



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

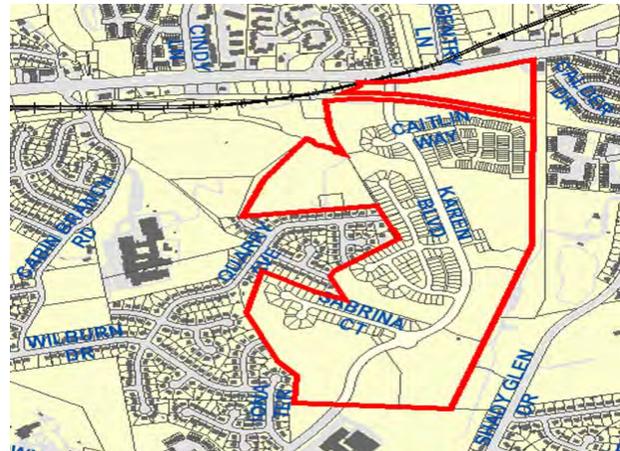
Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>

Conceptual Site Plan Glenwood Hills

CSP-88020-03

REQUEST	STAFF RECOMMENDATION
Revision of a previously approved mixed-use development consisting of 319 single-family units, 278 multifamily units, and 203,000 square feet of office/retail space, and replacement with mixed-use development consisting of 126 townhouses, 550 multifamily dwelling units, 775,000 square feet of industrial space, and 50,000 square feet of commercial/retail space.	<p>With the conditions recommended herein:</p> <ul style="list-style-type: none"> •Approval of Conceptual Site Plan CSP-88020-03 •Approval of Type 1 Tree Conservation Plan TCP1-066-94-03 •Approval of a Variance to Section 25-122(b)(1)(G)

Location: On the south side of MD 214 (Central Avenue), approximately 800 feet west of its intersection with Shady Glen Drive.	
Gross Acreage:	133.45
Zone:	RMF-48/RSF-65/MIO
Prior Zone:	M-X-T/R-55/M-I-O
Dwelling Units:	676
Gross Floor Area:	825,000 sq. ft.
Planning Area:	75A
Council District:	06
Municipality:	N/A
Applicant/Address: BE Glenwood LLC 5410 Edson Lane, Suite 220 Rockville, MD 20852	
Staff Reviewer: Mridula Gupta Phone Number: 301-952-3504 Email: Mridula.Gupta@ppd.mncppc.org	



Planning Board Date:	12/08/2022
Planning Board Action Limit:	12/09/2022
Staff Report Date:	11/23/2022
Date Accepted:	09/29/2022
Informational Mailing:	11/17/2021
Acceptance Mailing:	09/27/2022
Sign Posting Deadline:	11/08/2022

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

Table of Contents

EVALUATION CRITERIA.....	3
FINDINGS.....	3
1. Request.....	4
2. Development Data Summary.....	5
3. Location.....	5
4. Surrounding Uses	5
5. Previous Approvals.....	6
6. Design Features	7
COMPLIANCE WITH EVALUATION CRITERIA.....	7
7. Prince George’s County Zoning Ordinance.....	7
8. Conceptual Site Plan CSP-88020 and its amendments	17
9. Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance.....	30
10. Other site-related regulations	38
11. Referral Comments.....	38
RECOMMENDATION.....	52

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Conceptual Site Plan CSP-88020-03
Type 1 Tree Conservation Plan TCP1-066-94-03
Glenwood Hills

The Urban Design staff has completed the review of the subject application and appropriate referrals. The following evaluation and findings lead to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this technical staff report.

EVALUATION CRITERIA

The property is located within the Residential, Multifamily-48 (RMF-48) and Residential, Single-Family-65 (RSF-65) Zones, formerly the Mixed Use-Transportation Oriented (M-X-T) and One-Family Detached Residential (R-55) Zones. The property is also overlaid by the Military Installation Overlay (MIO) Zone for height. However, this application is being reviewed and evaluated in accordance with the prior Prince George's County Zoning Ordinance, pursuant to Section 27-1903(c) of the Zoning Ordinance, which allows certain development proposals to be reviewed under the prior Zoning Ordinance. This conceptual site plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the prior Prince George's County Zoning Ordinance in the Mixed Use-Transportation Oriented (M-X-T) Zone, the Military Installation Overlay (M-I-O) Zone, and the site design guidelines;
- b. The requirements of Conceptual Site Plan CSP-88020 and its amendments;
- c. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- d. The requirements of other site-related regulations; and
- e. Referral comments.

FINDINGS

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

1. **Request:** The subject application proposes a revision to the previously approved conceptual site plan (CSP) for Glenwood Hills by replacing the previously approved mixed-use development consisting of 319 single-family units, 278 multifamily units, and 203,000 square feet of office/retail space, with a mixed-use development consisting of 126 townhouses, 550 multifamily dwelling units, 775,000 square feet of industrial space, and 50,000 square feet of commercial/retail space. Approximately 121.42 acres of the subject property is zoned prior Mixed Use-Transportation Oriented (M-X-T). The subject application also proposes to add approximately 12.03 acres of prior One-Family Detached Residential (R-55)-zoned land to the CSP, as permitted by approval of Prince George's County Council Bill CB-51-2021. This council bill revised Section 27-441 of the prior Prince George's County Zoning Ordinance, for the purpose of permitting townhouse uses in the R-55 Zone, under certain circumstances. These specified circumstances are provided in Footnote 145 of Section 27-441(b)(7) of the prior Zoning Ordinance, which is the Table of Uses for Residential Zones:

Footnote 145

Permitted use, provided that:

When added to a Detailed Site Plan for mixed use development in an abutting M-X-T Zone that includes other townhouse, industrial, and commercial retail development. The M-X-T regulations will be applicable to townhouses within the R-55 zoned land.

This council bill also revised Section 27-547, of the prior Zoning Ordinance, for the purpose of permitting certain warehouse and distribution uses in the M-X-T Zone, under certain circumstances. These specified circumstances are provided in Footnote 145 of Section 27-547(b)(2) of the prior Zoning Ordinance, which is the Table of Uses for Mixed Use Zones:

Footnote 23

Permitted use, provided that:

- (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;**
- (b) **Industrial uses may not exceed 60% of the gross acreage of the land shown on the proposed Detailed Site Plan; and**
- (c) **Industrial development must be separated from any existing or proposed residential development by a minimum of 75 feet.**

The development of property will need to demonstrate compliance with the above requirements with a subsequent preliminary plan of subdivision (PPS) and detailed site plan (DSP).

2. Development Data Summary:

	EXISTING	PROPOSED
Zone(s)	M-X-T/R-55/M-I-O	M-X-T/R-55/M-I-O
Use(s)	Vacant	Multifamily/Residential/ Commercial/Retail/Industrial
Gross Acreage	133.45	133.45
Total Gross Floor Area	-	775,000 sq. ft. industrial space 50,000 sq. ft. commercial/retail space
Total Single-Family Dwelling Units (Townhouses)		126
Total Multifamily Dwelling Units	-	550

	Approved CSP-88020	Approved CSP-88020- 01	Approved CSP-88020- 02	Proposed CSP-88020- 03
Dwelling Units Total	1,794	785	597	676
Single-Family Detached		105	202	-
Townhouses		310	117	126
Multifamily		370	278	550
Commercial – Office/Retail (sq. ft.)	2,231,800 sq. ft.	203,000 sq. ft.	203,000 sq. ft.	50,000 sq. ft.
Hotel	300-room	-	-	-
Industrial/Warehouses	-	-	-	775,000
Floor to Area Ratio (FAR)			0.36 – 0.40	0.31

Floor Area Ratio (FAR) in the M-X-T Zone

Base Density Allowed:	0.40 FAR
Residential Optional Method:	1.25 FAR
Total FAR Permitted:	1.40 FAR*
Total FAR Proposed:	0.31 FAR

Note: *The maximum density allowed, in accordance with Section 27-545(b)(4) of the prior Zoning Ordinance, Optional method of development, for providing 20 or more residential units.

3. Location: The subject property is located on the south side of MD 214 (Central Avenue), approximately 800 feet west of its intersection with Shady Glen Drive, in Planning Area 75A and Council District 6.

4. Surrounding Uses: The adjoining properties and uses are as follows:

North—The property is bounded on the north by MD 214. The site has approximately 1,100 linear feet of frontage on MD 214, which is a master-planned arterial roadway. Across MD 214 is vacant land and a church in the Residential,

Multifamily-20 (RMF-20) Zone, and single-family detached dwellings in the Residential, Single-Family-65 (RSF-65) Zone.

East—The property is bounded on the east by land zoned Residential, Rural (RR), Residential, Single-Family-95 (RSF-95), and Residential, Multifamily-48 (RMF-48), which is owned by the Potomac Electric Power Company (PEPCO) and used for overhead power transmission lines and a substation. Across this PEPCO-owned land, is a townhouse development in the Residential, Single-Family-Attached (RSF-A) Zone, and the Maryland-National Capital Park and Planning Commission (M-NCPPC)-owned Millwood Neighborhood Recreation Center in the RSF-95 Zone.

South—The property is bounded on the south by Walker Mill Middle School in the RSF-65 Zone.

West—To the west of the property 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 in the RR and RMF-48 Zones.

The property is bisected by the RR-zoned, 66-foot-wide PEPCO right-of-way, which traverses in an east-west direction, approximately 250 feet south of MD 214. Similar to the subject property, the adjoining properties to the north, east, and south are also located in the Military Installation Overlay (M-I-O) Zone for height.

- 5. Previous Approvals:** 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*. CSP-88020, entitled Meridian, was approved by the Prince George's County Planning Board on September 8, 1998 (PGCPB Resolution No. 88-303). That original approval included 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. The development approved under that CSP never came to fruition, and subsequent approvals were never pursued.

CSP-88020 was amended, renamed Glenwood Hills, and approved by the Planning Board on March 31, 1994. The amended CSP-88020-01 was approved with 785 dwelling units and 203,000 square feet of office/retail space. PPS 4-94066 was approved by the Planning Board on November 10, 1994 (PGCPB Resolution No. 94-351), subsequent to this CSP. The development, however, again did not proceed for the M-X-T-zoned portion of the subject property, in accordance with these approvals.

On January 10, 2005, the Prince George's County District Council approved CSP-88020-02, for the M-X-T-zoned portion of the subject property, with 597 dwelling units and 203,000 square feet of office/retail space. PPS 4-04081 was approved by the Planning Board on October 28, 2004 (PGCPB Resolution No. 04-252), subsequent to this CSP. The PPS approved 316 lots and 19 parcels for development of 594 dwelling units and 203,000 square feet of office/retail use. Several DSPs were approved, subsequently, including DSP-07003 for Phase I, DSP-07046 for Phase II, and DSP-07048 for Phase III of the mixed-use development. This portion of the property was platted in 2012, in accordance with these approvals in the Prince George's County Land Records in Plat Book MMB 235, plat numbers 22 to 40.

A new PPS, 4-21051, to reflect the proposed change in this CSP is pending and currently scheduled on the Planning Board agenda on January 19, 2023.

6. **Design Features:** The application proposes mixed-use development consisting of 126 townhouses, 550 multifamily dwelling units, 775,000 square feet of industrial space, and 50,000 square feet of commercial/retail space, within multiple parcels and buildings. The site is currently vacant. The site is intended to be developed as a mixed-use community, to be served by Karen Boulevard, a master plan collector road, which will be extended in the north-south direction across the entire site.

The site will contain two buildings fronting MD 214, and north of the east-west PEPCO right-of-way, approximately 700,000 square feet in gross floor area, which includes retail/dining space (50,000 square feet), up to 550 multifamily residential dwelling units, and structured parking. This mixed-use development pod will be accessed from MD 214 through two driveways, and will also have access to Karen Boulevard. The two buildings will consist of commercial and retail uses on the ground floor, and residential use above. South and west of the existing PEPCO rights-of-way, and away from the MD 214 corridor, will be the industrial employment use consisting of several warehouse/distribution buildings. West of the proposed Karen Boulevard, 126 townhouses are proposed around two on-site community amenity spaces. The various development pods are interspersed with perimeter woodland retention areas that preserve the existing environmentally sensitive features.

A significant Identity Feature is proposed at the new community's entrance at its Karen Boulevard/MD 214 intersection. Site signage is proposed on the CSP sheets for the townhouse development, retail/multifamily area, community entrance, industrial use entry feature and wayfinding/directional signage for the overall development. This includes ground mounted signage as well as a distinctive pylon not to exceed 24 feet near the retail along MD 214. All of the signage is sized and designed with architectural elements to reflect the uniqueness of the new integrated community. Parking is provided in close proximity to each use, consisting of both structured and surface parking. Each development pod is also provided with stormwater management (SWM) facilities. Both the townhouse development and multifamily buildings will be designed with a variety of recreational facilities for the residents.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject CSP has been reviewed for compliance with the requirements of the M-X-T Zone and the site design guidelines of the prior Zoning Ordinance.
- a. The subject application is in conformance with the requirements of Section 27-547, Uses permitted, of the prior Zoning Ordinance, which governs uses in all mixed-use zones, as follows:
- (1) The proposed townhouse and multifamily residential, commercial/retail, and industrial uses are permitted in the M-X-T Zone. Per Footnote 7 of the Table of Uses, the maximum number and type of dwelling units shall be

determined at the time of the CSP approval. Therefore, development of this property would be limited to the numbers and types, as proposed in this CSP, that cannot exceed 126 townhouse dwelling units and 550 multifamily dwelling units.

(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.

This CSP proposes three types of uses, as required, including residential, commercial/retail, and industrial uses. These proposed uses, in the amount shown, satisfy the mixed-use requirement of Section 27-547(d).

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

(a) Maximum floor area ratio (FAR):

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

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

A floor area ratio (FAR) range of 0.31 is proposed in this CSP. However, this project can be developed up to the maximum allowed (1.40 FAR), in accordance with Section 27-545(b)(4), which allows an additional FAR of 1.0 on top of the base 0.4 FAR to be permitted where 20 or more dwelling units are proposed. In this CSP, a total of 676 dwelling units are proposed and the proposed FAR is in conformance.

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

The applicant proposes a mix of uses to include residential, commercial/retail, and industrial on the M-X-T-zoned property in multiple buildings, on more than one parcel, as permitted.

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

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

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

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

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

The FAR for the proposed CSP is 0.31. This will be refined further at the time of DSP, relative to the final proposed gross floor area of the buildings, in conformance with this requirement.

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

There are no private structures within the air space above, or in the ground below public rights-of-way, as part of this project.

- (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.**

While the overall development is accessed by public streets of MD 214 and proposed Karen Boulevard, the individual townhouse lots will be served by private streets and alleys. At the time of PPS, appropriate frontage and direct vehicular access for all lots and parcels must be properly addressed.

- (h) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand two hundred (1,200) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be**

eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

The previous CSP-88030-02 approval did not impose minimum lot size and lot width requirements on the townhouse portion of the development different from those listed in this section. The applicant proposes minimum development standards for townhouses, in conformance with this section. The minimum lot size required by this section at the time of approval of CSP-88030-02 in 2005 was 1,800 square feet. The minimum lot size required, in accordance with this section, is now 1,200 square feet.

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

The height limit will be further evaluated with the DSP for the proposed multifamily buildings.

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

Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance).

The subject property was placed in the M-X-T Zone through the *Suitland/District Heights and Vicinity (Planning Areas 75A and 75B) Sectional Map Amendment*, dated March 1986 (Prince George's County Council Resolution CR-25-1986). However, no specific design guidelines were approved with the master plan for this property. Per Footnote 145 of the Use Table in Section 27-441(b)(7) of the prior Zoning Ordinance, M-X-T regulations are applicable to townhouse development in the R-55-zoned portion of the site.

- 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 CSP in the M-X-T Zone, as follows:

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

The proposed development is in conformance with the purposes of the M-X-T Zone. The purpose of the M-X-T Zone is to promote orderly development of land in the vicinity of major intersections and to enhance the economic status of Prince George's County. The proposed development, consisting of residential, commercial/retail, and warehouse/distribution uses, will provide increased economic activity proximate to the MD 214 corridor. It also allows for the reduction of the number and distance of automobile trips by constructing residential and nonresidential uses near each other. This CSP, in general, promotes the purposes of the M-X-T Zone and contributes to the orderly implementation of the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035). The proposed development is in conformance with the purpose of the M-X-T Zone.

(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;

The subject site was rezoned to the M-X-T Zone through the 1986 *Suitland/District Heights and Vicinity (Planning Areas 75A and 75B) Sectional Map Amendment*. Therefore, this requirement is inapplicable to the subject CSP.

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

The proposed development will be oriented outward. The proposed development includes a significant identification and entry feature at its Karen Boulevard/MD 214 intersection. The placement of the multifamily building with retail at that same location creates the outward orientation that draws interest from vehicular and pedestrian movements along MD 214 at that location and at the new street—proposed by the applicant—between its two multifamily/retail buildings. This will create visible retail and an open area of activities that will be a draw to the existing surrounding and new community. The applicant has provided a concept for its urban open space designated as the Community Lawn Plan (Exhibit A) and the Glenwood Hills Public Park (Exhibit B) area to provide potential concepts to be developed. How buildings relate to the street and other urban design considerations must be addressed at the time of DSP, to ensure continued conformance with this requirement.

This CSP proposes a mixed-use development that will improve and rejuvenate a currently vacant site. The site will be accessible from MD 214 from at least two access points. There are existing adjacent residential and commercial developments and there are extensive pedestrian and bicycle facilities planned for the area in Plan 2035, which, when complete, will provide pedestrian connections to adjacent developments and amenities. Pedestrian connections will be installed at a future time should there be development of adjacent sites. All proposed mixed-use buildings are outwardly oriented and facing MD 214. The surrounding land uses consist of single-family residential or institutional uses. To reduce the impact of the proposed industrial warehouses in this setting, and increase the impact and continuity of green areas, it is desirable to create a ‘park-like’ setting by locating the large warehouse buildings away from Karen Boulevard and incorporating an enhanced buffer between the street and the buildings. This buffer should comprise a mix of berms and evergreen and shade trees. An enhanced buffer is even more desirable given that Karen Boulevard will connect existing residential neighborhoods to MD 214. The standard requirement for landscape strips along streets in accordance with Section 4.2 of the Landscape Manual is a minimum 10-foot-wide landscape strip to be planted with a minimum of one shade tree and ten shrubs per 35 linear feet of frontage. Staff recommends a minimum 20-foot-wide landscape strip, to be planted with a minimum of two shade trees and 20 shrubs per 35 linear feet of frontage.

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

The proposed development will implement the vision of the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (Subregion 4 Master Plan and SMA) and will revitalize the vacant site that fronts approximately 1,500 feet of MD 214, which is located half a mile from a metro station and a

mile from Walker Mill Regional Park, and is adjacent to two public schools. The proposed development is compatible with existing development in the area and appropriate landscape buffering will be provided in accordance with the Landscape Manual.

(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;

This development proposes a sustainable and quality site with mixed-use buildings, pedestrian access, and spacing to avoid high density development. A mix of uses is envisioned along MD 214 to create a gateway to the development, attracting both local residents and visitors. This mixed-use development will provide convenient shopping and residences within a walkable area, capable of sustaining an independent environment of continuing quality and stability. The specifics of the arrangement and design of the buildings will be further examined at the time of DSP.

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

The initial development is proposed to include approximately 50 percent or more of the industrial development, one of the multifamily buildings, the townhouse development and the majority of the retail, all contingent on the “ripeness” of the market. This amount of development—with its accompanying employee base of the industrial and retail employment—creates the 24-hour environment envisioned by the M-X-T Zone. Additional employment and multifamily development are envisioned in a subsequent phase.

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

This requirement will be evaluated in detail at the time of PPS and DSP. The illustrative plan submitted with the CSP shows sidewalks adjacent to roadways, connecting to each part of the development. Shared use paths and sidewalks are associated with all the parking areas and connect to both the public rights-of-way and to internal walkways in and around the site. The north-south pedestrian walkway is enhanced to be 8 feet wide on the western side of Karen Boulevard and has pedestrian connectivity to the existing established residential communities to the west and the public school to the south. These connections facilitate access to the major retail area proposed along MD 214.

(8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of

materials, landscaping and screening, street furniture, and lighting (natural and artificial); and

The above finding is not applicable because the subject application is a CSP. The design of pedestrian and public spaces will be reviewed at the time of DSP.

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

A traffic impact study has been submitted as part of this CSP. The proposed development provides adequate transportation facilities.

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

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

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

The above finding is not applicable because the subject development only contains 133.45 acres.

- d. The CSP is in conformance with the applicable site design guidelines contained in Section 27-274 of the prior Zoning Ordinance. The proposed development concept provides a mix of uses that front on roadways. The CSP notes that architecture for the development will provide a variety of architectural elements to convey the individuality of units, while providing for a cohesive design. Detailed designs of all buildings, site infrastructure, features, and amenities will be further reviewed at the time of DSP.

Specifically, the CSP anticipates and aims to achieve the following design options:

- The parking lot has been designed to provide safe and efficient vehicular and pedestrian circulation within the site;
- Parking spaces have been designed to be located near the use that it serves;
- Parking aisles have been oriented and designed to minimize the number of parking lanes crossed by pedestrians;
- Plant materials will be added to the parking lot for the commercial use to avoid large expanses of pavement;
- The loading space(s) will be located to avoid conflicts with vehicles or pedestrians;
- The loading area will be clearly marked and separated from parking areas;
- Light fixtures will be designed to enhance the site's design character by using full cut-off light fixtures throughout the development;
- Luminosity and location of exterior fixtures will enhance user safety and minimize vehicular/pedestrian conflicts;
- Lighting will be designed to enhance building entrances and pedestrian pathways;
- The pattern of light pooling will be directed to the site to ensure that no excessive lighting spills over to the adjacent properties;
- The site landscaping will comply with all requirements of the Landscape Manual, and native species will be used throughout the development.
- Public amenities including outdoor seating, bike racks, benches, etc. will be proposed; and
- Building architecture and materials will be high-quality and visually interesting.

In addition, all buildings will be designed to provide a modern, clean, and strong presence along road frontages. The proposed site and streetscape amenities in this project will contribute to an attractive, coordinated development. The CSP envisions

attractive site fixtures that will be made from durable, high-quality materials and will enhance the site for future residents and patrons. Conformance with site design guidelines will be further reviewed at the time of DSP, when all required information is provided.

- e. In accordance with Section 27-574 of the prior Zoning Ordinance, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval at the time of DSP. Detailed information regarding the methodology and procedures to be used in determining the parking ratio is outlined in Section 27-574(b) of the prior Zoning Ordinance. At the time of DSP review, demonstration of adequacy of proposed parking, including visitor parking and loading configurations, will be required for development.

- 8. **Conceptual Site Plan CSP-88020 and its amendments:** CSP-88020 was approved by the Planning Board on September 8, 1998 (PGCPB Resolution No. 88-303) and included 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. On March 31, 1994, the original CSP was amended to revise the mix of uses for the site, including different types and number of dwelling units and reducing the amount of commercial/retail and office square footage. The conditions of CSP-88020 were thoroughly reviewed and carried forward with the -01 amendment approval, as necessary. Therefore, they do not need to be included here for review.

CSP-88020-02: On January 10, 2005, the District Council approved CSP-88020-02, to further reduce the number of proposed dwelling units from 785 to 597 dwelling units but with no revision to 203,000 square feet of office/retail space, subject to 29 conditions. With the current -03 amendment, the applicant is proposing several deletions and amendments to the conditions approved by the District Council's original approval of CSP-88020-02. The 29 conditions of approval are below, followed by the applicant's request regarding each, and staff analysis. Staff recommends that the conditions of the subject approval entirely supersede those contained in CSP-88020-02.

- 1. **Prior to the issuance of any building permits within the subject property, the following road improvements for MD 214 at Addison Road 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. **Option 1: The construction of a northbound free right-turn lane along Addison Road**
- b. **Option 2: The construction of an eastbound right-turn lane along MD 214.**

The above two improvements are options for which feasibility shall be reviewed further by the applicant. Determination of whether Option 1 or 2 would be implemented shall be made at the time of Preliminary Plan of Subdivision review.

2. **Prior to the issuance of any building permits within the subject property, the following road improvements for MD 214 at Garrett A Morgan Boulevard/Ritchie Road 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. **Option 1: The modification of westbound MD 214 to a five-lane approach which includes two left-turn lanes, two through lanes, and a shared through/right-turn lane.**
 - b. **Option 2: The modification of eastbound MD 214 to a five-lane approach which includes one left-turn lane, three through lanes, and one right-turn lane; and the modification of northbound Ritchie Road to a five-lane approach which includes two left-turn lanes, two through lanes, and one right-turn lane.**

The above two improvements are options for which feasibility shall be reviewed further by the applicant. Determination of whether Option 1 or 2 would be implemented shall be made at the time of Preliminary Plan of Subdivision review.

3. **Prior to the issuance of any building permits within the subject property, the following road improvements for Walker Mill Road at Addison Road 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. **The modification of westbound Walker Mill Road to provide an exclusive left-turn lane and a left-turn/right-turn lane.**
4. **Prior to the approval of the first Detailed Site Plan for the subject property, the applicant shall submit an acceptable traffic signal warrant study to SHA and, if necessary, DPW&T for a possible signal at the intersection of MD 214 and Pepper Mill Road/Karen Boulevard. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of the responsible agency. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits within the subject property and install it at a time when directed by the responsible permitting agency. Also, prior to the issuance of any building permits within the subject property, 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. **The provision of an eastbound shared through/right-turn lane along MD 214.**

- b. **The addition of a westbound left-turn lane along MD 214.**
- c. **The construction of the northbound approach to include an exclusive left-turn lane and a shared through/right-turn lane.**
- d. **The modification of the southbound approach to include an exclusive left-turn lane and a shared through/right-turn lane.**
- e. **The signalization at the intersection of MD 214, Pepper Mill Road, and Karen Boulevard shall include a left turn/right turn (no through movement) north approach. Copies of the proposed plan shall be provided to representatives of the Pepper Mill Village Association before it is implemented.**

The scope of access improvements may be modified at the time of preliminary plan review at the direction of SHA if the alternative improvement(s) provide an acceptable service level that meets the requirements of Subtitles 27 and 24.

- 5. **Prior to the approval of the first Detailed Site Plan for the subject property, the applicant shall submit acceptable traffic signal warrant studies to DPW&T for the intersection of Walker Mill Road and Karen Boulevard. The performance of a new study may be waived by DPW&T in writing if DPW&T determines that an acceptable recent study has been conducted. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of DPW&T. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits within the subject property and install it at a time when directed by DPW&T.**
- 6. **Prior to approval of the Preliminary Plan, the following issues shall be further analyzed and addressed:**
 - a. **Inclusion of vehicular and pedestrian access between the subject property and Quarry Avenue.**
 - b. **Inclusion of vehicular and pedestrian internal access between the residential and the commercial components of the site.**
- 7. **The traffic circle shown on the subject plan shall be reviewed and conceptually approved by DPW&T prior to approval of the preliminary plan of subdivision.**
- 8. **Total development within the subject property under this Conceptual Site Plan shall be limited to uses which generate no more than 780 AM and 933 PM new peak-hour vehicle trips, in consideration of the rates of trip generation, internal satisfaction, and pass-by travel that are consistent with assumptions in the traffic study.**

9. **Prior to the issuance of any building permits within the subject property, the following road improvements for Karen Boulevard 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. **Construct Karen Boulevard as a modified four-lane collector roadway between MD 214 and the southern end of the site.**

10. **Prior to the approval of the first Detailed Site Plan for the property, the applicant shall demonstrate the following have been or will be fulfilled to the satisfaction of the State Highway Administration:**
 - a. **Provide a diagram that demonstrates stopping and intersection site distance.**
 - b. **Provide an adequate left-turn lane along westbound MD 214 approach to Karen Boulevard.**
 - c. **Provide adequate turning lanes along eastbound MD 214 approach and departure at Karen Boulevard.**
 - d. **Provide a full movement traffic signal.**

The applicant requests that Conditions 1–9 be eliminated, since those conditions are premised on a prior traffic impact study (TIS). A new TIS has been provided which is premised on a significantly different development proposal with decreased quantity of residential dwellings, commercial/retail space, and the addition of industrial development. The applicant further states that the new TIS, along with the proposed access and circulation design elements, more appropriately provide for the necessary transportation improvements and timing thereof that were previously outlined in these conditions. The applicant has not requested any action on Condition 10 which is also related to traffic improvements at MD 214.

Transportation Planning Section staff has reviewed the TIS submitted as part of the CSP application, and concludes that existing transportation facilities, when improved with proposed improvements outlined in the TIS, are sufficient to support the proposed development. Staff also found that all intersections within the study area will operate at acceptable levels except for the Karen Boulevard/MD 214 intersection which will require the construction of a traffic signal to meet the requirements of the applicable Transportation Service Area. As such, staff recommends a condition of approval that as part of the approval of the PPS application, the applicant shall submit a full traffic signal warrant analysis for the Karen Boulevard and MD 214 intersection to determine if a signal is deemed warranted. The adequacy of transportation facilities will be further analyzed with the PPS, which is currently under review. Therefore, staff recommends the deletion of Conditions 1–10.

- 11. Prior to signature approval of the Conceptual Site Plan, the following revisions shall be made:**
- a. Provide a minimum eight-foot-wide sidewalk along the subject property's entire east side of Karen Boulevard.**
 - b. Provide a minimum eight-foot-wide sidewalk that is separated from the curb with a landscape strip along the subject site's entire road frontage of MD 214, unless modified by SHA.**
 - c. Provide standard sidewalks along both sides of all internal roads, unless modified by DPW&T.**
 - d. Revise the Conceptual Site Plan to provide a trail connection from the end of Road "G" to Quarry Place and, if possible, Fawncrest Drive. The exact location of this trail connection should be determined at the time of DSP.**

The applicant requests one revision to Condition 11. Specifically, it is requested that in Condition 11.a., the minimum 8-foot-wide sidewalk be required on the west side of Karen Boulevard instead of the east side. The applicant argues that the east side of the property is proposed to include the majority of the industrial uses, and the west side of the property is proposed to include portions of the new single-family residential and park areas along Karen Boulevard. Given the proximity of the existing and new single-family residential, new school further south, and to negate unnecessary pedestrian traffic at the industrial use access point, the applicant proposes an 8-foot sidewalk for the west side of Karen Boulevard.

Staff agrees with providing a wider pedestrian facility along the west side of Karen Boulevard, however, recommends a minimum 10-foot-wide shared use path and/or shared roadway be provided along this street. The pedestrian and bicycle facilities were evaluated in accordance with the Subregion 4 Master Plan and SMA and the 2009 *Approved Countywide Master Plan of Transportation (MPOT)*. A condition of approval is recommended to construct adequate pedestrian and bikeway facilities for the development. Therefore, staff recommends the deletion of Condition 11.

- 12. A Detailed Site Plan shall be submitted for approval by the Planning Board which complies with the standards outlined in the Parks and Recreation Facilities Guidelines.**
- 13. The recreational facilities shall be located on the homeowners association land and shall be available to all residents of Glenwood Hills.**
- 14. Submission of three original, executed recreational facilities agreements (RFA) to DRD for their approval, three weeks prior to a submission of a final plat. Upon approval by DRD, the RFA shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland.**

15. **The developer, his successor and/or assignees shall satisfy the Planning Board that there are adequate provisions to assure retention and a future maintenance of the proposed recreational facilities.**
16. **The land to be conveyed to a homeowners association shall be subject to the applicable conditions in attached Exhibit "A."**
17. **The following private recreational facilities shall be provided within the development and shall be deemed adequate:**
 - **Townhouse pod—one tot lot and one preteen lot (or one multiage playground combination)**
 - **Multifamily pod—one tot lot and one preteen lot (or one multiage playground combination) and one picnic area.**
 - **Central recreational area consisting of the following:**
 - **Clubhouse with meeting room large enough to accommodate seating for 100 persons, lounge, kitchen (with a minimum of a double sink, standard size refrigerator, dishwasher, and large microwave), 1,000-square-foot fitness facility, bath facilities for pool patrons**
 - **25-meter swimming pool**
 - **One tot lot and one preteen lot (or one multiage playground combination)**
 - **Possible trail connection from the townhouse development along the stream to the central recreational area.**
 - **One full-size multipurpose court (indoor or outdoor)**
 - **One tennis court**
 - **Appropriately sized parking facility for the residents only**

At the time of the Preliminary Plan, the design of the Central Recreational Area shall be conceptually approved and shall include the facilities noted above.

18. **The following schedule shall govern bonding and construction of recreational facilities and shall be included in the recreational facilities agreement(s):**
 - a. **Prior to the issuance of the 100th building permit in the development, the applicant shall bond the central recreational facilities.**
 - b. **Prior to the issuance of the 300th building permit in the development, the applicant shall complete the central recreational facilities.**

- c. The bonding of the recreational facilities for the townhouses and the multifamily development pods shall precede the issuance of the building permits for each pod respectively, and the completion of the same facilities shall occur prior to completion of 75 percent of each pod of development.**

Conditions 12–18 relate to the provision of private recreational facilities for the proposed residential development, their design, adequacy, triggers for construction, location, and ownership and maintenance.

The applicant requests that Condition 13 be revised to reflect the recreational facilities may be of an “owners” association or M-NCPPC. The project proposes two areas along the west side of Karen Boulevard, an area west of the Karen Boulevard/MD 214 intersection and within the multifamily/retail area east of that intersection—which may have recreational facilities or amenities. Since these areas are proposed to be accessible and used by existing area residents, new residents, area patrons, ownership of areas not conveyed to M-NCPPC may more appropriately need to be on land of an owners association that is not limited to homeowners.

The applicant also requests that Conditions 17 and 18 be eliminated, since the number of residential dwellings has been substantially reduced, and the new PPS and DSP proposes on-site private recreational facilities for the multifamily building; and a new set of recreational facilities for the 132 single-family attached dwellings. The amount of prior approved recreational facilities no longer aligns with the proposed development.

The CSP shows conceptual locations of proposed active and passive recreational areas, for both multifamily and townhouse residential development pods. The applicant has also provided exhibits depicting the conceptual design of these facilities, to accommodate various activities during different times of the day and for different users and age groups. Staff recommends the deletion of Conditions 12–18, since the adequacy of proposed recreational facilities will be reviewed further with the PPS and DSP.

19. Prior to certification of the Conceptual Site Plan:

- a. The TCPI-44-96-01 shall be revised to show the following:**
 - (1) Proposed building footprint locations, parking lots, and easements in the new design for the office/retail component.**
 - (2) Revisions signed and dated by a qualified professional.**
 - (3) The 65 dBA Ldn noise contour from I-95/495.**

20. Prior to submission of a Detailed Site Plan for the office/retail component, the Applicant shall provide a copy of the approved/proposed stormwater management concept plan for that area.

The applicant requests that Conditions 19 and 20 be eliminated since the Type 1 tree conservation plan (TCP1) and SWM concept plan for the property has been submitted anew, and the conditions associated with those reviews should be reflected on the CSP. The TCP1 shows the proposed building footprints, parking lots, and easements for the mixed-use development pod, which includes the retail component, and is signed and dated by a qualified professional. Office use is no longer proposed in this development. A Phase I noise study will be required with the PPS to demonstrate that any planned outdoor recreation areas and the multifamily dwelling units are not impacted by noise. Also, at the time of DSP, when the positions of dwellings and details of the recreation facilities are known, Phase II noise studies will be required with the plans. Therefore, staff recommends the deletion of Conditions 19 and 20.

- 21. Prior to the issuance of a building permit for the 500th dwelling unit, the Applicant shall either (a) have commenced construction of some of the office/retail component or (b) provided to M-NCPPC Urban Design Division evidence of its good faith efforts marketing of the commercial component along with third-party data on the existing market for office and/or retail development at the Property and adjoining area.**

The applicant requests that Condition 21 be revised to reflect the trigger as 133rd instead of 500th dwelling unit and to remove “office”. The applicant proposes to commence concurrent construction of the multifamily/retail mixed-use area, and this will occur prior to the issuance of the final building permits for the proposed 132 townhouse dwelling units.

This condition was included in the prior CSP-88020-02 approval, to assure completion of a portion of the office/retail component before completion of the entire residential component, which would not result in a mixed-use development, as required for M-X-T-zoned properties. Since office use is no longer proposed in this development, and a change in the trigger from the 500th to the 133rd building permit will still ensure that the mix of uses required in the M-X-T Zone is achieved, staff agrees with the recommended revision. The revised condition has been included in the Recommendation section of this technical staff report.

- 22. Prior to approval of any Detailed Site Plan, a new Preliminary Plan of Subdivision application shall be approved.**

The applicant has not requested the deletion of Condition 22. However, staff notes that in accordance with Section 27-270 of the prior Zoning Ordinance, which establishes the order of approvals, a PPS is required to be approved prior to the approval of any DSP for a development. Therefore, staff recommends the deletion of Condition 22.

