of efficient loading and unloading activities can and will support quicker delivery times. The number of approved loading spaces with this DSP amendment will provide the warehouse/distribution buildings with more agile and faster handling of these expected loads.

Code Requirement	Warehouse/Parcel	Min. Required	Approved
<b>Warehouse Unit</b>  1 space for 1,500 to 10,000 sq. ft. of GFA  1 space for each additional 40,000 sq. ft. of GFA above the 10,000 sq. ft	Warehouse 1 (Parcel 1) (181,600 sq. ft.)	6	51
	Warehouse 2 (Parcel 3) (156,000 sq. ft.)	5	40
	Warehouse 3 (Parcels 4 & 5) (225,000 sq. ft.)	7	43
	Warehouse 4 (Parcel 6) (145,200 sq. ft.)	5	36
	Warehouse 5 (Parcel 2) (64,800 sq. ft.)	3	14
Total Loading Spaces		26	184

**Note:** \*The size of the approved loading spaces is 12 feet by 45 feet, which is conditioned herein to note such dimension on the plans.

**Bicycle Spaces**

This DSP includes several locations of U-shaped bicycle racks for each approved warehouse building. Each location has two bike racks. These bike racks are located around the building entrances.

Warehouse Number	Number of Bike Racks	Number of Bike Capacity*
1	6 (3 locations)	12
2	6 (3 locations)	12
3	6 (3 locations)	12
4	6 (3 locations)	12
5	2 (1 locations)	4

**Note:** \*Each bike rack only has a two-bike capacity. A condition is included herein requiring the applicant to revise the bike capacity expressed on the plans.

- Location:** The site for the entire Glenwood Hills Development is located south of MD 214 (Central Avenue), and on both sides of Karen Boulevard. A 66-foot-wide Potomac Electric Power Company (PEPCO) right-of-way, approximately 250 feet south of Central Avenue, transverses the site which is zoned Rural Residential (R-R). The area for the subject DSP amendment is located south of this PEPCO right-of-way and east of Karen Boulevard, except Parcel 1, Block D, which is located west of Karen Boulevard.
- Surrounding Uses:** The site is bounded to the north by Central Avenue, and beyond by vacant land and a church in the Residential, Multifamily-20 Zone, and single-family detached dwellings in the Residential, Single-Family-65 (RSF-65) Zone. To the east of the subject site are properties owned by PEPCO and used for overhead power transmission lines and a substation. These properties are zoned Residential, Rural (RR), Residential, Single-Family-95, and Residential, Multifamily-48 (RMF-48). The property is bounded to the south by Walker Mill Middle School,

in the RSF-65 Zone. To the west of the subject site lies residential development consisting of single-family detached dwellings and Central High School in the RSF-65 Zone, and vacant land owned by the Washington Metropolitan Area Transit Authority (WMATA) in the RR and RMF-48 Zones.

5. **Previous Approvals:** The Glenwood Hills property (previously identified as Parcel 165) was formerly zoned R-R. A 121.42-acre portion of the subject property was rezoned to the M-X-T Zone in the 1986 *Approved Suitland/District Heights and Vicinity (Planning Areas 75A and 75B) Master Plan and Sectional Map Amendment* (1986 master plan).

CSP-88020, entitled Meridian, was approved by the Planning Board on September 8, 1988 (PGCPB Resolution No. 88-303), for development of 2,146,700 square feet of office space, 1,794 residential dwelling units, a 300-room hotel, and 85,100 square feet of retail space. This CSP was amended, renamed Glenwood Hills, and approved by the Planning Board on March 31, 1994 (after a request for reconsideration of the original Planning Board's decision to disapprove the plan). The development approved under this CSP never came to fruition, and subsequent approvals were never pursued.

CSP-88020-01 was approved by the Planning Board on November 10, 1994 (PGCPB Resolution No. 93-269(A)), to amend CSP-88020 for development of 785 dwelling units (including 105 single-family detached units, 310 single-family attached units, and 370 multifamily dwelling units) and 203,000 square feet of office/retail space.

Preliminary Plan of Subdivision (PPS) 4-94066 was approved by the Planning Board on November 10, 1994 (PGCPB Resolution No. 94-351), for 418 lots and 9 parcels. Due to the size of the development, this PPS was valid for six years with the possibility of two 2-year extensions. Two extensions were granted, and this PPS was valid through December 1, 2004.

CSP-88020-02 was approved by the Planning Board on July 29, 2004 (PGCPB Resolution No. 04-170), for development of 597 dwelling units (including 202 single-family detached units, 117 single-family attached units, and 278 multifamily dwelling units) and 203,000 square feet of office/retail space. The Prince George's County District Council elected to review this CSP and approved it on January 10, 2005, subject to 29 conditions.

PPS 4-04081 was approved by the Planning Board on October 28, 2004 (PGCPB Resolution No. 04-252), for 316 lots and 19 parcels to support development of 594 dwelling units and 203,000 square feet of office/retail use.

DSP-07003 was approved by the Planning Board on October 18, 2007 (PGCPB Resolution No. 07-165), for Phase I development of 90 single-family detached units, 117 single-family attached units, and a community center in the M-X-T Zone.

DSP-07046 was approved by the Planning Board on April 24, 2008 (PGCPB Resolution No. 08-48), for Phase II development of 197 dwelling units (including 63 single-family detached units and 134 two-family units).

DSP-07048 was approved by the Planning Board on April 24, 2008 (PGCPB Resolution No. 08-49), for Phase III development of 189 dwelling units (including 45 single-family detached and 144 multifamily dwelling units).

Prince George's County Council Bill CB-51-2021 was approved by the District Council on November 16, 2021, to revise Section 27-441 of the prior Zoning Ordinance, for permitting townhouses in the One-Family Detached Residential (R-55) Zone, subject to Footnote 145 of Section 27-441(b)(7) of the prior Zoning Ordinance. This bill also revised Section 27-547 of the prior Zoning Ordinance, for the purpose of permitting warehouse and distribution uses in the M-X-T Zone, subject to Footnote 23 of Section 27-547(b)(2) of the prior Zoning Ordinance.

CSP-88020-03 was approved by the Planning Board on January 5, 2023 (PGCPB Resolution No. 2022-129), to amend CSP-88020-02 and add 12.03 acres of land zoned R-55, as permitted by CB-51-2021, bringing the total land area of the CSP to 133.45 acres, in order to develop 676 dwelling units (including 126 single-family attached units and 550 multifamily dwelling units), 50,000 square feet of commercial/retail space, and 775,000 square feet of industrial space.

PPS 4-21051 was approved by the Planning Board on January 19, 2023 (PGCPB Resolution No. 2023-06), for 126 lots and 37 parcels to support development of 676 dwelling units (550 multifamily and 126 single-family attached dwelling units) and 825,000 square feet of nonresidential uses (50,000 square feet of commercial development and 775,000 square feet of industrial development). This PPS supersedes PPS 4-04081 entirely and is currently the valid PPS for the subject property.

Vacation Petition V-21008 was approved by the Planning Director on February 20, 2024, to vacate Karen Boulevard, Abigail Court, Layla Court, Myrna Road, Gabriela Court, Odelia Drive, Uma Court, Sabrina Court, and Tabatha Court in the Glenwood Hill Subdivision, which were pursuant to prior approved PPS 4-04081. Rights-of-way will be dedicated pursuant to the current PPS, at the time of final plat.

DSP-21037 was approved by the Planning Board on January 25, 2024 (PGCPB Resolution No. 2024-004), for development of 650 dwelling units (126 single-family attached units and 524 multifamily units) and 49,000 square feet of commercial/retail space on 126 lots, 20 residential open space parcels, 2 parcels for mixed-use development, 8 nonresidential open space parcels, and 7 nonresidential development parcels. Infrastructure and rough grading were approved with DSP-21037 for the 14 nonresidential parcels, which are now the subject of this amendment for the approved industrial development. Specifically, industrial development is approved on Parcels 1-6, Block C, and Parcel 1, Block D.

6. **Design Features:** Karen Boulevard, starting from Central Avenue, bisects the site in the north-south direction, while the 66-foot-wide PEPCO right-of-way, paralleling Central Avenue, transverses the site in the east-west direction. The subject DSP includes five warehouse/distribution buildings on Parcels 1-6, Block C, and an electric vehicle (EV) charging area on Parcel 1, Block D, to support the warehouse/distribution operations. The EV charging area is equipped for simultaneous charging of 148 fleet vehicles associated with the warehouse/distribution development. It is used neither for passenger vehicle parking spaces nor for loading



spaces, which is conditioned herein to be noted on the coversheet. The warehouse/distribution buildings are located on the east side of Karen Boulevard, while the EV charging area is located on the west side of Karen Boulevard. All entry/exit points for the approved uses are located on Karen Boulevard. Both Warehouses 1 and 4 have two entry/exit points. Warehouses 2, 3, and 5 share three entry/exit points and the EV charging area has one entry/exit point.

The approved warehouse/distribution buildings are oriented towards Karen Boulevard, with each of them having pedestrian access to the right-of-way. These buildings are one-story and are approximately 40 feet in height.

### **Architecture**

The architectural design of the approved warehouse/distribution buildings is contemporary, with a flat roof. These buildings will be primarily constructed with tilt-up concrete panels that are arranged in a geometric pattern. Architectural elements and accent colored texture coats will be incorporated to make them interesting, to mitigate visual impact of the building massing, as well as to avoid blank walls. The applicant also gives special attention to the west elevation of these warehouse/distribution buildings that face Karen Boulevard. Each building entrance is designed to pair with a metal canopy and aluminum-framed glass walls, to reinforce the image of an entry. A condition is included herein requiring the applicant to revise the architectural elevations of the approved warehouse/distribution buildings based on the design of Building 5, dated November 6, 2024, for both colored and black-and-white drawings.

### **Signage**

The subject DSP includes three types of signs, which are tenant monument signs, address signs, and building mounted signs. Details of these signs are included in the submitted signage package, including materials, illumination, and dimensions. The number of signs that are associated with each warehouse/distribution building is listed below. On page 23 of the signage package, there are sentences regarding the project monument sign concept, which read “Design is preliminary and for reference only. Applicant will return to the Planning Department Staff with detailed drawings to gain approval of final design, specifications, and size at plan acceptance.” Since the project monument sign was approved under DSP-21037, a condition is included herein requiring the applicant to remove this note from the signage package.

Warehouse Number	Tenant Monument Sign	Address Sign	Building Mounted Sign
1	1	4	3
2	1	4	3
3	1	4	3
4	1	4	3
5	1	3	2
Total	5	19	14

### **Lighting**

The subject DSP includes four types of lighting throughout the site, with details. One type is building-mounted lighting, and three types are pole-mounted lighting. The Planning Board finds that the submitted photometric plan shows adequate lighting for users on-site and is sufficient for illuminating drive aisles, building entryways, and walking paths. In addition, these lighting fixtures have been coordinated to complement the approved warehouse/distribution buildings and structures included with this DSP amendment. A condition is included herein requiring the applicant to revise the label and description of Type D lighting, which is the building-mounted lighting, in the Luminaire Schedule throughout the lighting package.

### **Loading and Trash Facilities**

The subject DSP includes five warehouse/distribution buildings with loading spaces, which are located internally to the subject property. With the planting along the Karen Boulevard frontage, and the 10- or 12-foot-tall screen walls, public view to these loading spaces is screened. A condition is included herein requiring the applicant to provide details of the screen walls. The submitted plans include a large-scale drawing of a trash enclosure designed with brick veneer, with an intent to match the approved warehouse/distribution buildings. However, this brick veneer does not match the materials designed for the warehouse/distribution buildings. The location of dumpsters is not shown on the plans. Conditions are included herein requiring the applicant to indicate the location of dumpsters on the plans, revise the large-scale plan to show trash enclosure materials compatible with the approved buildings, and provide trash enclosure elevations with enclosure dimensions.

## **COMPLIANCE WITH EVALUATION CRITERIA**

7. **Prince George's County Zoning Ordinance:** The DSP amendment application has been reviewed for compliance with the requirements of the M-X-T and M-I-O Zones, and the site design guidelines of the prior Zoning Ordinance. The entire Glenwood Hills Development includes multifamily, commercial/retail, townhouse, and industrial development. Townhouse development in the R-55-zoned portion of the site was evaluated and approved under DSP-21037, along with multifamily and commercial/retail development. The subject DSP amendment is only for industrial development, which will take place on the portion of the site within the M-X-T and M-I-O Zones.
  - a. The subject application is in conformance with the requirements of Section 27-547, which governs uses in all mixed-use zones.
    - (1) Pursuant to CB-51-2021, the approved warehouse and distribution uses with this DSP amendment were shown on CSP-88020-03 and are permitted in the M-X-T Zone, subject to the requirements of Footnote 23 of Section 27-547(b), as follows:

**Footnote 23**

- (a) Provided the proposed Detailed Site Plan application property is at least 100 acres and is part of a previously approved Detailed Site Plan with residential and commercial development. The new Detailed Site Plan shall amend the previously approved Conceptual Site Plan for all uses pursuant to Section 27-282(g) of the Zoning Ordinance;**

The total gross acreage of the subject site is approximately 133.45 acres. The site is part of previously approved DSP-21037, for residential and commercial development. The subject DSP amendment meets this requirement.

- (b) Industrial uses may not exceed 60% of the gross acreage of the land shown on the proposed Detailed Site Plan; and**

The submitted plans show approximately 51 percent of the subject site is used for industrial development under this DSP amendment, which is approximately 67.88 acres.

- (c) Industrial development must be separated from any existing or proposed residential development by a minimum of 75 feet.**

The submitted plans show the approved industrial development, including an EV charging area for fleet vehicles, are located at least 75 feet from any existing or planned residential development.

- (2) Section 27-547(d) of the prior Zoning Ordinance provides standards for the required mix of uses for sites in the M-X-T Zone, as follows:

- (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.**

The applicable CSP-88020-03 approves uses including 126 townhouses, 550 multifamily dwelling units, 50,000 square feet of commercial/retail space, and 775,000 square feet of industrial space. These approved uses satisfy the mixed-use requirement of Section 27-547(d).

b. The DSP is consistent with Section 27-548, Regulations, of the prior Zoning Ordinance. The following discussion is offered:

**(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.**

Section 27-545(b)(4) states 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, a maximum FAR of 1.4 is permitted for the entire Glenwood Hills Development, which includes more than 20 dwelling units. Adding the industrial uses through this DSP amendment, the total FAR for the entire Glenwood Hills Development is approximately 0.31, which is in conformance with this requirement.

**(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 industrial uses approved with this DSP amendment will be located in the approved warehouse/distribution buildings and structures, which are located on separate parcels.

**(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 amendment shows the dimensions, height, and location for the approved development, except a calculation for the percentage coverage has not been provided. A condition is included herein requiring the applicant to add the lot coverage of the development to the general notes 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 amendment. Finding 11 below provides a detailed discussion on the plan's conformance with 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.**

Adding the industrial uses through this DSP amendment, the FAR for the entire Glenwood Hills Development is approximately 0.31, which is under the permitted 1.4 FAR. Detailed discussion has been addressed in Finding 2 above.

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

This DSP amendment does not include any private structures in the air space above, or in the ground below the surrounding 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.**

The parcels included in this DSP amendment directly front on and have access from Karen Boulevard, a public right-of-way, which will be constructed by the applicant.

- (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...**

This requirement is not applicable because no townhouse units are included in this DSP amendment.

- (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.**

This requirement is not applicable because no multifamily buildings are included in this DSP amendment.

- (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 requirement does not apply to this DSP amendment because the subject property was placed in the M-X-T Zone through a sectional map amendment approved before October 1, 2006.

- 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 Planning Board to approve a DSP 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 purposes of the M-X-T Zone are provided for in Section 27-542 of the prior Zoning Ordinance. The subject DSP is in conformance with the purposes and other provisions of the M-X-T Zone. Specifically, the entire Glenwood Hills

Development consists of residential, commercial/retail, and warehouse/distribution uses, which will provide increased economic activity proximate to the Central Avenue corridor. It also allows for the reduction of the number and distance of automobile trips by constructing residential and nonresidential uses near each other.

- (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;**

This regulation is not applicant to this DSP because the subject site was rezoned to the M-X-T Zone through the 1986 master 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;**

Multifamily, retail/commercial, and townhouse development was approved under DSP-21037. This DSP amendment adds industrial development to a larger mixed-use development approved by CSP-88020-03. The approved five warehouse/distribution buildings have an outward orientation. With the planned improvements of pedestrian and bicycle facilities within the site that connect to adjacent development and amenities, the entire Glenwood Hill Development is intended to serve as a catalyst for adjacent community improvement.

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

The approved CSP-88020-03 anticipated a mixture of multifamily, commercial/retail, townhouse and industrial uses to be compatible with existing and planned development in the vicinity. DSP-21037 was approved for development of multifamily, commercial/retail, and townhouse uses, which adheres to the principles and guidance provided in the CSP. This DSP amendment adds the component of industrial development to the entire Glenwood Hills Development.

- (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;**

In approving CSP-882021-03, the Planning Board found the arrangement of buildings, and other improvements and amenities will relate to the surrounding

development and produce a cohesive development capable of sustaining an independent environment of continuing quality and stability. This was further reviewed and evaluated with approval of DSP-21037. Conformance to this regulation remains with the subject DSP amendment, which focuses on the development of industrial areas within the entire Glenwood Hills Development.

- (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 regulation is not applicable because the entire development will be constructed in one phase.