- 23. Prior to certification of the Conceptual Site Plan, the following revisions to the plans shall be made:**

- a. The FSD shall be revised as follows: revise the FSD plan notes under site analysis to reflect the correct acreage of existing forest on-site, if necessary, after the correct amount of existing woodland has been**

determined and have the plan signed and dated by the qualified professional who prepared the plan.

- b. The Type I Tree Conservation Plan (TCPI-66-94-01) shall be revised as follows.**
 - (1) Add to the plan all of the standard notes as required exclusively for a TCPI.**
 - (2) Have the total existing woodlands adjusted, if necessary, once the correct amount of existing woodland has been determined.**
 - (3) Add a note as the first TCPI note that states: "This TCPI does not define the final limits of disturbance and does not approve the limits shown. Impacts to regulated environmental features are also not approved by this plan."**
 - (4) Have the plans signed and dated by the qualified professional who prepared the plans.**
- c. The CSP shall be revised to show the projected 65 dBA Ldn at 247 feet from the centerline of Central Avenue or provide a Phase I Noise Study to verify a revised location of the 65 dBA Ldn contour.**

The applicant has requested the deletion of Condition 23, since a new or updated natural resources inventory (NRI) plan that replaces the forest stand delineation plan, and a tree conservation plan have been provided, consistent with the new design of the project, and the conditions associated with those reviews should be substituted in place of those currently expressed in Condition 23. Staff notes that NRI-165-2021 was received with the CSP application, along with TCP1-066-94-03. Appropriate conditions of approval are recommended with this CSP based upon review of the NRI and TCP1. Therefore, staff agrees with the deletion of Condition 23.

- 24. At the time of Detailed Site Plan review, if residential uses are proposed within the 65 dBA Ldn noise contour, noise mitigation measures shall be provided for outdoor activity areas and interior living areas to meet the state noise standards.**

The applicant has requested the deletion of Condition 24. In justification of their request, the applicant states that outdoor activities are proposed and designed integral to the mixed-use development close to MD 214, and that any required noise mitigation measures such as berms, walls, fencing or extensive landscaping will conflict with the purposes of current planning documents. The Subdivision Regulations require that residential lots adjacent to existing or planned roadways of arterial classification be platted with a minimum depth of 150 feet, and that adequate protection and screening from traffic nuisances shall be provided by earthen berms, plant materials, fencing, and/or the establishment of a building restriction line, when appropriate. Maximum allowable noise levels for various land

uses shall be as listed in Section 19-122 of the Prince George’s County Code, and the evaluation of noise and its mitigation will be evaluated with the PPS and DSP.

Staff also notes that this condition was included with the approval of CSP-88020-02, since that CSP showed commercial uses located adjacent to MD 214, and residential units were proposed close to the approximate location of the 65 dBA Ldn noise contour. The current CSP proposes multifamily dwelling units near MD 214, and the subsequent noise studies required at the time of PPS and DSP will determine the location of the 45 and 65 dBA Ldn noise contours, and any required mitigation. Therefore, staff recommends the deletion of this condition.

25. The following development standards apply and shall be demonstrated throughout the review of future plans:

SINGLE-FAMILY DETACHED:

Traditional SFD

- Minimum Net Lot area—6,000 square feet**
- Minimum finished living area—2,200 square feet**
- Two car garage—yes**
- Maximum lot coverage—40%**
- Minimum lot frontage at the street line—50 to 60 feet (Footnote 1)**
- Front yard setback—20 feet (Footnote 2)**
- Side yard setback—5/10 combined feet**
- Rear yard setback—20 (excluding decks)**
- Accessory building rear yard setback—2 feet**
- Maximum height of building—40 feet**
- Deck standards—to be determined at DSP**

Small Lot SFD Front Load

- Minimum Net Lot area—4,000 square feet**
- Minimum finished living area—1,800 square feet**
- One or Two car garage—yes**
- Maximum lot coverage—50%**

Minimum lot frontage at the street line—45-50 feet

Front yard setback—15 feet (Footnote 2)

Side yard setback—4 feet

Rear yard setback—20 (excluding decks)

Accessory building rear yard setback—2 feet

Maximum height of building—40 feet

Deck standards—to be determined at Detailed Site Plan

Small Lot SFD Rear Load

Minimum Net Lot area—4,000 square feet

Minimum finished living area—1,800 square feet

Two car garage—yes

Maximum lot coverage—60%

Minimum lot frontage at the street line—40 to 45 feet (Footnote 1)

Front yard setback—15 feet, 20 feet along Karen Boulevard (Porches may extend up to 9 feet into the setback area)

Side yard setback—4 feet

Rear yard setback—3 feet

Accessory building rear yard setback—3 feet

Maximum height of building—40 feet

Deck standards—to be determined at Detailed Site Plan

Footnote 1 Excludes cul-de-sacs, flag lots and lots which front on pocket parks.

Footnote 2 A minimum of 20 feet shall be provided to the garage door

TOWNHOUSES:

All townhouses in the M-X-T Zone are subject to Section 27-548(h) of the Zoning Ordinance.

MULTIFAMILY:

12-plex multifamily units:

Minimum distance between two buildings—20 feet

Minimum distance from a building to a property line—20 feet

Minimum distance from a building to a parking lot—5 feet

Minimum green space (minimum percent of net lot area)—45%

Minimum of 60% of all facades shall be brick

TWO OVER TWO UNITS:

Not more than six ground level units in a row

Minimum width of the dwelling shall be no less than 16 feet wide

Minimum finished living area shall be no less than 1,100 square feet

Minimum of 60% of the front façade shall be brick

The Planning Board may make minor modifications to the Development Standards noted above, as a part of any subsequent approval, without the need to amend the Conceptual Site Plan if the Planning Board finds such modification is appropriate and consistent with the character and quality of the development envisioned by the Conceptual Site Plan.

- 26. Prior to the approval of the preliminary plan of subdivision, the following shall be fulfilled:**
 - a. Based on the proposed layout as shown on the Conceptual Site Plan for the multifamily 12-plex pod of development, the applicant shall demonstrate a minimum of 45 percent green area and a maximum of 55 percent lot coverage.**

- 27. Prior to signature approval of the Conceptual Site Plan the following revisions shall be made:**
 - a. The view corridors created by the streets running parallel to Karen Boulevard and adjacent to the central pocket park shown within the townhouse section shall be extended by creating smaller townhouse sticks adjacent to the tree save area. Larger sticks of townhouses, consistent with the provisions of the Zoning Ordinance, may be utilized in this area in order to avoid the loss of lots.**

- 28. Prior to the approval of a Detailed Site Plan, the following issues shall be addressed:**
- a. Brick fronts shall be a standard feature for 60 percent of all single-family detached units fronting on Karen Boulevard, and picket fences shall be provided for single-family detached units along Karen Boulevard in a manner that provides for a separation element to the pedestrian area.**
 - b. Sixty percent of all facades of the clubhouse shall be brick, and the building shall be placed in a visually prominent location.**
 - c. Rooflines for all dwelling types shall be varied and provide for reverse gables where appropriate to add interest to the streetscape.**
 - d. Entrance features shall be submitted for review and shall be appropriately coordinated in design and location.**
 - e. Pole-mounted freestanding signs shall be prohibited for the office/retail component of the development. Freestanding and building-mounted signage shall not be internally lit.**
 - f. Lighting fixtures throughout the development shall be coordinated in design.**
 - g. Special paving materials shall be provided in appropriate areas such as the entrance to the subdivision off of Central Avenue, central recreation area, the entrance to the multifamily 12-plex development, and the office/retail development.**
 - h. If allowed by DPW&T, shade tree plantings shall be provided within the median of Karen Boulevard and be of a size and type to create the residential, pedestrian friendly boulevard envisioned by the Conceptual Site Plan. A single row of 2½- to 3-inch caliper trees shall be provided along both sides of Karen Boulevard on one side of the sidewalks.**
 - i. The multifamily (two over two units) pod of the development shall increase the number of units fronting onto Karen Boulevard and ensure adequate but not excessive parking areas in close proximity to all units.**
 - j. The location of future bus stops, pedestrian connections, and crosswalks shall be shown on the plans.**
- 29. Prior to the approval of a Preliminary Plan of Subdivision and Detailed Site Plans, the plans shall reflect the following:**
- a. The minimum number of traditional single-family detached lots shall be not less than 20 percent of the single-family detached lots.**

The applicant has requested the deletion of Conditions 25–29 as the residential component has changed significantly, and the applicant is proposing the elements and development standards shown on the current DSP.

Condition 25 established the development standards for various dwelling types proposed with CSP-88020-02. Except for townhouses, none of the prior dwelling types are being proposed with the current CSP amendment. Staff also notes the development standards listed for townhouses in the M-X-T Zone, are subject to Section 27-548(h) of the prior Zoning Ordinance and are unnecessary to be listed as a separate condition of approval. Any townhouse development in the M-X-T Zone is required to conform to this section. Therefore, staff recommends that Condition 25 be deleted.

Conditions 26, 27, and 29 are also specific to the development approved with CSP-88020-02, and therefore, are recommended for deletion.

Condition 28 requires certain issues related to architecture, signage, lighting, landscaping, parking, and pedestrian connections for the proposed mixed-use development. Staff has reviewed each of these issues, and recommends that those related to entrance features, signage, lighting, and paving be carried forward since they are still relevant to the development proposed in this CSP.

- 9. Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and contains more than 10,000 square feet of existing woodland. Currently, this site has an approved TCP1 (TCPI-066-94-02) and Type 2 tree conservation plan (TCP2-049-07). The submitted CSP application includes a revised TCPI (-03), which is subject to the current regulations because it is a part of a new PPS application submission.
- a. An approved natural resources inventory (NRI-165-2021) was submitted with the application. The site is fully wooded and contains regulated environmental features, steep slopes, streams, wetlands, and their associated buffers, which comprise the primary management area (PMA). The site also contains specimen trees. The site statistics table on the NRI shows 26.71 acres of PMA, with 7,200 linear feet of regulated streams.
 - b. The site contains a total of 126.77 acres of woodlands, including 4.29 acres of wooded floodplain. With the passage of CB-51-2021, it was determined that the entire site would be subject to the M-X-T regulations, including the regulations for the woodland conservation thresholds. The site has a woodland conservation threshold of 15 percent or 18.72 acres. The TCP1 proposes to clear 91.69 acres woodland resulting in a total woodland conservation requirement of 42.43 acres. The woodland conservation requirement is proposed to be met with 28.04 acres of on-site preservation, 3.63 acres afforestation, and 10.76 acres of off-site credits. Technical revisions are required to the TCP1 prior to certification of the CSP in conformance with conditions provided at the end of this technical staff report.

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

A Subtitle 25 variance dated November 3, 2022 was submitted for review with this application. The approved NRI identifies a total of 218 specimen trees on-site. The following analysis is a review of the request to remove 107 specimen trees.

The letter of justification requests the removal of 107 specimen trees identified as 2, 3, 8-10, 18-20, 22, 23, 25, 27, 43, 46-48, 50-52, 56, 64, 65, 69-83, 90-97, 102-105, 109-114, 125-129, 132-140, 150-158, 160-163, 165-184, 204-206, 217, and 218. The condition of trees proposed for removal ranges from poor to excellent. The TCP1 shows the location of the trees proposed for removal. These specimen trees are proposed for removal for the development of the site and associated infrastructure.

In a discussion with the applicant on November 9, 2022, it was confirmed that specimen tree 28 is dead and specimen tree 29 is split and does not meet the 30 inches diameter at breast height requirement to be counted as a specimen tree. These two trees (28 and 29) are no longer considered specimen trees proposed for removal. This brings the variance request from 109 to 107 specimen trees.

SPECIMEN TREE SCHEDULE SUMMARY FOR 107 TREES PROPOSED FOR REMOVAL ON TCP1-066-94-03

Glenwood Hills Variance Tree List				
Residential Area Construction Impacts:				
Tree #	DBH*	Common Name	Condition	Reason for removal
129	32"	Tulip Poplar	Good	Constr. for SWM Facility
135	31"	Red Maple	Good	Constr. for Lot 26
136	30"	Tulip Poplar	Good	Constr. for Lot 26 & 27
137	43"	Northern Catalpa	Excellent	Constr. for Lot 26
138	30.5"	Am. Beech	Good	Constr. for Lot 27 & 28
139	46"	Tulip Poplar	Good	Constr. for Lot 27 & 28

140	36"	Silver Maple	Good	Constr. for Lot 28
176	32"	Tulip Poplar	Good	Constr. for Storm Drain
Mixed Use/ Retail Area Construction Impacts:				
Tree #	DBH	Common Name	Condition	Reason for removal
102	44"	Sycamore	Excellent	Proposed connection to ex. sewer
103	30.5"	Tulip Poplar	Good	Constr. for mixed-use/ retail buildings
104	32.5"	Silver Maple	Good	Constr. for mixed-use / retail buildings
105	42.5"	Tulip Poplar	Good	Constr. for mixed-use / retail buildings
165	30.5"	Tulip Poplar	Good	Proposed connection to ex. sewer
166	31.5"	Tulip Poplar	Good	Proposed connection to ex. sewer
167	34"	Sycamore	Good	Proposed connection to ex. sewer
168	31.5"	Tulip Poplar	Good	Constr. for mixed-use / retail buildings
169	31.5"	Silver Maple	Good	Constr. for SWM Facilities
170	30"/30"	Tulip Poplar	Good	Constr. for mixed-use / retail buildings
171	32"	Tulip Poplar	Good	Constr. for mixed-use / retail buildings
172	38.5"	Tulip Poplar	Good	Constr. for mixed-use / retail buildings
173	32.5"	Tulip Poplar	Good	Constr. for mixed-use / retail buildings
174	31"	Tulip Poplar	Good	Constr. for mixed-use / retail buildings
175	30.5"	Tulip Poplar	Good	Constr. for mixed-use/ retail buildings
205	30.5"	Tulip Poplar	Good	Constr. for mixed-use / retail buildings
217	32.5"	Tulip Poplar	Good	Constr. for mixed-use / retail buildings
Industrial Area Construction Impacts:				
Tree #	DBH	Common Name	Condition	Reason for Removal
2	33"	Silver Maple	Good	Grading for loading area/ parking lot
3	34"	Sycamore	Good	Grading for loading area/ parking lot
9	42"	Tulip Poplar	Good	Grading for SWM Facility
10	33"	Tulip Poplar	Good	Constr. of Warehouse #4
19	40.5"	Tulip Poplar	Poor	Hollow Trunk, Leaning & Grading for SWM/ Parking
20	38"	Red Oak	Good	Grading for SWM facility
22	48"	Silver Maple	Poor	Constr. of Warehouse #3 parking lot
23	38"	Black Walnut	Good	Constr. of Warehouse #3
25	35"	White Oak	Excellent	Constr. of Warehouse #2 parking lot
Industrial Area Construction Impacts:				
Tree #	DBH	Common Name	Condition	Reason for Removal
27	34.5"	Black Walnut	Good	Constr. of Warehouse #2 loading area
46	38.5"	Tulip Poplar	Good	Constr. of Warehouse #1
47	34"	Tulip Poplar	Good	Constr. of Warehouse #1
48	40"	Tulip Poplar	Good	Grading for Warehouse #1 parking lot
50	31"	Tulip Poplar	Good	Constr. of Warehouse #1
51	33.5"	Tulip Poplar	Good	Constr. of Warehouse #1

52	43"	Tulip Poplar	Good	Grading for SWM facility
69	33.5"	Tulip Poplar	Good	Grading for Storm drain
70	30"	Tulip Poplar	Good	Grading for SWM & Warehouse #4
71	30"	Tulip Poplar	Good	Grading for SWM & Warehouse #4
72	31"	Silver Maple	Good	Grading for SWM & Warehouse #4
73	32.5"	Red Oak	Good	Grading for Warehouse #4
74	33.5"	Tulip Poplar	Good	Grading for SWM & Warehouse #4
75	36"	Tulip Poplar	Good	Grading for Storm drain
76	38"	Sycamore	Good	Constr. for loading area/ parking lot
77	31"	Tulip Poplar	Good	Grading for SWM facility
79	30.5"	Tulip Poplar	Good	Grading for SWM fac. & parking lot
80	31"	Tulip Poplar	Good	Grading for SWM fac. & parking lot
81	30.5"	Tulip Poplar	Good	Constr. of Warehouse #3
82	35"	Tulip Poplar	Good	Constr. of Warehouse #3
96	30"	Tulip Poplar	Good	Grading for parking lot
97	30"	Tulip Poplar	Good	Grading for parking lot
109	33.5"	Tulip Poplar	Good	Grading assoc. w/ Warehouse #2
110	34.5"	Tulip Poplar	Good	Grading assoc. w/ Warehouse #2
111	31"	Tulip Poplar	Good	Grading for SWM facility
112	33.5"	Tulip Poplar	Good	Grading for SWM facility
113	34"	Tulip Poplar	Good	Constr. & grading for Warehouse #5
114	34.5"	Pin Oak	Good	Constr. & grading for Warehouse #5
132	32"	Tulip Poplar	Good	Grading assoc. w/ Building #1
133	30.5"	Tulip Poplar	Good	Grading assoc. w/ Building #1
150	39"	Tulip Poplar	Good	Constr. of Warehouse #1
151	36"	Tulip Poplar	Good	Constr. for SWM facility
152	42.5"	Tulip Poplar	Good	Constr. for SWM facility
153	38"	Tulip Poplar	Good	Constr. of access rd. for Warehouse#1
155	51"	Tulip Poplar	Good	Constr. of Warehouse #1
156	43.5"	Tulip Poplar	Good	Constr. of Warehouse #1
157	37"	Tulip Poplar	Good	Constr. of Warehouse #1 parking lot
158	43"	Tulip Poplar	Good	Grading for Warehouse #1 parking lot
160	33"	Tulip Poplar	Good	Grading for Warehouse #1 parking lot
161	38"	Tulip Poplar	Good	Constr. of Warehouse #1
162	41.5"	Tulip Poplar	Good	Constr. of Warehouse #1
Industrial Area Construction Impacts:				
Tree #	DBH	Common Name	Condition	Reason for Removal
163	39"	Tulip Poplar	Good	Constr. of Warehouse #1
178	32"/27.5"	Tulip Poplar	Good	Constr. for SWM facility
181	32"	Tulip Poplar	Good	Constr. of Warehouse #3
182	30.5"	Tulip Poplar	Good	Constr. of Warehouse #3
183	38"	Tulip Poplar	Good	Constr. of Warehouse #3

184	38"	Tulip Poplar	Good	Constr. of Warehouse #3
204	30.5"	Tulip Poplar	Good	Constr. of Warehouse #1 parking lot
206	30.5"	Tulip Poplar	Fair	Hollow Trunk/ Grading for SWM fac.
218	32"	Tulip Poplar	Good	Constr. of Warehouse #3 parking lot
Karen Boulevard Construction Impacts:				
Tree #	DBH	Common Name	Condition	Reason for Removal
8	43"	Tulip Poplar	Good	Master-Planned Roadway & culvert for storm drain outfall.
18	35"	Black Oak	Good	Master-Planned Roadway
43	38.5"	Tulip Poplar	Good	Master-Planned Roadway & ret wall
56	31.5"	Tulip Poplar	Good	Master-Planned Roadway & culvert for storm drain outfall.
64	32.5"	Tulip Poplar	Good	Master-Planned Roadway
65	36.5"	Tulip Poplar	Good	Master-Planned Roadway & culvert for storm drain outfall.
78	31.5"	Tulip Poplar	Good	Master-Planned Roadway
83	32.5"	Tulip Poplar	Good	Master-Planned Roadway
90	33"	Tulip Poplar	Good	Master-Planned Roadway & culvert for storm drain outfall.
91	33"	Tulip Poplar	Good	Master-Planned Roadway
92	34.5"	Tulip Poplar	Good	Master-Planned Roadway & culvert for storm drain outfall.
93	30"	Tulip Poplar	Good	Master-Planned Roadway & culvert for storm drain outfall.
94	31.5"	Tulip Poplar	Good	Master-Planned Roadway & culvert for storm drain outfall.
95	30"	Tulip Poplar	Good	Master-Planned Roadway
125	30"	Tulip Poplar	Good	Master-Planned Roadway.
126	30.5"	Sycamore	Good	Master-Planned Roadway
127	35"	Tulip Poplar	Good	Master-Planned Roadway
128	31"	Tulip Poplar	Good	Master-Planned Roadway
134	31.5"	Tulip Poplar	Good	Grading for SWM facility assoc. w/ Master-Planned Roadway
154	39"	Tulip Poplar	Good	Master-Planned Roadway & constr. for Culvert & water line
177	30"	Tulip Poplar	Good	Grading for SWM facility assoc. w/ Master-Planned Roadway
Karen Boulevard Construction Impacts:				
Tree #	DBH	Common Name	Condition	Reason for Removal
179	31"	Tulip Poplar	Good	Master-Planned Roadway
180	31 "	Chestnut Oak	Good	Master-Planned Roadway

Note: *Diameter at Breast Height

Evaluation

Staff supports the removal of the requested 107 specimen trees requested by the applicant, based on the findings below. Section 25-119(d) contains six required findings [text in **bold** below] to be made before a variance from the WCO can be granted. An evaluation of this variance request, with respect to the required findings, is provided below.

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

In relation to other properties in the area, special conditions peculiar to the subject property would cause an unwarranted hardship if the applicant were required to retain the 107 specimen trees. Those “special conditions” relate to the specimen trees themselves, such as their size, condition, species, and on-site location.

The property is 133.45 acres, and the NRI shows approximately 26.71 acres of PMA comprised of streams, floodplain, wetlands, and associated buffers. This represents approximately 20 percent of the overall site area. The applicant is proposing 12 impacts to the site’s PMA fully minimized to the extent practicable and is proposing woodland conservation and afforestation to further protect the PMA.

The specimen trees are located across the entire site, many within the PMA. The specimen trees proposed for removal are located in areas of the site most suited for development. This site contains steep slopes, wetlands, streams, and floodplains, which restrict development potential. Complete retention of these trees would severely limit the developable area of the site. A summary of each development section follows.

Residential Area Construction Impacts

Within the single-family residential townhome section, 8 trees are proposed for removal. These trees are identified as 129, 135–140, and 176. The trees are a mix of Poplars, Maples, Beech, and Catalpa. The condition ratings for the specimen trees in this section vary from good to excellent with the largest tree measuring 46 inches diameter at breast height. While these trees are listed in good condition, Beech, Maples, and Poplar have poor construction tolerances. Requiring the applicant to retain these trees and the critical root zone could result in these trees becoming hazardous due to stress as a result of the construction.

Retail Area Construction Impacts

Within the retail portion of the site, 17 trees are proposed for removal. These trees are identified as 102–105, 165–175, 205, and 217. A mixture of Poplars, Maples, and Sycamores are observed within this area. In total, 13 of the 17 specimen trees requested for removal in this section are Poplars which are known for poor construction tolerances. Sycamores have a medium tolerance with Maples varying based on the species. Condition ratings for these specimen trees range from good to excellent with the largest tree being 44 inches in diameter at breast height. Requiring the applicant to retain these trees and the critical root zones could result in these trees becoming hazardous due to stress as a result of the construction.

Industrial Area Construction Impacts

Within the industrial area 58 trees are proposed for removal. These trees are identified as 2, 3, 9, 10, 19, 20, 22, 23, 25, 27, 46, 47, 48, 50-52, 69-77, 79-82, 96, 97, 109-114, 132, 133, 150-153, 155-158, 160-163, 178, 181-184, 204, 206, and 218. A mixture of Poplars, Maples, Sycamores, and Oaks are present in this section. As with the sections noted above, this section is dominated by Poplar. Sycamores are noted for medium construction tolerances while Oak varies from good to medium based on species. Poplars have poor tolerances and are prone to failure when stressed. Conditions of the specimen trees range from poor to excellent, with the largest tree being 51 inches in diameter at breast height. Requiring the applicant to retain these trees and the critical root zones could result in these trees becoming hazardous due to stress as a result of the construction.

Karen Boulevard Construction Impacts

Karen Boulevard is a master-planned roadway (C-429) which connects the site to MD 214 to the north. This roadway crosses multiple regulated environmental features, such as streams, wetlands, steep slopes, and 100-year floodplain. The applicant has minimized the impacts to these areas by retaining the proposed master-planned alignment. Within this alignment are numerous specimen trees located in the right-of-way for the master-planned road. These trees are identified as 8, 18, 43, 56, 64, 65, 78, 83, 90-95, 125-128, 134, 154, 177, 179, and 180. This section is dominated by Poplars, with sparse Oak and Sycamore present. The conditions for specimen trees in this section are all listed as good with the largest tree at 43 inches in diameter at breast height. As mentioned above Poplar are prone to failure and have poor construction tolerances. The trees have the potential to become hazardous if they are required to be preserved. The current master-planned alignment of Karen Boulevard (C-429) was previously reviewed and approved with prior approvals for CSP-88020 and PPS4-94066.

Summary of Areas

The application proposes mixed-use development consisting of residential, commercial, retail, and industrial development, as well as for the construction of the master-planned roadway (C-429). These are reasonable uses for an M-X-T-zoned site. Development is limited to areas outside of the PMA and most of these trees are within the most developable areas of the site. The remaining trees vary in tolerance from dead to excellent and are located in the central development portion of the site. Requiring the applicant to retain the 107 specimen trees on the site by designing the development to avoid impacts to the critical root zones would further limit the area of the site available for the orderly development that is consistent with the existing zoning, to the extent that it would cause the applicant an unwarranted hardship. The specimen tree variance request submitted with the CSP identifies 109 trees proposed for removal.

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

Enforcement of the requirement that all specimen trees be preserved, along with an appropriate percentage of their critical root zone, would deprive the applicant of rights commonly enjoyed by others in similar areas. All variance

applications for the removal of specimen trees are evaluated in accordance with the requirements of Subtitle 25 and the Environmental Technical Manual for site specific conditions. Specimen trees grow to such a large size because they have been left undisturbed on a site for sufficient time to grow; however, the species, size, construction tolerance, and location on a site are all somewhat unique for each site.

Based on the location and species of the specimen trees proposed for removal, retaining the trees and avoiding disturbance to the critical root zone would have a considerable impact on the development potential of the property. If similar trees were encountered on other sites, they would be evaluated under the same criteria. The proposed residential, commercial, retail, and industrial development is a use that aligns with the uses permitted in the M-X-T Zone. The specimen trees requested for removal are located within the developable parts of the site.

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

Not granting the variance would prevent the project from being developed in a functional and efficient manner. This is not a special privilege that would be denied to other applicants. If other similar developments featured regulated environmental features and specimen trees in similar conditions and locations, it would be given the same considerations during the review of the required variance application.

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

The existing site conditions or circumstances, including the location of the specimen trees, are not the result of actions by the applicant. The removal of the 107 specimen trees would be the result of the infrastructure and grading required for the development. As Poplars have poor tolerances, construction activities while retaining these trees could lead to hazardous conditions. The request to remove the trees is solely based on the trees' locations on the site, their species, and their condition.

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

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

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

Granting this variance request will not violate state water quality standards nor cause measurable degradation in water quality. Requirements regarding SWM will be reviewed and approved by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). Erosion and sediment control requirements are reviewed and approved by the Prince George's Soil Conservation District. Both SWM and sediment and erosion control requirements are to be met in conformance with state and local laws to ensure that the quality of water leaving the site meets the states standards. State standards are set to ensure that no degradation occurs.

Conclusion

The required findings of Section 25-119(d) have been adequately addressed for the removal of 107 specimen trees, identified as 2, 3, 8-10, 18-20, 22, 23, 25, 27, 43, 46 through 48, 50-52, 56, 64, 65, 69-83, 90-97, 102-105, 109-114, 125-129, 132-140, 150-158, 160-163, 165-184, 204-206, 217, and 218. Staff recommends that the Planning Board approve the requested variance for the removal of 107 specimen trees for the construction of a mixed-use development.

10. Other site-related regulations: Additional regulations are applicable to site plan review that usually require detailed information which can only be provided at the time of DSP. The discussion provided below is for information only.

- a. **2010 Prince George's County Landscape Manual**—This development in the M-X-T Zone will be subject to the requirements of the Landscape Manual at the time of DSP. Specifically, the site is subject to Section 4.1, Residential Requirements; Section 4.2, Requirements for Landscape Strips along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual.
- b. **Prince George's County Tree Canopy Coverage Ordinance**—Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties zoned M-X-T are required to provide a minimum of 10 percent of the gross tract area to be covered by tree canopy. The subject site is 133.45 acres in size and the required TCC is 13.35 acres. Conformance with the requirements of the Tree Canopy Coverage Ordinance will be ensured at the time of DSP.

11. Referral Comments: The subject application was referred to the concerned agencies and divisions. The referral comments are adopted herein by reference and main points are summarized, as follows:

- a. **Historic Preservation**—In a memorandum dated November 2, 2022 (Stabler to Gupta), the Historic Preservation Section offered the following comments:
 - (1) The Subregion 4 Master Plan and SMA includes goals and policies related to historic preservation (pages 287-296). However, these are not specific to the subject site.

- (2) The subject property does not contain, and is not adjacent to, any designated Prince George’s County Historic Sites or resources. The subject proposal will not affect any Prince George’s County Historic Sites or resources.
- (3) A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is moderate to high.
- (4) A Phase I archeology survey was conducted on a portion of the subject property in 2007. A draft report, *Phase I Archeological Survey of the Glenwood Hills Development, Prince George’s County, Maryland, PPS 4-04081*, was received by the Prince George’s County Planning Department and was reviewed by Historic Preservation staff. Two archeological sites were identified, 18PR838 and 18PR839. Both were identified as 20th century farmsteads with related outbuildings, and no further work on those sites was required. The subject application contains Parcels 124 and 125, which were not included in the prior Phase I archeology survey. A Phase I archeology survey should be conducted on Parcels 124 and 125.

b. **Community Planning**—In a memorandum dated November 4, 2022 (Bishop to Gupta), the Community Planning Section stated that, pursuant to Part 3, Division 9, Subdivision 2, of the prior Zoning Ordinance, master plan conformance is not required for this application.

- (1) This application is located within the Established Communities Policy Area of Plan 2035. Plan 2035 describes Established Communities as areas appropriate for context-sensitive infill and low- to -medium density development and recommends maintaining and enhancing existing public services, facilities, and infrastructure to ensure that the needs of residents are met (page 20).
- (2) Master Plan: The Subregion 4 Master Plan and SMA recommends a forested land use on the subject property, but this is no longer applicable due to CB-51-2021.

It is noted that CB-51-2021 includes specific requirements and recommends that the M-X-T regulations be applied to townhouses within the R-55 Zone, the Industrial uses not exceed 60 percent of the gross acreage of the land, and the industrial development must be separated from any existing or proposed residential development by a minimum of 75 feet. This will be reviewed with a future DSP. The applicant is encouraged to work with staff at that time to make sure screening, berming, and landscaping is provided to buffer incompatible uses and the existing residentially zoned property surrounding the site.

- (3) This application is located within the Military Installation Overlay (M-I-O) Zone. Pursuant to Section 27-548.54(e)(2)(D), Maximum Height Requirement, of the prior Zoning Ordinance, all proposed structures in this application must comply with the requirements for height for properties located in Surface B App/Dep Clearance (50:1) - North End. This will be reviewed at the time of DSP.
- (4) The Subregion 4 Master Plan and SMA retained the M-X-T Zone and a portion of the site in the R-55 Zone, in June of 2010. On November 29, 2021, the District Council approved Prince George's County Council Resolution CR-136-2021, the Countywide Sectional Map Amendment, which reclassified the subject property from the M-X-T Zone and a portion of the site in the R-55 Zone, to the RMF-48 and RSF-65 Zones and is effective April 1, 2022.

c. **Transportation Planning**—In a memorandum dated November 14, 2022 (Smith to Gupta), the Transportation Planning Section concluded that the multimodal transportation facilities will exist to serve the proposed subdivision as required under Subtitle 27 and will conform to the MPOT and the Subregion 4 Master Plan and SMA if the conditions included herein are met.

Prior Conditions of Approval

The site has prior approved CSP, PPS, and DSP applications. The subject application proposes to amend or remove conditions included in the prior CSP approval, and therefore new PPS and DSP applications will be needed which will supersede what was previously approved.

Master Plan Compliance

This application is subject to the MPOT. The subject property fronts MD 214, which is designated as master-planned arterial road (A-32) with a recommended variable width right-of-way of 120 to 150 feet, which includes a master plan recommended bicycle lane facility. The subject property also includes the master-planned collector roadway, Karen Boulevard (C-429), to which the MPOT recommends an 80-foot right-of-way to include bicycle lane and side path facilities along the frontage. It is important to note that the hard surface Chesapeake Rail Trail impacts the northern portion of the site with an east-west orientation.

The latest plan submission shows the extent and limitations of the ultimate right-of-way for Karen Boulevard but shows MD 214 as a 100-foot right-of-way which is not consistent with the master plan recommendations. Staff acknowledges that at the time of PPS, the appropriate right-of-way dedication will be addressed, but requests the applicant update the CSP to show the extent and limits of the master plan ultimate right -of-way along the subject property's frontage of MD 214.

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

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

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

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

This development is also subject to Subregion 4 Master Plan and SMA, which also recommends a 120 to 150-foot right-of-way along MD 214 and an 80-foot right-of-way along Karen Boulevard. The area master plan recommends the following policies regarding multi-modal transportation (page 234):

Roadway Policies

Policy 2: The transportation system must have efficient access to residential, commercial, and employment areas with improvements to existing roadways and new roadways and minimizing dislocation and disruption resulting from the implementation of these recommendations.

Policy 5: Ensure the transportation facilities are adequate prior to the approval of any new development within established neighborhoods and in the designated centers in accordance with the procedures provided in the County Code.

Pedestrian, 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.

In addition, the subject site is impacted by the planned Central Avenue Connector Trail, which includes a portion of the planned Chesapeake Rail Trail that was relocated along the frontage of MD 214. The route of the Central Avenue Connector Trail impacts the frontage of the property along MD 214, the northern portion of Karen Boulevard, and the PEPCO right-of-way that is oriented east-west through the property.

Staff recommends the property frontage of MD 214 be designed consistent with the Central Avenue Connector Trail to maintain continuity along the entire frontage. A bicycle lane and a minimum 10-foot-wide side path are also recommended to be provided along the entire limits of Karen Boulevard to provide a multi-modal connection through the site and to adjacent properties. Minimum 5-foot-wide sidewalks are recommended along all internal roadways that are not designated as master-planned facilities. All pedestrian pathways are to include Americans with Disabilities Act-compliant curb ramps and crosswalks. Designated bicycle parking is to be included throughout the site to accommodate the multi-modal environment.

Zoning Ordinance Compliance

Mixed Use-Transportation Oriented (M-X-T) Zone

Most of the subject site is located within the M-X-T Zone. Section 27-546 of the prior Zoning Ordinance provides additional requirements for a CSP. The section emphasizes the need for appropriate transportation facilities to support sites developed in this zone and comprehensive pedestrian connections within a mixed-use community.

Analysis of Traffic Impacts

The applicant has submitted a full TIS at the request of staff. This study is used as the basis for a determination of transportation adequacy for developments located in the M-X-T zoning district in conformance to Section 27-546(d)(9) of the prior Zoning Ordinance, as stated below:

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

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

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

Staff has reviewed the TIS that was submitted as part of the CSP application which shows that all intersections within the study area will operate at acceptable levels except for the Karen Boulevard/MD 214 intersection which will require the construction of a traffic signal to meet the requirements of the area Transportation Service Area. As such, staff recommends a condition of approval that as part of the approval of the PPS application the applicant shall submit a full traffic signal warrant analysis for the Karen Boulevard and MD 214 intersection to determine if a signal is deemed warranted.

Based on the findings and conclusions of the TIS, the Transportation Planning Section concludes that existing transportation facilities, when improved with improvements outlined in the TIS, are sufficient to support the proposed development and meet the requirements of Section 27-546(d)(9).

Site Circulation

The latest CSP submission proposes sidewalks throughout the site and along the property frontage to detail an interconnected system that provides general circulation for pedestrians. Staff recommends that internal connections are provided throughout the site to all uses creating continuous, convenient, and comprehensive connections to encourage alternative modes of transportation.

The site must also comply with Section 27-274, which provides requirements regarding parking, loading and circulation. These requirements include ensuring parking lots are designed to provide safe and efficient circulation for both pedestrians and vehicles to minimize conflicts. Designated areas for vanpool, carpool, and visitor parking should be provided at convenient locations. Safe transitions for vehicular access should be provided throughout the site. In addition, the design of streetscape amenities should be clearly visible, accessible, and functional.

As a condition of approval, staff recommends that the site is developed with clearly marked and visible pathways for pedestrians throughout all parking areas to separate vehicular and pedestrian routes. The site shall also be served by designated parking spaces for rideshare, carpool activities and visitor parking are to be provided at all multifamily buildings.