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

The submitted traffic circulation plan shows a convenient and comprehensively designed pedestrian and bicycle system is provided. Conformance to this regulation was found with approval of DSP-21037, which will not be affected by the subject DSP amendment.

- (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**

Conformance to this regulation was found under DSP-21037 and remains in effect. The subject DSP amendment will not affect this regulation.

- (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 its finding during its review of subdivision plats.**



The subject application is a DSP; therefore, this requirement does not apply. However, the Planning Board found conformance with this requirement at the time of approval of CSP-88020-03 (PGCPB Resolution No. 2022-129).

- (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).**

Adequacy findings associated with this DSP amendment were made through the Planning Board's approval of PPS 4-21051 (PGCPB Resolution No. 2023-06).

- (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 is 133.45 acres and is not planned as a mixed-use planned community.

- d. Section 27-274(a) of the prior Zoning Ordinance provides site design guidelines for a DSP. The applicable design guidelines are described as the following:

**(2) Parking, loading, and circulation.**

**(A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site. As a means of achieving these objectives, the following guidelines should be observed:**

- (i) Parking lots should generally be provided to the rear or sides of structures;**
- (ii) Parking spaces should be located as near as possible to the uses they serve;**

- (iii) Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;**
- (iv) Large, uninterrupted expanses of pavement should be avoided or substantially mitigated by the location of green space and plant materials within the parking lot, in accordance with the Landscape Manual, particularly in parking areas serving townhouses; and**
- (v) Special areas for van pool, car pool, and visitor parking should be located with convenient pedestrian access to buildings.**

The subject DSP amendment is for the development of five warehouse/distribution buildings, with an EV charging area. The submitted plans include sidewalks on both sides of Karen Boulevard, and sidewalks and crosswalk connections within the amended area for industrial development and for safe and efficient vehicular and pedestrian circulation. Parking spaces are arranged around the approved warehouse/distribution buildings for easy access and to avoid conflicts with pedestrian connectivity. The number of provided parking spaces has been discussed in Finding 2 above.

**(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.**

Loading spaces are included in this DSP amendment, which has been discussed in Finding 6 above. These loading spaces are located internal to the subject site, which is at least 70 feet distanced from Karen Boulevard. The approved 10- or 12-foot-tall screen walls and landscape plantings further screen these loading spaces. Accordingly, it is visually unobtrusive and has minimal conflicts with vehicles and pedestrians.

**(C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:**

- (i) The location, number and design of driveway entrances to the site should minimize conflict with off-site traffic, should**

**provide a safe transition into the parking lot, and should provide adequate acceleration and deceleration lanes, if necessary;**

- (ii) Entrance drives should provide adequate space for queuing;**
- (iii) Circulation patterns should be designed so that vehicular traffic may flow freely through the parking lot without encouraging higher speeds than can be safely accommodated;**
- (iv) Parking areas should be designed to discourage their use as through-access drives;**
- (v) Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;**
- (vi) Drive-through establishments should be designed with adequate space for queuing lanes that do not conflict with circulation traffic patterns or pedestrian access;**
- (vii) Parcel pick-up areas should be coordinated with other on-site traffic flows;**
- (viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;**
- (ix) Pedestrian and vehicular circulation routes should generally be separated and clearly marked;**
- (x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and**
- (xi) Barrier-free pathways to accommodate the handicapped should be provided.**

The development area approved with this DSP amendment is accessed via Karen Boulevard. For Warehouses 1 and 4, each of them has two entry/exit points. As discussed in Finding 9 below, a condition is included herein requiring the applicant to separate truck and passenger vehicle entrances to Warehouses 1 and 4. Three entry/exit points are shared by Warehouses 2, 3, and 5. One entry/exit point is approved for the EV charging area.

After vehicles and trucks enter each warehouse/distribution site, drivers will park in the designated location in the parking area. Within the parking area of each warehouse/distribution building, the truck court is located along where loading docks are designed and is separated from the passenger vehicles parking area, thereby eliminating internal conflicts. The EV charging area for fleet vehicles is located along the west side of Karen Boulevard, across from Warehouse 3. The Planning Board finds that access and circulation to the approved industrial development is appropriate, with the recommended signage conditioned herein, and fulfills the requirements of a DSP.

In addition, the pedestrian and bicycle network within the approved area of development is separated from the traffic circulation. Crosswalks are provided where pedestrians must cross the vehicular route. All of these are to be safe, efficient, and convenient for both pedestrians and drivers.

**(3) Lighting.**

**(A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the site design's character. To fulfill this goal, the following guidelines should be observed:**

- (i) If the development is used at night, the luminosity, orientation, and location of exterior light fixtures should enhance user safety and minimize vehicular/pedestrian conflicts;**
- (ii) Lighting should be used to illuminate important on-site elements such as entrances, pedestrian pathways, public spaces, and property addresses. Significant natural or built features may also be illuminated if appropriate to the site;**
- (iii) The pattern of light pooling should be directed on-site;**
- (iv) Light fixtures fulfilling similar functions should provide a consistent quality of light;**
- (v) Light fixtures should be durable and compatible with the scale, architecture, and use of the site; and**
- (vi) If a variety of lighting fixtures is needed to serve different purposes on a site, related fixtures should be selected. The design and layout of the fixtures should provide visual continuity throughout the site.**

Lighting for this DSP has been discussed in Finding 6 above, demonstrating conformance to the regulations, in which adequate illumination is provided for users and for the site in the evening.

**(4) Views.**

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

All of the approved industrial buildings and structures are set back from Karen Boulevard at least 100 feet, except for Warehouse 5 and the EV charging area, which are distanced approximately 20 and 40 feet from the street, respectively. A 10-foot-wide landscape strip is provided along Karen Boulevard, and additional landscaping and green space is provided between the street and warehouse/distribution buildings. All of these create scenic views from the public street.

**(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).**

The submitted plan shows approximately 62 percent of green area to be provided on-site. The size, shape, location, and design of green area through a mixture of woodland preservation area, woodland reforestation area and approved landscape plants, is appropriate to enhance landscape screening through the entire site of the Glenwood Hills Development. A condition is included herein requiring the applicant to add the provided percentage of green area to the coversheet.

**(6) Site and streetscape amenities.**

**(A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:**

- (i) The design of light fixtures, benches, trash receptacles, bicycle racks and other street furniture should be coordinated in order to enhance the visual unity of the site;**
- (ii) The design of amenities should take into consideration the color, pattern, texture, and scale of structures on the site, and when known, structures on adjacent sites, and pedestrian areas;**
- (iii) Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;**
- (iv) Amenities should be functional and should be constructed of durable, low maintenance materials;**
- (v) Amenities should be protected from vehicular intrusion with design elements that are integrated into the overall streetscape design, such as landscaping, curbs, and bollards;**
- (vi) Amenities such as kiosks, planters, fountains, and public art should be used as focal points on a site; and**

- (vii) Amenities should be included which accommodate the handicapped and should be appropriately scaled for user comfort.**

The development of multifamily, commercial/retail and townhouse uses were approved under DSP-21037. Conformance to this requirement will not be changed with this DSP amendment and remains in effect. In addition, the streetscape amenities approved within the limits of Karen Boulevard, as required by Condition 15 of CSP-88020-03, have been discussed in Finding 8 below. These amenities are shown on submitted the DSP plans and on the circulation plan.

**(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.**

Rough grading for the area of the site to be developed with the subject DSP amendment was approved under DSP-21037. The approved warehouse/distribution buildings and structures will be sited in locations that are relatively flat, within the area to be developed, in order to minimize the need for grading and additional disruption to the existing

topography. Retaining walls are utilized as needed to enhance stability, specifically around Warehouses 1 and 5 and the EV charging area.

**(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.**

The submitted plans show the location of the approved loading spaces is accessible, but unobtrusive, and is screened with landscaping and walls. A large-scale plan of an approved trash enclosure to screen dumpsters is included in the submittal. However, the location of the approved trash enclosure is not shown on the plans and is conditioned herein to be provided.

**(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.**

Conformance to this regulation was found with DSP-21037, which remains in effect. This DSP amendment is to add five warehouse/distribution buildings with an EV charging area to the entire Glenwood Hills Development. No outdoor seating areas are included in this DSP amendment. A condition is included herein requiring the applicant to provide at least two outdoor tables and chairs at each warehouse/distribution building, for future employees.

**(10) Architecture.**

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

A detailed discussion regarding architecture has been addressed in Finding 6 above.

**(11) Townhouses and three-family dwellings.**

- (A) Open space areas, particularly areas separating the rears of buildings containing townhouses, should retain, to the extent possible, single or small groups of mature trees. In areas where trees are not proposed to be retained, the applicant shall demonstrate to the satisfaction of the Planning Board or the District Council, as applicable, that specific site conditions warrant the clearing of the area. Preservation of individual trees should take into account the viability of the trees after the development of the site.**
- (B) Groups of townhouses should not be arranged on curving streets in long, linear strips. Where feasible, groups of townhouses should be at right angles to each other, and should facilitate a**

**courtyard design. In a more urban environment, consideration should be given to fronting the units on roadways.**

- (C) Recreational facilities should be separated from dwelling units through techniques such as buffering, differences in grade, or preservation of existing trees. The rears of buildings, in particular, should be buffered from recreational facilities.**
- (D) To convey the individuality of each unit, the design of abutting units should avoid the use of repetitive architectural elements and should employ a variety of architectural features and designs such as roofline, window and door treatments, projections, colors, and materials. In lieu of this individuality guideline, creative or innovative product design may be utilized.**
- (E) To the extent feasible, the rears of townhouses should be buffered from public rights-of-way and parking lots. Each application shall include a visual mitigation plan that identifies effective buffers between the rears of townhouses abutting public rights-of-way and parking lots. Where there are no existing trees, or the retention of existing vegetation is not practicable, landscaping, berming, fencing, or a combination of these techniques may be used. Alternatively, the applicant may consider designing the rears of townhouse buildings such that they have similar features to the fronts, such as reverse gables, bay windows, shutters, or trim.**
- (F) Attention should be given to the aesthetic appearance of the offsets of buildings.**

This requirement is not applicable to this DSP amendment because it does not include any townhouse or three-story units.

- e. This application is located within the M-I-O Zone for height. Specifically, the site is within Surface B (Approach-Departure Clearance Surface) and Surface G: Transitional Surface 7:1. In the subject property, the highest building is the multifamily building, with retail/commercial space, which was approved under DSP-21037. This building is approximately 87 feet in height and is located on the highest elevation of the site, which is approximately 209 feet above sea level. The height of the approved warehouse/distribution building is approximately 40 feet. By comparison, these warehouse/distribution buildings will not become an obstacle to air navigation.
8. **Conceptual Site Plan CSP-88020-03:** CSP-88020-03 was approved by the Planning Board on January 5, 2023 (PGCPB Resolution No. 2022-129), subject to 17 conditions. The conditions relevant to this DSP are listed below, in **bold** text. The Planning Board's analysis of the CSP's conditions follows each one, in plain text:

3. **Prior to the issuance of any grading permit, including for rough grading, a Type 2 tree conservation plan shall be approved.**

This condition is met with the subject DSP application, which includes an amendment to the Type 2 tree conservation plan (TCP2) for industrial development.

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

This condition will be addressed at the time of permit, rough grading, or otherwise.

5. **At the time of detailed site plan, the applicant shall investigate the possibility to designate space for a store that provides healthy food options.**

The condition was satisfied with the approval of DSP-21037.

6. **At the time of detailed site plan, the applicant shall demonstrate how the on-site pedestrian system will connect to public transit along the Central Avenue Corridor.**

The submitted plans show that sidewalks are provided on both sides of Karen Boulevard. The sidewalks connect to the on-site pedestrian system in each sub-development within the entire Glenwood Hills Development and connect to the sidewalks along Central Avenue to access the public transit along the Central Avenue Corridor.

7. **At the time of detailed site plan, the applicant shall incorporate an enhanced buffer between Karen Boulevard and the proposed industrial buildings. This buffer shall be a minimum 10-foot-wide landscape strip to be planted with a minimum of 1 shade tree and 10 shrubs per 35 linear feet of street frontage, excluding driveway openings.**

The submitted landscape plans show that the approved warehouse/distribution buildings and structures are buffered from Karen Boulevard by the required 10-foot-wide landscape strip from streets, per the Landscape Manual. Except for Warehouse 5 and the EV charging area that are distanced approximately 20 and 40 feet from Karen Boulevard, respectively, all of the other buildings are buffered by a total of 100 to 200 feet, with additional landscaped area, as shown on the submitted cross sections exhibit. The 10-foot-wide landscape strip in front of Warehouse 5 has been modified to utilize evergreen trees in lieu of shade trees to facilitate more screening of the building.

10. **Prior to approval of a grading permit, Phase I (Identification) archeological investigations, according to the Prince George's County Planning Board's 2005 *Guidelines for Archeological Review*, shall be conducted on Parcels 124 and 125 within the subject property to determine if any cultural resources are present.**

**Evidence of Maryland-National Capital Park and Planning Commission concurrence with the final Phase I report and recommendations is required prior to approval.**

Parcels 124 and 125 are located in the portion of the site zoned One-Family Detached Residential (R-55), for townhouse units approved under DSP-21037. In November 2022, a Phase I archeology survey was conducted on the subject property, focusing on an area of approximately 12 acres, between Quarry Avenue and Central Avenue, in Capitol Heights. Based on the results of this survey, Historic Preservation staff determined that no additional archeological investigations are required. The Planning Board concurs.

**11. Upon receipt of the final Phase I archeological report by the Prince George's County Planning Department, if it is determined that potentially significant archeological resources exist in the project area, prior to Planning Board approval of the grading permit which includes Parcels 124 and 125, the applicant shall provide a plan for:**

- a. Evaluating the resource at the Phase II level, or**
- b. Avoiding and preserving the resource in place.**

The Planning Board has determined that no additional archeological investigations are required. Therefore, this condition is not applicable.

**12. If a Phase II and/or Phase III archeological evaluation or mitigation is necessary, the applicant shall provide a final report detailing the Phase II and/or Phase III investigations and ensure that all artifacts are curated in a proper manner, prior to any ground disturbance or approval of any grading permits which includes Parcels 124 and 125.**

The Planning Board has determined that no additional archeological investigations are required. Therefore, this condition is not applicable.

**15. The applicant and the applicant's heirs, successors, and/or assignees shall construct the following facilities and show these facilities on a pedestrian and bikeway facilities plan as part of the site plan prior to its acceptance:**

- a. A minimum 10-foot-wide shared-use path and/or shared roadway pavement markings and signage along Karen Boulevard, unless modified by the operating agency with written correspondence.**
- b. Standard bicycle lane along Karen Boulevard, in accordance with the American Association of State Highway and Transportation Officials guidelines, unless modified by the operating agency with written correspondence or in the applicant's approved final plans.**

- c. **The minimum 5-foot-wide sidewalk along both sides of all internal roadways throughout the site and associated Americans with Disabilities Act curb ramps and crosswalks.**
- d. **Americans with Disabilities Act-compliant curb ramps and crosswalks crossing all vehicular access points.**
- e. **Designated pathways for pedestrians through surface parking lots.**
- f. **Streetscape amenities are to be accessible and functional throughout the site to accommodate the mixed-use community.**
- g. **Long-term bicycle parking within the multifamily building and short-term bicycle near the building entrance, in accordance with the American Association of State Highway and Transportation Officials guidelines.**
- h. **Short-term bicycle for the commercial and industrial areas at a location convenient to the buildings, in accordance with the American Association of State Highway and Transportation Officials guidelines.**
- i. **Dedicated parking spaces for rideshare activities.**

The submitted site plans accurately reflect the facilities. The side path along Karen Boulevard is to be constructed in lieu of the standard bicycle lane, to accommodate a separate 10-foot-wide multimodal path. The width of the multimodal path shown on the plan is labelled inconsistently, which is conditioned herein for correction.

17. **Prior to approval of a detailed site plan, the following issues shall be addressed:**
- a. **Entrance features shall be submitted for review and shall be appropriately coordinated in design and location.**
  - b. **Pole-mounted freestanding signs shall be prohibited for the commercial/retail and multifamily component of the development. Freestanding and building-mounted signage shall not be internally lit.**
  - c. **Lighting fixtures throughout the development shall be coordinated in design.**
  - d. **Special paving materials shall be provided in appropriate areas such as the entrance to the subdivision off of Central Avenue, the central recreation area, the entrance to the multifamily development, and the commercial/retail development.**

Conformance to this condition was satisfied with DSP-20137 and remains in effect. This DSP amendment includes signs for the approved warehouse/distribution buildings, which have been discussed in detail, in Finding 6 above.

9. **Preliminary Plan of Subdivision (PPS) 4-21051:** PPS 4-21051 was approved by the Planning Board on February 9, 2023 (PGCPB Resolution No. 2023-06), subject to 28 conditions. Conditions relevant to this DSP are listed below, in **bold** text. The Planning Board's analysis of the PPS conditions follows each one, in plain text:

2. **A substantial revision to the proposed uses on-site, which affects Subtitle 24 adequacy findings, shall require the approval of a new preliminary plan of subdivision, prior to approval of any building permits.**

The subject application does not make a substantial revision to the mix of uses on the subject property, which were evaluated at the time of PPS 4-21051. The Subtitle 24 adequacy findings of the PPS are not affected.

3. **Development of this site shall be in conformance with Stormwater Management Concept Plan 48714-2021-1 and any subsequent revisions.**

A copy of SWM Concept Plan 48714-2021-02 and an associated approval letter were submitted with the application. The approval is dated August 29, 2024, and expires on December 10, 2027. This DSP amendment is in conformance with this SWM concept plan.