Transportation Planning Review

The latest site plan submission includes the main access to the site at the intersection of MD 214 and Karen Boulevard and two secondary accesses along MD 214, east of the Karen Boulevard intersection, being proposed as right-in and right-outs. Within the site, Karen Boulevard provides the main circulation and proposes an 80-foot-wide right-of-way to include an 8-foot-wide side path along Karen Boulevard. The proposed right-of-way is sufficient to provide all internal sidewalks and streetscape amenities.

In addition, the applicant provided a circulation plan that includes both vehicular and pedestrian networks. The plan shows a sidewalk along the frontage of MD 214, both sides of Karen Boulevard, and connections to adjacent properties. Staff recommends that all pedestrian and bicycle facilities be provided and included on

subsequent site plans. Staff finds that the overall circulation and proposed roadway configurations are acceptable.

- d. **Subdivision**—In a memorandum dated November 8, 2022 (Vatandoost to Gupta), the Subdivision Section determined that a new PPS and final plat will be required for the proposed development, because this CSP amendment proposes changes to the lotting pattern approved with PPS 4-04081.
- (1) The property is located adjacent to MD 214, a master-planned arterial roadway. A Phase I noise study will be required with the PPS to demonstrate that any planned outdoor recreation areas and the multifamily dwelling units are not impacted by noise. Also, at the time of DSP when the positions of dwellings and details of the recreation facilities are known, Phase II noise studies will be required with the plans. Mitigation will be required for all exterior noise-sensitive areas exposed to traffic noise levels above 65 dBA Ldn, to ensure traffic noise is reduced to not higher than that level. All dwellings exposed to noise levels above 65 dBA Ldn must achieve an interior noise level no higher than 45 dBA Ldn.
 - (2) The CSP identifies locations for proposed on-site recreational facilities throughout the development. The adequacy of any on-site recreational facilities to satisfy the mandatory parkland dedication requirement will be evaluated at the time of PPS and DSP review.
 - (3) The lotting and circulation pattern, and any required right-of-way dedication, will be reviewed further with the PPS application. Right-of-way widths for any public and private streets internal to the development will also be determined at the time of the PPS. Moreover, the location of public utility easements required along all public and private streets will be determined with the PPS.
- e. **Environmental Planning**—In a memorandum dated November 14, 2022 (Kirchhof to Gupta), the Environmental Planning Section determined the development is acceptable, with conditions relating to the TCP 1.

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

Development Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
CSP-88020	N/A	Planning Board	Approved	9/8/1988	88-303
CSP-88020-01	N/A	Planning Board	Approved	3/3/1994	93-269
4-94066	TCPI-066-94	Planning Board	Approved	7/18/2002	94-351
CSP-88020-02	TCPI-066-94-01	Planning Board	Approved	7/15/2004	04-170
4-04081	TCPI-066-94-02	Planning Board	Approved	10/28/2004	04-252
DSP-07003	TCP2-049-07	Planning Board	Approved	10/11/2007	07-165
DSP-07003-01	N/A	Planning Director	Approved	5/25/2010	COA
NRI-165-2021	N/A	Staff	Approved	11/18/2021	N/A
CSP-88020-03	TCPI-066-94-03	Planning Board	Pending	Pending	Pending
4-21051	TCP1-066-94-03	Planning Board	Pending	Pending	Pending

Grandfathering

The project is subject to the environmental regulations contained in Subtitle 25, and prior Subtitles 24 and 27 because the application is for a new CSP.

Site Description

This 133.45-acre site is fully wooded and located just south of the MD 214 and Karen Boulevard intersection. The site is bounded to the north by MD 214 and is bisected by the proposed Karen Boulevard master-planned roadway. Under the current zoning ordinance this site is zoned RMF-48. The applicant has filed this application under the prior M-X-T Zone. A review of the available information indicates that streams, wetlands, and steep slopes occur on the property. There is potential forest interior dwelling species habitat mapped on-site. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered species on or in the vicinity of this property. The site has one stream system that drain towards Cabin Branch. The property fronts on MD 214 which is a designated arterial roadway and considered a traffic noise generator. The site lies within the M-I-O Zone for height. The property is not adjacent to any roadways designated as scenic or historic. CSP-88020-03 is located within the Subregion 4 Master Plan and SMA. The site is located within the Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map, and in the Established Communities of the General Plan Growth Policy (2035) map as designated by Plan 2035. The property is shown on the General Plan Generalized Future Land Use (2035) as Mixed-Use. According to the 2017 *Green Infrastructure Plan of the Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan*, the site contains regulated and evaluation areas.

Prior Approvals

The site was subject to several prior approvals which proposed mixed-use development. The conditions of approval are not applicable to this application because the proposed uses and site design have changed. The approval of CSP-88020-03 and subsequent PPS4-21051 and DSP supersedes all previous approvals.

Preservation of Regulated Environmental Features/Primary Management Area

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

Section 27-273(e)(15) of the prior Zoning Ordinance requires that CSP applications include: "A statement of justification describing how the proposed design preserves and restores the regulated environmental features to the fullest extent possible." Section 27-276(b)(4) of the prior Zoning Ordinance states that for all CSP applications: "The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5)."

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

Impacts to the regulated environmental features should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property or are those that are required by the County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for SWM facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. SWM outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with the County Code. Impacts to regulated environmental features must first be avoided and then minimized.

A letter of justification and exhibit for PMA impacts were submitted with this application. The letter of justification proposes a total of twelve impacts to the PMA, and a brief description of each impact. Staff supports Impacts 1–3 and 5–12 and recommends that evaluation of Impact 4 be deferred to the next phase of review.

Impact 1—Sewer Main and Stormdrain Outfall

Impact 1 proposes 12,097 square feet (0.28 acre) of PMA impacts for the relocation of a sewer main. A stormdrain outfall is also proposed as part of this impact to serve the mixed-use retail portion of the site. The utility connection will be co-located with the stormwater outfall to minimize PMA impacts. This impact is supported as proposed.

Impact 2—Stormdrain Outfall

Impact 2 proposes 1,564 square feet (0.04 acre) of PMA impacts for a stormdrain outfall in association with the stormwater facilities for an industrial building site. This impact cannot be avoided because it is required by other provisions of the County and state codes. This impact is supported as proposed.

Impact 3—Karen Boulevard Construction

Impact 3 proposes 2,815 square feet (0.06 acre) of PMA impacts for the development of Karen Boulevard, a master-planned roadway. The current master-planned alignment of Karen Boulevard (C-429) was previously reviewed and approved with prior approvals for CSP-88020 and PPS 4-94066. This impact is supported as proposed.

Impact 4—Karen Boulevard Construction

Impact 4 proposes 60,282 square feet (1.38 acres) of PMA impacts for the development of Karen Boulevard including a culvert, headwalls, roadway, and environmental site design. The current master-planned alignment of Karen Boulevard (C-429) was previously reviewed and approved with prior approvals for CSP-88020 and PPS 4-94066. This impact is partially supported. The provided exhibit shows a portion of this impact is for Karen Boulevard and a portion is for an adjacent industrial development pod. A stormwater outfall is placed in close proximity to the proposed culvert for Karen Boulevard. This impact must be separated to show the disturbance needed for Karen Boulevard and from the disturbance needed for the proposed building and parking. Staff recommends this impact be evaluated with a subsequent application (DSP). This impact is partially supported for the development of Karen Boulevard.

Impact 5—Sewer Main Installation

Impact 5 proposes 4,651 square feet (0.11 acre) of PMA impacts for a sewer line connection and stormdrain outfall. The location of this impact was chosen due to surrounding stream banks. The stream segment proposed to be impacted is more stable and not as steep or eroded as banks further downstream. This impact cannot be avoided because it is required by other provisions of the County and state codes. This impact is supported as proposed.

Impact 6—Stormdrain Outfall

Impact 6 proposes 1,772 square feet (0.04 acre) of PMA impacts for a SWM facility and associated outfall. This impact is given a different acreage of 0.32 in the letter of justification. The LOJ shall be revised to indicate the correct disturbance acreage. This impact cannot be avoided because it is required by other provisions of the County and state codes. This impact is supported as proposed.

Impact 7—Karen Boulevard Construction, Stream Crossing, Culvert, and Stormdrain

Impact 7 proposes 57,489 square feet (1.32 acres) of PMA impacts for the construction of Karen Boulevard including culvert, stormdrain, roadway, sidewalk, and environmental site design. The current master-planned alignment of Karen Boulevard (C-429) was previously reviewed and approved with prior approvals for CSP-88020 and PPS 4-94066. This impact is supported as proposed.

Impact 8—Stormdrain Outfall

Impact 8 proposes 3,079 square feet (0.07 acre) of PMA impacts for a stormdrain outfall with relation to the 100-year floodplain and to serve the residential development. This impact was reduced in size, and the proposed square footage shall be reflected on the TCP1. This impact is supported as proposed.

Impact 9—Karen Boulevard Construction, Stream Crossing, Culvert, and Stormdrain

Impact 9 proposes 50,739 square feet (1.16 acres) for the development of Karen Boulevard, including a steam crossing, culvert, and outfall. The current master-planned alignment of Karen Boulevard (C-429) was previously reviewed and approved with prior approvals for CSP-88020 and PPS 4-94066. This impact is supported as proposed.

Impact 10—Karen Boulevard Bridge and Road Construction and Water Line.

Impact 10 proposes 23,765 square feet (0.55 acre) for PMA impacts associated with the bridge needed to develop Karen Boulevard. The current master-planned alignment of Karen Boulevard (C-429) was previously reviewed and approved with prior approvals for CSP-88020 and PPS 4-94066. The proposed water line was adjusted to follow closely with Impact 10. This impact is supported as proposed.

Impact 11—Karen Boulevard Bridge and Road Construction

Impact 11 proposes 2,558 square feet (0.06 acre) of PMA impacts associated with the bridge crossing for Karen Boulevard. The current master-planned alignment of Karen Boulevard (C-429) was previously reviewed and approved with prior approvals for CSP-88020 and PPS 4-94066. This impact is the other side of the stream from Impact 10. This impact is supported as proposed.

Impact 12—Site Access (Temporary)

Impact 12 proposes 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. This impact proposes to utilize 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 proposed as the existing farm road is to be utilized, and this impact is necessary for temporary site access during the construction phases. The northern crossing for Karen Boulevard proposes a bridge, and the existing access road will be used to bring materials to construct the southern side of the bridge. This impact is supported as proposed.

PMA Impact Summary

This site features multiple areas of PMA (26.71 acres total) consisting of, steep slopes, wetlands, 100-year floodplain, streams, and wetlands. Twelve impacts are proposed to the PMA area with this application. Impacts 1, 2, 3, 5, 6, 7, 8, 9, 10, 11, and 12 are supported. Impact 4 is partially supported for the development of Karen Boulevard. The portion of Impact 4 associated with the development pad shall be identified as “4a” and will be evaluated for minimization with a subsequent application.

Soils

The predominant soils found to occur according to the United States Department of Agriculture Natural Resource Conservation Service Web Soil Survey include 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, and 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.

Stormwater Management

An unapproved Site Development Concept Plan and an approved SWM concept letter (48714-2021-00) were submitted with the current application. This letter is reflective of the prior layout and will be further reviewed by DPIE. Submittal of an approved SWM Concept Letter and plan will be required for subsequent development review applications. No further information pertaining to SWM is required at this time.

- f. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this technical staff report, DPIE did not offer comments on the subject application.
- g. **Prince George’s County Health Department**—In a memorandum dated October 4, 2022 (Adepoju to Gupta), the Health Department provided several comments on this proposal. Those comments have been transmitted to the applicant, who is aware of the health-related requirements. Comments on designating space for a store that provides healthy food options, and connection to

public transit along MD 214 corridor, have been reflected in the conditions, requiring the applicant to address these conditions at the time of DSP. Other comments such as light pollution, provision of pet-friendly amenities and community gardens, fine particulate air pollution, and noise related to traffic will be further evaluated at the time of PPS and DSP, when detailed information on the site will be available.

- h. **Prince George’s County Department of Parks and Recreation (DPR)**—In a memorandum dated November 7, 2022 (Thompson to Gupta), DPR determined that the CSP is acceptable, and provided an analysis of the applicant’s request to delete prior conditions of approval related to private recreational amenities. This proposal is subject to the Subregion 4 Master Plan and SMA, the 2017 *Land Preservation, Parks and Recreation Plan for Prince George’s County*, and the 2013 *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*. This property is currently unimproved.

The applicant is seeking to amend or eliminate several conditions to CSP-88020-02 approved by the District Council. The request reflects the new development proposals reflected in the PPS and the DSP. Conditions 13, 17, and 18 are relevant to the review of this application.

13. The recreational facilities shall be located on the homeowners association land and shall be available to all residents of Glenwood Hills.

The applicant is requesting to amend Condition 13 to reflect the provision of recreational facilities conveyed to a homeowners association or M-NCPPC. DPR staff has no objections to this amendment. The site plan illustrates two areas along Karen Boulevard – the residential pod west of the Karen Boulevard/MD 214 intersection and within the mixed-use pod east of that intersection – as proposed locations for recreational amenities and facilities. DPR staff recommends that the provision of recreation amenities is reviewed and developed with the PPS and DSP. There is also a proposed east-west segment of the Central Avenue Connector Trail that traverses the property along the PEPCO right-of-way extending west from MD 214 through the proposed Karen Boulevard east to Shady Glen Road. DPR staff recommends that this segment is reviewed and developed with the PPS and DSP.

17. The following private recreational facilities shall be provided within the development and shall be deemed adequate:

Townhouse pod—one tot lot and one preteen lot (or one multiage playground combination)

Multifamily pod—one tot lot and one preteen lot (or one multiage playground combination) and one picnic area.

Central recreational area consisting of the following:

- **Clubhouse with meeting room large enough to accommodate seating for 100 persons, lounge, kitchen (with a minimum of a double sink, standard size refrigerator, dishwasher, and large microwave), 1,000-square-foot fitness facility, bath facilities for pool patrons**
- **25-meter swimming pool**
- **One tot lot and one preteen lot (or one multiage playground combination)**
- **Possible trail connection from the townhouse development along the stream to the central recreational area.**
- **One full-size multipurpose court (indoor or outdoor)**
- **One tennis court**
- **Appropriately sized parking facility for the residents only**

At the time of the Preliminary Plan, the design of the Central Recreational Area shall be conceptually approved and shall include the facilities noted above.

- 18. The following schedule shall govern bonding and construction of recreational facilities and shall be included in the recreational facilities agreement(s):**
- a. Prior to the issuance of the 100th building permit in the development, the applicant shall bond the central recreational facilities.**
 - b. Prior to the issuance of the 300th building permit in the development, the applicant shall complete the central recreational facilities.**
 - c. The bonding of the recreational facilities for the townhouses and the multifamily development pods shall precede the issuance of the building permits for each pod respectively, and the completion of the same facilities shall occur prior to completion of 75 percent of each pod of development.**

The applicant is requesting the elimination of Conditions 17 and 18. DPR staff has no objections to the elimination of these two conditions. The applicant is proposing to provide on-site recreation to meet the parkland dedication requirement with the new PPS and DSP. Condition 17 identified specific locations and private recreational amenities and facilities within the development. DPR staff agrees that the new PPS

and DSP offer an opportunity to evaluate proposed recreational amenities and facilities reflective of the proposed residential development. Condition 18 provided a schedule for the bonding and construction of the proposed recreational facilities. The new PPS and DSP will provide recommendations for the scheduling and bonding of future proposed recreation amenities and facilities.

Staff agrees with the amendment of Condition 13 and the elimination of Conditions 17 and 18 of CSP-88020-02. Staff recommends that at the time of PPS review, the applicant evaluate on-site recreation facilities, including outdoor active and passive amenities, and the development of the Central Avenue Connector Trail alignment, along the PEPCO easement, between MD 214 and Shady Glen Road to fulfill the dedication of parkland requirement.

- i. **Maryland State Highway Administration (SHA)**—At the time of the writing of this technical staff report, SHA did not offer comments on the subject application.
 - j. **Adjoining Municipalities**— The subject property is located within one mile of the geographical boundaries of the City of Seat Pleasant, the Town of Capitol Heights, and the City of District Heights. The CSP application was referred to these municipalities for review and comments on September 29, 2022 and September 30, 2022. At the time of the writing of this technical staff report, no correspondence has been received from any of the adjacent municipalities.
11. As required by Section 27-276(b)(1) of the prior Zoning Ordinance, if approved with the conditions below, the CSP represents a reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
 12. Section 27-276(b)(4) of the prior Zoning Ordinance, for approval of a CSP, requires that the regulated environmental features on-site have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-130(b)(5) of the prior Subdivision Regulations. Based on the level of design information submitted with this application, 12 impacts are proposed to the regulated environmental features on the subject property are approved with this CSP. Impacts 1–3 and 5–12 are supported. Impact 4 is partially supported for the development of Karen Boulevard. The remainder of Impact 4 will be evaluated with a subsequent application.
 13. The required findings of Section 25-119(d) have been adequately addressed for the removal of 107 specimen trees identified as 2, 3, 8–10, 18–20, 22, 23, 25, 27, 43, 46–48, 50–52, 56, 64, 65, 69 through 83, 90–97, 102–105, 109–114, 125–129, 132–140, 150–158, 160–163, 165–184, 204 through 206, 217, and 218.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Conceptual Site Plan CSP-88020-03, Type 1 Tree Conservation Plan TCP1-066-94-03, and Variance to Section 25-122(b)(1)(G), for Glenwood Hills, subject to the following conditions:

1. Prior to certificate approval of the conceptual site plan (CSP), the following revisions shall be made, or information shall be provided:
 - a. The applicant and the applicant's heirs, successors, and/or assignees shall show the extent and limits of the ultimate right of-way along the subject property's frontage of MD 214 (Central Avenue).
 - b. The natural resources inventory shall be revised to include a complete site statistics table which includes all required elements and associated quantities, in conformance with the Environmental Technical Manual.
 - c. The CSP and the Type 1 tree conservation plan shall show a limit of disturbance that preserves all regulated environmental features to the extent practicable.
 - d. The primary management area (PMA) Impact 4 and the PMA letter of justification and exhibit shall be revised to separate the proposed impacts associated with the development pad from those proposed with Karen Boulevard. This shall be referred to as "Impact 4a".
 - e. Label the distance between the proposed industrial use located to the west of Karen Boulevard and the existing residential development abutting the property to be a minimum of 75 feet.
2. Prior to certification of the conceptual site plan, the Type 1 tree conservation plan (TCP1) shall be revised as follows:
 - a. Add the prior approval information to the Environmental Planning Section approval block.
 - b. Revise the TCP1 to show the same proposed primary management area impacts as shown in the revised exhibit.
 - c. Provide the signed and dated property owners' awareness certification.
 - d. Ensure all specimen trees are present and visible on the TCP1 with the critical root zone and specimen tree number label.
 - e. Provide the site statistics on the TCP1 to show conformance with the revised natural resources inventory.
3. Prior to the issuance of any grading permit, including for rough grading, a Type 2 tree conservation plan shall be approved.
4. Prior to the 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.
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.

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.
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.
8. The applicant and the applicant's heirs, successors, and/or assignees shall provide adequate private recreational facilities in accordance with the standards outlined in the Park and Recreation Facilities Guidelines. The private recreational facilities shall be reviewed by the Urban Design Section of Development Review Division, for adequacy and proper siting, prior to approval of the detailed site plan by the Prince George's County Planning Board.
9. At the time of preliminary plan of subdivision, the applicant shall evaluate on-site recreation facilities including outdoor active and passive amenities, and the development of the Central Avenue Connector Trail along the Potomac Electric Power Company right-of-way between MD 214 (Central Avenue) and Shady Glen Road, to fulfill the mandatory dedication of parkland requirement.
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.
11. Upon receipt of the 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, 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.
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 the approval of any grading permits.
13. Prior to acceptance of the first detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide a plan for any interpretive signage to be erected and public outreach measures (based on the findings of the Phase I, II, and/or Phase III archeological investigations). The location and wording of the signage and the public outreach measures shall be subject to approval by the Maryland-National Capital Park and Planning Commission staff archeologist. The plan shall include the timing for the installation of the signage and the implementation of public outreach measures.

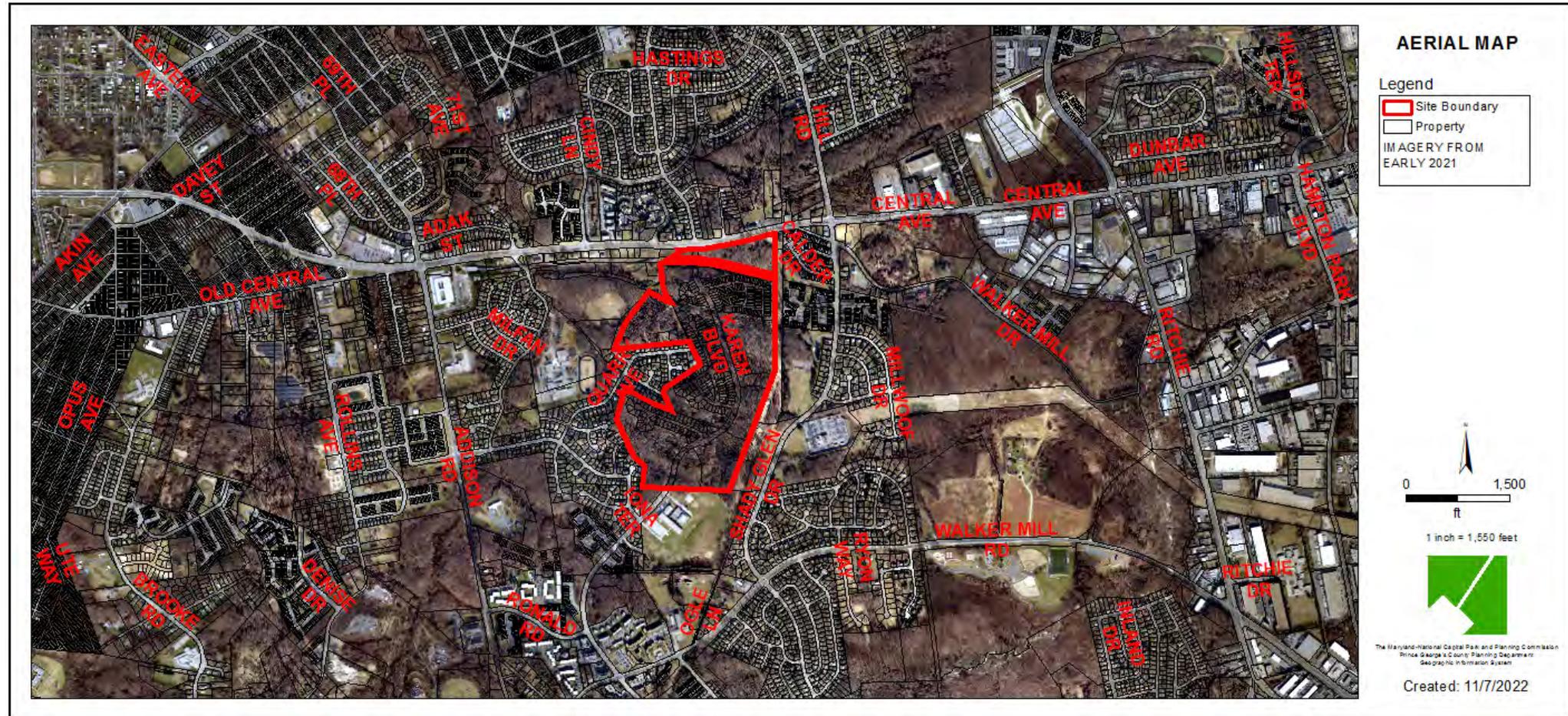
14. Prior to the approval of a preliminary plan of subdivision (PPS), the applicant and the applicant's heirs, successors, and/or assignees shall submit a signal warrant analysis for the Karen Boulevard and MD 214 (Central Avenue) intersection, if the traffic impact study submitted with the PPS application shows that a traffic signal is needed offset traffic impacts at this intersection.
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. The frontage of MD 214 (Central Avenue) and the portion of Karen Boulevard shall be consistent with the design of the Central Avenue Connector Trail unless modified by the implementing agency with written correspondence.
 - b. 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.
 - c. 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.
 - d. 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.
 - e. Americans with Disabilities Act-compliant curb ramps and crosswalks crossing all vehicular access points.
 - f. Designated pathways for pedestrians through surface parking lots.
 - g. Streetscape amenities are to be accessible and functional throughout the site to accommodate the mixed-use community.
 - h. 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.
 - i. 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.
 - j. Dedicated parking spaces for rideshare activities.
16. Prior to the issuance of a building permit for the 133rd dwelling unit, the applicant shall either (a) have commenced construction of the retail component, or (b) provided to the Maryland-National Capital Park and Planning Commission Urban Design Section evidence of its good faith efforts of marketing the commercial component, along with third-party data on the existing market for retail development at the property and adjoining area.

17. Prior to the 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.

GLENWOOD HILLS

CONCEPTUAL SITE PLAN

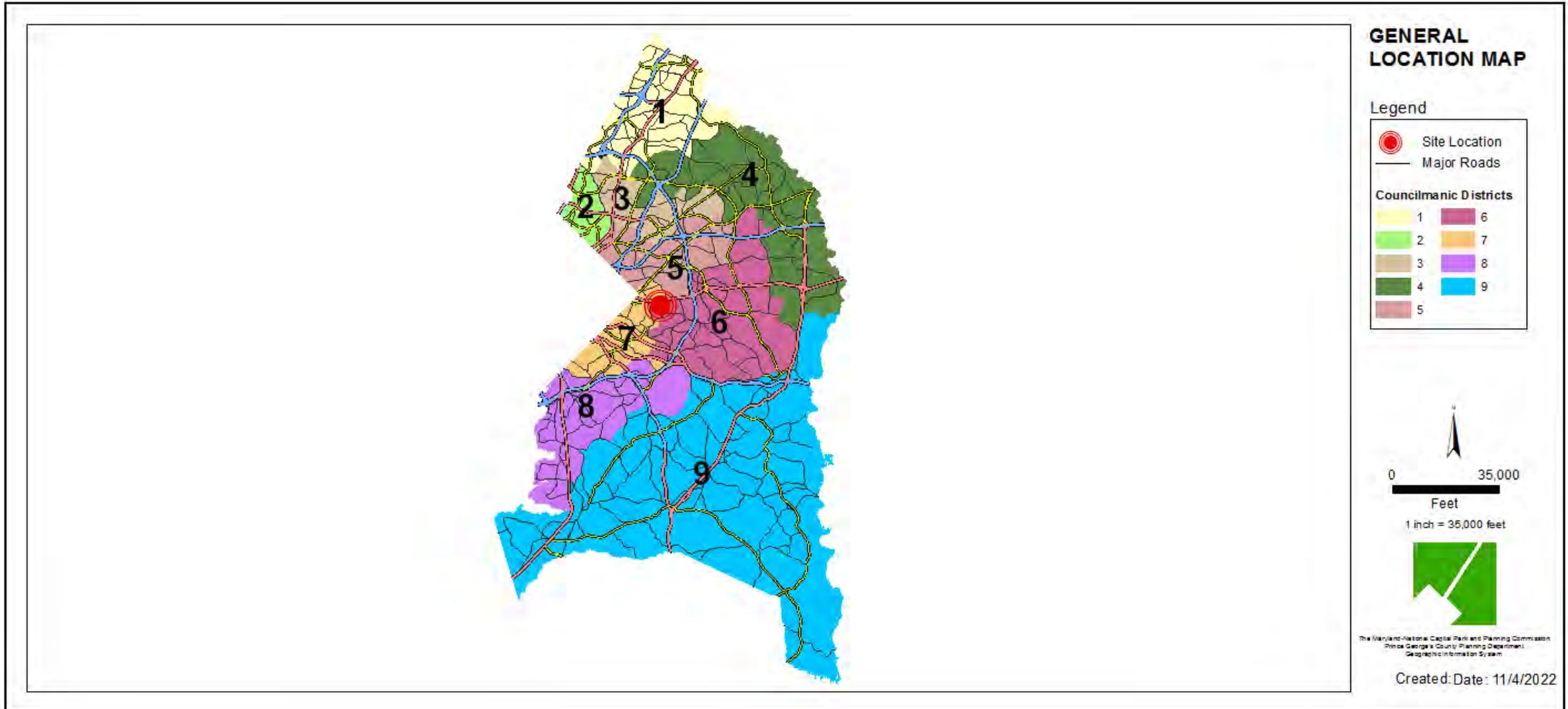
Staff Recommendation: APPROVAL with conditions



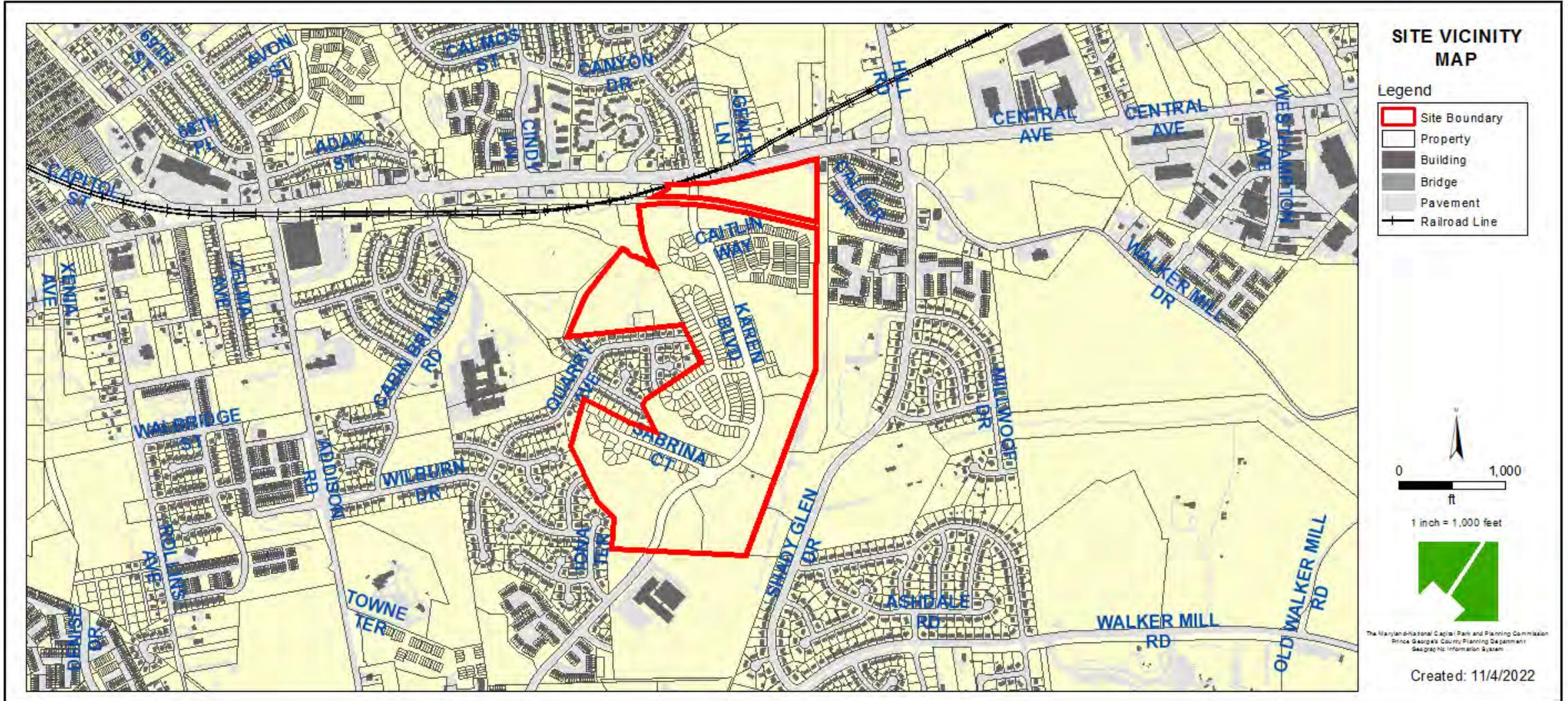
GENERAL LOCATION MAP

Council District: 06

Planning Area: 75A



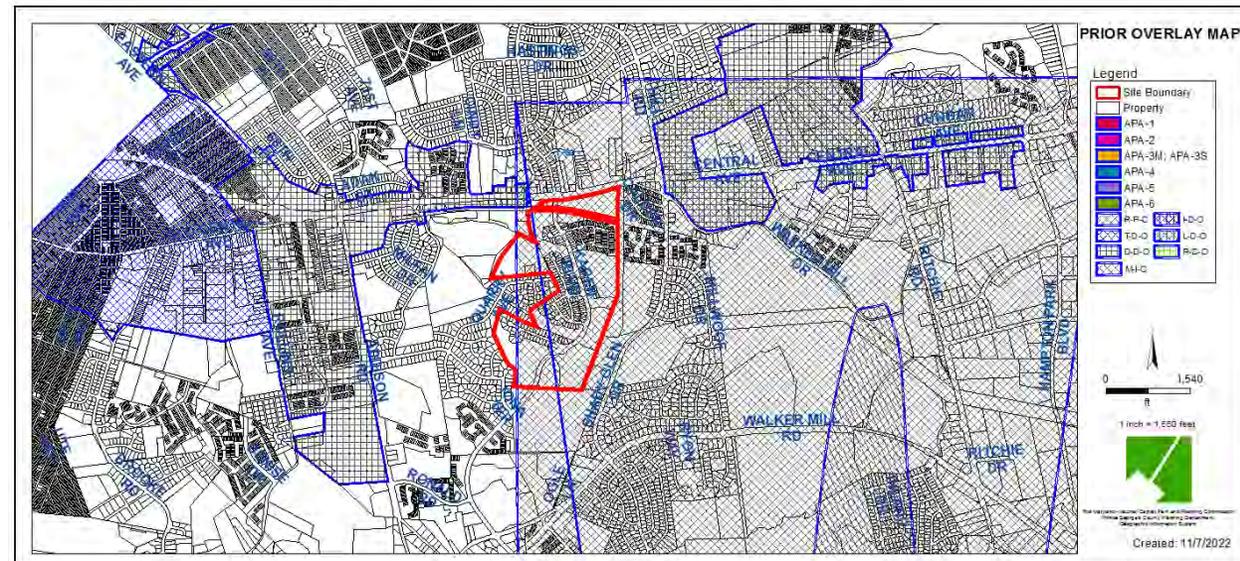
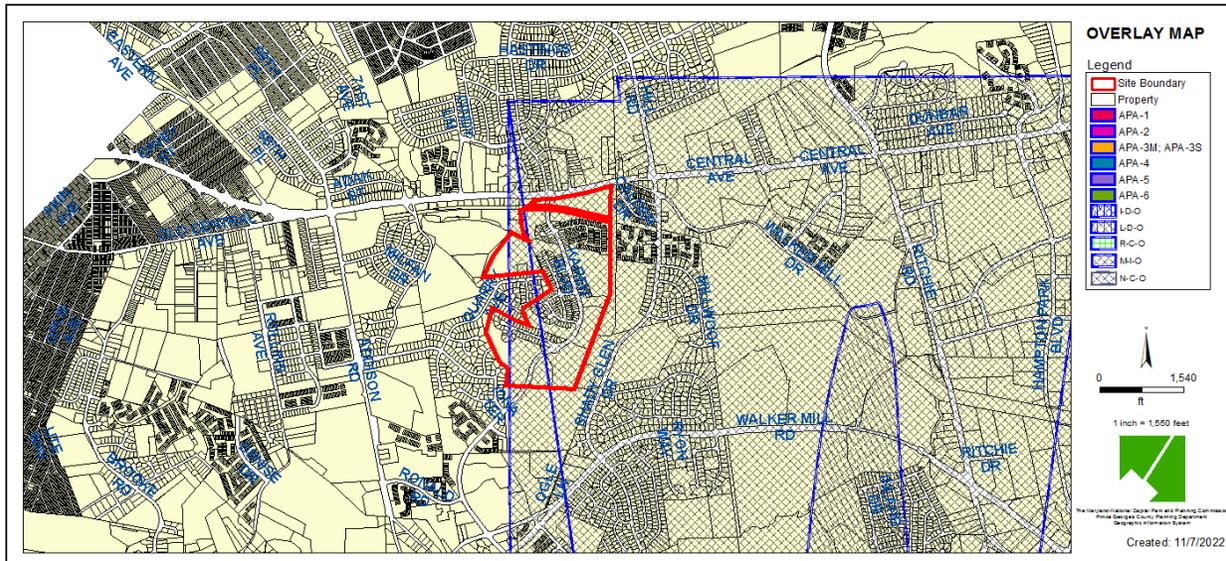
SITE VICINITY MAP



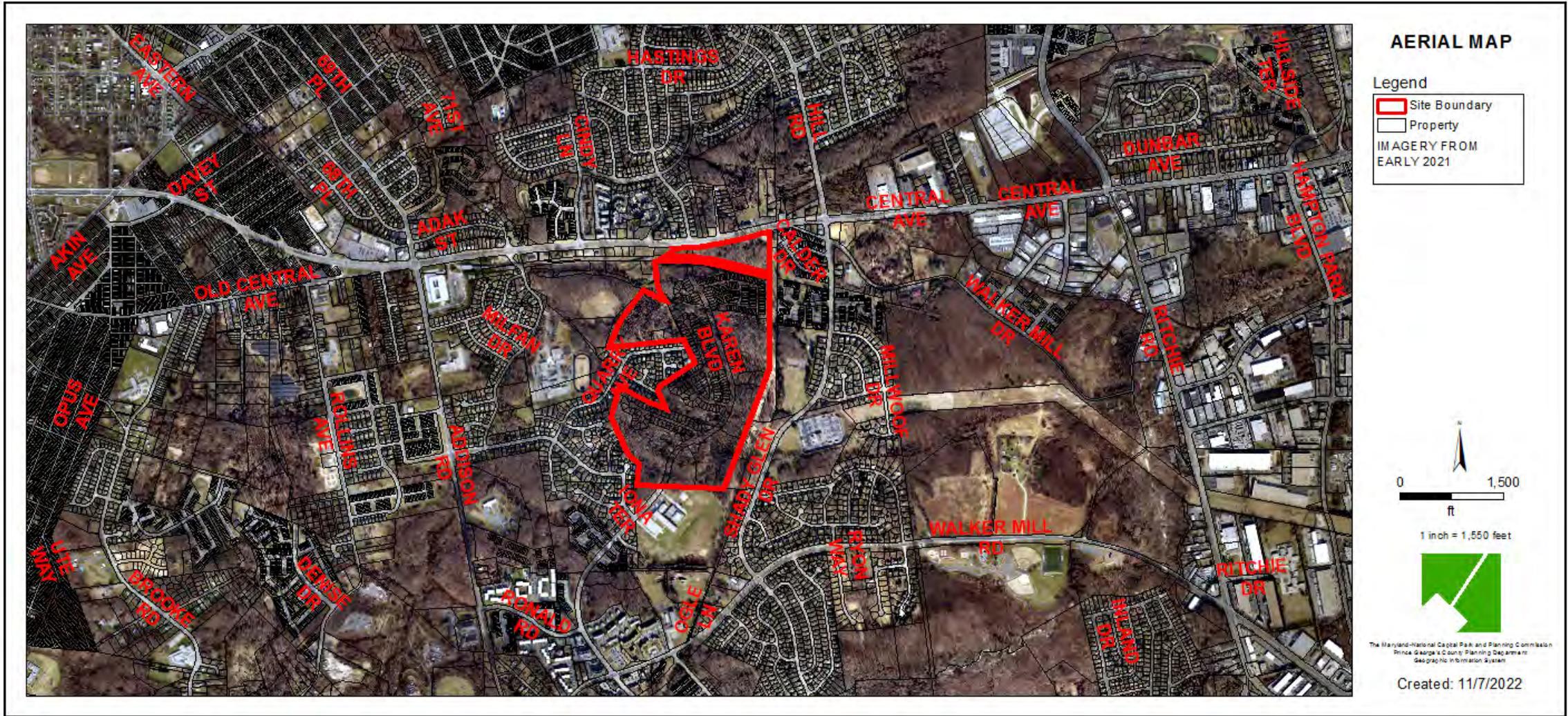
OVERLAY MAP (CURRENT & PRIOR)

CURRENT OVERLAY ZONE: MIO

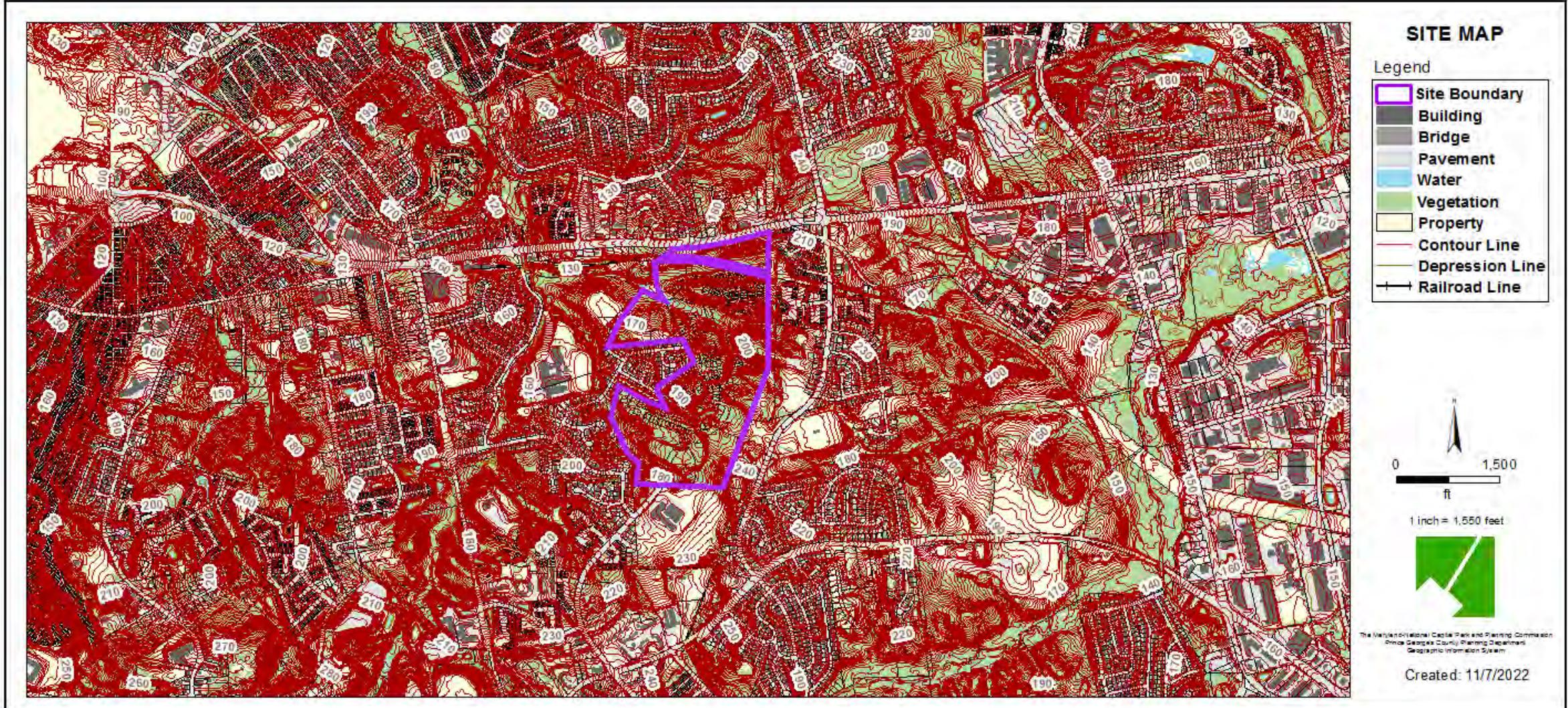
PRIOR OVERLAY MAP : M-I-O



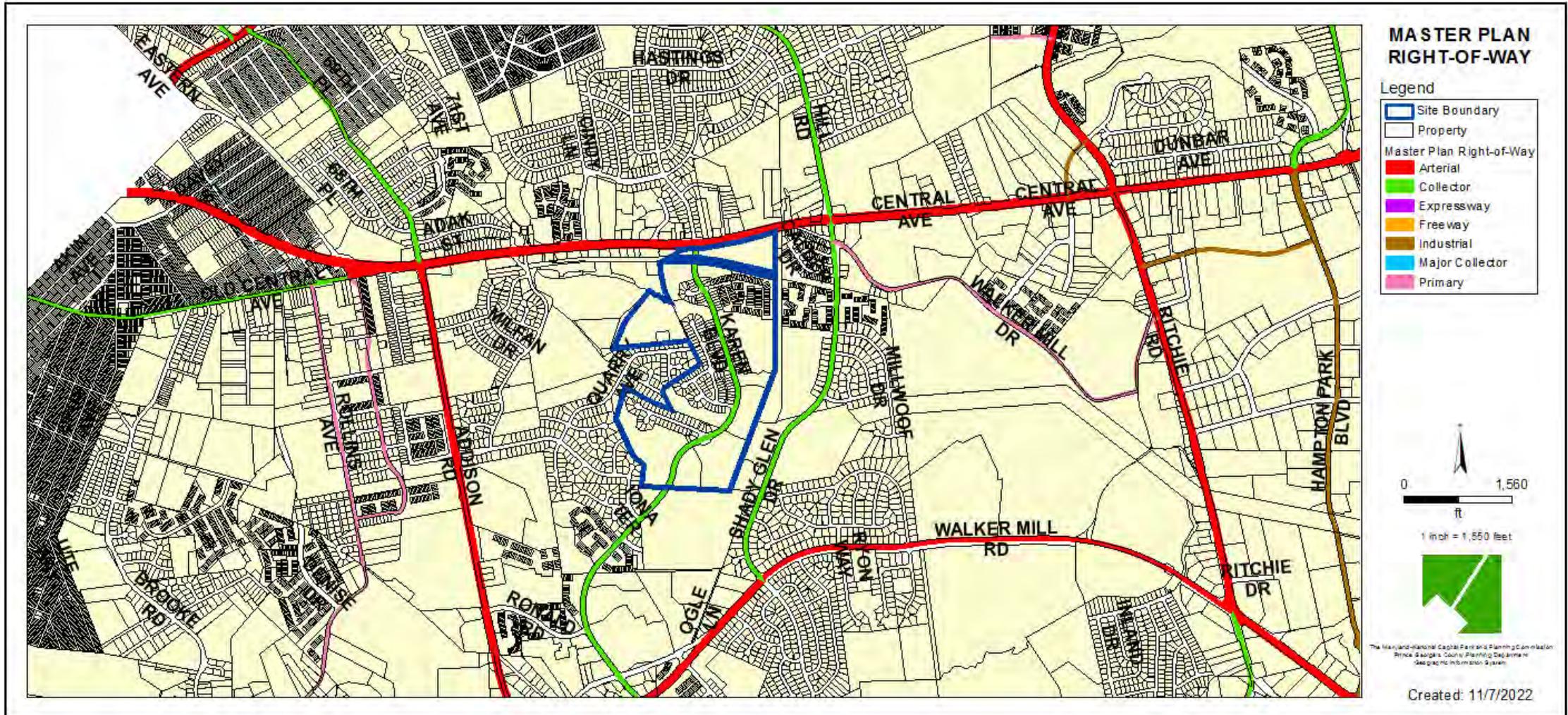
AERIAL MAP



SITE MAP



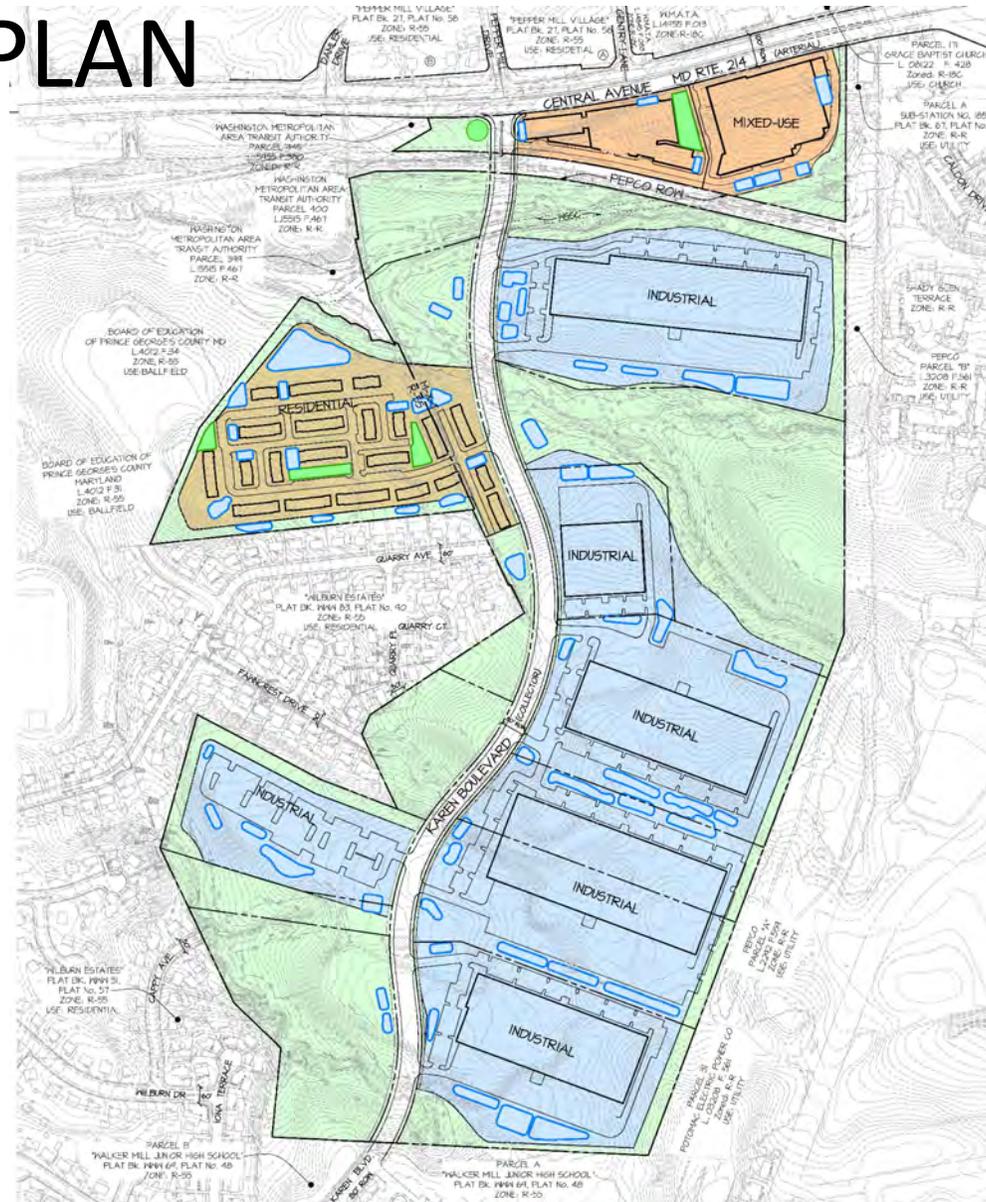
MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



CONCEPTUAL SITE PLAN



CIRCULATION PLAN

LEGEND

- MIXED USE (MULTI-FAMILY RESIDENTIAL, RETAIL, COMMERCIAL)
- INDUSTRIAL - (WAREHOUSE-DISTRIBUTION)
- RESIDENTIAL - SINGLE-FAMILY ATTACHED
- OPEN SPACE/GREEN AREA

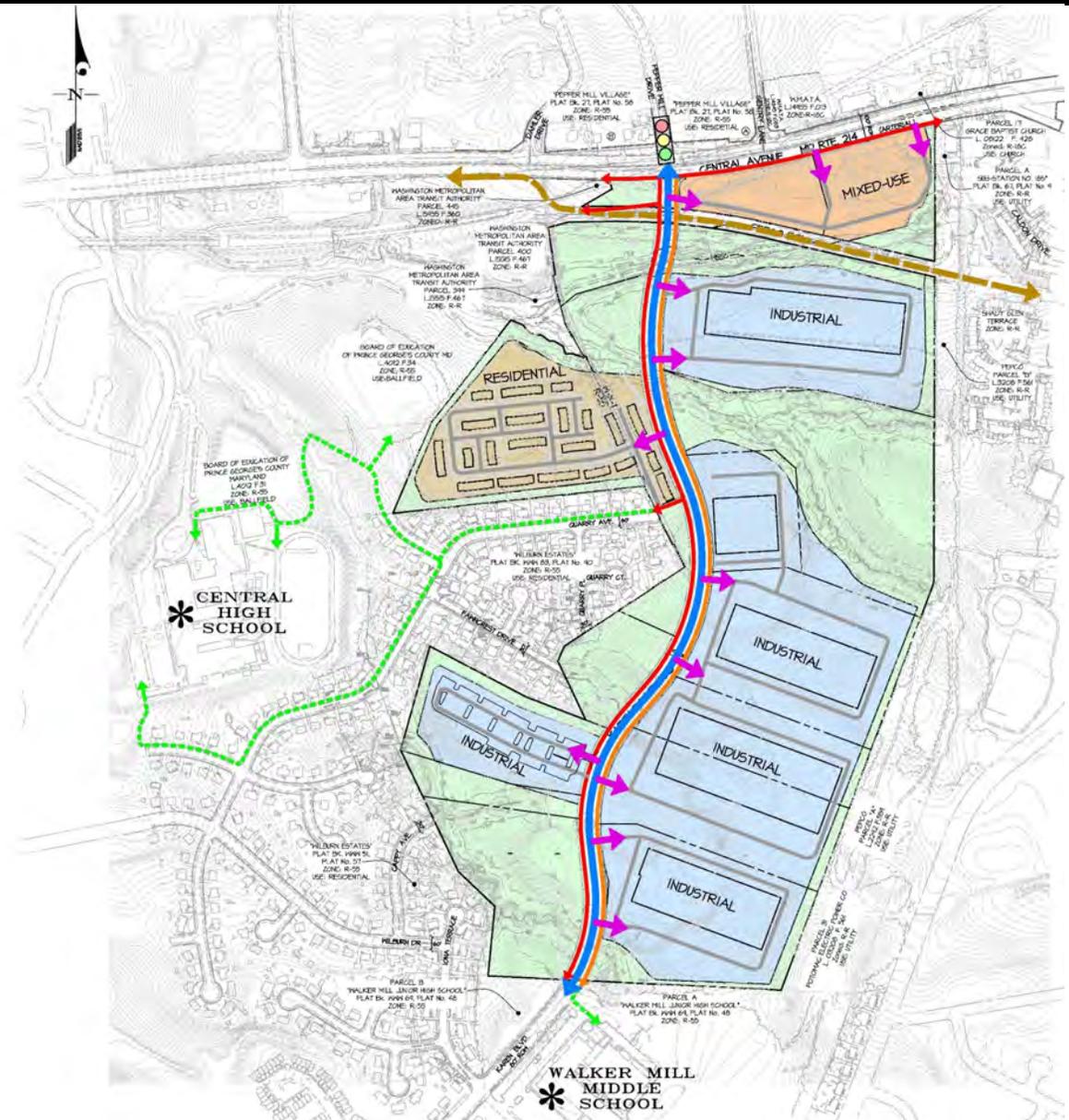
PROPOSED

- MAIN VEHICULAR CIRCULATION (KAREN BLVD)
- VEHICULAR ACCESS
- INTERIOR VEHICULAR CIRCULATION
- 8 FT WIDE SHARED USE PATH
- 5 FT WIDE SIDEWALK
- SIGNALIZED INTERSECTION
- CENTRAL AVENUE CONNECTOR TRAIL (FUTURE BY OTHERS)

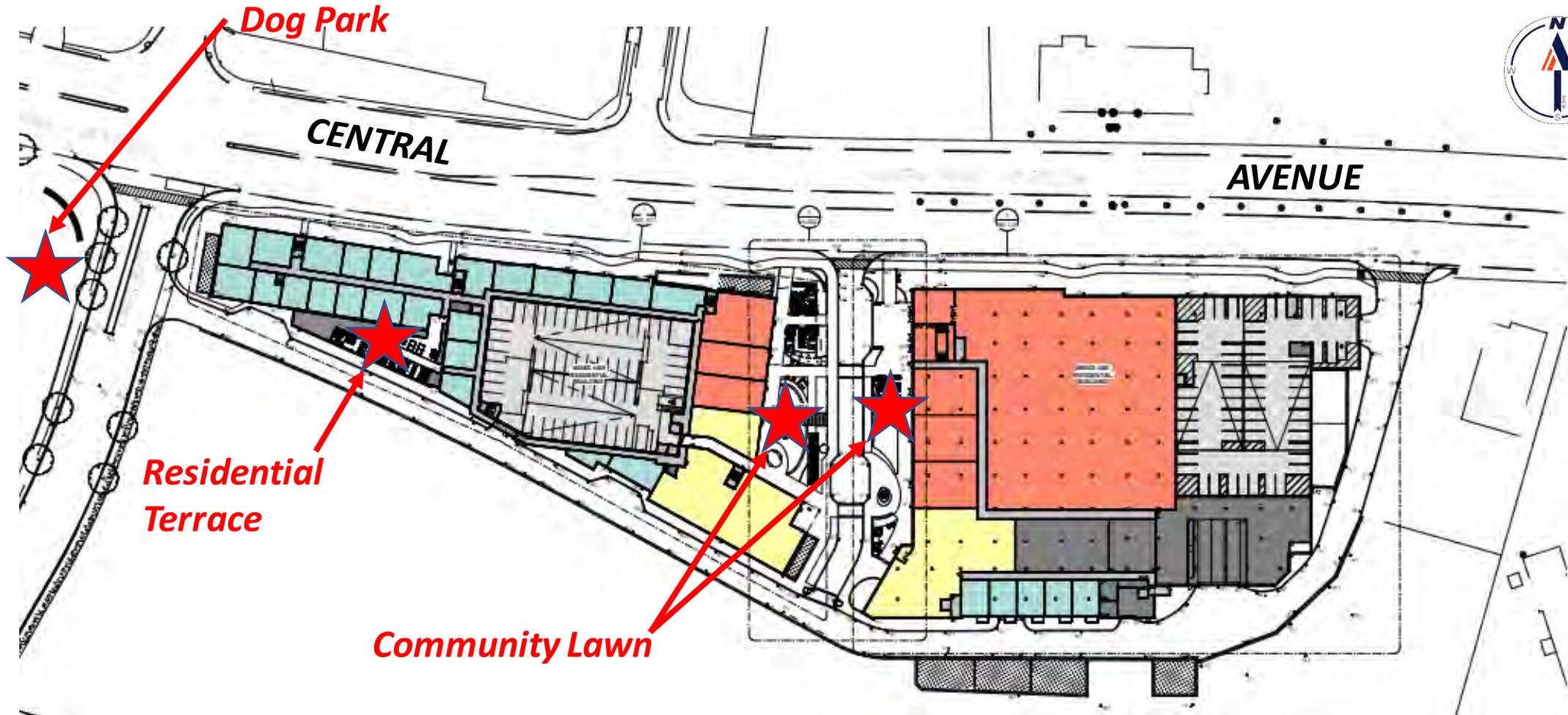
EXISTING

- NEIGHBORHOOD SCHOOL
- CONNECTION TO NEIGHBORHOODS, SCHOOLS & FIELDS

- EX CORRIDORS
- EX BUILDING
- EX DRIVE
- EX GARD
- EX SIDEWALK
- EX FENCE
- EX ELECTRIC
- EX SAND
- EX SIGN
- PROP. SIGN
- EX WATER
- PROP. WATER
- EX STORM DRAIN
- PROP. STORM DRAIN
- PROP. LOT
- EX OVER HEAD WIRE
- PROPERTY LINE
- FLOODPLAIN
- FLOODPLAIN BUFFER
- WETLAND
- WETLAND BUFFER
- STREAM
- STREAM BUFFER
- STREAM MANAGEMENT AREA (SWA)
- EX TREELINE
- PROP. TREELINE
- SLOPES 3 - 2%
- SLOPES 2% +
- EX. TREE
- ZONING



CONCEPTUAL PLAN – MIXED-USE BUILDINGS & AMENITIES



AMENITY SPACES – COMMUNITY LAWN (CONCEPTUAL)



AMENITY SPACE (CONCEPTUAL)



AMENITY SPACES (CONCEPTUAL)



FIREPIT LOUNGE

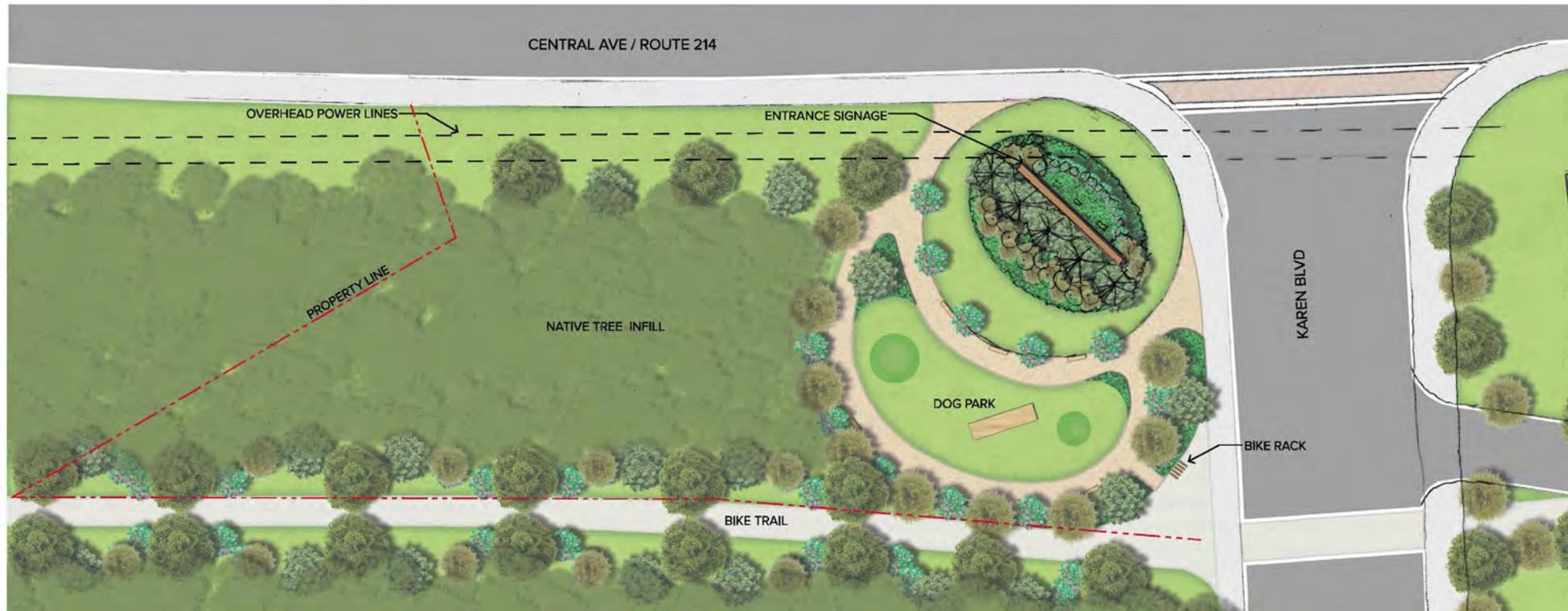


MOVIE NIGHTS

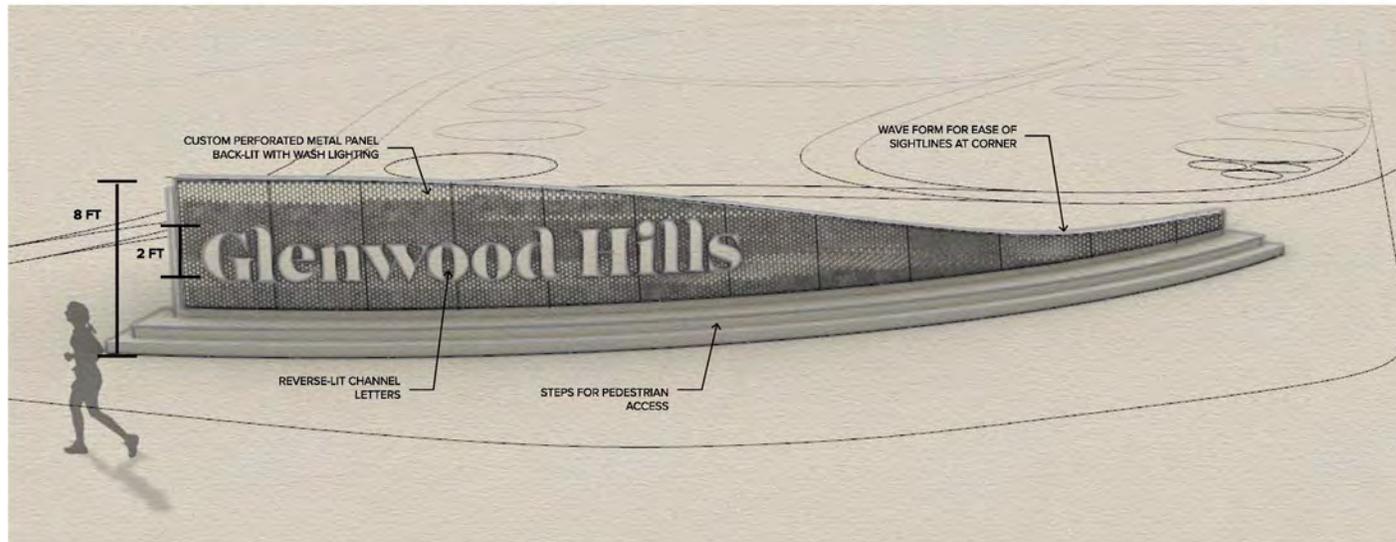


LAWN DINING

AMENITY SPACES (CONCEPTUAL)



PROPOSED SIGNAGE (CONCEPTUAL)



MIXED-USE SIGNAGE



CONCEPTUAL EXAMPLE

RESIDENTIAL SIGNAGE



CONCEPTUAL EXAMPLE

INDUSTRIAL SIGNAGE



CONCEPTUAL EXAMPLE

TYPE I TREE CONSERVATION PLAN (NORTH)



- Woodland Preservation/Regeneration Areas
- Proposed PMA Impacts
- X Specimen Trees proposed for removal

WOODLAND CONSERVATION SUMMARY TABLE

SHEET	GROUP TRACT AREA	100-YEAR FLOODPLAIN	NET TRACT AREA	EXISTING WOODLAND AREA	EXISTING WOODLAND NET TRACT AREA	WOODLAND CLEARED NET TRACT AREA	WOODLAND CLEARED FLOODPLAIN	WOODLAND CLEARED OFF-SITE	WOODLAND PRESERVATION AREA	WOODLAND REFORESTATION AREA	WOODLAND RETAINED NOT CREDITED	WOODLAND RETAINED AWARDED	NET WOODLAND
2	52.41	3.66	46.36	41.08	31.2	34.18	0.81	0.08	1.5	1.5	0.0	0.0	0.0
TOTAL	139.45	4.83	124.80	120.26	4.28	4.64	0.73	0.28	28.04	3.63	1.02	0.00	0.00

TYPE I TREE CONSERVATION PLAN (SOUTH)

WOODLAND CONSERVATION SUMMARY TABLE												
SHEET	66020 TRACT AREA	100-YEAR FLOODPLAIN (PFA)	NET TRACT AREA (BA)	EXISTING WOODLAND (PFA)	EXISTING WOODLAND (PFA)	WOODLAND CLEARED (PFA)	WOODLAND CLEARED (PFA)	WOODLAND PRESERVATION AREA (PFA)	WOODLAND REGENERATION AREA (PFA)	WOODLAND RETAINED NOT CLEARED (PFA)	NATURAL RESERVATION AREA (PFA)	NATURAL RESERVATION AREA (PFA)
3	80.98	1.17	79.81	79.28	3.8	36.15	0.04	0.00	22.28	2.05	0.00	0.00
TOTAL	185.45	4.85	180.60	180.06	4.28	41.81	0.73	0.00	28.04	3.88	1.02	0.00



- Woodland Preservation/Regeneration Areas
- Proposed PMA Impacts
- X Specimen Trees proposed for removal

STAFF RECOMMENDATION

APPROVAL with conditions

- CSP-88020-03
- TCP1-066-94-03
- Variance to Section 25-122(b)(1)(G)

Major Issues:

- None

Applicant Required Mailings:

- Informational Mailing: 11/17/2021
- Acceptance Mailing: 09/27/2022

STATEMENT OF JUSTIFICATION

GLENWOOD HILLS

Conceptual Site Plan
CSP 88020/03
November 3, 2022

Owner/Applicant: Glenwood Hills Venture, LLC
Attn: Brian Berman
5410 Edson Lane, Suite 220
Rockville, Maryland 20852

Attorney/Agent: André J. Gingles, Esquire
Gingles, LLC
14401 Sweitzer Lane, Suite 570
Laurel, MD 20707

Civil Engineer: Gutschick, Little & Weber, P.A.
3909 National Drive, Suite 250
Burtonsville, MD 20866

Case Name & Number: **Glenwood Hills, CSP 88020/03**

Request: Applicant proposes, pursuant to Sections 27-279 (b) and 27-282 (g) of the Zoning Ordinance for Prince George's County ("Zoning Ordinance") to amend the approved Conceptual Site Plan ("CSP") and to delete or revise the Findings and Conditions of the CSP 88020/02 as proposed herein.

Description of Proposed Use:

The development proposes a significant employment use of approximately 775,000 square feet of warehouse and distribution space within the portion of M-X-T zoned property that is east of the proposed Karen Boulevard and south of the Pepco ROW that transverses east-west of the Property. The easterly border of this area of the Property includes a north-south Pepco ROW for its entire length; hence, it is the best location for the employment use. North of the east-west Pepco ROW is a proposed mixed-use development pod of approximately 700,000 square feet, which includes retail/dining space (50,000 square feet) with up to 550 multifamily residential dwelling units with structured parking. West of the proposed Karen Boulevard, 126 townhouses are proposed around two on-site community amenity spaces. The southernmost development pod is proposed for perimeter woodland retention.

A significant Identity Feature is proposed at the new community's entrance at its Karen Boulevard/MD 214 intersection. Site signage is proposed on the CSP sheets for the townhouse development, retail/multifamily area, community entrance, industrial use entry feature and wayward/directional signage for the overall development. This includes ground mounted signage as well as a distinctive pylon not to exceed 24 feet near the retail along Central Avenue. All of the signage is sized and designed with architectural elements to uniqueness of the new integrated community.

Description and Location of the Subject Property:

The "Property," encompassing a total of approximately 133.45 acres, is situated on the south side of MD 214 approximately two miles inside I-495 and approximately 1.5 miles from the District of Columbia line, and is currently undeveloped. The parcels proposed for development are zoned M-X-T pursuant to the current Master Plan/SMA. The surrounding properties are zoned R-R (RR) to the northwest and east, R-55 (RSF-65) to the west and south, R-80 (RSF-95) to the southeast and east of the PEPCO ROW, and R-T (RSF-A) to the northeast of the Pepco ROW. Properties on the north side, opposite of MD 214, are zoned R-18C (RMF-20) and R-55 (RSF-65). The Property

is the subject of DSP-07003, DSP-07003-01, DSP-07046, DSP-07048, CSP-88020/01, CSP-88020/02, PPS 4-04081, PPS 4-94066, and FPS Nos 5-11057 through 5-11075.

The Subregion 4 Master Plan (“Plan”) contemplates mixed-use development for the majority of the subject property. Consistent with the Plan, the CSP proposes mixed-use along the area of the Property that is adjacent to the main thoroughfare—the 214 Central Avenue Corridor. It is the area that will be most visible and is most appropriate to concentrate multifamily development with retail that can thrive from the pedestrian and vehicular daily trips. The addition of a significant employment development as part of the mixed-use envisioned by the Plan, further strengthens the likelihood of attracting retail to a 24-hour environment of on-site residential and on-site major employment.

Open space areas contemplated by the Plan are placed throughout the Property. One parcel is across the grand entrance proposed for the community, a second open space parcel is along Karen Boulevard and a third urban style open space is designated within the area of the vertical residential and retail uses. The R-55, which not specifically proposed for open space, is being developed consistent with uses allowed by the Zoning Ordinance. Incorporating these open space parcels into the project assists in bringing the Plan intent to fruition.

Use of Prior Zoning Ordinance

Applicant’s Property was zoned RMF-48 in the adopted CMA. The zoning does not allow for the uses which the Applicant has worked with the community over the past four years to have developed on the property. For these reasons, the Applicant proposes to move forward under the Prior Zoning Ordinance.

Purposes of the M-X-T Zone, Section 27-542 (a) 1-10, See Attachment A.

Description of each required finding:

1. The M-X-T zone requires that a mix of uses be provided. Specifically, Section 27-547(d) states 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.

Comment: The Applicant is proposing the development include uses from each of the three categories, with retail businesses of nearly 50,000 square feet, industrial uses of up to 775,000 square feet, and the proposed multifamily and townhouse dwelling units in satisfaction of Section 27-547(d).

2. In the M-X-T zone, a conceptual site plan is required to be approved. In order to approve a Conceptual Site Plan, the Planning Board must make certain findings. First, Section 27-276(b)(1) provides as follows:

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

Comment: The Applicant's proposed townhouses satisfy the design guidelines established in Section 27-548 (h) and provide enhancement to the same as shown on the DSP-21037. Although the subject Property is not within the Central Avenue Corridor Node of the DDOZ for the Morgan Boulevard and Largo Town Center Metro ("Sector Plan"), development within the mixed-use parcels fronting MD 214 provide design attributes that near or are within the Corridor Node design guidelines for setbacks, landscaping, building heights, front build-to-lines, and storefront window display. Lastly, the proposed industrial development adheres to the setback design requirement for allowance of the warehouse and distribution use in the M-X-T zone and such other design guidelines of Section 27-274 as addressed below.