5. **In accordance with Section 24-135(b) 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.**

This condition was satisfied with the approval of DSP-21037.

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 site plan. Triggers for construction shall be determined at the time of site plan review.**

This condition was satisfied with the approval of DSP-21037.

11. **Prior to approval of the 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 pedestrian and bicycle adequacy improvements approved with Preliminary Plan of Subdivision 4-21051, consistent with Section 24-124.01(f) of the prior Prince George's County Subdivision Regulations.**

A bicycle and pedestrian facilities plan was submitted depicting all pedestrian and bicycle movements and all the locations of bicycle parking at each approved warehouse/

distribution building. The plan accurately displays the 10-foot-wide side path along the site's frontage of Central Avenue, and along both sides of Karen Boulevard. The plans also include the portion of the Central Avenue Connector Trail (CACT) connecting the subject site to adjacent properties.

- 12. The applicant shall provide a network of on-site pedestrian and bicycle facilities and provide a system of streetlights along Karen Boulevard within the limits of the property. All on-site pedestrian/bicycle facilities shall be consistent with Section 24-124.01(c) of the prior Prince George's County Subdivision Regulations. The details of the on-site facilities shall be provided as part of the detailed site plan submission.**

The network of on-site pedestrian and bicycle facilities is accurately shown on the submitted plans. Therefore, this condition has been met.

- 13. Prior to approval of the first building permit for the subject property, other than for infrastructure and/or retaining walls, 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 24-124.01 of the prior Prince George's County 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. Upgrade the signalized intersection at Hill Road/Willow Hill Drive with pedestrian signal poles, pedestrian signal heads, and Americans with Disabilities Act-compliant pedestrian push buttons. This intersection is used by children, pedestrians, and cyclists that access the Peppermill Community Center/Park, as well as the Highland Elementary School and Judith P. Hoyer Montessori School.**
  - b. Upgrade the Walker Mill Road/Karen Boulevard signalized intersection with pedestrian signal poles, pedestrian signal heads, and Americans with Disabilities Act-compliant pedestrian push buttons.**
  - c. Install a rectangular rapid flashing beacon at the intersection of Shady Glen Drive and Shady Glen Terrace.**
  - d. Install a rectangular rapid flashing beacon at the entrance of Walker Mill Middle School, along the existing Karen Boulevard.**
  - e. Upgrade the four existing crosswalks at the cross streets along Karen Boulevard to be Americans with Disabilities Act compliant.**

- f. **Direct the remaining funds under the cost cap toward the construction of the Segment 4 phase of the Central Avenue Connector Trail project.**

This condition will be addressed at the time of building permit.

- 14. **In conformance with the 2009 *Approved Countywide Master Plan of Transportation*, and the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following master plan facilities and shall depict the following facilities on any detailed site plan prior to its acceptance:**

- a. **An 80-foot right-of-way to include bicycle lane and sidepath facilities along the frontage of Karen Boulevard, unless modified by the operating agency with written correspondence.**
- b. **Minimum 5-foot-wide sidewalks along both sides of the internal roadways throughout the site, including Americans with Disabilities Act curb ramps and associated crosswalks.**
- c. **Americans with Disabilities Act curb ramps and crosswalks crossing all vehicular access points.**
- d. **Long- and short-term bicycle parking within the multifamily buildings and near the building entrances, and short-term bicycle parking provided near the entrances of the retail buildings, in accordance with the American Association of State Highway and Transportation Officials guidelines.**

This condition has been met, as all facilities are accurately shown on the DSP. In addition, the side path is to be constructed in lieu of the standard bicycle lane to accommodate a separate multimodal path.

- 15. **Total development within the subject property shall be limited to uses which generate no more than 729 AM peak hour trips and 836 PM peak hour trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.**

The trip cap established under PPS 4-21051 was approved for 550 multifamily dwelling units, 126 townhouses, 50,000 square feet of commercial/retail use, and 775,000 square feet of industrial use. The Planning Board finds that the subject DSP is within the trip cap established with PPS 4-21051.

- 16. **Prior to issuance of the first building permit within the subject property, other than for infrastructure and/or retaining walls, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through**



**the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:**

- a. MD 214 (Central Avenue)/Pepper Mill Drive/Karen Boulevard:**
  - (1) Install a traffic signal if it is deemed to be warranted and approved for construction by the operating agency.**
  - (2) Construction of C-429, Karen Boulevard, within the limits of the site in general conformance to the approved preliminary plan of subdivision.**

This condition will be addressed at the time of building permit.

- 17. If the development is phased, the applicant shall provide a phasing plan (with supplemental operational analysis and adequate justification) as part of each site plan submission, to show the phasing of transportation improvements provided in Conditions 13 and 14 with the phased development of the site. A determination shall be made at that time as to when said improvements shall have full financial assurances and have been permitted for construction through the operating agency's access permit process.**

The subject application is not planned to be phased. The requirements set forth in Condition 13 will be required prior to the first building permit. The requirements set forth in Condition 14 will be required prior to certification of the subject DSP amendment.

- 18. New site driveways along Karen Boulevard shall be consolidated to the extent possible, and intra-parcel connections and shared access easements shall be provided between parcels in accordance with Section 24-128(b)(9) of the prior Prince George's County Subdivision Regulations, in order to facilitate safe operations along the future Karen Boulevard. The applicant and the applicant's heirs, successors, and/or assigns shall demonstrate the feasibility of consolidated driveways and evaluate the future operations of the consolidated driveways with subsequent site plan applications.**

The applicant provided a driveway access consolidation analysis with this DSP amendment, detailing the typical circulation with two driveways serving each building that allows the separation of heavy vehicles from passenger vehicles. This analysis indicates that with five warehouse/distribution buildings, a total of 10 driveways would typically be needed.

In this DSP amendment, the site plan displays a total of seven driveways to serve the five approved warehouse/distribution buildings located along the east side of Karen Boulevard. Both Warehouses 1 and 4 have two driveway entrances along Karen Boulevard. The Planning Board supports the two access points to accommodate separate entrances for trucks and passenger vehicles. Specific to Warehouse 1, the Planning Board

recommends that the northern driveway be limited to passenger vehicles and the southern driveway be limited to trucks. Specific to Warehouse 4, the Planning Board recommends that the northern driveway be limited to trucks and the southern driveway be limited to passenger vehicles. A condition is included herein that prior to certification of the subject DSP, the applicant shall submit signage assemblies along northbound and southbound Karen Boulevard, to separate the entrances for Warehouses 1 and 4, as detailed above. In addition, the Planning Board recommends the signage assemblies include directional signage for internal circulation, to ensure trucks and passenger vehicles remain separated.

Warehouses 2, 3, and 5 are centrally located along the east side of Karen Boulevard. Warehouse 2 falls in between Warehouses 3 and 5. Warehouse 2 shares driveways with Warehouse 3, which is located south of Warehouse 2, while Warehouse 5 shares the driveway located to the north of Warehouse 2. In addition, Warehouse 3 has another driveway located to its south side. The locations of the driveways which serve Warehouses 2, 3, and 5 are centrally located in close proximity to each other, along the east side of Karen Boulevard. These driveways are intended both for passenger vehicles and trucks. However, the Planning Board recommends the applicant provide directional signage for circulation through the sites.

The Planning Board finds that the applicant has sufficiently consolidated driveways along Karen Boulevard, providing a total of seven driveways versus the standard of two for each building.

- 26. Prior to approval of a detailed site plan for the parcels abutting MD 214 (Central Avenue), the applicant and the applicant's heirs, successors, and/or assignees shall submit a revised noise analysis based on the final site layout and building architecture that demonstrates the interior of dwelling units will be mitigated to 45 dBA Ldn or less and that outdoor activity areas will be mitigate to 65 dBA Ldn or less.**

This condition is not applicable to the subject DSP amendment because no residential dwelling units are included. This condition was satisfied with DSP-21037.

- 27. Prior to signature approval of the preliminary plan of subdivision or acceptance of the detailed site plan, whichever comes first, the applicant shall update the natural resources inventory to identify the areas of debris, in accordance with the Phase I and II environmental site assessment or the most current delineation. The forest stand delineations shall also be reevaluated to determine if the areas containing debris still qualify as woodlands.**

Natural Resources Inventory NRI-165-2021-01 was approved on April 28, 2023, prior to the signature approval of the PPS. A revised NRI has been submitted with this DSP amendment, delineating the additional one-foot freeboard to the floodplain, as required by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). A condition is included herein requiring the applicant to revise

NRI-165-2021-02, and for the NRI to be approved prior to signature approval of TCP2-038-2023-01.

- 28. At the time of detailed site plan, the applicant shall submit a draft public recreational facilities agreement for the Central Avenue Connector Trail to the Prince George's County Department of Parks and Recreation, for review.**

This condition was satisfied with DSP-21037.