3. In Section 27-546(d)(1)-(11) are findings which are related specifically to the M-X-T zone. They are as follows:
 - (1) The proposed development is in conformance with the purposes and other provisions of this Division;

Comment: The purposes of the M-X-T zone (Section 27-542) are satisfied by the proposed amendment to the Conceptual Site Plan, among them:

- a. Multiple employment shifts will occur on the Property as well as on-site living, which collectively creates the 24-hour environment envisioned for M-X-T zoned properties.***
- b. The integration of the differing uses provides for compatibility with the existing single-family development, pedestrian-oriented density and intensity along the Central Avenue Corridor and a significant employment use that is well-buffered, which collectively produces and promotes orderly development of land in the vicinity of three major intersections.***
- c. Karen Boulevard provides an opportunity to have an appropriate horizontal and vertical mix of uses, situating industrial development primarily between the public utility rights-of-way and Karen Boulevard.***
- d. The development of a major employment use and quality retail proximate to established communities enhances the economic status of those communities and of the County at large.***
- e. The proposed development provides two types of dwellings and a significant amount of industrial space that will allow flexible responses to both the residential and business market, as will the new retail space that includes space for a potential anchor grocer tenant.***
- f. The wider pedestrian walkway along the west side of Karen Boulevard promotes and facilitates access to the retail along MD 214 for both the existing and new residential development that can help reduce vehicular trips, and the placement of the retail and employment use—proximate to MD 214—will help encourage use of transit along the Central Avenue corridor.***

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

Comment: This finding is not applicable to the subject Property.

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

Comment: The proposed development includes a significant identification and entry feature at its Karen Boulevard/MD 214 intersection. The placement of the multifamily building with retail at that same location creates the outward orientation that draws interest from vehicular and pedestrian movements along MD 214 at that location and at the new street—proposed by the Applicant—between its two multifamily/retail buildings. This will create visible retail and an open area of activities that will be a draw to the existing surrounding and new community. Applicant has attached a concept for its urban open space designated as the Community Lawn Plan (Exhibit A) and the Glenwood Hills Public Park (Exhibit B) area to provide potential concepts to be developed.

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

Comment: The inclusion of retail, residential and industrial are uses that already exist in the vicinity of the Property, and hence are compatible. The proposed uses are consistent with either approved planning or amendments to the Zoning Ordinance initiated by the District Council. As proposed, the development will bring a more updated version of the existing uses into fruition and make the area in the vicinity of the Property more vibrant.

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

Comment: The proposal to separate and contain the major employment use between the utility rights-of-way and the Collector right-of-way results in the largest building being buffered substantially from pedestrian views. Public open space amenities are situated along the pedestrian stretch of the Collection roadway that runs north-south through the Property. Design and placement of the buildings along MD 214 includes public outdoor gathering space, which concept is shown on Exhibit B. Inasmuch as additional input from the community is anticipated in the design of this space, more detail would be provided as part of the DSP. The new residential townhouses are nestled into the adjacent existing residential areas and help maintain the quality of this well-established neighborhood. Collectively, these elements provide for continuing quality and stability.

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

Comment: The initial development is proposed to include approximately 50% or more of the industrial development, one of the multifamily buildings, the townhouse development and the majority of the retail, all contingent on the “ripeness” of the market. This amount of development—with its accompanying employee base of the industrial and retail employment—creates the 24-hour environment envisioned by the zone with a significant initial opening development to make it development. Additional employment and multifamily development are envisioned in a subsequent phase.

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

Comment: Walks and sidewalks are associated with all the parking areas and connect to both the public right-of-way and to internal walkways in and around the site. The north-south pedestrian walkway is enhanced to eight (8) feet on the western side of Karen Boulevard and has pedestrian connectivity to the existing established residential communities to the west and the public schools to the south. These connections facilitate access to the major retail area proposed along MD 214.

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

Comment: These items, inclusive of the aspects mentioned, are addressed in DSP-21037.

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

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

Comment: A Traffic Impact Analysis is filed with this Conceptual Site Plan and PPS 4-21051, which analysis concludes adequate public facilities will exist.

- (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).

Comment: This finding is not applicable to the subject Property.

- (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.

Comment: This property does not exceed 250 acres; thus, this finding is not applicable to the subject Property.

Discussion of Sec. 27-274. Design Guidelines.

- (a) The Conceptual Site Plan shall be designed in accordance with the following guidelines:

(1) **General.**

- (A) The Plan should promote the purposes of the Conceptual Site Plan.
- (B) The applicant shall provide justification for and demonstrate to the satisfaction of the Planning Board or District Council, as applicable, the reasons for noncompliance with any of the design guidelines for townhouses and three-family dwellings set forth in paragraph (11), below.

(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, carpool, and visitor parking should be located with convenient pedestrian access to buildings.

Comment: The mixed-use area which fronts along MD 214 places parking to the side and rear of the buildings which dominate the frontage along MD 214. Residential parking is within the multifamily buildings, and retail parking is proximate to buildings and uses. Circulation and pedestrian pathways minimize conflicts; Landscaping and urbanscape areas are placed throughout this area to satisfy the intent of open and landscaped areas.

For the townhouse areas, parking is placed strategically between the townhouse rows and is generally not visible from the primary thoroughfare, Karen Boulevard. The same is true for the industrial pods on both sides of Karen Boulevard, effectively eliminating views into those parking areas while allowing a configuration that provides satisfactory distances from parking to the uses.

- (B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians. To fulfill this goal, the following guidelines should be observed:
- (i) Loading docks should be oriented toward service roads and away from major streets or public view; and
 - (ii) Loading areas should be clearly marked and should be separated from parking areas to the extent possible.

Comment: The development has been designed so that the loading docks for the industrial warehouses and mixed-use buildings are oriented away from Central Avenue and Karen Boulevard.

- (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.

Comment: The number of entrances into the industrial, residential, and mixed-use parcels are the minimum necessary to provide for expedient circulation with little conflict. Sufficient analysis has been done along the areas of Karen Boulevard to insure adequate queuing. Similarly, the entrances along MD 214 satisfy SHA guidelines for separation and safe access. While no drive-through establishments are proposed, the access into the areas allow safe-queuing for all the potential uses.

There is an expectation the mixed-use area along MD 214 will contain the overwhelming majority of the project retail. A larger pedestrian pathway is created along the west side of Karen Boulevard to provide for safe, pedestrian, ADA satisfactory access from existing and new

residential west and south of that area, inclusive of enhanced recognizable crosswalks to the retail. The industrial areas will limit access to non-employees; nevertheless, there will be sidewalk access from the two industrial areas to the retail areas.

(3) Lighting.

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

Comment: The development will be designed so that the proposed lighting will enhance user safety, minimize vehicular/pedestrian conflicts and be of an appropriate quality and character. Lighting details will be provided at time of Detailed Site Plan.

(4) Views.

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

(5) Green area.

- (A) On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use. To fulfill this goal, the following guidelines should be observed:
- (i) Green area should be easily accessible in order to maximize its utility and to simplify its maintenance;

- (ii) Green area should link major site destinations such as buildings and parking areas;
 - (iii) Green area should be well-defined and appropriately scaled to meet its intended use;
 - (iv) Green area designed for the use and enjoyment of pedestrians should be visible and accessible, and the location of seating should be protected from excessive sun, shade, wind, and noise;
 - (v) Green area should be designed to define space, provide screening and privacy, and serve as a focal point;
 - (vi) Green area should incorporate significant on-site natural features and woodland conservation requirements that enhance the physical and visual character of the site; and
 - (vii) Green area should generally be accented by elements such as landscaping, pools, fountains, street furniture, and decorative paving.
- (B) The application shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).

Comment: Several green areas are designed throughout the site along both sides of Karen Boulevard. These areas serve to make both the pedestrian and driving experience pleasurable as residents and patrons proceed to and from the on-site uses. The Karen Boulevard east side green areas and lower west side green area help screen industrial uses. Moreover, the green areas incorporate many of the on-site natural features. Placement of the employment-oriented development is designed to create maximum intensity consistent with the regulations enacted to allow such development in the M-X-T zone. This is particularly important for Glenwood Hills inasmuch as that use will bear the majority of the cost of infrastructure and help underwrite the cost of the additional design considerations applicable to the mixed use.

(6) Site and streetscape amenities.

- (A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:
- (i) The design of light fixtures, benches, trash receptacles, bicycle racks and other street furniture should be coordinated in order to enhance the visual unity of the site;
 - (ii) The design of amenities should take into consideration the color, pattern, texture, and scale of structures on the site, and when known, structures on adjacent sites, and pedestrian areas;

- (iii) Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;
- (iv) Amenities should be functional and should be constructed of durable, low maintenance materials;
- (v) Amenities should be protected from vehicular intrusion with design elements that are integrated into the overall streetscape design, such as landscaping, curbs, and bollards;
- (vi) Amenities such as kiosks, planters, fountains, and public art should be used as focal points on a site; and
- (vii) Amenities should be included which accommodate the handicapped and should be appropriately scaled for user comfort.

Comment: The design of site streetscape amenities such as light fixtures, benches, trash receptacles, bicycle racks and other street furniture will be designed and coordinated to enhance the overall visual unity of the site. Details of the aforementioned site amenities will be provided at time of Detailed Site Plan. Inasmuch as the mixed-use area fronting MD 214, the community entrance and dog park is a collective focal point that draws attention to this "new place", the majority of attention is aimed at these areas.

(7) **Grading.**

- (A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts. To fulfill this goal, the following guidelines should be observed:
 - (i) Slopes and berms visible from streets and other public areas should appear as naturalistic forms. Slope ratios and the length of slopes should be varied if necessary to increase visual interest and relate manmade landforms to the shape of the natural terrain;
 - (ii) Excessive grading of hilltops and slopes should be avoided where there are reasonable alternatives that will preserve a site's natural landforms;
 - (iii) Grading and other methods should be considered to buffer incompatible land uses from each other;
 - (iv) Where steep slopes cannot be avoided, plant materials of varying forms and densities should be arranged to soften the appearance of the slope; and
 - (v) Drainage devices should be located and designed so as to minimize the view from public areas.

Comment: Proposed slopes visible from the public view have been designed as natural land forms while minimizing the grading into environmentally sensitive areas to the maximum extent possible.

(8) Service areas.

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

Comment: The service areas associated with the multi-family and retail/commercial buildings have been designed to be located away from Central Avenue and community spaces, while still being convenient to building residents/patrons and screened.

(9) Public spaces.

- (A) A public space system should be provided to enhance a large-scale commercial, mixed-use, or multifamily development. To fulfill this goal, the following guidelines should be observed:
- (i) Buildings should be organized and designed to create public spaces such as plazas, squares, courtyards, pedestrian malls, or other defined spaces;
 - (ii) The scale, size, shape, and circulation patterns of the public spaces should be designed to accommodate various activities;
 - (iii) Public spaces should generally incorporate sitting areas, landscaping, access to the sun, and protection from the wind;
 - (iv) Public spaces should be readily accessible to potential users; and
 - (v) Pedestrian pathways should be provided to connect major uses and public spaces within the development and should be scaled for anticipated circulation.

Comment: The overall development has been designed with open spaces connected to and along Karen Boulevard via an 8' multi-use path and 5' sidewalk. Within the residential area, public open spaces have been created by the placement of various townhouse blocks. Within the mixed-use area, these types of spaces are created on the sides and fronts of buildings and

sized to promote outdoor use and gathering of a size that does not disrupt other activity. Areas are proposed to create adequate seating as sized for some limited recreational activity.

(10) Architecture.

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

Comment: The multi-family and commercial/retail buildings along Central Avenue will provide a variety of building heights and shapes, while still being unified together utilizing harmonious building materials and architectural styles. The industrial warehouses will also utilize similar architectural styles, forms and materials to create a harmonious feel. The residential townhouses will likewise be architecturally designed so as to create a unified community.

(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.

Comment: The townhouses in the residential portion of the development west of Karen Boulevard have been designed fronting streets and at right angles to each other, allowing for the creation of courtyard open spaces.

PROPOSED AMENDMENT AND/OR DELETIONS OF PRIOR CONDITIONS

The Applicant is proposing several amendments to the Conditions approved by the District Council's original approval of CSP 88020/02. Attached hereto is a redline of the proposed revisions, which are primarily premised on the new development outlined in the Applicant's Preliminary Plan of Subdivision and Detailed Site Plan, for which the reasons are noted below.

- a. Conditions 1-9 are proposed to be eliminated, inasmuch as those conditions are premised on a prior Transportation Impact Analysis (TIA). A new TIA has been provided which is premised on a significantly different development proposal with decreased residential dwellings, retail, and industrial development. The new TIA—along with access and circulation design elements—more appropriately provides for the necessary transportation improvements and timing thereof that were previously outlined in these conditions.
- b. Condition 11.a. should be revised to substitute “west” for east. The east side of the property is proposed to include the majority of the industrial uses, and the west side of the property is proposed to include portions of the new single-family residential and park areas along Karen Boulevard—as shown on the Detailed Site Plan. Given the proximity of the existing and new single-family residential, new school further south, and to negate unnecessary pedestrian traffic at the industrial use access point, the eight-foot sidewalk is proposed for the west side of Karen Boulevard
- c. Condition 13 is revised to reflect the recreational facilities may be of an “owners” association or M-NCPPC. The project proposes two areas along the west side of Karen Boulevard, an area west of the Karen Boulevard/MD 214 intersection and within the multifamily/retail area east of that intersection—which may have recreational facilities or amenities. Inasmuch as these areas are proposed to be accessible and used by existing area residents, new residents, area patrons, ownership of areas not conveyed to M-NCPPC may more appropriately need to be on land of an owners association that is not limited to homeowners.
- d. Conditions 17-18 are proposed to be eliminated, inasmuch as the number of residential dwellings has been substantially reduced, and the new PPS and DSP proposes (1) on-site private recreational facilities for the multifamily building; and (2) a new set of recreational facilities for the 132 single-family attached dwellings. The amount of prior approved recreational facilities no longer aligns with the proposed development.
- e. Conditions 19-20 are proposed to be eliminated inasmuch as the TCP and stormwater management concept plan for the Property has been submitted anew, and the conditions associated with those reviews should be reflected on the Conceptual Site Plan.

- f. Condition 21 is revised to (1) reflect the trigger as 133rd instead of 500th dwelling unit and to remove “office”. The Applicant proposes to commence concurrent construction of the multifamily/retail mixed use area, and this will occur prior to the issuance of the final building permits for the new single-family attached residential—proposed for 132 dwelling units.
- g. Condition 23 should be eliminated. New or updated FSD, NRI and TCP has been provided consistent with the new design of the project, and the conditions associated with those reviews should be substituted in place of those currently expressed in 23.
- h. Condition 24 proposes the deletion of the outdoor activity areas from the requirement of noise mitigation measures. Activity along MD 214 is proposed to include various open seating areas and a potential dog park. Inasmuch as the current planning documents seek to invigorate this corridor, inclusive of bringing buildings close to the ROW, design elements to mitigate noise for outside activity, e.g., berms, walls, fencing or extensive landscaping, conflict.
- i. Conditions 25-29 are proposed for elimination as the residential component has changed significantly, and the Applicant is proposing the elements and development standards shown on the current Detailed Site Plan.

CONCLUSION:

The Applicant submits that the proposed CSP 88020/03 represents a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the proposed development and its intended use. The findings for a Conceptual Site Plan can be made by this submission. Therefore, for all the reasons noted herein and evidenced by the accompanying plans for this application, the Applicant requests approval of its Conceptual Site Plan.



By: André Jay Gingles, Esquire
Counsel for Applicant

November 3, 2022
Date

Attachment A
Exhibits A & B

ATTACHMENT A—PURPOSES OF THE M-X-T ZONE ADDRESSED

The purposes of the M-X-T Zone are:

- (1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens; **Comment: Applicant proposes the first major 24 hour environment for a M-X-T zoned property along the Md. 214 Corridor by bringing the potential for significant employment use in conjunction with higher end market residential and retail along the corridor. Glenwood is one of the few remaining 100 acre plus properties within the i-495 beltway. To date, significant M-X-T development has not occurred in similar situated areas of the County.**
- (2) To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses; **Comment: In addition to the comment in no. 1 above, the project proposes four of the five activities/uses noted herein. Karen Boulevard is proposed to have a significant oversized pedestrian alignment on its west side that will also assist in opening the project retail and activity areas to the existing surrounding community. Karen Boulevard separates the employment use. However, it is nonetheless still integral inasmuch as a significant portion of the employment use has a walkable proximity to the retail area.**
- (3) To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment; **Comment: Applicant is proposing significant diversity of new housing product, that will help sustain a very valued adjacent single-family residential community that wants to see quality development come to its community. Retail and significant employment—much of it all within 15-20 minutes walking distance is a recognizable method for conserving land and maximizing public and private development potential. The Karen Boulevard extension from Md. 214, which occurs as a result of this development, is a major public benefit in addition to the tax revenue to be generated by this concentration of land uses.**
- (4) To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use; **Comment: In addition to what is noted in nos. 2 and 3 above, Applicant notes the main entry into Glenwood Hills at Karen Boulevard/Md. 214 is within a 20-minute walk to Metro. Hence Metro and transit along Md. 214 are both usable by the employment, residential and retail uses. Equally important, all of those uses are proximate to another and raise the possibility of living, working and enjoying amenities by all of the those interacting within Glenwood Hills.**
- (5) To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area; **Comment: In addition to what is noted in no. 2 above, Applicant notes few M-X-T developments without significant day-time employment. The employment being proposed is likely to encompass**

on-site employment at least 16 hours per day. Including new residential, with a variety of amenities that will bring residents out of dwellings and into spaces designed to facilitate interaction—all help to create and encourage the desired 24-hour activity which is the intent of the M-X-T zone.

- (6) To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously; **Comment: The higher intensity/density vertical mixed use of residential and retail is properly separated from the more horizontal employment activity by some buffering and grade differences. Townhouse development along the west side is separated by Karen Boulevard. Nevertheless, the design of Karen Boulevard is done to promote pedestrian movement from the southern portion of the Property to the passive and activity-oriented areas along Md. 214.**
- (7) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity; **Comment: The entry into Glenwood Hills and the prominence of the building architecture and uses—all along Md. 214—are what is intended to create its distinctive visual character and identity. Obviously other areas of the project will assist in this effort, but the areas along Md. 214 will be what identifies Glenwood Hills as “the Place”.**
- (8) To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects; **Comment: The Property is separated into parcel development in a manner that allows all of the development pods to be accessed efficiently from Karen Boulevard. It will be a major public transportation facility that facilitates development of the Property concurrently will creating well designed north-south thoroughfare that will open Md. 214 of other portions of the existing community to the south. Planned stormwater management will provide for over 1 Million square feet of development with fairly compact accessible uses.**
- (9) To permit a flexible response to the market and promote economic vitality and investment; and, **Comment: The variety of uses, residential, retail and employment allows for maximum ability to be responsive to the market. This will be important given the amount of public infrastructure that will need to be privately funded and the likely necessity to have the costs of attracting quality retail underwritten and/or supplementally funded by the early development.**
- (10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning. **Comment: The Applicant’s proposed placement of uses and the architectural identification proposed along Md. 214, if allowed, will result in finally developing a property that has been unable to progress for over four decades. The enactment of legislation to allow for employment uses not previously allowed in the M-X-T zone is responsive to the decade long plus trend in the reduction of brick-and-mortar retail and more recent decline in new office development. Successful M-X-T, on a property of this size, necessitates a use variety—as proposed by the Applicant—to achieve good economic planning. Projects, such as the National Harbor Waterfront, which was allowed maximum design and planning freedom, have resulted in the maximum benefit and excellence to the County in the physical, social and economic desirability of the “Place” created.**

Proposed Amendment and/or Deletions of Prior Conditions

Statement of Justification, Glenwood Hills, CSP 88020/03

Amendment of the following conditions adopted in the District Council action of January 10, 2005:

1. Prior to the approval of the first Detailed Site Plan for the property, the applicant shall demonstrate the following have been or will be fulfilled to the satisfaction of the State Highway Administration:
 - a. Provide a diagram that demonstrates stopping and intersection site distance.
 - b. Provide an adequate left-turn lane along westbound MD 214 approach to Karen Boulevard.
 - c. Provide adequate turning lanes along eastbound MD 214 approach and departure at Karen Boulevard.
 - d. Provide a full movement traffic signal.
2. Prior to signature approval of the Conceptual Site Plan, the following revisions shall be made:
 - a. Provide a minimum eight-foot-wide sidewalk along the subject property's entire west side of Karen Boulevard.
 - b. Provide a minimum eight-foot-wide sidewalk that is separated from the curb with a landscape strip along the subject site's entire road frontage of MD 214, unless modified by SHA.
 - c. Provide standard sidewalks along both sides of all internal roads, unless modified by DPW&T.
 - d. Revise the Conceptual Site Plan to provide a trail connection from the end of Road "G" to Quarry Place and, if possible, Fawncrest Drive. The exact location of this trail connection should be determined at the time of DSP.
3. A Detailed Site Plan shall be submitted for approval by the Planning Board which complies with the standards outlined in the *Parks and Recreation Facilities Guidelines*.
4. The recreational facilities shall be located on the owners association land and/or land conveyed to the M-NCPPC and shall be available to all residents of Glenwood Hills.
5. Submission of three original, executed recreational facilities agreements (RFA) to DRD for their approval, three weeks prior to a submission of a final plat. Upon approval by DRD, the RFA shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland.
6. The developer, his successor and/or assignees shall satisfy the Planning Board that there are adequate provisions to assure retention and a future maintenance of the proposed recreational facilities.
7. The land to be conveyed to a homeowners association shall be subject to the applicable

conditions in attached Exhibit "A."

- a.
8. Prior to the issuance of a building permit for the 133rd dwelling unit, the Applicant shall either (a) have commenced construction of some of the retail component.
9. Prior to approval of any Detailed Site Plan, a new Preliminary Plan of Subdivision application shall be approved.
 - a.
10. At the time of Detailed Site Plan review, if residential uses are proposed within the 65 dBA Ldn noise contour, noise mitigation measures shall be provided for interior living areas to meet the state noise standards.



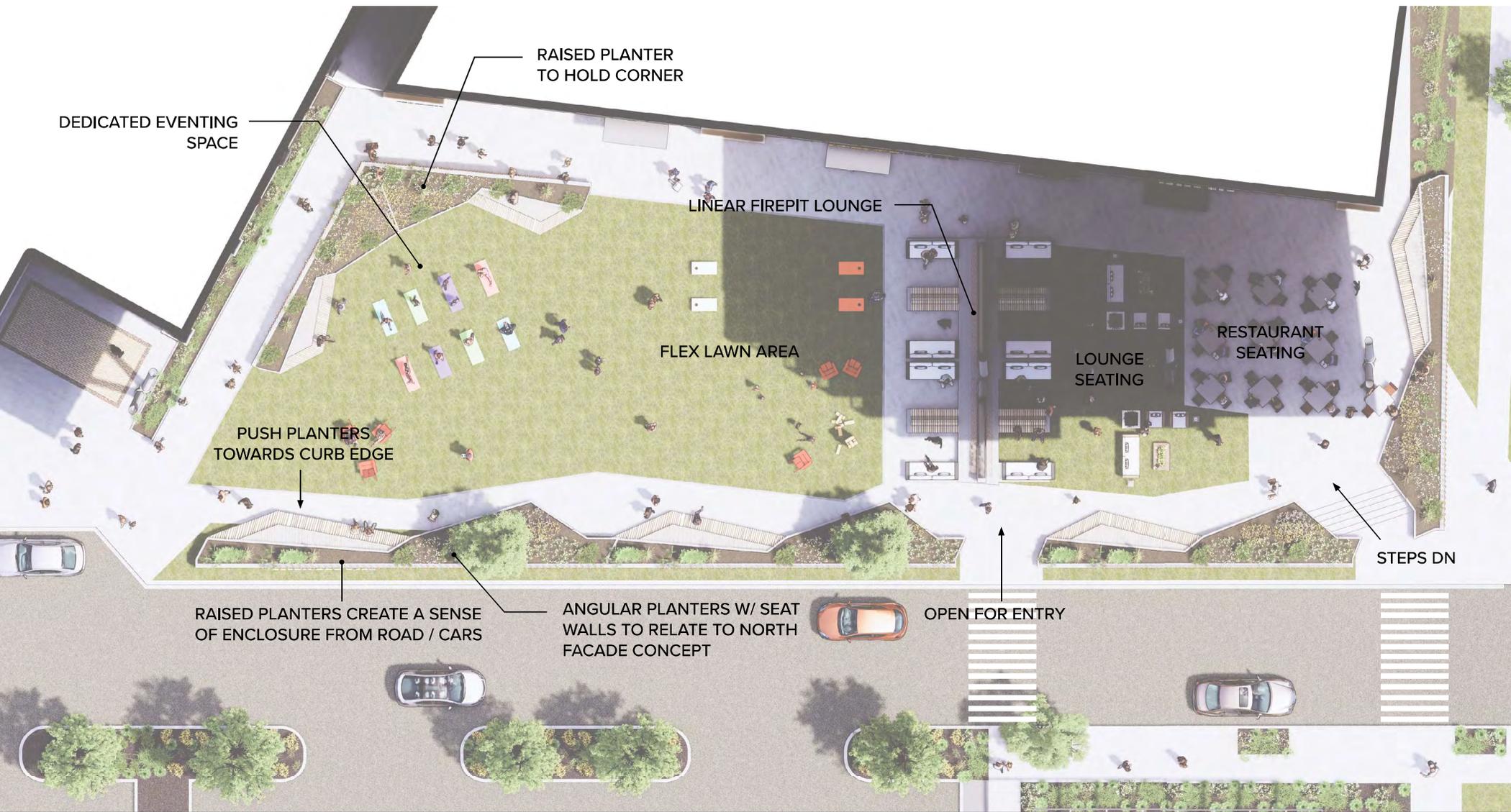
COMMUNITY LAWN PLAN



100 N. Charles Street,
Baltimore, MD 21201
+1 888.837.2727
© 2021 BCT Architects, LLC. All Rights Reserved.

GLENWOOD HILLS
MULTIFAMILY RENDERS - GREEN SPACE
NOVEMBER 17, 2021





COMMUNITY LAWN PLAN

GREEN SPACE PLAN



100 N. Charles Street,
Baltimore, MD 21201
+1 888.837.2727
© 2021 BCT Architects, LLC. All Rights Reserved.

GLENWOOD HILLS
MULTIFAMILY RENDERS - GREEN SPACE
NOVEMBER 17, 2021





YOGA ON THE LAWN / FLEX SPACE



100 N. Charles Street,
Baltimore, MD 21201
+1 888.837.2727
© 2021 BCT Architects, LLC. All Rights Reserved.

GLENWOOD HILLS
MULTIFAMILY RENDERS - GREEN SPACE
NOVEMBER 17, 2021





MOVIE NIGHT



100 N. Charles Street,
Baltimore, MD 21201
+1 888.837.2727
© 2021 BCT Architects, LLC. All Rights Reserved.

GLENWOOD HILLS
MULTIFAMILY RENDERS - GREEN SPACE
NOVEMBER 17, 2021





FIREPIT LOUNGE

YOGA ON THE LAWN / FLEX SPACE



MOVIE NIGHTS



LAWN DINING



100 N. Charles Street,
Baltimore, MD 21201
+1 888.837.2727
© 2021 BCT Architects, LLC. All Rights Reserved.

GLENWOOD HILLS
MULTIFAMILY RENDERS - GREEN SPACE
NOVEMBER 17, 2021





FARMERS MARKET



CONCERTS IN THE PARK



100 N. Charles Street,
Baltimore, MD 21201
+1 888.837.2727
© 2021 BCT Architects, LLC. All Rights Reserved.

GLENWOOD HILLS
MULTIFAMILY RENDERS - GREEN SPACE
NOVEMBER 17, 2021





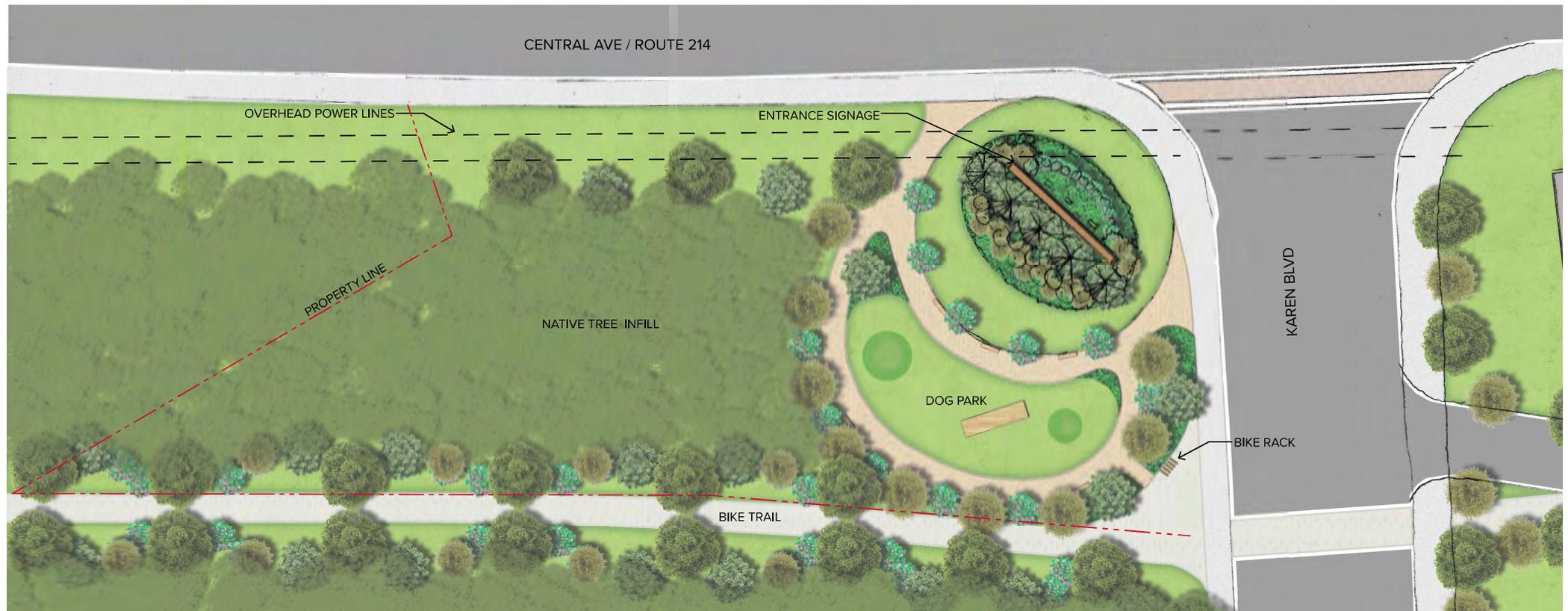
ENTRANCE SIGNAGE

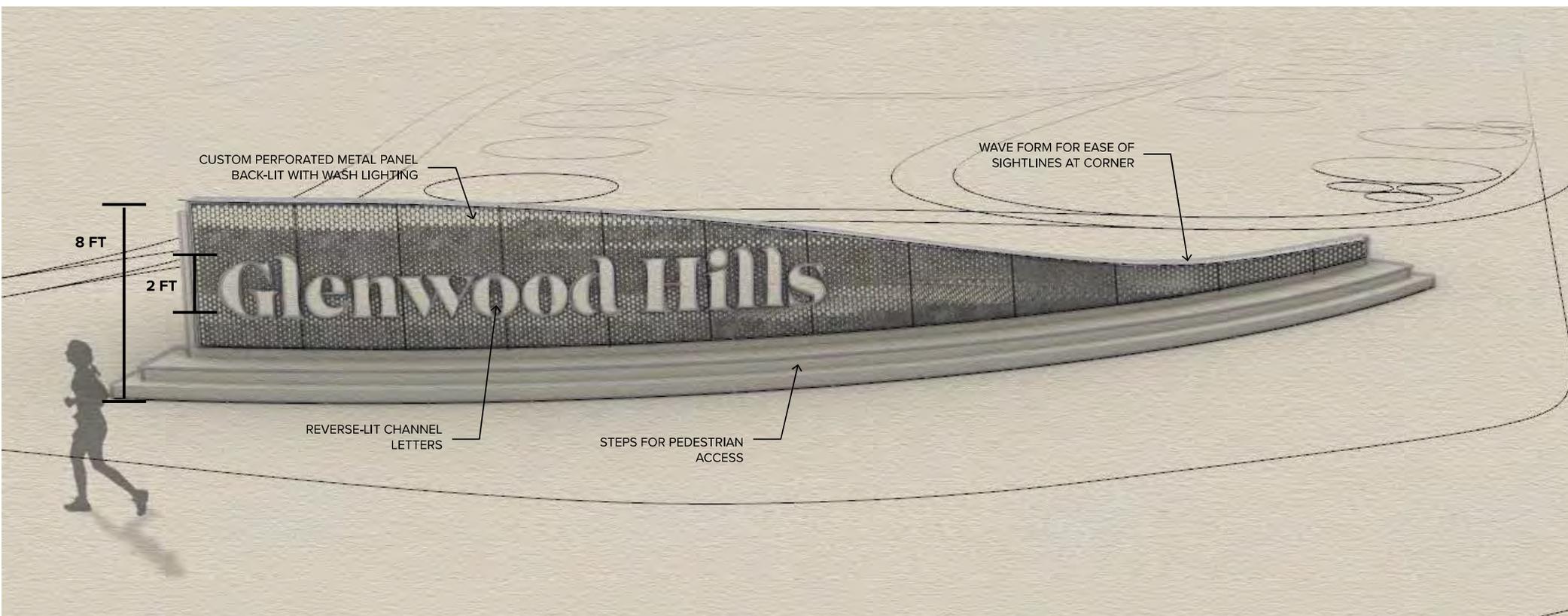
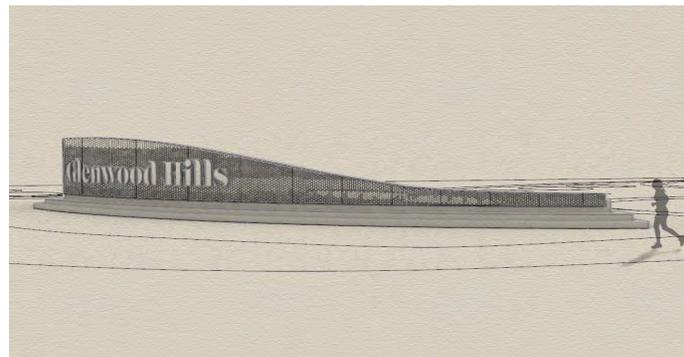
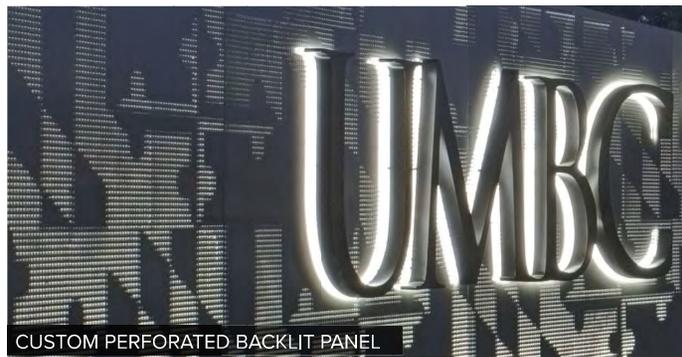


BIKE TRAIL



DOG PARK





Option C- Feature Sign



100 N. Charles Street,
Baltimore, MD 21201
410.837.2727
© 2021 BCT Design Group. All Rights Reserved.

Glenwood Hills Public Park

Concept Design
November 08, 2021

LEGEND

- MIXED USE (MULTI-FAMILY RESIDENTIAL, RETAIL, COMMERCIAL)
- INDUSTRIAL - (WAREHOUSE-DISTRIBUTION)
- RESIDENTIAL - SINGLE-FAMILY ATTACHED
- OPEN SPACE/GREEN AREA

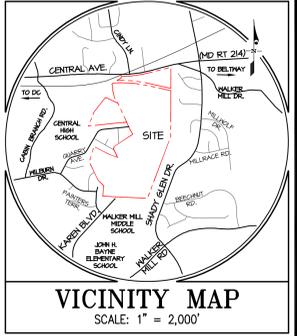
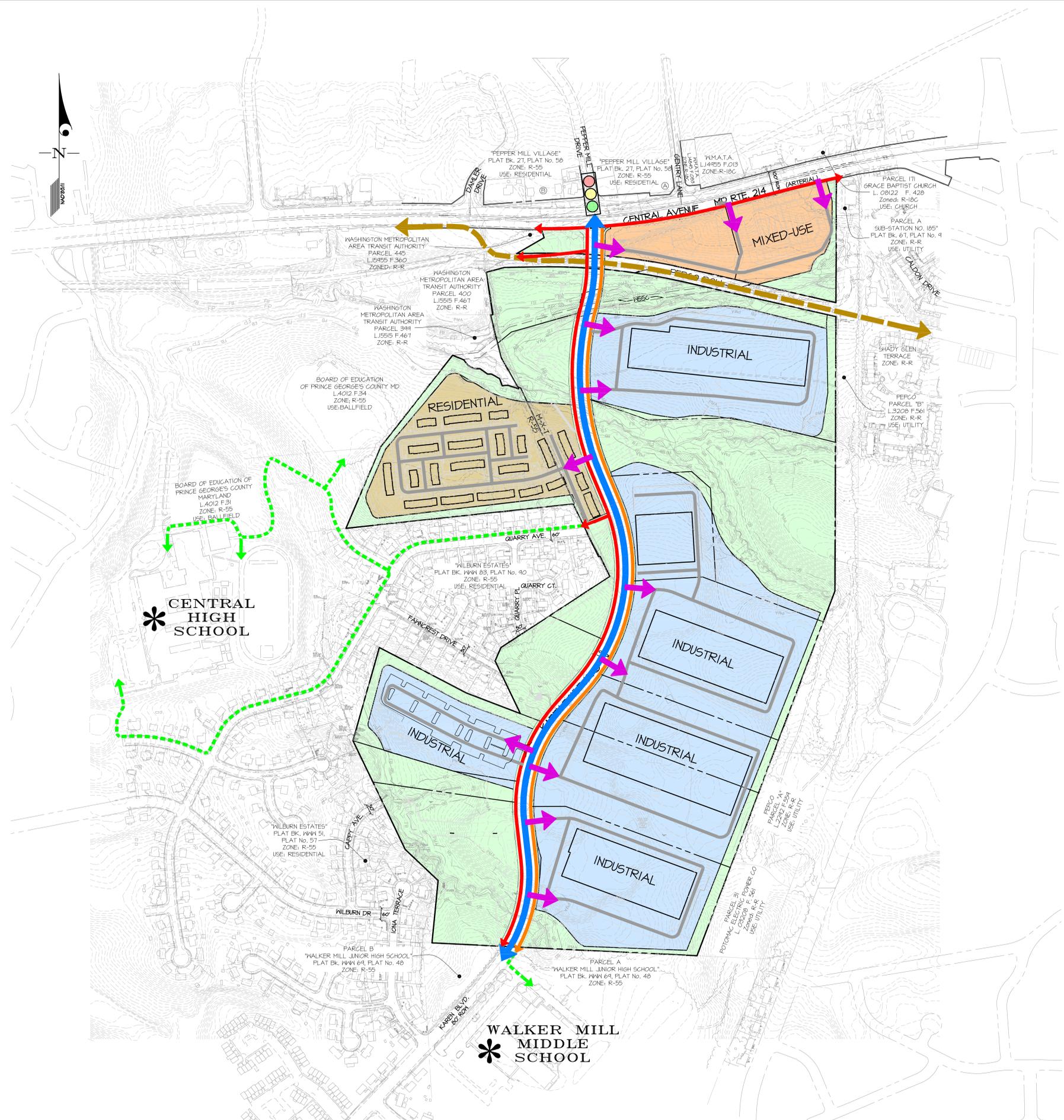
PROPOSED

- MAIN VEHICULAR CIRCULATION (KAREN BLVD.)
- VEHICULAR ACCESS
- INTERIOR VEHICULAR CIRCULATION
- 8 FT WIDE SHARED USE PATH
- 5 FT WIDE SIDEWALK
- SIGNALIZED INTERSECTION
- CENTRAL AVENUE CONNECTOR TRAIL (FUTURE BY OTHERS)

EXISTING

- NEIGHBORHOOD SCHOOL
- CONNECTION TO NEIGHBORHOODS, SCHOOLS & FIELDS

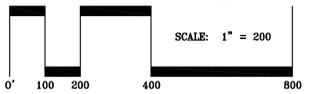
- EX. CONTOURS
- EX. BUILDING
- EX. CURB
- PROP. CURB
- EX. SIDEWALK
- EX. FENCE
- EX. ELECTRIC
- EX. GAS
- EX. SEWER
- PROP. SEWER
- EX. WATER
- PROP. WATER
- EX. STORM DRAIN
- PROP. STORM DRAIN
- PROP. LOD
- EX. OVER HEAD WIRE
- PROPERTY LINE
- FLOODPLAIN
- FB FB FLOODPLAIN BUFFER
- VL VL WETLAND
- VB VB WETLAND BUFFER
- STREAM
- SB SB STREAM BUFFER
- PMA PMA PRIMARY MANAGEMENT AREA (PMA)
- EX. TREELINE
- PROP. TREELINE
- SLOPES 15 - 25%
- SLOPES 25% +
- EX. TREE
- R-55 ZONE
- M-X-T ZONE
- ZONING



NOTE:
THIS PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY AND IS NOT A COMMITMENT TO CONSTRUCTING THE PROPOSED ELEMENTS DEPICTED.

GLW
PLANNING | ENGINEERING | SURVEYING
3809 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
PHONE: 301-421-0204 | BALTO: 410-880-1850 | DCVA: 301-499-2524 | FAX: 301-421-1186

DESIGNED BY	DATE	REVISION	BY	APPR.
TSZ				
DRAWN BY				
RLG				
CHECKED BY				
TSZ				



PREPARED FOR:
PROPERTY OWNER
GLENWOOD HILLS VENTURE, LLC
5410 Edson Lane, Suite 220
Rockville, MD 20852
ATTN: BRIAN BERMAN
PHONE: 301-816-1584

SCALE	ZONING
1"=200'	M-X-T & R-55
DATE	TAX MAP - GRID
OCT., 2022	073 D1-D2
	073-E1-E2

CIRCULATION PLAN	
"Glenwood Hills"	
Plat Book MMB 235, Plat Nos. 22 - 40 and TAX PARCELS 124 & 125	
L. 16192 F. 01, L. 33040 F. 581 & L. 33221 F. 532	
SEAT PLEASANT ELECTION DISTRICT No. 18	
PRINCE GEORGE'S COUNTY, MARYLAND	

G. L. W. FILE No.
22030
SHEET
1 OF 1

L. CARO DRAWINGS/2022/PLANS BY GLW/CS/22030-CIRCULATION PLAN.dwg

CSP-88020-03_Backup 32 of 219



November 8, 2022

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Development Review Division - Environmental Planning Section
14741 Governor Oden Bowie Drive
County Administration Building, 4th floor
Upper Marlboro, Maryland 20772

Re: Glenwood Hills – Specimen Tree Variance Request
Conceptual Site Plan CSP-88020-03
Preliminary Plan PPS 4-21051
Detailed Site Plan DSP-21037
Type 1 & Type 2 Tree Conservation Plans

BE Glenwood LLC, the applicant, is submitting applications that propose to develop the Subject Property known as “Glenwood Hills”. This Variance Request is being submitted concurrently with Conceptual Site Plan CSP-88020-03, Preliminary Plan PPS 4-21051, Detailed Site Plan DSP-21037 and the associated Type 1 & Type 2 Tree Conservation Plans.

The Subject Property is located on the south side of MD 214 (Central Avenue) approximately two miles inside the Capital Beltway (I-495) and approximately 1.5 miles from the District of Columbia line. The Subject Property encompasses approximately 133.45 acres, is currently undeveloped and is almost entirely forested. The parcels proposed for development are zoned M-X-T (RMF-48) (approximately 121.42 acres) and R-55 (RSF-65) (approximately 12.03 acres) pursuant to the prior and current Master Plans/SMAs respectively. The surrounding properties are zoned R-55 (RSF-65) to the west and south, R-80 (RSF-95) to the southeast and RT (RSF-A) to the northeast. Properties on the north side of MD 214 are zoned R-18C (RMF-20) and R-55 (RSF-65). The Subject Property is located within the planning boundaries of the 2010 Approved Subregion 4 Master Plan. For DRD review and Planning Board purposes, these submissions are being reviewed under the previous Zoning Ordinance.

The development proposes a significant employment use of approximately 775,000 square feet of industrial space (in 5 warehouse buildings) within the M-X-T zoned property of the property that is east of the proposed Karen Boulevard and south of the Pepco ROW that transverses the Property west-easterly. The eastern border of this area of the Property includes a north-south Pepco ROW for its entire length; hence, it is the best location for the employment use. North of the east-west Pepco ROW is a mixed-use development pod of approximately 700,000 square feet, including

retail/commercial space (50,000 square feet) and 550 multi-family residential dwelling units with structured parking. West of the proposed Karen Boulevard, 126 townhouses are proposed around two on-site community amenity spaces. The southwestern development pod is proposed for perimeter woodland retention surrounding an overflow parking lot. A significant Identity Feature is proposed at the new community’s entrance at its Karen Boulevard/MD 214 intersection.

The applicant is requesting a variance to affect the following onsite trees that measures 30” or greater in diameter at breast height (dbh). See TCP1 for locations.

Request to remove the following trees (107 trees):

Residential Area Construction Impacts:

The removal of the trees listed below are required for the construction of the Single-Family Residential Townhome portion of the development. The construction activities associated with this portion of the development consist of forest clearing, grading and construction for roads, townhomes, utilities, storm drain and stormwater management facilities. The proposed residential area is located on the R-55 zoned portion of the development, on the west side of Karen Boulevard. This allows for separation from the proposed large warehouse buildings on the east side of Karen Boulevard and the multi-story multi-family residential and commercial/retail buildings along Central Avenue. It is more appropriately located next to existing residential and therefore provides a nature transition from the proposed industrial warehouse buildings to the adjacent existing single family detached residential dwellings. This residential area contains relatively steep topography from the southern property line with the existing residential to the northern property line containing a steep ravine with a stream and associated environmentally features. Single-family attached residential dwellings allow for the stepping of units in elevation to better tie into existing grades & therefore minimize the disturbance of environmentally sensitive areas.

Tree #	DBH	Common Name	Latin Name	Condition	Reason for removal
129.	32"	Tulip Poplar	Liriodendron tulipifera	Good	Constr. for SWM Facility
135.	31"	Red Maple	Acer rubrum	Good	Constr. for Lot 26
136.	30"	Tulip Poplar	Liriodendron tulipifera	Good	Constr. for Lot 26 & 27
137.	43"	Northern Catalapa	Catalpa speciosa	Excellent	Constr. for Lot 26
138.	30.5"	Am. Beech	Fagus grandiflora	Good	Constr. for Lot 27 & 28
139.	46"	Tulip Poplar	Liriodendron tulipifera	Good	Constr. for Lot 27 & 28
140.	36"	Silver Maple	Acer saccharinum	Good	Constr. for Lot 28
176.	32"	Tulip Poplar	Liriodendron tulipifera	Good	Constr. for Storm Drain

Mixed Use/ Retail Area Construction Impacts:

The removal of the trees listed below are required for the construction of the Mixed use/ Retail portion of the development. The construction activities associated with this portion of the development consist of forest clearing, grading and construction for retail buildings, parking lots, access drives, utilities, storm drain and stormwater management facilities. There is significant

elevation change from Central Avenue down to the PEPCO right-of-way, averaging between 25-40 feet in a relatively narrow development area (150-400 feet). This equates to an average existing slope of between 10-17%. These existing conditions severely minimize the opportunity to preserve existing grades and therefore vegetation in this area.

Tree #	DBH	Common Name	Latin Name	Condition	Reason for removal
102.	44"	Sycamore	Platanus occidentalis	Excellent	Proposed connection to ex. sewer
103.	30.5"	Tulip Poplar	Liriodendron tulipifera	Good	Constr. for mixed use/ retail buildings
104.	32.5"	Silver Maple	Acer saccharinum	Good	Constr. for mixed use/ retail buildings
105.	42.5"	Tulip Poplar	Liriodendron tulipifera	Good	Constr. for mixed use/ retail buildings
165.	30.5"	Tulip Poplar	Liriodendron tulipifera	Good	Proposed connection to ex. sewer
166.	31.5"	Tulip Poplar	Liriodendron tulipifera	Good	Proposed connection to ex. sewer
167.	34"	Sycamore	Platanus occidentalis	Good	Proposed connection to ex. sewer
168.	31.5"	Tulip Poplar	Liriodendron tulipifera	Good	Constr. for mixed use/ retail buildings
169.	31.5"	Silver Maple	Acer saccharinum	Good	Constr. for SWM Facilities
170.	30"/30"	Tulip Poplar	Liriodendron tulipifera	Good	Constr. for mixed use/ retail buildings
171.	32"	Tulip Poplar	Liriodendron tulipifera	Good	Constr. for mixed use/ retail buildings
172.	38.5"	Tulip Poplar	Liriodendron tulipifera	Good	Constr. for mixed use/ retail buildings
173.	32.5"	Tulip Poplar	Liriodendron tulipifera	Good	Constr. for mixed use/ retail buildings
174.	31"	Tulip Poplar	Liriodendron tulipifera	Good	Constr. for mixed use/ retail buildings
175.	30.5"	Tulip Poplar	Liriodendron tulipifera	Good	Constr. for mixed use/ retail buildings
205.	30.5"	Tulip Poplar	Liriodendron tulipifera	Good	Constr. for mixed use/ retail buildings
217.	32.5"	Tulip Poplar	Liriodendron tulipifera	Good	Constr. for mixed use/ retail buildings

Industrial Area Construction Impacts:

The removal of the trees listed below are required for the development and construction of 5 warehouse buildings and several parking lots. The construction activities associated with this portion of the development consist of forest clearing, grading and construction for the industrial buildings, parking lots, access drives, utilities, storm drain and stormwater management facilities. The development of large warehouse buildings and associated parking lots require very large and very flat building pads for construction. This condition severely limits the ability to vary the proposed grading, tie into the surrounding areas and therefore preserve existing vegetation.

Tree #	DBH	Common Name	Latin Name	Condition	Reason for Removal
2.	33"	Silver Maple	Acer saccharinum	Good	Grading for loading area/ parking lot
3.	34"	Sycamore	Platanus occidentalis	Good	Grading for loading area/ parking lot
9.	42"	Tulip Poplar	Liriodendron tulipifera	Good	Grading for SWM Facility
10.	33"	Tulip Poplar	Liriodendron tulipifera	Good	Constr. of Warehouse #4
19.	40.5"	Tulip Poplar	Liriodendron tulipifera	Poor	Hollow Trunk, Leaning & Grading for SWM facility & parking lot
20.	38"	Red Oak	Quercus rubra	Good	Grading for SWM facility
22.	48"	Silver Maple	Acer saccharinum	Poor	Constr. of Warehouse #3 parking lot
23.	38"	Black Walnut	Juglans nigra	Good	Constr. of Warehouse #3
25.	35"	White Oak	Quercus alba	Excellent	Constr. of Warehouse #2 parking lot

27.	34.5"	Black Walnut	<i>Juglans nigra</i>	Good	Constr. of Warehouse #2 loading area
46.	38.5"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Constr. of Warehouse #1
47.	34"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Constr. of Warehouse #1
48.	40"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Grading for Warehouse #1 parking lot
50.	31"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Constr. of Warehouse #1
51.	33.5"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Constr. of Warehouse #1
52.	43"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Grading for SWM facility
69.	33.5"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Grading for Storm drain
70.	30"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Grading for SWM & Warehouse #4
71.	30"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Grading for SWM & Warehouse #4
72.	31"	Silver Maple	<i>Acer saccharinum</i>	Good	Grading for SWM & Warehouse #4
73.	32.5"	Red Oak	<i>Quercus rubra</i>	Good	Grading for Warehouse #4
74.	33.5"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Grading for SWM & Warehouse #4
75.	36"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Grading for Storm drain
76.	38"	Sycamore	<i>Platanus occidentalis</i>	Good	Constr. for loading area/ parking lot
77.	31"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Grading for SWM facility
79.	30.5"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Grading for SWM fac. & parking lot
80.	31"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Grading for SWM fac. & parking lot
81.	30.5"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Constr. of Warehouse #3
82.	35"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Constr. of Warehouse #3
96.	30"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Grading for parking lot
97.	30"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Grading for parking lot
109.	33.5"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Grading assoc. w/ Warehouse #2
110.	34.5"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Grading assoc. w/ Warehouse #2
111.	31"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Grading for SWM facility
112.	33.5"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Grading for SWM facility
113.	34"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Constr. & grading for Warehouse #5
114.	34.5"	Pin Oak	<i>Quercus palustris</i>	Good	Constr. & grading for Warehouse #5
132.	32"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Grading assoc. w/ Building #1
133.	30.5"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Grading assoc. w/ Building #1
150.	39"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Constr. of Warehouse #1
151.	36"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Constr. for SWM facility
152.	42.5"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Constr. for SWM facility
153.	38"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Constr. of access rd. for Warehouse#1
155.	51"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Constr. of Warehouse #1
156.	43.5"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Constr. of Warehouse #1
157.	37"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Constr. of Warehouse #1 parking lot
158.	43"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Grading for Warehouse #1 parking lot
160.	33"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Grading for Warehouse #1 parking lot
161.	38"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Constr. of Warehouse #1
162.	41.5"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Constr. of Warehouse #1
163.	39"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Constr. of Warehouse #1
178.	32"/27.5"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Constr. for SWM facility
181.	32"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Constr. of Warehouse #3
182.	30.5"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Constr. of Warehouse #3
183.	38"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Constr. of Warehouse #3
184.	38"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Constr. of Warehouse #3
204.	30.5"	Tulip Poplar	<i>Liriodendron tulipifera</i>	Good	Constr. of Warehouse #1 parking lot

206.	30.5"	Tulip Poplar	Liriodendron tulipifera	Fair	Hollow Trunk/ Grading for SWM fac.
218.	32"	Tulip Poplar	Liriodendron tulipifera	Good	Constr. of Warehouse #3 parking lot

Karen Boulevard Construction Impacts:

The removal of the trees listed below are required for the construction of Karen Boulevard. The construction activities associated with Karen Boulevard consist of forest clearing, grading and construction for a bridge, culverts, utilities, storm drain and stormwater management facilities. Karen Boulevard is a master plan roadway, with fixed connections points at Central Avenue to the north and at existing Karen Boulevard to the south. In between these two points are numerous ravines with streams and associated environmental features and significant topographic changes. Because of these existing conditions, the disturbance of some of these environmentally sensitive areas (with specimen trees) is required to build this master plan roadway.

<u>Tree #</u>	<u>DBH</u>	<u>Common Name</u>	<u>Latin Name</u>	<u>Condition</u>	<u>Reason for Removal</u>
8.	43"	Tulip Poplar	Liriodendron tulipifera	Good	Master Planned Roadway & culvert for storm drain outfall.
18.	35"	Black Oak	Quercus prinus	Good	Master Planned Roadway
43.	38.5"	Tulip Poplar	Liriodendron tulipifera	Good	Master Planned Roadway & ret wall
56.	31.5"	Tulip Poplar	Liriodendron tulipifera	Good	Master Planned Roadway & culvert for storm drain outfall.
64.	32.5"	Tulip Poplar	Liriodendron tulipifera	Good	Master Planned Roadway
65.	36.5"	Tulip Poplar	Liriodendron tulipifera	Good	Master Planned Roadway & culvert for storm drain outfall.
78.	31.5"	Tulip Poplar	Liriodendron tulipifera	Good	Master Planned Roadway
83.	32.5"	Tulip Poplar	Liriodendron tulipifera	Good	Master Planned Roadway
90.	33"	Tulip Poplar	Liriodendron tulipifera	Good	Master Planned Roadway & culvert for storm drain outfall.
91.	33"	Tulip Poplar	Liriodendron tulipifera	Good	Master Planned Roadway
92.	34.5"	Tulip Poplar	Liriodendron tulipifera	Good	Master Planned Roadway & culvert for storm drain outfall.
93.	30"	Tulip Poplar	Liriodendron tulipifera	Good	Master Planned Roadway & culvert for storm drain outfall.
94.	31.5"	Tulip Poplar	Liriodendron tulipifera	Good	Master Planned Roadway & culvert for storm drain outfall.
95.	30"	Tulip Poplar	Liriodendron tulipifera	Good	Master Planned Roadway
125.	30"	Tulip Poplar	Liriodendron tulipifera	Good	Master Planned Roadway.
126.	30.5"	Sycamore	Platanus occidentalis	Good	Master Planned Roadway
127.	35"	Tulip Poplar	Liriodendron tulipifera	Good	Master Planned Roadway
128.	31"	Tulip Poplar	Liriodendron tulipifera	Good	Master Planned Roadway
134.	31.5"	Tulip Poplar	Liriodendron tulipifera	Good	Grading for SWM facility assoc. w/ Master Planned Roadway
154.	39"	Tulip Poplar	Liriodendron tulipifera	Good	Master Planned Roadway & constr. for Culvert & water line
177.	30"	Tulip Poplar	Liriodendron tulipifera	Good	Grading for SWM facility assoc. w/

					Master Planned Roadway
179.	31"	Tulip Poplar	Liriodendron tulipifera	Good	Master Planned Roadway
180.	31"	Chestnut Oak	Quercus prinus	Good	Master Planned Roadway

As stated in the Division 2 – Woodland and Wildlife Habitat Conservation Ordinance a variation from code requirements is allowed in Section 25-119(d)

(d) Variances

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

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

The existing subject property is nearly entirely forested, unlike adjacent properties which have been fully developed in accordance with the Master Plan. The subject property is the last remaining undeveloped area in the neighborhood. The forested areas onsite, are former crop fields and pastures that have grown in with numerous specimen trees located along former hedge rows. Several environmental regulated features are located on site and contain numerous specimen trees within them. Careful attention been given to locate the development outside of environmentally sensitive areas.

The proposed development will require, new building construction, associated grading, utility installation, access/ road frontage improvements, pedestrian connections, parking lot construction, on site stormwater management and other associated improvements.

If the Applicant were denied the ability to implement the goals of the Master Plan and the MXT Zone, it would be an unwarranted hardship on the developer, not to allow the same enjoyment of their property as other surrounding property owners have been able to be develop theirs. Not being allowed to remove these trees and obtain a Specimen Tree Variance would deprive the Applicant of the reasonable and substantial use of the Property and clearly demonstrate an unwarranted hardship. The ability to provide residential uses, commercial uses, industrial uses, parking, and site construction is allowed within the proposed zoning and within a reasonable and substantial use of the Property. Not allowing disturbance in these areas would deny the Applicant the ability to meet the goals of the Master Plan. If a Variance were to be denied, the Applicant would be deprived from developing the Property for a reasonable and significant use enjoyed by virtually all others similar property owners in the community.

B. Describe how enforcement of these rules will deprive the landowner of rights commonly enjoyed by others in similar areas;

This property is surrounded by existing subdivisions similar to the subdivision proposed in this request. If these rules are enforced, the proposed lots and development would be eliminated and

the Applicant would not be able to enjoy right to development the property in accordance with the Master Plan and in a similar manner as the surrounding areas.

Not granting the variance would cause undue hardship on the applicant because development would be very limited or not possible, and therefore will deny the applicant ability to fully use the property. By denial of a Variance, it will deprive the landowner the significant and reasonable use on the property as allowed in the zone, and as shown in the Master Plan. Granting of the variance will ultimately allow the property to be developed in a safe and efficient manner as other property owners in the community.

C. Describe how granting of the variance will not confer on the applicant a special privilege that would be denied to other applicants;

The reasons stated herein for granting this variance are reasons that any applicant could propose if their site conditions were the same or similar. There is no special privilege conferred on this applicant.

D. Describe how the variance is not based on conditions or circumstances which are a result of actions by the applicant;

The conditions cited in this request for approval to remove one-hundred and seven specimen trees are caused, not by the Applicant, but by existing site conditions that restrict permissible development to limited areas on the property where there happen to be specimen trees. The Applicant has taken great care to minimize impacts to the vast amount of existing environmental features.

E. Verify that the variance does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighborhood property; and;

No, this request does not arise from a condition related to land or building use on a neighboring property.

F. Verify that State water quality standards will not be violated or that a measurable degradation in water quality will not occur as a result of the granting of the variance:

The variance will not violate state water quality standards or cause measurable degradation in water quality. All proposed land development activities in Prince George's County require Site Development Concept Plan approval and detailed Engineered Sediment Control and Storm Water Management Plans approvals by Prince George's County Department of Permitting, Inspections and Enforcement. A Site Development Concept Plan will be approved by Prince George's County Department of Permitting, Inspections and Enforcement. The approval of these

plans confirms that the Site Development Concept Plans meets or exceeds all Prince George's County and State of Maryland storm water management regulations and water quality standards through the use of micro-bio filters and other similar treatment features and therefore verify that State water quality standards will not be violated or that a measurable degradation in water quality will not occur. In addition to providing state-of-the-art "Environmental Site Design" storm water management for a site that currently has virtually no storm water management and completely uncontrolled runoff, the proposed development will add significant stormwater management to the site while also be reducing the existing uncontrolled overland flow on adjacent properties, and provide forest cover through additional site afforestation.

4. Provide any other information appropriate to support the request:

The Applicant believes that the information set forth above is adequate to justify the requested variance to remove 107 specimen trees on the Subject Property. Furthermore, the Applicant's request for a variance complies with the "minimum criteria" of Section 25-122(b)(1)(G) for the following reasons:

1. This Applicant will receive no special privileges or benefits by the granting of the requested variance that would not be available to any other applicant.
2. The variance request is not based on conditions or circumstances which result from the actions of the applicant. The applicant did not create the existing site conditions, including the random location of the specimen trees.
3. The variance is not based on a condition relating to the land or building use, either permitted or nonconforming on a neighboring property.
4. The impact to, or loss of the requested trees will not violate State water quality standards or cause measurable degradation in water quality.

If you have any further questions or concerns, please do not hesitate to contact me.

Sincerely,

Kevin Foster
Kevin Foster, RLA, AICP



STATEMENT OF JUSTIFICATION

GLENWOOD HILLS

FOR IMPACTS TO REGULATED ENVIRONMENTAL FEATURES

Owner/Applicant; Glenwood Hills Venture, LLC
c/o Brian Berman
5410 Edson Lane, Suite 220
Rockville, MD 20852

Attorney/Agent: Andre J. Gingles, Esquire
Gingles, LLC
14401 Sweitzer Lane, Suite 570
Laurel, MD 20707

Civil Engineer: Gutschick, Little & Weber, P.A.
3909 National Drive, Suite 250
Burtonsville, MD 20666

Description and Location:

The “Subject Property,” encompassing a total of approximately 133.45 acres, is situated on the south side of MD 214 approximately two miles inside I-495 and approximately 1.5 miles from the District of Columbia line, and is currently undeveloped. The parcels proposed for development are zoned M-X-T (approximately 121.79 acres) and R-55 (approximately 11.80 acres) pursuant to the current Master Plan/SMA. The surrounding properties are zoned R-55 (RSF-65) to the west and south, R-80 (RSF-95) to the southeast, R-T (RSF-A) to the northeast. Properties on the north side, opposite of MD 214, are zoned R-18C (RMF-20) and R-55 (RSF-65). The Property is the subject of DSP-07003, DSP-07003-01, DSP-07046, DSP-07048, CSP-88020-01, CSP-88020-02 and PPS 4-04081, 4-94066, and PPS Nos 5-11057 through 5-11075.

Glenwood Hills is being submitted as:

- Natural Resource Inventory: NRI-165-2021
- Conceptual Site Plan: CSP-88020/03
- Preliminary Plan: PPS 4-21051
- Detailed Site Plan: DSP-21037

Glenwood Hills previous approvals:

- Conceptual Site Plan: CSP-88020/02
- Preliminary Plan: 4-04081
- Detailed Site Plan: DSP-07003
- TCP I: TCP1-066-094
- TCP II: TCP11-049-07-02

Description of Proposed Use and Variation Request:

The development proposes a significant employment use of approximately 775,000 square feet of warehouse and distribution space (in 4-5 buildings) within the portion M-X-T zoned property that is east of the proposed Karen Boulevard and south of the Pepco ROW that transverses east-west of the Property. The easterly border of this area of the Property includes a north-south Pepco ROW for its entire length; hence, it is the best location for the employment use. North of the east-west Pepco ROW is a mixed-use development pod of approximately 695,000 square feet, inclusive of retail/dining space (45,000 square feet) with 538 multifamily residential dwelling units with surface and structured parking. West of the proposed Karen Boulevard, 126 townhouses are proposed between two on-site community amenity spaces. The southernmost development pod is proposed for perimeter woodland retention surrounding an electric vehicle parking station. A significant Identity Feature is proposed at the new community’s entrance at its Karen Boulevard/MD 214 intersection.

This application includes a request for approval of impacts to regulated environmental features (PMA) totaling 220,815 SF (5.07 acres). The impacts include disturbance to 27,480 SF (0.63 acres) acres of floodplain, 1,008 LF of stream and 15,048 SF (0.35 acres) of wetland and wetland buffer disturbance. Temporary PMA impacts total 9,467 SF (0.22 acres), of which 8,693 SF

(0.20 acres) are in the floodplain, 55 LF of Stream and 959 SF (0.02 acres) of Wetland Impact. The temporary PMA impacts will be reforested.

Description of existing regulated environmental features on-site:

The site contains a total of 26.71 acres of Primary Management Area (PMA) or 20.0% of the total site area. The PMA comprises 7,200 linear feet of regulated streams and associated 75-foot-wide buffers, 4.83 acres of 100-year floodplain as well as wetlands, wetland buffers and areas of steep slopes.

The PMA is generally located along two (2) perennial streams that bisect the northern portion of the property as well as a smaller perennial stream in the southwestern corner of the property. The majority of the PMA surrounding the perennial streams are wooded and are in fair to good condition with medium quality species diversity depending on previous agricultural use.

The proposed subdivision has been designed to minimize and avoid impacts on streams, wetlands and primary management areas to the extent practicable. With approval of the variation request to allow for utility connections and grading, the project will fulfill the intent of the applicable environmental regulations. The Applicant has proposed a bridge along Karen Boulevard to ensure disturbance to existing wetlands, streams and PMA could be minimized. Additionally, through the use of retaining walls, additional impacts have been avoided.

Specific description of the proposed impacts:

The following is a list of the specific requested impact:

Impact Area	Impact Type and Duration	SF of PMA Impact	SF of Floodplain Impact	LF of Stream &/or SF of Wetland Impact
1	Sewer Main and Storm Drain Outfall Installation	12,097	0	0
2	Storm Drain Outfall Installation	1,564	0	0
3	Karen Blvd. Construction	2,815	0	0
4	Karen Blvd. Construction, Culvert and Storm Drain Outfall Installation	50,791	0	266 LF of Stream & 6,837 SF of Wetland Impact
4A	PMA disturbance to provide storm drain outfall, ESD stormwater management, and driveway access.	9491	0	0
5	Sewer Main Installation	4,651	329	49 LF of Stream Impact
6	Storm Drain Outfall Installation	1,772	1,772	13 LF of Stream Impact

7	Karen Blvd. Stream Crossing, Storm Drain & Calvert Installation	57,489	0	150 LF of Stream Impact
8	Storm Drain Outfall Installation	3,079	1,954	0
9	Karen Blvd. Stream Crossing, Culvert Installation and Storm Drain Outfall Installation	50,739	20,654	400 LF of Stream & 3,478 SF of Wetland Impact
10	Karen Blvd. Bridge & Road Construction	23765	3,771	160 LF of Stream & 2,175 SF of Wetland Impact
11	Karen Blvd. Bridge & Road Construction	2,558	0	2,558 SF of Wetland Impact
12	Existing Site access (Temporary PMA Impact)	9,467	8,693	55 LF of Stream & 959 SF of Wetland Impact

Justification of Avoidance and Mitigation:

Impact #1, 12,097 square feet (0.28 AC) of PMA disturbance for the proposed relocation of a sewer main (originally installed in the wrong location) and a storm drain outfall serving the Mixed Use & Retail area along Central Avenue.

Since the existing WSSC sewer line is located within the PMA, disturbance to relocate the existing sewer was unavoidable. In an effort to minimize impacts to the PMA for the storm drain installation, we have located the storm drain outfall to cross the PMA at the narrowest point along the stream and away from the wetland area. The storm drain outfall is required to fulfill the Environmental Site Design requirements as mandated by the State of Maryland. Due to the need to outfall stormwater, we have mitigated the impacts by combining stormwater management facility that requires only one storm drain outfall.

Impact #2 is 1,564 square feet (0.04 AC) of PMA disturbance for a storm drain outfall for the ESD SWM facilities associated with the industrial building.

To minimize impacts to the PMA in this area, we have located the storm drain outfall to cross the PMA at the narrowest point along the stream and between wetland areas associated with the stream. The storm drain outfall is required to fulfill the Environmental Site Design requirements as mandated by the State of Maryland. Due to the need to outfall stormwater, we have mitigated the impacts by combining the outfalls of multiple stormwater management facility to only have one storm drain outfall. Other storm water designs that were contemplated required more than one outfall and thus more area impacted.

Impact #3 is 2,815 square feet (0.06 AC) of PMA disturbance the installation of Karen Boulevard.

Karen Boulevard is a four (4) lane, 80' wide collector road with an 8' off-road shared use path, sidewalks and on road bike lanes and shown in the 2010 Subregion 4 Master Plan. Due to the three (3) existing perennial streams that cross the subject property and the need to connect to Central Avenue, PMA impacts were unavoidable. In an effort to reduce impacts, road alignment, road profile and construction strategies were employed to reduce or mitigate impact to the regulated environmental features.

Impact #4 is 50,791 square feet (1.16 AC) of PMA disturbance the installation of Karen Boulevard including a 72" culvert, headwalls, sidewalk, rip-rap and maximum side slope required.

Karen Boulevard is a four (4) lane, 80' wide collector road with an 8' side shared use path, sidewalk and on road bike lanes and shown in the 2010 Subregion 4 Master Plan. Due to the three (3) existing perennial streams the cross the subject property and the specific required need to connect to Central Avenue, PMA impact was unavoidable. In an effort to reduce impacts, road alignment, road profile and construction strategies were employed to reduce or mitigate impact to the regulated environmental features.

Impact #4A is 9491 square feet (0.22 Ac) of PMA disturbance to provide storm drain outfall, ESD stormwater management, and driveway access.

Impact area #4A is currently located in steep slopes contiguous to a stream and wetlands. Once impact #4 is completed, the stream and wetlands that the slopes are contiguous to, will be being permanently removed. The stream and wetlands will no longer be existing after the culvert and rip-rap are installed and the master plan road, Karen Blvd, is constructed and graded.

Impact #5 is 4,651 square feet (0.11 AC) of PMA disturbance for a Storm drain outfall and sewer line connection.

Given the nature of sewer system running in stream valley areas of site and in this specific case, all of the existing sewers are located within PMA areas, sewer connection impacts were unavoidable. Every effort was taken to limit the number of connection points and select locations with the minimum of PMA impacts.

To minimize impacts to the PMA in this area, we have located the storm drain outfall to cross the PMA at the closest point to access the stream. The SWM pond outfall is required to fulfill 100-year storm detention as mandated by Prince George's County.

Additionally the storm drain outfall location was chosen to be here, because this tributary is more stable than the "main" channel immediately adjacent to, and to the west of, the storm alignment. The outfall will provide a better dampening and dissipation of the velocity by discharging it "off line" of the main channel. The main channel has significant existing erosion and bank undercutting and is furthermore adjacent to an existing residential subdivision. It is sound engineering practice to avoid concentrating a storm pipe discharge into this stream directly, when

an alternative exists which is more stable and offers greater velocity reduction and therefore protection of the channel.

Impact #6 is 1,772 square feet (0.32 AC) of PMA disturbance for a storm drain outfall for the ESD SWM facility.

To minimize impacts to the PMA in this area, we have located the storm drain outfall to cross the PMA at the narrowest point along the stream and between wetland areas associated with the stream. The storm drain outfall is required to fulfill the Environmental Site Design requirements as mandated by the State of Maryland. Due to the need to outfall stormwater, we have mitigated the impacts by combining the outfalls of multiple stormwater management facility to only have one storm drain outfall.

Impact #7 is 57,489 square feet (1.32 AC) of PMA disturbance the installation of Karen Boulevard including a culvert installation, headwalls, storm drain outfall, roadway construction, sidewalk, rip-rap and the required/ allowed maximum side slope.

Karen Boulevard is a four (4) lane, 80' wide collector road with an 8' side shared use path, sidewalks and on road bike lanes and shown in the 2010 Subregion 4 Master Plan. Due to the three (3) existing perennial streams that cross the subject property and the need to connect to Central Avenue, PMA impacts were unavoidable. In an effort to reduce impacts, road alignment, road profile and construction strategies were employed to reduce or mitigate impact to the regulated environmental features.

Impact #8 is 3,079 square feet (0.07 AC) of PMA disturbance for a storm drain outfall for the required 100- year SWM detention facilities associated with the residential development.