10. **Detailed Site Plan DSP-21037:** DSP-21037 was approved by the Planning Board on January 4, 2024 (PGCPB Resolution No. 2024-004), subject to eight conditions. Conditions relevant to this DSP are listed below, in **bold** text. The Planning Board's analysis of the DSP's conditions follows each one, in plain text:

- 2. The total woodland clearing associated with Detailed Site Plan DSP-21037 shall include the clearing requested with the revised primary management area Impacts 6 and 8.**

This condition was addressed with the signature approval of TCP2-038-2023.

- 3. The detailed site plan and Type 2 tree conservation plan shall show proposed conceptual sediment control devices, infrastructure, and stormwater facilities within the industrial area, demonstrating conformance with the approved stormwater concept plan and sediment and erosion control plan, or any subsequent revisions of the aforementioned plans.**

This condition was addressed with the signature approval of TCP2-038-2023.

- 4. The approved environmental management plan (EMP) shall be submitted for review prior to signature approval of the Type 2 tree conservation plan (TCP2). The TCP2 shall be in conformance with any conditions set forth by the EMP.**

This condition was addressed with the certification of TCP2-038-2023. Any revisions to the environmental management plan (EMP) shall be submitted for review prior to certification of this application, which is conditioned herein.

- 5. Prior to certification, the Type 2 tree conservation plan shall meet all the requirements of Subtitle 25, Division 2 of the Prince George's County Code, and the Environmental Technical Manual (ETM), and shall be revised as follows:**

- a. Add the standard graphic detail for the permanent tree protection fence from the ETM.**
- a. Maintain a consistent heading font/form for the general notes section. Revise the off-site woodland conservation notes heading to be consistent with the other headings.**

This condition was addressed with the certification of TCP2-038-2023.

6. **Prior to certification of the Type 2 tree conservation plan (TCP2) for this site, documents for the required woodland conservation easements shall be prepared and submitted to the Environmental Planning Section, for review by the Office of Law and submission to the Office of Land Records for recordation. The following note shall be added to the standard TCP2 notes on the plan as follows:**

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

This condition was addressed with the certification of TCP2-038-2023. Revisions to the easement shall be recorded prior to certification of this application, which is conditioned herein.

11. **2010 Prince George’s County Landscape Manual:** The application is subject to the requirements of Section 4.2, Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and, Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. The submitted landscape plans are in conformance with the requirements, with one exception for Schedule 4.7-1, for Bufferyard C. The number of shade trees, ornamental trees, evergreen trees, and shrubs listed in that schedule provide a total of 3,231 plant units, which is fewer than the required 3,275 plant units. Therefore, a condition is included herein requiring the applicant to revise the landscape plan and the total number of plant units in Schedule 4.7-1, for Bufferyard C, to meet the required 3,275 plant units. With the revision to this schedule, the number of plants included in this DSP amendment will change. Therefore, a condition is included herein requiring the applicant to also revise Schedule 4.9-1, to update the total number of shade trees, ornamental trees, evergreen trees, and shrubs.
12. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance (WCO):** The site contains a total of 119.08 acres of woodlands in the net tract, with 5.51 acres of wooded floodplain. With the passage of Prince George’s County Council Bill CB-51-2021, it was determined that the entire site would be subject to the Mixed Use-Transportation Oriented (M-X-T) Zone regulations, including the regulations for the woodland conservation thresholds. The site has a woodland conservation threshold of 15 percent, or 19.07 acres. The TCP2 includes clearing 90.67 acres of woodland, 2.30 acres of wooded floodplain, and 0.08-acre off-site woodlands, resulting in a total woodland conservation requirement of 44.12 acres. The woodland conservation requirement is approved to be met with 27.51 acres of on-site preservation, 3.46 acres of afforestation, and 13.15 acres of off-site credits.

The total woodland clearing approved on-site has been modified from the prior TCP2. This is partially due to the required revisions to the NRI, to account for the increase in floodplain as a

result of the one-foot freeboard at DPIE's request. The total clearing on-site shall be reflective of all clearing approved with this DSP. Technical revisions are required of the TCP2 prior to the certification of the DSP, in conformance with conditions provided in this resolution.

In May 2022, an environmental site assessment was conducted on-site which identified numerous surface dumping, subsurface waste matter, and contaminated soils. Subsequently, an EMP was prepared for the site by the environmental consultant, Geo-Technology Associates, Inc. In conjunction with the review of PPS 4-21051, DSP-21037, and this DSP amendment, staff from the Environmental Planning Section received correspondence from the following agencies who are involved in the review of the EMP: The Maryland Department of the Environment, Prince George's County Health Department, Prince George's County Soil Conservation District (PGSCD), and DPIE. These agencies have completed their review of the EMP and provided additional guidance to the applicant for handling and removing the contaminants. The guidance could result in additional work as the development progresses through the permitting review process, and may include additional clearing, grading, testing of and handling or removing the contaminants, and other mitigation activities. The EMP shall be submitted prior to the certification of the TCP2, for conformance, including the limits of disturbance and any conditions or requirements set forth by other operating agencies that could potentially affect the regulated environmental features (REF) or the approved woodland conservation.

13. **Prince George's County Tree Canopy Coverage Ordinance:** Council Bill CB-21-2024, for the Tree Canopy Coverage Ordinance, became effective July 1, 2024. Per Section 25-127(a)(4) of the Prince George's County Code, the tree canopy coverage (TCC) requirement for the subject DSP amendment is subject to the regulations in place at the time of approval of DSP-21037. The subject site is located within the Residential, Multifamily-48 (RMF-48) and Residential, Single-Family-65 (RSF-65) Zones and is required to provide a minimum of 15 percent of the gross tract area to be covered by tree canopy, which is approximately 20.02 acres. This requirement is met through a combination of on-site woodland conservation provided, retained on-site woodland, and approved landscaped plantings. A condition is included herein requiring the applicant to revise the TCC schedule to be consistent with the standard woodland conservation worksheet in TCP2-038-2023-01 and Schedule 4.9-1, Sustainable Landscaping Requirements, of the Landscape Manual.
14. **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**—The Planning Board has reviewed and adopts the memorandum dated October 23, 2024 (Stabler, Smith, and Chisholm to Huang). The Historic Preservation Section noted that 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 November 12, 2024 (Perry to Huang). The Community Planning Division provided an evaluation of the application stating that conformance to the 2010 *Approved*

*Subregion 4 Master Plan and Sectional Map Amendment* is not a required finding for this DSP.

- c. **Transportation Planning**—The Planning Board has reviewed and adopts the memorandum dated November 14, 2024 (Ryan to Huang). The Transportation Planning Section offered the following comments:

**Master Plan Right of Way**

The subject property fronts MD 214 (Central Avenue), which is designated as a master-planned arterial road (A-32) with a recommended variable width right-of-way of 120 to 150 feet, pursuant to the 2009 *Approved Countywide Master Plan of Transportation* (MPOT). In addition, the subject property also includes the master-planned collector roadway Karen Boulevard (C-429), which the MPOT recommends an 80-foot right-of-way. The latest submission accurately displays the right-of-way for both roads. The roadway dedication shall be in conformance with the approved PPS and accurately depicted on the final plat.

**Master Plan Pedestrian and Bicycle Facilities**

The MPOT recommends a bicycle lane and side path along Karen Boulevard. The site is also impacted by the CACT along the northern portion of the site. 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 (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 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.**

The 2010 *Approved Subregion 4 Master Plan* also recommends the following policies regarding multimodal transportation (page 252):

**Pedestrians, Bicycles, and Trails**

**Policy 1: Incorporate appropriate pedestrian-oriented and TOD features in the centers.**

**Policy 2: Provide sidewalks and neighborhood trail connections within existing communities to improve pedestrian safety, allow for safe routes to Metro stations and schools, and provide for increased non-motorized connectivity between neighborhoods.**

**Policy 3: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO Guide for the Development of Bicycle Facilities.**

As discussed above, the submitted circulation plan includes all on-site pedestrian and bicycle facilities; a shared-use path along both sides of Karen Boulevard, and 5-foot-wide sidewalks to building entrances. Sidewalks are shown along the east and west sides of all the industrial buildings, and along the frontage where passenger vehicle parking is shown. Crosswalks are provided crossing all vehicle access points and at locations where curb cuts disrupt sidewalk networks.

The site plans also include bicycle parking at each warehouse/distribution building, and each bike rack will accommodate three bicycles. Prior to certification of the DSP, the applicant needs to update the site plans to show an inverted-U style bicycle rack (or a similar model that provides two points of contact for a parked bicycle) detail. Inverted-U style racks accommodate two bicycles each.