To minimize impacts to the PMA in this area, we have located the storm drain outfall to cross the PMA at the closest point to access the stream. The SWM pond outfall is required to fulfill 100-year detention as mandated by Prince George's County.

Impact #9 is 50,739 square feet (1.16 AC) of PMA disturbance the installation of Karen Boulevard including a 72" culvert, headwalls, storm drain outfall, roadway, sidewalk, rip-rap and required maximum side slopes.

Karen Boulevard is a four (4) lane, 80' wide collector road with an 8' side shared use path, sidewalks and on road bike lanes and shown in the 2010 Subregion 4 Master Plan. Due to the three (3) existing perennial streams that cross the subject property and the need to connect to Central Avenue, PMA impacts were unavoidable. In an effort to reduce impacts, road alignment, road profile and construction strategies were employed to reduce or mitigate impact to the regulated environmental features.

Impact #10 is 23,765 square feet (0.55 AC) of PMA disturbance for a bridge abutment installation associated with Karen Boulevard, a water line installation and for a storm drain outfall associated with the ESD SWM facility.

Karen Boulevard is a four (4) lane, 80' wide collector road with an 8' side shared use path, sidewalks and on road bike lanes and shown in the 2010 Subregion 4 Master Plan. Due to the three (3) existing perennial streams that cross the subject property and the need to connect to Central Avenue, PMA impacts were unavoidable. In an effort to reduce impacts, road alignment, road profile and bridge construction strategies were employed to reduce or mitigate impact to the regulated environmental features. Water line impacts were unavoidable as the water line to serve the development could not be installed under the bridge along Karen Blvd. and therefore, is required to cross the stream in the PMA area.

To minimize impacts to the PMA in this area, we have located the storm drain outfall to cross the PMA at the narrowest point along the stream. The storm drain outfall is required to fulfill the Environmental Site Design requirements as mandated by the State of Maryland. Due to the need to outfall stormwater, we have mitigated the impacts by combining the outfalls of multiple stormwater management facilities to only have one storm drain outfall. Other storm water designs we tried required more than one outfall and thus more area impacted.

Impact #11 is 2,558 square feet (0.06 AC) of PMA disturbance for a bridge abutment installation associated with Karen Boulevard.

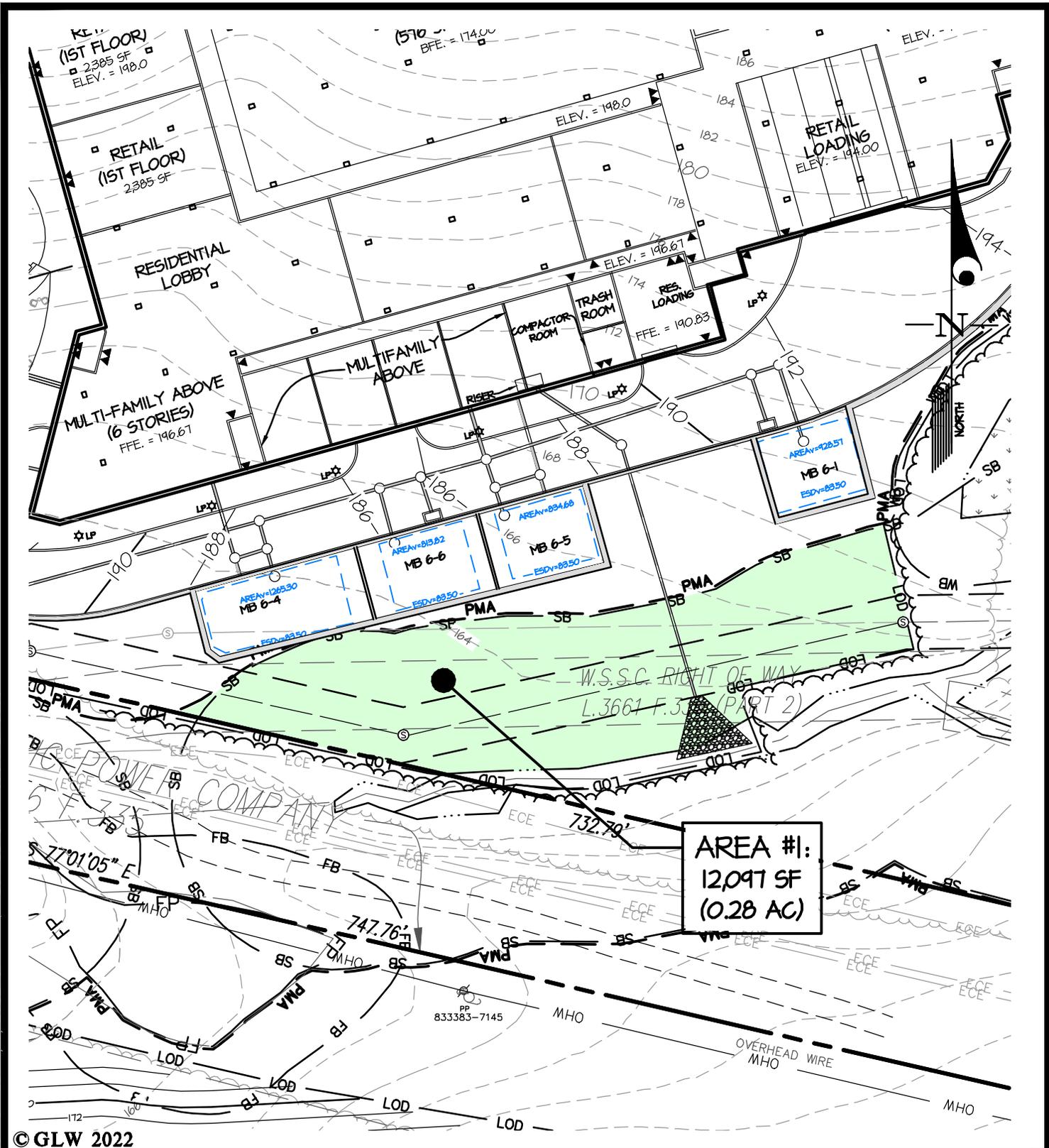
Karen Boulevard is a four (4) lane, 80' wide collector road with an 8' side shared use path, sidewalks and on road bike lanes and shown in the 2010 Subregion 4 Master Plan. Due to the three (3) existing perennial streams that cross the subject property and the need to connect to Central Avenue, PMA impacts are unavoidable. In an effort to reduce impacts, road alignment, road profile and bridge construction strategies were employed to reduce or mitigate impact to the regulated environmental features.

Impact #12 is 9,467 square feet (0.22 AC) of temporary PMA disturbance for an existing site access road that will be reforested.

The existing site access road to the R-55 portion of the site will be used as temporary constructions access for the development until Karen Blvd. is constructed. Using this existing road will eliminate any new PMA impacts for temporary access. After construction this existing PMA impact will be removed and the area reforested.

There is an existing driveway that runs from Central Avenue into the site and currently crosses two of the stream crossings that Karen Blvd needs to cross. The advantage of using this existing driveway as a "haul road" for construction of Karen Road permanent crossings and grading is that it allows access to the borrow parts of the site where the borrow material is needed to construct the fills necessary for three Karen Blvd crossings. The first is the PEPCO property and the other two are bridge and culvert stream crossings, respectively. These crossings need to be approached from both sides of the stream, most especially the bridge which requires poured concrete abutments on both sides prior to placement of the girders. The access road, which will be slightly widened in some places to facilitate two way traffic and, so, will need to be paved with gravel temporarily. This impact will be temporary and re-forested after it's use.

L:\CADD\DRAWINGS\22030\PLANS BY GLW\EXHIBITS\PMA-EXHIBITS\PMA PLOT PLANS.dwg
 PLOTTED: 11/9/2022 3:17 PM, LAST SAVED: 11/9/2022 3:21 PM, LAST SAVER: Robert L. Goss



AREA #1:
 12,097 SF
 (0.28 AC)

© GLW 2022

PMA EXHIBIT-AREA #1

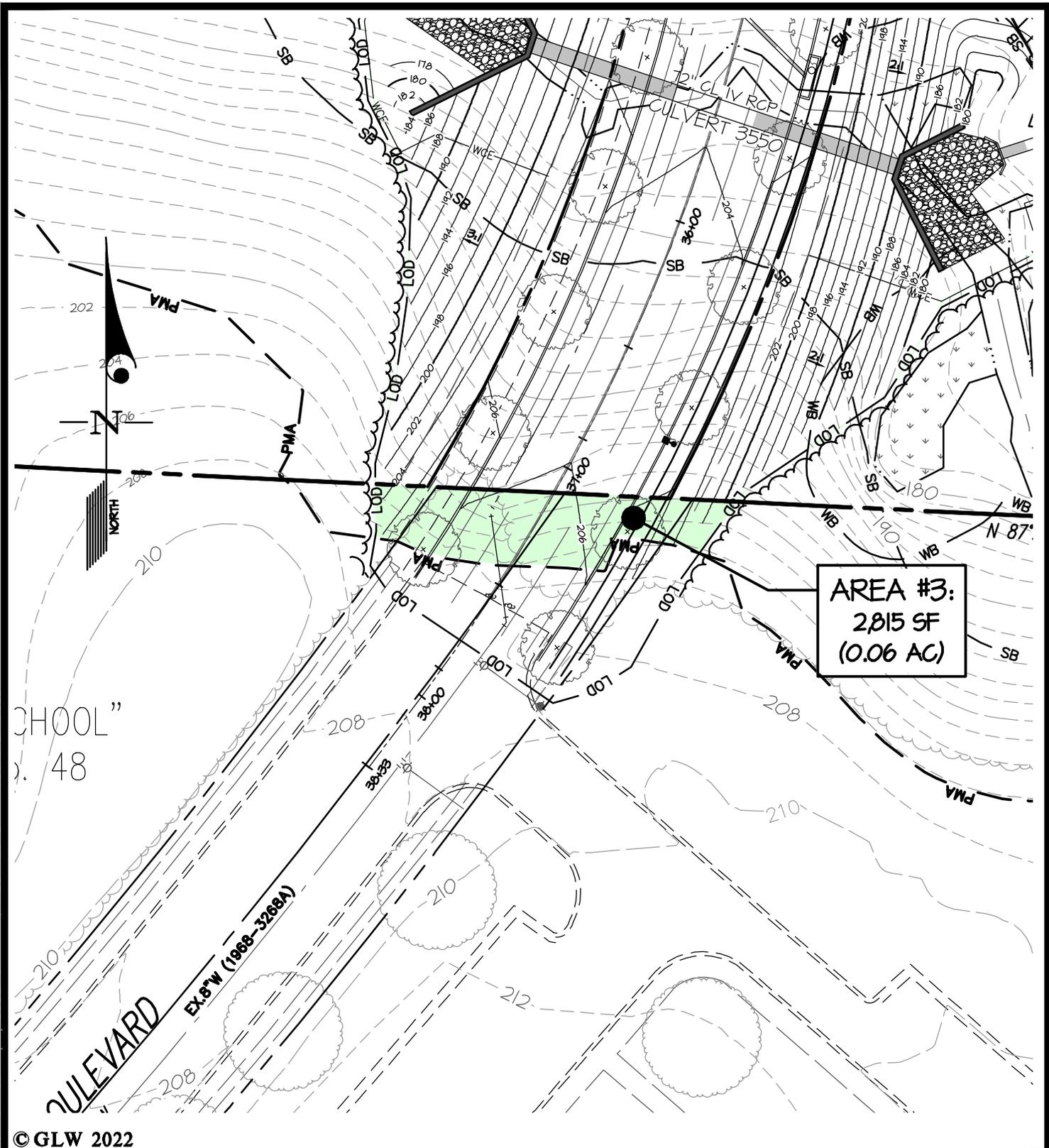
**GLENWOOD HILLS
 PARCEL "2" BLOCK "B"**

DESIGNED BY:
KAB
 DRAWN BY:
KAB
 CHECKED BY:
KAB

PREPARED FOR :
 GLENWOOD HILLS VENTURE, LLC
 5410 EDSON LANE
 SUITE 220
 ROCKVILLE, MARYLAND 20852
 MR. BRIAN BERMAN
 301-816-1584

G. L. W. No.	22030
ZONING	M-X-T & R-55
TAX MAP/GRID	073-E1
DATE	AUG. 2022
SCALE	1"=50'
SHEET	48 of 219
1 OF 1	

L:\CADD\DRAWINGS\22030\PLANS BY GLW\EXHIBITS\PMA-EXHIBITS\PMA PLOT PLANS.dwg, PLOTTED: 11/9/2022 3:22 PM, LAST SAVED: 11/9/2022 3:17 PM, PLOTTED BY: Robert L. Goss



© GLW 2022

PMA EXHIBIT-AREA #3

**GLENWOOD HILLS
OFFSITE DISTURBANCE**

GLW
PLANNING | ENGINEERING | SURVEYING

3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-889-2524 | FAX: 301-421-4186

DESIGNED BY:
KAB

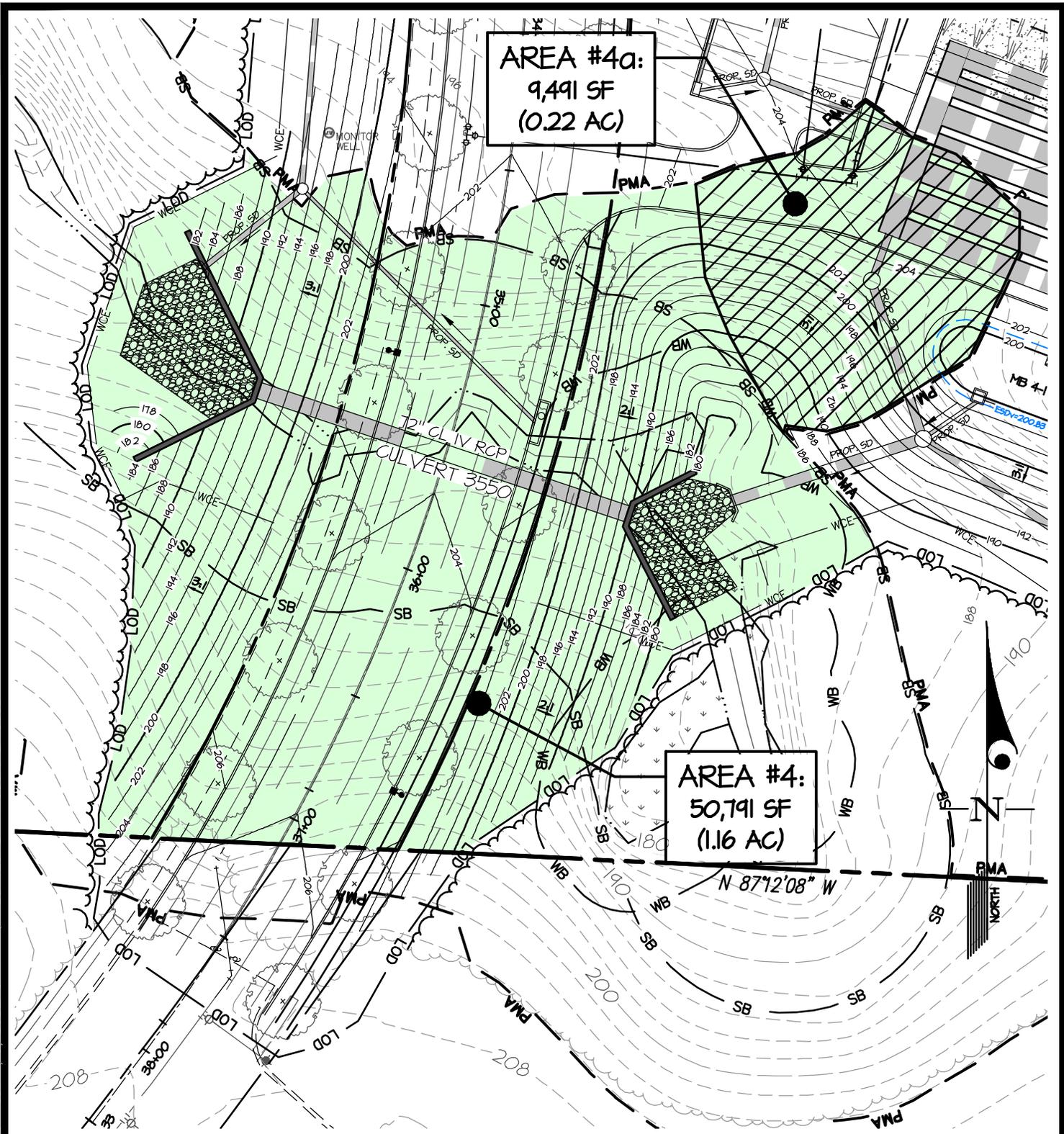
DRAWN BY:
KAB

CHECKED BY:
KAP

PREPARED FOR :
GLENWOOD HILLS VENTURE, LLC
5410 EDSON LANE
SUITE 220
ROCKVILLE, MARYLAND 20852
MR. BRIAN BERMAN
301-816-1584

G. L. W. No.	22030
ZONING	M-X-T & R-55
TAX MAP/GRID	073-E1
DATE	AUG. 2022
SCALE	1"=50'
SHEET	50 OF 219
	1 OF 1

L:\CADD\DRAWINGS\22030\PLANS BY GLW\EXHIBITS\PMA-EXHIBITS\PMA PLOT PLANS.dwg, PLOTTED: 11/9/2022 3:23 PM, LAST SAVED: 11/9/2022 3:17 PM, PLOTTED BY: Robert L. Goss



© GLW 2022

PMA EXHIBIT-AREA #4 & #4a

**GLENWOOD HILLS
PAR. 7 BLOCK "C", PAR. A BLOCK "D"
& KAREN BLVD.**



3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-889-2524 | FAX: 301-421-4186

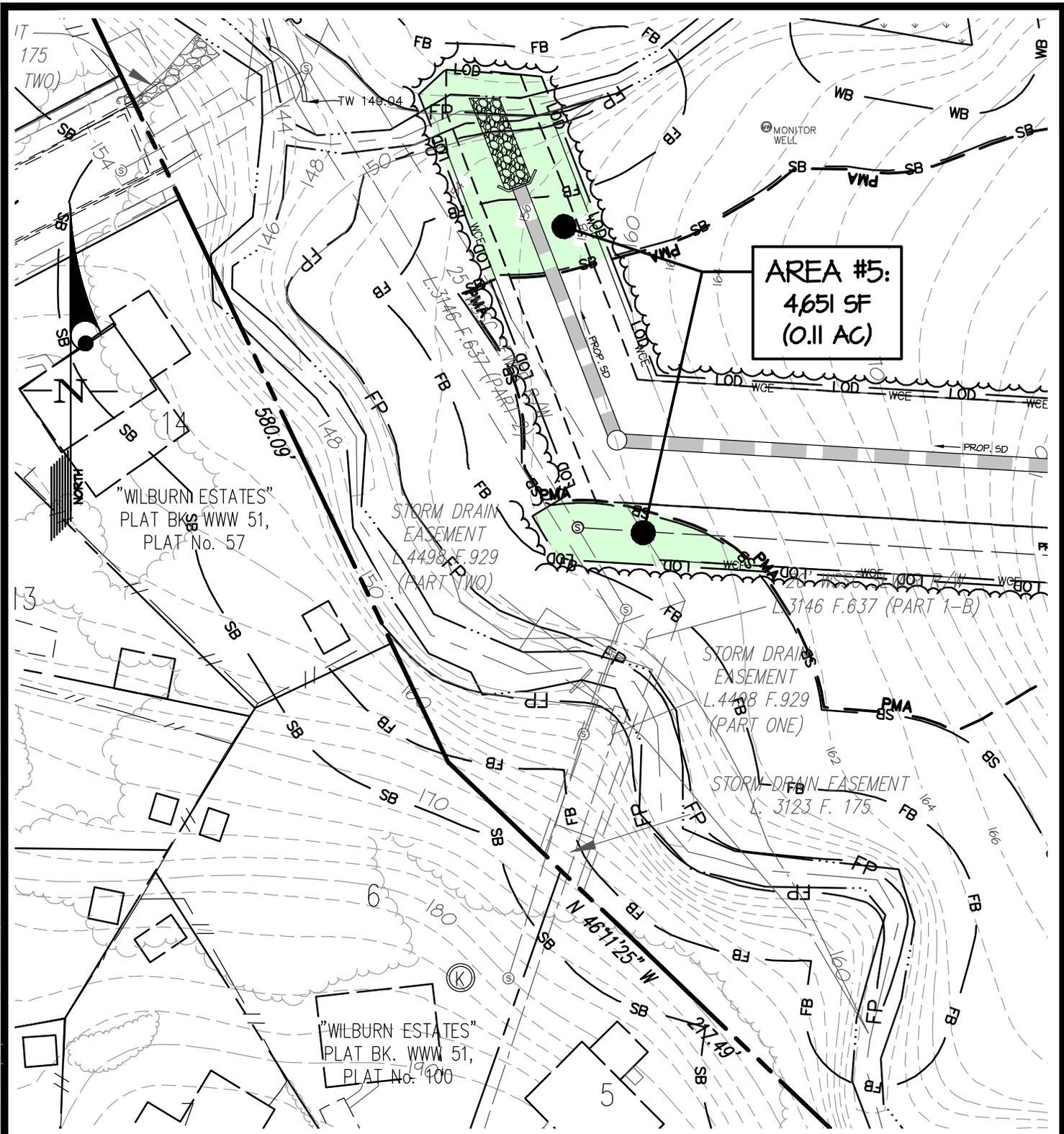
DESIGNED BY:
KAB

DRAWN BY:
KAB

CHECKED BY:
KAB

PREPARED FOR :
GLENWOOD HILLS VENTURE, LLC
5410 EDSON LANE
SUITE 220
ROCKVILLE, MARYLAND 20852
MR. BRIAN BERMAN
301-816-1584

G. L. W. No.	22030
ZONING	M-X-T & R-55
TAX MAP/GRID	073-E1
DATE	AUG. 2022
SCALE	1"=50'
SHEET	51 of 219
1 OF 1	



AREA #5:
4651 SF
(0.11 AC)

"WILBURN ESTATES"
 PLAT BK. WWW 51,
 PLAT No. 57

STORM DRAIN
 EASEMENT
 L. 4498 F. 929
 (PART TWO)

STORM DRAIN
 EASEMENT
 L. 4498 F. 929
 (PART ONE)

STORM DRAIN EASEMENT
 L. 3123 F. 175

"WILBURN ESTATES"
 PLAT BK. WWW 51,
 PLAT No. 100

© GLW 2022

PMA EXHIBIT-AREA #5

**GLENWOOD HILLS
 PARCEL "A" BLOCK "D"**



3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
 PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-989-2524 | FAX: 301-421-4186

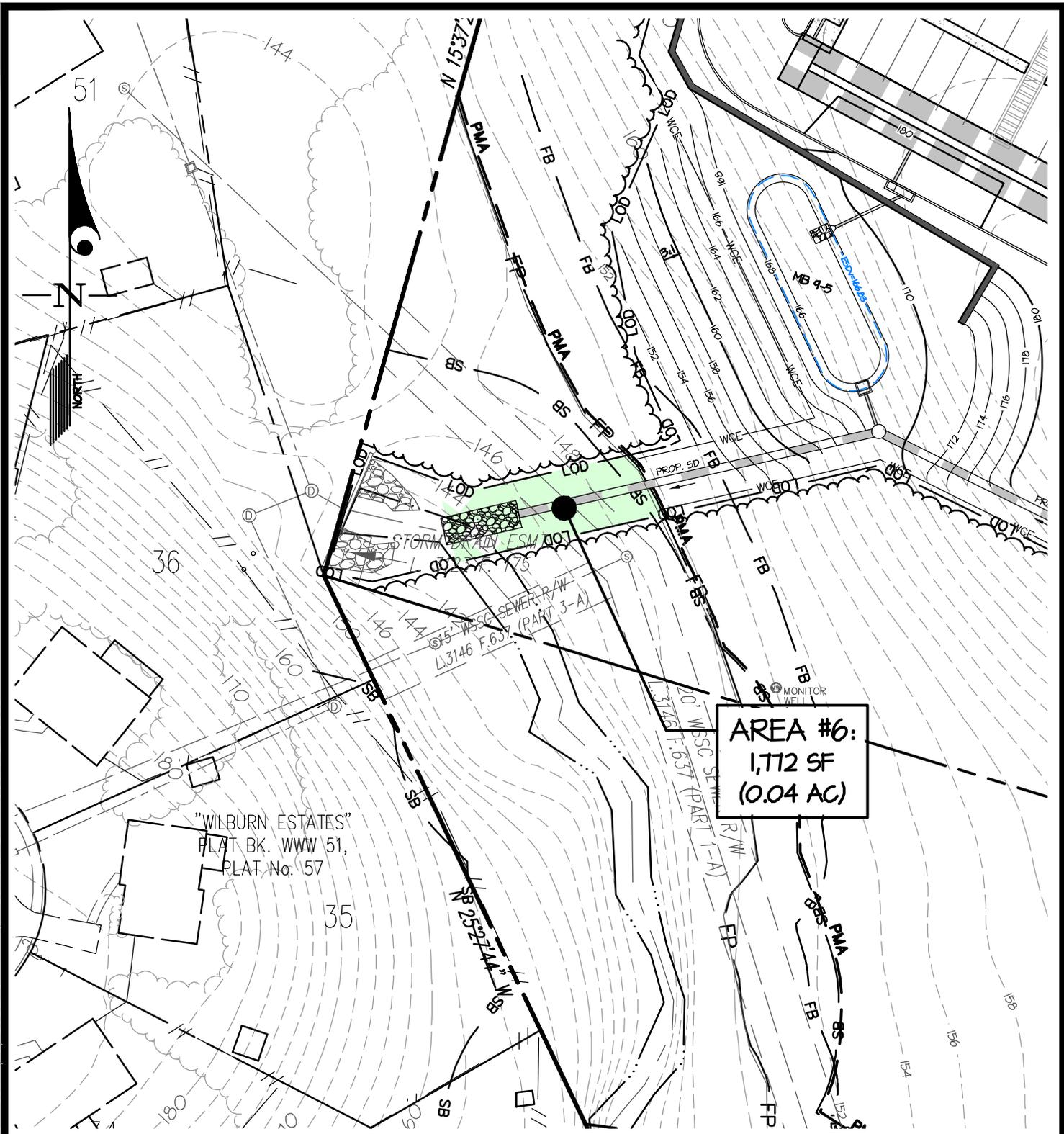
DESIGNED BY:
KAB
 DRAWN BY:
KAB
 CHECKED BY:
KAB

PREPARED FOR :
 GLENWOOD HILLS VENTURE, LLC
 5410 EDSON LANE
 SUITE 220
 ROCKVILLE, MARYLAND 20852
 MR. BRIAN BERMAN
 301-816-1584

G. L. W. No.	22030
ZONING	M-X-T & R-55
TAX MAP/GRID	073-E1
DATE	AUG. 2022
SCALE	1"=50'
SHEET	52 of 219
	1 OF 1

L: \\CADD\DRAWINGS\22030\PLANS BY GLW\EXHIBITS\PMA-EXHIBITS\PMA PLOT PLANS.dwg, PLOTTED: 11/9/2022 3:17 PM, LAST SAVED: 11/9/2022 3:23 PM, LAST PLOTTED BY: Robert L. Goss

CSP-88020-03 BACKUP



AREA #6:
1,712 SF
(0.04 AC)

"WILBURN ESTATES"
PLAT BK. WWW 51,
PLAT No. 57

© GLW 2022

PMA EXHIBIT-AREA #6

**GLENWOOD HILLS
PARCEL "C" BLOCK "D"**



3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-889-2524 | FAX: 301-421-4186

DESIGNED BY:
KAB
DRAWN BY:
KAB
CHECKED BY:
KAB

PREPARED FOR :
GLENWOOD HILLS VENTURE, LLC
5410 EDSON LANE
SUITE 220
ROCKVILLE, MARYLAND 20852
MR. BRIAN BERMAN
301-816-1584

G. L. W. No.	22030
ZONING	M-X-T & R-55
TAX MAP/GRID	073-E1
DATE	AUG. 2022
SCALE	1"=50'
SHEET	53 of 219
1 OF 1	

L: \\CADD\DRAWINGS\22030\PLANS BY GLW\EXHIBITS\PMA-EXHIBITS\PMA PLOT PLANS.dwg, PLOTTED: 11/9/2022 3:17 PM, LAST SAVED: 11/9/2022 3:23 PM, LAST PLOTTED BY: Robert L. Goss

CSP-88020-03 BACKSHEET

AREA #7:
57,489 SF
(1.32 AC)

FOR A STORM DRAIN
 5 (SECOND PART TWO)



© GLW 2022

PMA EXHIBIT-AREA #7

**GLENWOOD HILLS
 PARCEL "D" BLOCK "D"**



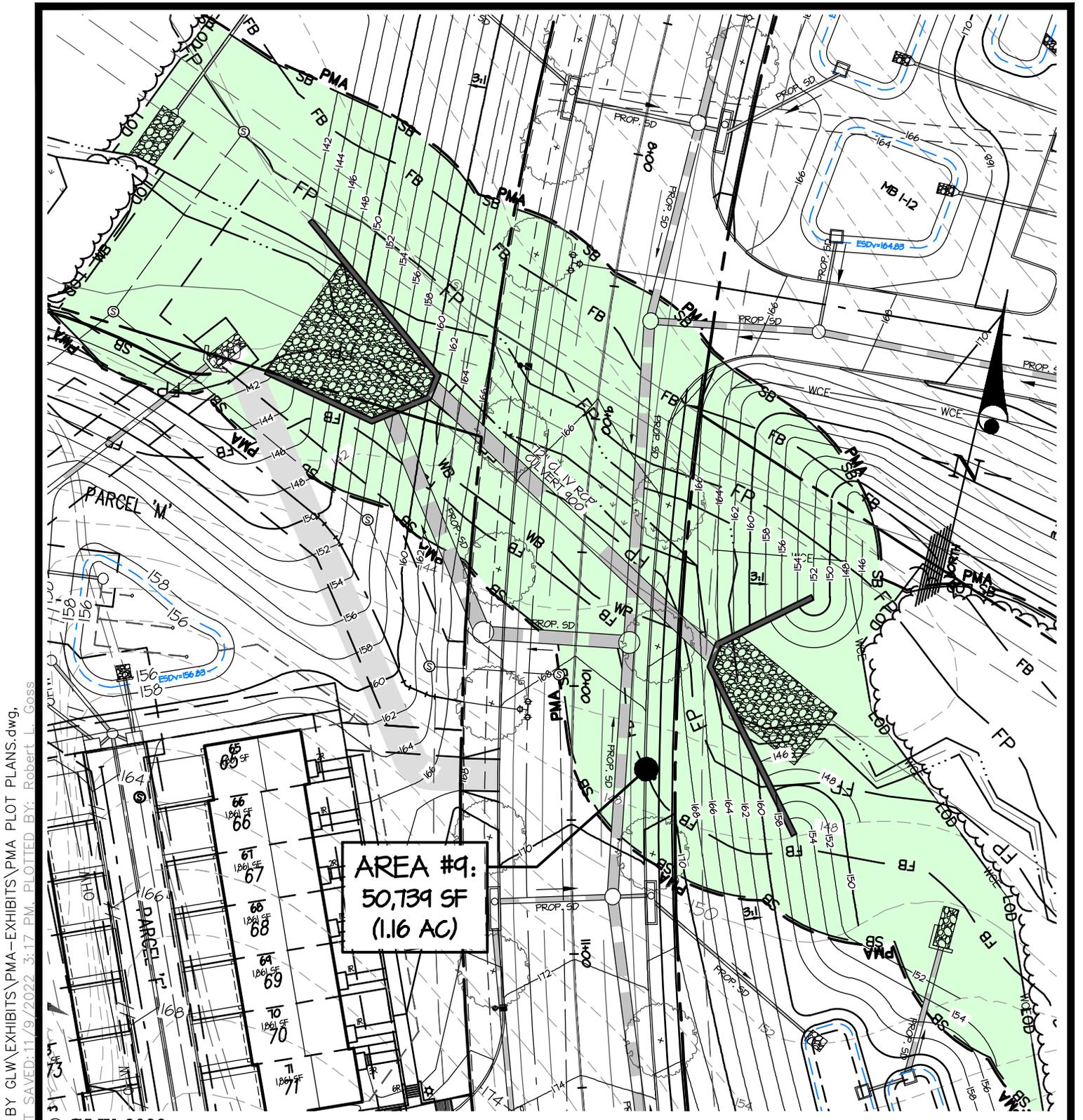
3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
 PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-989-2524 | FAX: 301-421-4186

DESIGNED BY:
KAB
 DRAWN BY:
KAB
 CHECKED BY:
KAB

PREPARED FOR :
 GLENWOOD HILLS VENTURE, LLC
 5410 EDSON LANE
 SUITE 220
 ROCKVILLE, MARYLAND 20852
 MR. BRIAN BERMAN
 301-816-1584

G. L. W. No.	22030
ZONING	M-X-T & R-55
TAX MAP/GRID	073-E1
DATE	AUG. 2022
SCALE	1"=50'
SHEET	54 OF 219
1 OF 1	

L:\CADD\DRAWINGS\22030\PLANS BY GLW\EXHIBITS\PMA-EXHIBITS\PMA PLOT PLANS.dwg, PLOTTED: 11/9/2022 3:17 PM, LAST SAVED: 11/9/2022 3:24 PM, LAST PLOTTED BY: Robert L. Goss



© GLW 2022

PMA EXHIBIT-AREA #9

**GLENWOOD HILLS
PAR. 'M' BLOCK 'E', PAR. 'A' BLOCK 'F'
PAR. 1 & 2 BLOCK 'C' & KAREN BLVD.**



3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-989-2524 | FAX: 301-421-4188

DESIGNED BY:
KAB
DRAWN BY:
KAB
CHECKED BY:
KAP

PREPARED FOR :
GLENWOOD HILLS VENTURE, LLC
5410 EDSON LANE
SUITE 220
ROCKVILLE, MARYLAND 20852
MR. BRIAN BERMAN
301-816-1584

G. L. W. No.	22030
ZONING	M-X-T & R-55
TAX MAP/GRID	073-E1
DATE	AUG. 2022
SCALE	1"=50'
SHEET	56 of 219
BACKUP	1 OF 1

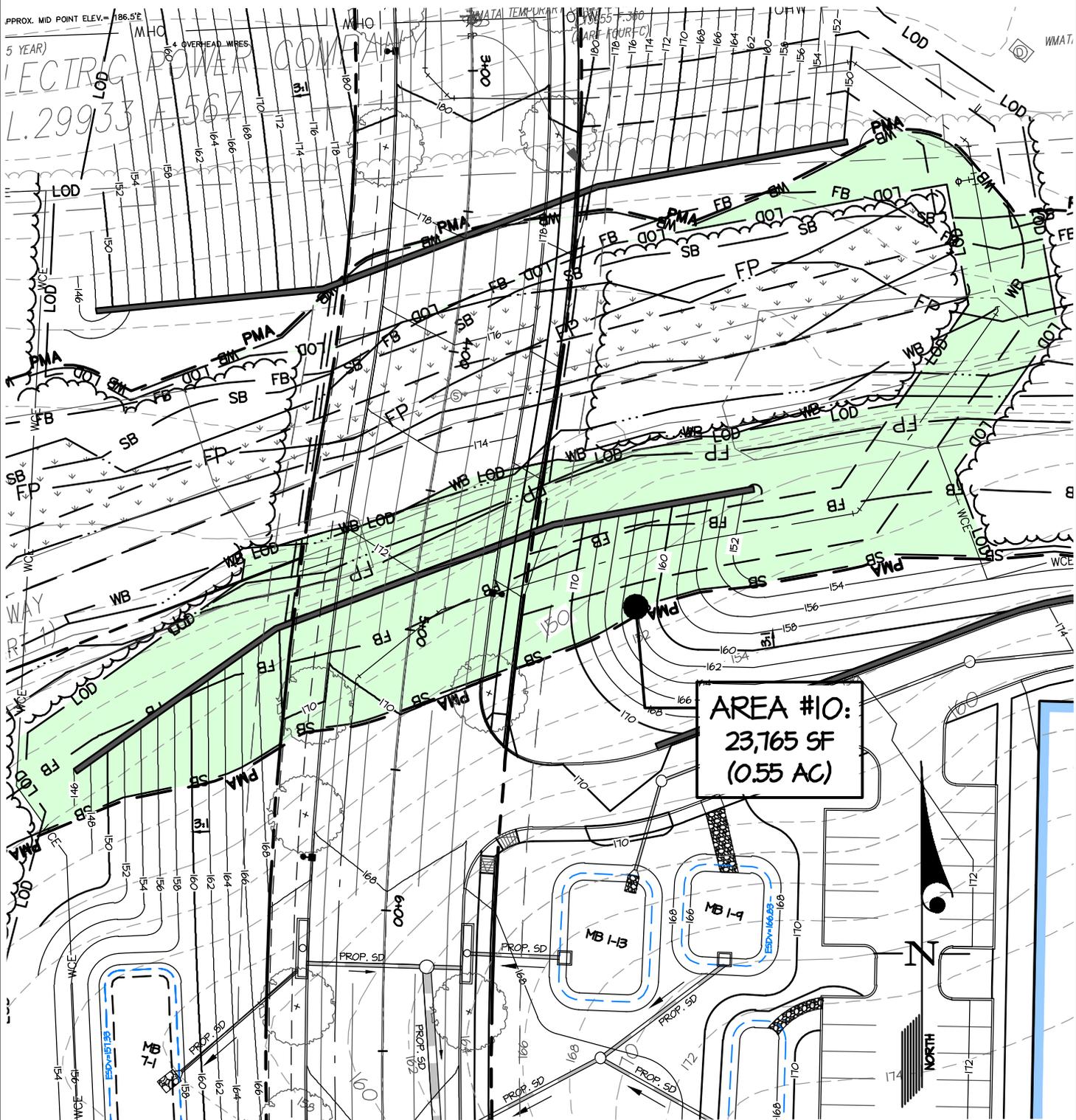
L: \\CADD\DRAWINGS\22030\PLANS BY GLW\EXHIBITS\PMA-EXHIBITS\PMA PLOT PLANS.dwg, PLOTTED: 11/9/2022 3:25 PM, LAST SAVED: 11/9/2022 3:17 PM, PLOTTED BY: Robert L. Goss

CSP-88020-03 BACKUP

APPROX. MID POINT ELEV. = 186.52'

5 YEAR

ELECTRIC POWER COMPANY
L.29933 A-56



AREA #10:
 23,765 SF
 (0.55 AC)

© GLW 2022

PMA EXHIBIT-AREA #10

GLENWOOD HILLS PARCELS 'A' & 'B' BLOCK 'F', PARCEL 1 BLOCK 'C' & KAREN B BLVD.