In addition, the subject site is impacted by the planned CACT. The route of the CACT impacts the frontage of the property along Central Avenue, the northern portion of Karen Boulevard, and the Potomac Electric Power Company (PEPCO) right-of-way that is oriented east-west through the property. The Prince George's County Department of Parks and Recreation (DPR) is in the process of constructing the CACT, which is adjacent to the subject property and is listed as a DPR-priority recreational trail facility. Segment 4 of the overall CACT project is the section that is closest to the subject property. The latest cost estimate from DPR puts that segment at a cost of over one million dollars. Staff from the Transportation Planning Section would note that Condition 13f of PPS 4-21051 directs the remaining funds under the bicycle and pedestrian impact statement cost cap which would provide approximately \$354,478.29 to be directed to the DPR toward the cost of the Segment 4 phase of the CACT project. This payment is required at the time of the first building permit.

Staff from the Transportation Planning Section find that all planned and recommended pedestrian and bicycle facilities meet the intent of the master plans and policies, by providing new continuous connections, improvements along the roadway frontages, bicycle-friendly facilities and connecting the site to adjacent properties.

- d. **Subdivision**—The Planning Board has reviewed and adopts the memorandum dated November 8, 2024 (Vatandoost to Huang). The Subdivision Section noted that the approved site layout is consistent with that approved under PPS 4-21051, and the industrial development approved with this DSP amendment is within the quantity evaluated at the time of the PPS. The Subdivision Section also noted that a new PPS is not required at this time, and offered the following comments:

- (1) New final plats will be required in order to record the parcels approved for development in this DSP amendment, prior to approval of building permits.

- (2) The property has an automatic certificate of adequacy associated with PPS 4-21051. Pursuant to Section 24-4503 of the current Prince George’s County Subdivision Regulations, this automatic certificate of adequacy became effective on January 19, 2023, for a period of twelve years, subject to the expiration provisions of Section 24-4503(c) of the Subdivision Regulations.

- e. **Environmental Planning**—The Planning Board has reviewed and adopts the memorandum dated November 11, 2024 (Kirchhof to Huang). The Environmental Planning Section offered the following:

**Natural Resources Inventory/Environmental Features**

An unapproved NRI-165-2021-02 was submitted with the application. This NRI revision is currently being reviewed to account for the additional one-foot freeboard to the floodplain as required by DPIE. The site is fully wooded and contains REF inclusive of steep slopes, streams, and wetlands and their associated buffers comprising the primary management area (PMA). The site contains specimen trees. The site’s statistics table on the unapproved revised NRI shows 26.98 acres of PMA, with 7,200 linear feet of regulated streams. If the area of the floodplain changes, the NRI and the TCP2 shall be revised to be reflective of the floodplain and PMA acreages.

**Specimen Trees**

Section 25-122(b)(1)(G) of the 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 Technical Manual.” The code, however, is not inflexible.

The authorizing legislation of Prince George’s County’s WCO is the Maryland Forest Conservation Act, which is codified under Title 5, Subtitle 16 of the Natural Resources Article of the Maryland Code. Section 5-1611 of the Natural Resources Article requires the local jurisdiction to provide procedures for granting variances to the local forest conservation program. The variance criteria in Prince George’s County’s WCO are set forth in Section 25-119(d) 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 required findings of Section 25-119(d) were adequately addressed with CSP-88020-03, and the Planning Board approved the variance request for the removal of 107 specimen trees, identified as ST-2, ST-3, ST-8 through 10, ST-18 through 20, ST-22, ST-23, ST-25, ST-27, ST-43, ST-46 through 48, ST-50 through 52, ST-56, ST-64, ST-65, ST-69 through 83, ST-90 through 97, ST-102 through 105, ST-109 through 114, ST-125 through 129, ST-132 through 140, ST-150 through 158, ST-160 through 163, ST-165 through 184, ST-204 through 206, ST-217, and ST-218. No additional specimen trees are requested for removal with this application.



**Preservation of Regulated Environmental Features/Primary Management Area**

The site contains REF including streams, stream buffers, wetlands, wetland buffers, and steep slopes which comprise the PMA.

A letter of justification and exhibit for PMA impacts were submitted with CSP-88020-03 proposing a total of 12 impacts to the PMA. Under that review, Impacts 1–3 and 5–12 were approved by the Planning Board, and Impact 4 was partially supported. With PPS 4-21021, no modifications were approved to Impacts 1–3 or 5–12; only Impact 4 was modified and approved by the Planning Board. With DSP-21037, the Planning Board approved modifications to the stormwater facilities associated with Impacts 6 and 8 to address PGSCD comments. This DSP amendment requests modifications to PMA impacts that include an increase to previously approved PMA Impacts 6 and 8 for stormwater outfalls, and modifications to PMA Impacts 9 and 12 at the stream crossings for the approved roads. All modifications requested with this application are in response to the redefining of the floodplain elevation at the request of DPIE. A revised PMA letter of justification dated November 6, 2024, was submitted. A revised PMA statement of justification (SOJ) to correct the exhibits and provide a case history table was submitted by the applicant on November 7, 2024. This revised PMA SOJ does not accurately reflect the case history and erroneously leaves out CSP-88020-03 and the information about PMA Impacts 6, 8, 9, and 12, which were originally approved during that time. While the information on the previous approvals is incorrect, the impact square footage is accurate. The history table within the PMA SOJ does provide correct impact square footage for analysis of changes with this DSP; however, staff from the Environmental Planning Section is providing the summary of these impacts, which is listed below.

**PMA Impact 6 for Stormdrain Outfall**

Impact 6 was previously approved with the CSP-88020-03 for a stormdrain outfall impact totaling 1,772 square feet (0.04 acre). With DSP-21037, an increase of 771 square feet (0.02 acre) was requested to connect to the existing headwall, which increased the total acreage impact to 2,543 square feet (0.06 acre). This impact was reflective of the approved SWM concept plan and was considered necessary for the safe conveyance of stormwater off-site. With DSP-21037-01, PMA Impact 6 is requested to be expanded further by an additional 453 square feet (0.01 acre) for a new total impact of 2,996 square feet (0.07 acre). This additional impact is a result of the redefined floodplain, resulting in modification of the elevations at this outfall to be in conformance with County requirements for the safe conveyance of stormwater. This impact is recommended for approval, as planned.

**PMA Impact 8 for Stormdrain Outfall**

Impact 8 was previously approved with CSP-88020-03 for a stormdrain outfall impact totaling 3,079 square feet (0.07 acre). With DSP-21037, an increase of 1,679 square feet (0.04 acre) was requested to establish the non-woody buffer requirement on the stormwater facility, which increased the total PMA impact to 4,758 square feet (0.11 acre). This impact is reflective of the approved SWM concept plan and was considered necessary for the safe conveyance of stormwater off-site. With DSP-21037-01, this impact is further modified due to the redefined floodplain, resulting

in an additional 2,614 square feet (0.06 acre) of impact. This raises the total PMA impact to 7,372 square feet (0.17 acre). This impact is recommended for approval, as planned.

**Impact 9 for Karen Boulevard Construction, Stream Crossing, Culvert, and Stormdrain**

With CSP-88020-03, Impact 9 previously approved 50,739 square feet (1.16 acres) for the development of Karen Boulevard, including a stream crossing, culvert, and outfall. The current master-planned alignment of C-429 (Karen Boulevard) was previously reviewed and approved with prior approvals for CSP-88020 and PPS 4-94066. This impact was supported, as approved with CSP-88020-03, and no modifications were made to this impact with 4-21051 or DSP-21037. With DSP-21037-01, an additional impact of 438 square feet (0.01 acre) is requested to construct the culvert on Karen Boulevard. This increase is due to the redefining of the floodplain and raises the total impact to 51,177 square feet (1.17 acres). This impact is supported, as planned.

**Impact 12 for Site Access (Temporary)**

Impact 12 approved 9,467 square feet (0.22 acre) of temporary PMA disturbance that will serve as an access road during the development of the site and will be reforested after construction of the development. This impact approves utilizing an existing farm road for site access, which will receive minor improvements as required by DPIE to permit as a haul road for the construction phase. No additional culverts or stream crossings are approved, as the existing farm road is to be utilized, and this impact was considered necessary for temporary site access during the construction phases. The northern crossing for Karen Boulevard approves a bridge, and the existing access road will be used to bring materials to construct the southern side of the bridge. This impact was supported, as approved, and was not modified with PPS 4-21051 or DSP-21037. With DSP-21037-01, an additional 203 square feet (0.005 acre) is approved, due to the re-delineation of the floodplain. This raises the total PMA impact to 9,670 square feet (0.22 acre). This impact modification is supported, as planned.

Based on the level of design information submitted with this application, the REF are being preserved to the extent practicable. Modifications required by PGCSO and DPIE have expanded Impacts 6, 8, 9, and 12 by 3,708 square feet (0.09 acre) total. These impacts are necessary for the safe conveyance of stormwater off-site, stormwater maintenance, and site access, and are supported, as planned.

**Soils**

The predominant soils found to occur, according to the United States Department of Agriculture Natural Resource Conservation Service Web Soil Survey, includes the Adelpia-Holmdel complexes, Adelpia-Holmdel-Urban land complexes, Annapolis fine sandy loam, Collington-Wist complexes, Collington-Wist-Urban land complexes, Croom gravelly sandy loam, Croom-Marr complexes, Marr-Dodon complexes, Marr-Dodon-Urban land complexes, Sassafras-Urban land complexes, Udorthents highway, Widewater, and issue soils. According to available mapping information, unsafe soils containing Marlboro clay or Christiana clay, do not occur on this property. This information is provided for the applicant's benefit.

Additional geotechnical investigations and analysis of the approved retaining walls will be required at the time of permit. The geotechnical investigations and the retaining wall design shall be performed in conformance with Techno-Gram 002-2021, Retaining Wall Requirements. The final geotechnical report, including a final global stability analysis on the retaining wall sections, shall be submitted and reviewed by DPIE at site grading and building permit processes.

### **Stormwater Management**

An approved site development concept plan and an approved SWM Concept Letter (48714-2021-02) were submitted by the applicant. This letter was reviewed and approved by DPIE on August 29, 2024, and expires on December 10, 2027. At the Subdivision and Development Review Committee meeting, DPIE made a comment that the stormwater facilities shown on the DSP were not consistent with the SWM concept approval. After further review of the application, DPIE stated in an email (Abdullah to Reddan dated October 30, 2024) that although the SWM concept plan was deemed not consistent with the DSP, after further review, the stormwater layout is consistent between both plans. The TCP2 shall be revised to show all stormwater facilities and infrastructure approved in the industrial portion of the site. No further information pertaining to SWM is required at this time.

- f. **Permit Review Section**—The Planning Board has reviewed and adopts the memorandum dated November 12, 2024 (Jacobs to Huang). The Permit Section offered comments on this application, which are included in this resolution.
- g. **Prince George’s County Department of Parks and Recreation (DPR)**—The Planning Board has reviewed and adopts the memorandum dated November 12, 2024 (Thompson to Huang). DPR had no comments on this application.
- h. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—The Planning Board has reviewed and adopts the memorandum dated October 30, 2024 (de Guzman to Lockhart). DPIE noted that the subject DSP is not consistent with the approved site development concept plan. In an email dated October 30, 2024 (Abdullah to Reddan), DPIE revisited this comment and confirmed that the site plan is consistent with the revised SWM Concept Plan (48714-2021-02).
- i. **Prince George’s County Police Department**—The Police Department did not offer comments on this application.
- j. **Prince George’s County Fire/EMS Department**—The Fire/EMS Department did not offer comments on this application.
- k. **Prince George’s County Health Department**—The Planning Board has reviewed and adopts the memorandum dated October 29, 2024 (Adepoju to Huang). The Health Department offered comments addressing construction activity impacts (noise and dust) extending onto adjacent properties during construction.



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 specific documentation:
  - a. Revise the total square footage of the approved warehouse/distribution buildings throughout the plan set, for consistency.
  - b. Revise the total gross floor area of the entire Glenwood Hills Development in the site data on the coversheet.
  - c. Revise the parking calculation table for the five warehouse/distribution buildings on the coversheet, based on the approved conceptual division of each building, as provided in this resolution, and note that the actual division of parking for each warehouse/distribution building may differ from the table at the time of building permit.
  - d. Add the following information to the site data on the coversheet:
    - (1) The dimensions of the approved loading spaces (12 feet by 45 feet).
    - (2) The lot coverage of the entire Glenwood Hills Development.
    - (3) The percentage of green area of the entire Glenwood Hills Development.
    - (4) The approved electric vehicle charging area on Parcel 1, Block D, is for charging fleet vehicles associated with the warehouse/distribution development and is used neither for parking nor loading, unless revised via a future DSP amendment.
  - e. Provide a detail sheet showing all bicycle racks at each building as inverted-U style (or a similar model that provides two points of contact for a parked bicycle).
  - f. Revise the architectural elevations of the approved warehouse/distribution buildings to be consistent with the design of Warehouse 5, dated November 6, 2024, for both colored and black-and-white drawings.
  - g. Remove the sentences on page 23 of the signage package, which read "Design is preliminary and for reference only. Applicant will return to the Planning Commission Staff with detailed drawings to gain approval of final design, specifications, and size at plan acceptance."
  - h. Revise the label and description of Type D lighting, which is building-mounted lighting, in the Luminaire Schedule throughout the lighting package.
  - i. Add details of the screen walls, which screen the approved loading spaces, to be compatible with the building architecture.

- j. Regarding trash enclosures:
    - (1) Indicate the location of the approved dumpsters, with trash enclosures, on the plans.
    - (2) Revise the large-scale plan to show trash enclosure materials, to be compatible with the building architecture.
    - (3) Provide the trash enclosure elevations with the labeling of dimensions.
  - k. Provide at least two outdoor tables, with chairs, for future employees of the five approved warehouse/distribution buildings.
  - l. Note the height and number of stories of the approved warehouse/distribution buildings on the plans.
  - m. On the plans, correct the width of the multimodal paths along Karen Boulevard to be 10 feet.
  - n. Regarding signage:
    - (1) Indicate the location of the approved five tenant monument signs on the plans and label the distance between these signs and Karen Boulevard.
    - (2) Along northbound and southbound Karen Boulevard, provide signage assemblies at the approach to Warehouse 1, which limits passenger vehicle access to the northern driveway, and limits truck access to the southern driveway. Provide signage assemblies within the parking area of Warehouse 1, directing departing passenger vehicles to exit from the northern driveway and departing trucks to exit from the southern driveway.
    - (3) Along northbound and southbound Karen Boulevard, provide a signage assembly at the approach to Warehouse 4, which limits truck access to the northern driveway and limits passenger vehicle access to the southern driveway. Provide signage assemblies within the parking area of Warehouse 4, directing departing trucks to exit from the northern driveway and departing passenger vehicles to exit from the southern driveway.
    - (4) Provide a signage assembly for internal circulation for Warehouses 2, 3, and 5.
2. Prior to certification, the applicant and the applicant's heirs, successors, and/or assignees shall revise the landscape plan as follows:

- a. Revise the landscape plan to add additional plants to Bufferyard C, associated with Schedule 4.7-1 of the 2010 *Prince George's County Landscape Manual*, and revise the total number of plant units provided in Schedule 4.7-1, for Bufferyard C, to meet the required 3,275 plant units.
  - b. Revise the number of plants in the plant schedule for incompatible buffers (Section 4.7-1), in accordance with the revisions to Schedule 4.7-1 of the 2010 *Prince George's County Landscape Manual*, for Bufferyard C.
  - c. Revise the number of plants in Schedule 4.9-1 of the 2010 *Prince George's County Landscape Manual*, in accordance with the revisions to Schedule 4.7-1, for Bufferyard C.
  - d. Revise the tree canopy coverage schedule to be consistent with the standard woodland conservation worksheet in Type 2 Tree Conservation Plan TCP2-038-2023-01 and Schedule 4.9-1, Sustainable Landscaping Requirements, of the 2010 *Prince George's County Landscape Manual*.
3. Prior to certification, the applicant and the applicant's heirs, successors, and/or assignees shall address the following in order to certify the Type 2 tree conservation plan (TCP2):
- a. The revised Natural Resources Inventory NRI-165-2021-02 shall be approved prior to signature approval of TCP2-038-2023-01. The TCP2 shall be revised accordingly to depict the revised floodplain delineation and other regulated environmental features.
  - b. The approved environmental management plan (EMP) shall be submitted for review prior to signature approval of the TCP2. The TCP2 shall be in conformance with any conditions set forth by the EMP.
  - c. Revise the TCP2 to meet all the requirements of Subtitle 25, Division 2, of the Prince George's County Code and the Environmental Technical Manual, as follows:
    - (1) Revise the Forest Conservation Act reporting table to accurately reflect the total on-site easements (preservation and planting) and the on-site floodplain within the easements.
    - (2) Revise the note under the woodland conservation summary table, to reconcile the totals between the table, woodland conservation worksheet, and the forest conservation act reporting table.
4. Prior to the certification of the Type 2 tree conservation plan (TCP2) for this development, documents for the required woodland and wildlife habitat conservation easements shall be prepared and submitted to the Environmental Planning Section for review by the Office of Law, and submission to the Office of Land Records for recordation. The following note shall be added to the standard TCP2 notes on the plan as follows:

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

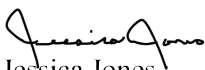
BE IT FURTHER RESOLVED, that an appeal of the Planning Board’s action must be filed with the District Council of Prince George’s County within thirty (30) days following the final notice of the Planning Board’s decision.

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George’s County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner 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, January 9, 2025, in Largo, Maryland.

Adopted by the Prince George’s County Planning Board this 30th day of January 2025.

Peter A. Shapiro  
Chairman

By   
Jessica Jones  
Planning Board Administrator

PAS:JJ:TH:tr

Laura Tallero  
Approved for Legal Sufficiency  
M-NCPPC Office of General  
Counsel

1/23/25