3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
 PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-889-2524 | FAX: 301-421-4186

DESIGNED BY:
KAB

DRAWN BY:
KAB

CHECKED BY:
KAB

PREPARED FOR :
 GLENWOOD HILLS VENTURE, LLC
 5410 EDSON LANE
 SUITE 220
 ROCKVILLE, MARYLAND 20852
 MR. BRIAN BERMAN
 301-816-1584

G. L. W. No.	22030
ZONING	M-X-T & R-55
TAX MAP/GRID	073-E1
DATE	AUG. 2022
SCALE	1"=50'
SHEET	57 OF 219
	1 OF 1

L:\CADD\DRAWINGS\22030\PLANS BY GLW\EXHIBITS\PMA-EXHIBITS\PMA PLOT PLANS.dwg,
 PLOTTED: 11/9/2022 3:25 PM, LAST SAVED: 11/9/2022 3:17 PM, PLOTTED BY: Robert L. Goss



AREA #11:
2558 SF
(0.06 AC)

MHO
APPROX. MID POINT ELEV. = 186.5'E
MENT EASEMENT (15 YEAR)
F.360
V.P.-B
L.29778-377

MCA TEMPORARY CONSTRUCTION EASEMENT (3 YEAR)
MCA F.360
(V.P.-B)
L.29778-377

© GLW 2022

PMA EXHIBIT-AREA #11

**GLENWOOD HILLS
PARCEL "B" BLOCK "F", PARCEL "I" BLOCK "C"
& KAREN BOUELVARD**



3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-889-2524 | FAX: 301-421-4188

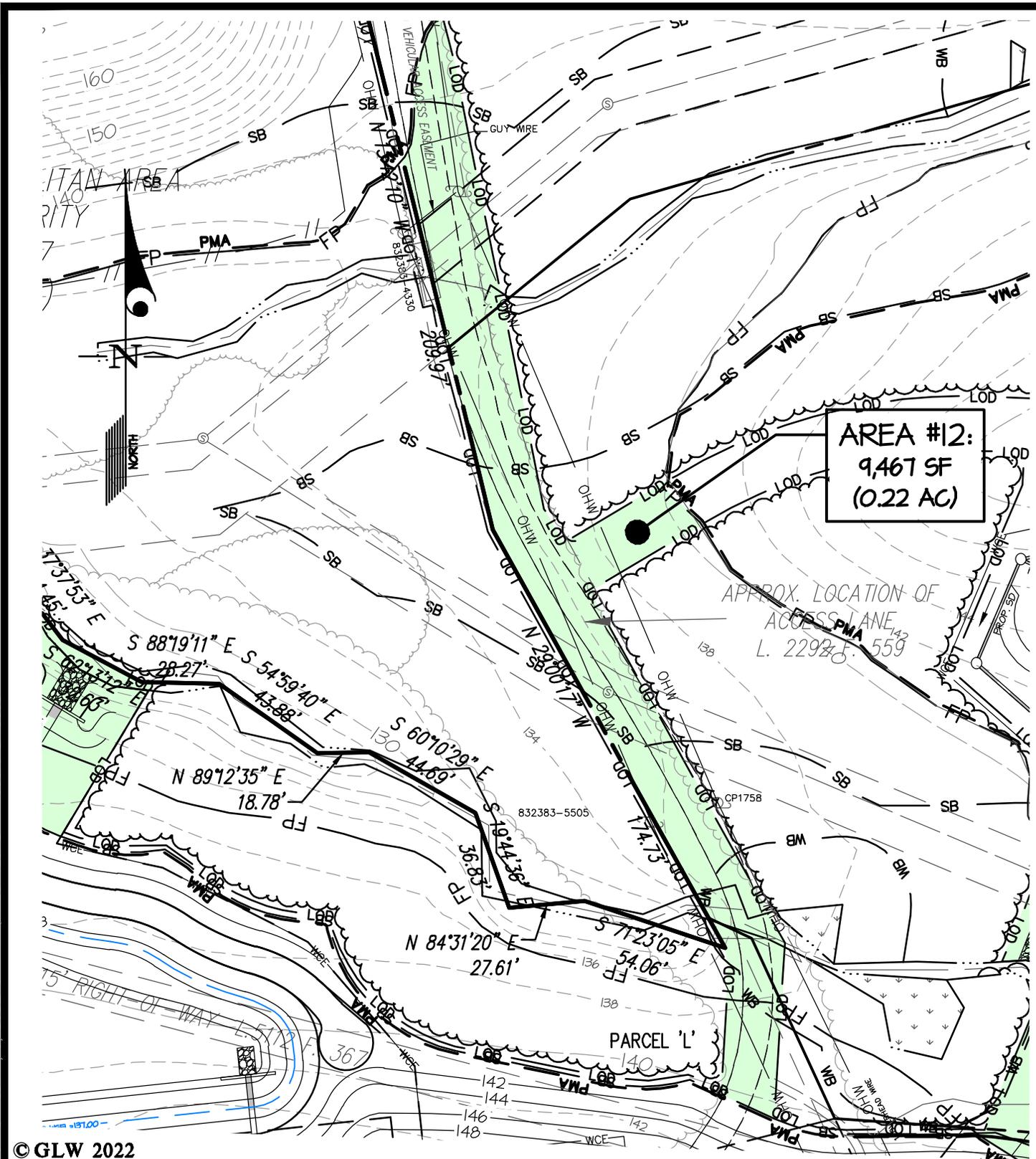
DESIGNED BY:
KAB
DRAWN BY:
KAB
CHECKED BY:
KAB

PREPARED FOR :
GLENWOOD HILLS VENTURE, LLC
5410 EDSON LANE
SUITE 220
ROCKVILLE, MARYLAND 20852
MR. BRIAN BERMAN
301-816-1584

G. L. W. No.	22030
ZONING	M-X-T & R-55
TAX MAP/GRID	073-E1
DATE	AUG. 2022
SCALE	1"=50'
SHEET	58 of 219
1 OF 1	

L:\CADD\DRAWINGS\22030\PLANS BY GLW\EXHIBITS\PMA-EXHIBITS\PMA PLOT PLANS.dwg, PLOTTED: 11/9/2022 3:26 PM, LAST SAVED: 11/9/2022 3:17 PM, PLOTTED BY: Robert L. Goss

CSP-88020-03 BACKSHEET



AREA #12:
 9,467 SF
 (0.22 AC)

APPROX. LOCATION OF
 ACCESS LANE
 L. 229~~75~~ 559

© GLW 2022

PMA EXHIBIT-TEMPORARY IMPACT AREA #12

**GLENWOOD HILLS
 PARCELS 'A' & 'B' BLOCK 'F'**

DESIGNED BY:
KAB

DRAWN BY:
KAB

CHECKED BY:
KAB

PREPARED FOR :
 GLENWOOD HILLS VENTURE, LLC
 5410 EDSON LANE
 SUITE 220
 ROCKVILLE, MARYLAND 20852
 MR. BRIAN BERMAN
 301-816-1584

G. L. W. No.	22030
ZONING	M-X-T & R-55
TAX MAP/GRID	073-E1
DATE	AUG. 2022
SCALE	1"=50'
SHEET	59 of 219
	1 OF 1

L:\CADD\DRAWINGS\22030\PLANS BY GLW\EXHIBITS\PMA-EXHIBITS\PMA PLOT PLANS.dwg.
 PLOTTED: 11/9/2022 3:26 PM. LAST SAVED: 11/9/2022 3:17 PM. PLOTTED BY: Robert L. Goss



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Countywide Planning Division
Historic Preservation Section

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

301-952-3680

November 2, 2022

MEMORANDUM

TO: Mridula Gupta, Urban Design Section, Development Review Division

VIA: Howard Berger, Historic Preservation Section, Countywide Planning Division **HSB**

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

SUBJECT: CSP-88020-03 Glenwood Hills

Findings

The subject property comprises 133.45 acres on the southside of MD 214 (Central Avenue), approximately 782 feet west of its intersection with Shady Glen Drive. The subject property is zoned MIO, RMF-48, and RSF-65 and located within the 2010 *Approved Subregion 4 Master Plan* area. The subject application proposes a mixed-use development consisting of 550 multifamily and 126 single-family attached dwellings, 50,000 square feet of commercial retail space, and 775,000 square feet of industrial uses.

The 2010 *Approved Subregion 4 Master Plan* includes goals and policies related to historic preservation (pages 287-296). However, these are not specific to the subject site.

The subject property does not contain, and is not adjacent to, any designated Prince George's County Historic Sites or resources. The subject proposal will not affect any Prince George's County Historic Sites or resources.

A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is moderate to high.

A Phase I archeology survey was conducted on a portion of the subject property in 2007. A draft report, *Phase I Archeological Survey of the Glenwood Hills Development, Prince George's County, Maryland, Preliminary Plan Number 4-04081*, was received by the Planning Department and was reviewed by Historic Preservation staff. Two archaeological sites were identified, 18PR838 and 18PR839. Both were identified as 20th century farmsteads with related outbuildings, and no further work on those sites was required. The subject application contains Parcels 124 and 125, which were not included in the prior Phase I archeology survey. A Phase I archeology survey should be conducted on Parcels 124 and 125.

Recommendations

The Historic Preservation Section recommends approval of CSP-880202-03 Glenwood Hills, with the following conditions:

1. Prior to signature approval of the preliminary plan, Phase I (Identification) archeological investigations, according to the Planning Board's *Guidelines for Archeological Review* (May 2005), shall be conducted on Parcels 124 and 125 within the above-referenced property to determine if any cultural resources are present. Evidence of M-NCPPC concurrence with the final Phase I report and recommendations is required prior to signature approval.
2. Upon receipt of the report by the Planning Department, if it is determined that potentially significant archeological resources exist in the project area, prior to Planning Board approval of the final plat, the applicant shall provide a plan for:
 - i.) Evaluating the resource at the Phase II level, or
 - ii.) Avoiding and preserving the resource in place.
3. 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 the approval of any grading permits.
4. Prior to the approval of the first detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide a plan for any interpretive signage to be erected and public outreach measures (based on the findings of the Phase I, II, and/or Phase III archeological investigations). The location and wording of the signage and the public outreach measures shall be subject to approval by the M-NCPPC staff archeologist. The plan shall include the timing for the installation of the signage and the implementation of public outreach measures.

November 4, 2022

MEMORANDUM

TO: Mridula Gupta, RLA, Planner III, Urban Design Section, Development Review Division

VIA: David A. Green, Planner IV, Long-Range Planning Section, Community Planning Division

FROM: Andrew Bishop, Planner II, Placemaking Section, Community Planning Division *NAB*

SUBJECT: CSP-88020-03, Glenwood Hills

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

BACKGROUND

Application Type: Conceptual Site Plan outside of an overlay zone.

Location: The property is located on the south side of MD 214 (Central Avenue) approximately 800 feet west of its intersection with Shady Glen Drive.

Size: 133.45 acres

Existing Uses: Vacant

Proposal: Construction of a mixed-use development including approximately 775,000 square feet of warehouse and distribution space, 550 Multifamily units, 50,000 square feet square feet of commercial space, and 126 single family attached (townhouse) dwelling units.

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is located within the Established Communities Policy Area. Plan 2035 describes Established Communities as areas appropriate for context-sensitive infill and low-

to -medium density development and recommends maintaining and enhancing existing public services, facilities, and infrastructure to ensure that the needs of residents are met. (Page 20)

Master Plan: The 2010 Subregion 4 Master Plan recommends a forested land use on the subject property, but this is no longer applicable due to CB-51-2021.

It is noted that CB-51-2021 includes specific requirements and recommends that the M-X-T regulations be applied to townhouses within the R-55 Zone, the Industrial uses not exceed 60% of the gross acreage of the land, and the industrial development must be separated from any existing or proposed residential development by a minimum of 75 feet. This will be reviewed with a future Detailed Site Plan. The applicant is encouraged to work with staff at that time to make sure screening, berming, and landscaping is provided to buffer incompatible uses and the existing residentially zoned property surrounding the site.

Planning Area:75A

Aviation/MIOZ: This application is located within the Military Installation Overlay Zone (MIOZ). Pursuant to Sec. 27-548.54 (e) (2) (D) Maximum Height Requirement, all proposed structures in this application must comply with the requirements for height for properties located in Surface B App/Dep Clearance (50:1) - North End This will be reviewed at the time of DSP.

SMA/Zoning: The Subregion 4 Master Plan retained the M-X-T zone, and a portion of the site in the R-55 Zone in June of 2010. On November 29, 2021, the District Council approved CR-136-2021, the Countywide Sectional Map Amendment ("CMA") which reclassified the subject property from M-X-T zone, and a portion of the site in the R-55 Zone to Residential, Multifamily-48 (RMF-48) and Residential, Single-Family-65 (RSF-65) and is effective April 1, 2022.

MASTER PLAN CONFORMANCE AT SUBDIVISION

No Issues.

ADDITIONAL INFORMATION

None.

CC: Long-Range Agenda Notebook, Adam Doghson, Supervisor, Placemaking, Community Planning Division



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
 Upper Marlboro, Maryland 20772
 TTY: (301) 952-4366
 www.mncppc.org/pgco

Countywide Planning Division
 Environmental Planning Section

301-952-3650

November 14, 2022

MEMORANDUM

TO: Mridula Gupta, Planner III, Urban Design Section, DRD

VIA: Maria Martin, Acting Supervisor, Environmental Planning Section, CWPD *MM*

FROM: Alex Kirchhof, Planner I, Environmental Planning Section, CWPD *AK*

SUBJECT: Glenwood Hills; CSP-88020-03 and TCPI-066-94-03

The Environmental Planning Section (EPS) has reviewed the above referenced Conceptual Site Plan (CSP-88020-03) and Type 1 Tree Conservation Plan (TCPI-066-94-03) received on September 29, 2022. Comments were provided in a Subdivision and Development Review Committee (SDRC) meeting on October 14, 2022. Revised materials were received on November 4, 2022. The Environmental Planning Section recommends approval of CSP-88020-03 and TCPI-066-94-03 subject to recommended findings and conditions at the end of this memorandum.

BACKGROUND

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

Development Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
CSP-88020	N/A	Planning Board	Approved	9/8/1988	88-303
CSP-88020-01	N/A	Planning Board	Approved	3/3/1994	93-269
4-94066	TCPI-066-94	Planning Board	Approved	7/18/2002	94-351
CSP-88020-02	TCPI-066-94-01	Planning Board	Approved	7/15/2004	04-170
4-04081	TCPI-066-94-02	Planning Board	Approved	10/28/2004	04-252
DSP-07003	TCP2-049-07	Planning Board	Approved	10/11/2007	07-165
DSP-07003-01	N/A	Planning Director	Approved	5/25/2010	COA

Development Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
NRI-165-2021	N/A	Staff	Approved	11/18/2021	N/A
CSP-88020-03	TCPI-066-94-03	Planning Board	Pending	Pending	Pending
4-21051	TCP1-066-94-03	Planning Board	Pending	Pending	Pending

PROPOSED ACTIVITY

This conceptual site plan application proposes mixed-use development on a 133.45-acre site. The current zoning for the site is Residential, Multifamily-48 (RMF-48); however, the applicant has opted to apply the zoning standards to this application that were in effect prior to April 1, 2022, for the Mixed Use–Transportation Oriented (M-X-T) and One-Family Detached Residential (R-55) Zones.

GRANDFATHERING

The project is subject to the environmental regulations contained in Subtitle 25, and prior Subtitles 24 and 27 because the application is for a new CSP.

SITE DESCRIPTION

This 133.45-acre site is fully wooded and located just south of the Central Avenue and Karen Boulevard intersection. The site is bounded to the north by Central Avenue and is bisected by the proposed Karen Boulevard master planned roadway. Under the current zoning ordinance this site is zoned Residential, Multifamily-48 (RMF-48). The applicant has filed this application under the prior M-X-T zone. A review of the available information indicates that streams, wetlands, and steep slopes occur on the property. There is potential forest interior dwelling species (FIDS) habitat mapped on-site. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered species on or in the vicinity of this property. The site has one stream system that drain towards Cabin Branch. The property fronts on Central Avenue (MD-214) which is a designated arterial roadway and considered a traffic noise generator. The site lies within the military instillation overlay zone for height. The property is not adjacent to any roadways designated as scenic or historic. CSP-88020-03 is located within the *Approved Subregion 4 Master Plan and Sectional Map Amendment (2010)*. The site is located within the Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map, and in the Established Communities of the General Plan Growth Policy (2035) map as designated by *Plan Prince George's 2035 Approved General Plan*. The property is shown on the General Plan Generalized Future Land Use (2035) as Mixed-Use. According to the *Approved Countywide Green Infrastructure Plan (2017)*, the site contains regulated and evaluation areas.

PRIOR APPROVALS

The site was subject to several prior approvals which proposed mixed-use development. The conditions of approval are not applicable to this application because the proposed uses and site design have changed. The approval of CSP-88020-03 and subsequent PPS (4-21051) and DSP supersedes all previous approvals.

ENVIRONMENTAL REVIEW

Natural Resource Inventory/Environmental Features

An approved natural resource inventory (NRI-165-2021) was submitted with the application. The site is fully wooded and contains Regulated Environmental Features (REF), steep slopes, streams, wetlands and their associated buffers, which comprise the Primary Management Area (PMA). The site also contains specimen trees. The site statistics table on the NRI shows 26.71 acres of PMA, with 7,200 linear feet of regulated streams.

Woodland Conservation

The site is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and contains more than 10,000 square feet of woodland. A Type 1 Tree Conservation Plan (TCP1-066-94-03) was submitted with the CSP application.

The site contains a total of 126.77 acres of woodlands, including 4.29 acres of wooded floodplain. With the passage of CB-51-2021, it was determined that the entire site would be subject to the M-X-T regulations, including the regulations for the woodland conservation thresholds. The site has a woodland conservation threshold of 15 percent or 18.72 acres. The TCP1 proposes to clear 91.69 acres woodland resulting in a total woodland conservation requirement of 42.43 acres. The woodland conservation requirement is proposed to be met with 28.04 acres of on-site preservation, 3.63 acres afforestation, and 10.76 acres of off-site credits. Technical revisions are required to the TCP1 prior to certification of the CSP in conformance with condition provided at the end of this memorandum.

Specimen Trees

Section 25-122(b)(1)(G) requires that "Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone 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). Section 25-119(d)(4) clarifies that variances granted under Subtitle 25 are not considered zoning variances.

A Subtitle 25 variance dated November 3, 2022 was submitted for review with this application. The approved NRI identifies a total of 218 specimen trees on-site. The following analysis is the review of the request to remove 107 specimen trees.

The letter of justification requests the removal of 107 specimen trees identified as 2, 3, 8 through 10, 18 through 20, 22, 23, 25, 27, 43, 46 through 48, 50 through 52, 56, 64, 65, 69 through 83, 90 through 97, 102 through 105, 109 through 114, 125 through 129, 132 through 140, 150 through 158, 160 through 163, 165 through 184, 204 through 206, 217, and 218. The condition of trees proposed for removal ranges from poor to excellent. The TCP1 shows the location of the trees proposed for removal. These specimen trees are proposed for removal for the development of the

site and associated infrastructure.

In discussion with the applicant on November 9, 2022, it was confirmed that specimen tree 28 is dead and specimen tree 29 is split and does not meet the 30 inches diameter at breast height requirement to be counted as a specimen tree. These two trees (28 and 29) are no longer considered specimen trees proposed for removal. This brings the variance request from 109 specimen trees to 107.

**SPECIMEN TREE SCHEDULE SUMMARY FOR 107 TREES PROPOSED FOR REMOVAL ON
TCP1-066-94-03**

Glenwood Hills Variance Tree List				
Residential Area Construction Impacts:				
Tree #	DBH	Common Name	Condition	Reason for removal
129	32"	Tulip Poplar	Good	Constr. for SWM Facility
135	31"	Red Maple	Good	Constr. for Lot 26
136	30"	Tulip Poplar	Good	Constr. for Lot 26 & 27
137	43"	Northern Catalpa	Excellent	Constr. for Lot 26
138	30.5"	Am. Beech	Good	Constr. for Lot 27 & 28
139	46"	Tulip Poplar	Good	Constr. for Lot 27 & 28
140	36"	Silver Maple	Good	Constr. for Lot 28
176	32"	Tulip Poplar	Good	Constr. for Storm Drain
Mixed Use/ Retail Area Construction Impacts:				
Tree #	DBH	Common Name	Condition	Reason for removal
102	44"	Sycamore	Excellent	Proposed connection to ex. sewer
103	30.5"	Tulip Poplar	Good	Constr. for mixed use/ retail buildings
104	32.5"	Silver Maple	Good	Constr. for mixed use/ retail buildings
105	42.5"	Tulip Poplar	Good	Constr. for mixed use/ retail buildings
165	30.5"	Tulip Poplar	Good	Proposed connection to ex. sewer
166	31.5"	Tulip Poplar	Good	Proposed connection to ex. sewer
167	34"	Sycamore	Good	Proposed connection to ex. sewer
168	31.5"	Tulip Poplar	Good	Constr. for mixed use/ retail buildings
169	31.5"	Silver Maple	Good	Constr. for SWM Facilities
170	30"/30"	Tulip Poplar	Good	Constr. for mixed use/ retail buildings
171	32"	Tulip Poplar	Good	Constr. for mixed use/ retail buildings
172	38.5"	Tulip Poplar	Good	Constr. for mixed use/ retail buildings
173	32.5"	Tulip Poplar	Good	Constr. for mixed use/ retail buildings
174	31"	Tulip Poplar	Good	Constr. for mixed use/ retail buildings
175	30.5"	Tulip Poplar	Good	Constr. for mixed use/ retail buildings
205	30.5"	Tulip Poplar	Good	Constr. for mixed use/ retail buildings
217	32.5"	Tulip Poplar	Good	Constr. for mixed use/ retail buildings
Industrial Area Construction Impacts:				
Tree #	DBH	Common Name	Condition	Reason for Removal
2	33"	Silver Maple	Good	Grading for loading area/ parking lot

3	34"	Sycamore	Good	Grading for loading area/ parking lot
9	42"	Tulip Poplar	Good	Grading for SWM Facility
10	33"	Tulip Poplar	Good	Constr. of Warehouse #4
19	40.5"	Tulip Poplar	Poor	Hollow Trunk, Leaning & Grading for SWM/ Parking
20	38"	Red Oak	Good	Grading for SWM facility
22	48"	Silver Maple	Poor	Constr. of Warehouse #3 parking lot
23	38"	Black Walnut	Good	Constr. of Warehouse #3
25	35"	White Oak	Excellent	Constr. of Warehouse #2 parking lot
Industrial Area Construction Impacts:				
Tree #	DBH	Common Name	Condition	Reason for Removal
27	34.5"	Black Walnut	Good	Constr. of Warehouse #2 loading area
46	38.5"	Tulip Poplar	Good	Constr. of Warehouse #1
47	34"	Tulip Poplar	Good	Constr. of Warehouse #1
48	40"	Tulip Poplar	Good	Grading for Warehouse #1 parking lot
50	31"	Tulip Poplar	Good	Constr. of Warehouse #1
51	33.5"	Tulip Poplar	Good	Constr. of Warehouse #1
52	43"	Tulip Poplar	Good	Grading for SWM facility
69	33.5"	Tulip Poplar	Good	Grading for Storm drain
70	30"	Tulip Poplar	Good	Grading for SWM & Warehouse #4
71	30"	Tulip Poplar	Good	Grading for SWM & Warehouse #4
72	31"	Silver Maple	Good	Grading for SWM & Warehouse #4
73	32.5"	Red Oak	Good	Grading for Warehouse #4
74	33.5"	Tulip Poplar	Good	Grading for SWM & Warehouse #4
75	36"	Tulip Poplar	Good	Grading for Storm drain
76	38"	Sycamore	Good	Constr. for loading area/ parking lot
77	31"	Tulip Poplar	Good	Grading for SWM facility
79	30.5"	Tulip Poplar	Good	Grading for SWM fac. & parking lot
80	31"	Tulip Poplar	Good	Grading for SWM fac. & parking lot
81	30.5"	Tulip Poplar	Good	Constr. of Warehouse #3
82	35"	Tulip Poplar	Good	Constr. of Warehouse #3
96	30"	Tulip Poplar	Good	Grading for parking lot
97	30"	Tulip Poplar	Good	Grading for parking lot
109	33.5"	Tulip Poplar	Good	Grading assoc. w/ Warehouse #2
110	34.5"	Tulip Poplar	Good	Grading assoc. w/ Warehouse #2
111	31"	Tulip Poplar	Good	Grading for SWM facility
112	33.5"	Tulip Poplar	Good	Grading for SWM facility
113	34"	Tulip Poplar	Good	Constr. & grading for Warehouse #5
114	34.5"	Pin Oak	Good	Constr. & grading for Warehouse #5
132	32"	Tulip Poplar	Good	Grading assoc. w/ Building #1
133	30.5"	Tulip Poplar	Good	Grading assoc. w/ Building #1
150	39"	Tulip Poplar	Good	Constr. of Warehouse #1

151	36"	Tulip Poplar	Good	Constr. for SWM facility
152	42.5"	Tulip Poplar	Good	Constr. for SWM facility
153	38"	Tulip Poplar	Good	Constr. of access rd. for Warehouse#1
155	51"	Tulip Poplar	Good	Constr. of Warehouse #1
156	43.5"	Tulip Poplar	Good	Constr. of Warehouse #1
157	37"	Tulip Poplar	Good	Constr. of Warehouse #1 parking lot
158	43"	Tulip Poplar	Good	Grading for Warehouse #1 parking lot
160	33"	Tulip Poplar	Good	Grading for Warehouse #1 parking lot
161	38"	Tulip Poplar	Good	Constr. of Warehouse #1
162	41.5"	Tulip Poplar	Good	Constr. of Warehouse #1
Industrial Area Construction Impacts:				
Tree #	DBH	Common Name	Condition	Reason for Removal
163	39"	Tulip Poplar	Good	Constr. of Warehouse #1
178	32"/27.5"	Tulip Poplar	Good	Constr. for SWM facility
181	32"	Tulip Poplar	Good	Constr. of Warehouse #3
182	30.5"	Tulip Poplar	Good	Constr. of Warehouse #3
183	38"	Tulip Poplar	Good	Constr. of Warehouse #3
184	38"	Tulip Poplar	Good	Constr. of Warehouse #3
204	30.5"	Tulip Poplar	Good	Constr. of Warehouse #1 parking lot
206	30.5"	Tulip Poplar	Fair	Hollow Trunk/ Grading for SWM fac.
218	32"	Tulip Poplar	Good	Constr. of Warehouse #3 parking lot
Karen Boulevard Construction Impacts:				
Tree #	DBH	Common Name	Condition	Reason for Removal
8	43"	Tulip Poplar	Good	Master Planned Roadway & culvert for storm drain outfall.
18	35"	Black Oak	Good	Master Planned Roadway
43	38.5"	Tulip Poplar	Good	Master Planned Roadway & ret wall
56	31.5"	Tulip Poplar	Good	Master Planned Roadway & culvert for storm drain outfall.
64	32.5"	Tulip Poplar	Good	Master Planned Roadway
65	36.5"	Tulip Poplar	Good	Master Planned Roadway & culvert for storm drain outfall.
78	31.5"	Tulip Poplar	Good	Master Planned Roadway
83	32.5"	Tulip Poplar	Good	Master Planned Roadway
90	33"	Tulip Poplar	Good	Master Planned Roadway & culvert for storm drain outfall.
91	33"	Tulip Poplar	Good	Master Planned Roadway
92	34.5"	Tulip Poplar	Good	Master Planned Roadway & culvert for storm drain outfall.
93	30"	Tulip Poplar	Good	Master Planned Roadway & culvert for storm drain outfall.
94	31.5"	Tulip Poplar	Good	Master Planned Roadway & culvert for storm drain outfall.
95	30"	Tulip Poplar	Good	Master Planned Roadway

125	30"	Tulip Poplar	Good	Master Planned Roadway.
126	30.5"	Sycamore	Good	Master Planned Roadway
127	35"	Tulip Poplar	Good	Master Planned Roadway
128	31"	Tulip Poplar	Good	Master Planned Roadway
134	31.5"	Tulip Poplar	Good	Grading for SWM facility assoc. w/ Master Planned Roadway
154	39"	Tulip Poplar	Good	Master Planned Roadway & constr. for Culvert & water line
177	30"	Tulip Poplar	Good	Grading for SWM facility assoc. w/ Master Planned Roadway
Karen Boulevard Construction Impacts:				
Tree #	DBH	Common Name	Condition	Reason for Removal
179	31"	Tulip Poplar	Good	Master Planned Roadway
180	31 "	Chestnut Oak	Good	Master Planned Roadway

Evaluation

Staff supports the removal of the requested 107 specimen trees requested by the applicant, based on the findings below. Section 25-119(d) contains six required findings [text in **bold** below] to be made before a variance from the WCO can be granted. An evaluation of this variance request, with respect to the required findings, is provided below.

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

In relation to other properties in the area, special conditions peculiar to the subject property would cause an unwarranted hardship if the applicant were required to retain the 107 specimen trees. Those "special conditions" relate to the specimen trees themselves, such as their size, condition, species, and on-site location.

The property is 133.45 acres, and the NRI shows approximately 26.71-acres of PMA comprised of streams, floodplain, wetlands, and associated buffers. This represents approximately 20 percent of the overall site area. The applicant is proposing 12 impacts to the site's PMA fully minimized to the extent practicable and is proposing woodland conservation and afforestation to further protect the PMA.

The specimen trees are located across the entire site, many within the PMA. The specimen trees proposed for removal are located in the areas of the site most suited for development. This site contains steep slopes, wetlands, streams, and floodplains, which restrict development potential. Complete retention of these trees would severely limit the developable area of the site. A summary of each development section follows.

RESIDENTIAL AREA CONSTRUCTION IMPACTS

Within the single-family residential townhome section, 8 trees are proposed for removal. These trees are identified as 129, 135 through 140, and 176. The trees are a mix of Poplars, Maples, Beech, and Catalpa. The condition ratings for the specimen trees in this section vary from good to excellent with the largest tree measuring 46 inches diameter at breast height. While these trees are listed in good condition, Beech, Maples, and Poplar have poor construction tolerances. Requiring the

applicant to retain these trees and the Critical Root Zone (CRZs) could result in these trees becoming hazardous due to stress as a result of the construction.

RETAIL AREA CONSTRUCTION IMPACTS

Within the retail portion of the site, 17 trees are proposed for removal. These trees are identified as 102 through 105, 165 through 175, 205, and 217. A mixture of Poplars, Maples, and Sycamores are observed within this area. In total, 13 of the 17 specimen trees requested for removal in this section are Poplars which are known for poor construction tolerances. Sycamores have a medium tolerance with Maples varying based on the species. Condition ratings for these specimen trees range from good to excellent with the largest tree being 44 inches in diameter at breast height. Requiring the applicant to retain these trees and the critical root zones could result in these trees becoming hazardous due to stress as a result of the construction.

INDUSTRIAL AREA CONSTRUCTION IMPACTS

Within the industrial area 58 trees are proposed for removal. These trees are identified as 2, 3, 9, 10, 19, 20, 22, 23, 25, 27, 46, 47, 48, 50, through 52, 69 through 77, 79 through 82, 96, 97, 109 through 114, 132, 133, 150 through 153, 155 through 158, 160 through 163, 178, 181 through 184, 204, 206, and 218. A mixture of Poplars, Maples, Sycamores, and Oaks are present in this section. As with the sections noted above, this section is dominated by Poplar. Sycamores are noted for medium construction tolerances while Oak varies from good to medium based on species. Poplars have poor tolerances and are prone to failure when stressed. Conditions of the specimen trees range from poor to excellent, with the largest tree being 51 inches in diameter at breast height. Requiring the applicant to retain these trees and the critical root zones could result in these trees becoming hazardous due to stress as a result of the construction.

KAREN BOULEVARD CONSTRUCTION IMPACTS

Karen Boulevard is a master planned roadway C-429 which connects the site to Central Avenue to the north. This roadway crosses multiple regulated environmental features, such as streams, wetlands, steep slopes, and 100-year floodplain. The applicant has minimized the impacts to these areas by retaining the proposed master planned alignment. Within this alignment are numerous specimen trees located in the right-of-way for the master planned road. These trees are identified as 8, 18, 43, 56, 64, 65, 78, 83, 90 through 95, 125 through 128, 134, 154, 177, 179, and 180. This section is dominated by Poplars, with sparse Oak and Sycamore present. The conditions for specimen trees in this section are all listed as good with the largest tree at 43 inches in diameter at breast height. As mentioned above Poplar are prone to failure and have poor construction tolerances. The trees have the potential to become hazardous if they are required to be preserved. The current master planned alignment of Karen Boulevard C-429 was previously reviewed and approved with prior approvals for CSP-88020 and preliminary plan of subdivision 4-94066.

SUMMARY OF AREAS

The application proposes mixed-use development consisting of residential, commercial, retail, and industrial development, as well as for the construction of the master planned roadway C-429. These are reasonable uses for an M-X-T zoned site. . Development is limited to areas outside of the PMA and most of these trees are within the most developable areas of the site. . The remaining trees vary in tolerance from dead to excellent and are located with the central development portion of the site. Requiring the applicant to retain the 107 specimen trees on the site by designing the

development to avoid impacts to the CRZs would further limit the area of the site available for the orderly development that is consistent with the existing zoning, to the extent that it would cause the applicant an unwarranted hardship. The specimen tree variance request submitted with the CSP identifies 109 trees proposed for removal.

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

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

Based on the location and species of the specimen trees proposed for removal, retaining the trees and avoiding disturbance to the CRZ would have a considerable impact on the development potential of the property. If similar trees were encountered on other sites, they would be evaluated under the same criteria. The proposed residential, commercial, retail, and industrial development is a use that aligns with the uses permitted in the M-X-T Zone. The specimen trees requested for removal are located within the developable parts of the site.

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

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

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

The existing site conditions or circumstances, including the location of the specimen trees, are not the result of actions by the applicant. The removal of the 107 specimen trees would be the result of the infrastructure and grading required for the development. As Poplars have poor tolerances, construction activities while retaining these trees could lead to hazardous conditions. The request to remove the trees is solely based on the trees' locations on the site, their species, and their condition.

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

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

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

Granting this variance request will not violate state water quality standards nor cause measurable degradation in water quality. Requirements regarding stormwater management (SWM) will be reviewed and approved by the DPIE. Erosion and sediment control requirements are reviewed and approved by the Soil Conservation District (SCD). Both SWM and sediment and erosion control requirements are to be met in conformance with state and local laws to ensure that the quality of water leaving the site meets the states standards. State standards are set to ensure that no degradation occurs.

Conclusion

The required findings of Section 25-119(d) have been adequately addressed for the removal of 107 specimen trees, identified as 2, 3, 8 through 10, 18 through 20, 22, 23, 25, 27, 43, 46 through 48, 50 through 52, 56, 64, 65, 69 through 83, 90 through 97, 102 through 105, 109 through 114, 125 through 129, 132 through 140, 150 through 158, 160 through 163, 165 through 184, 204 through 206, 217, and 218. Staff recommends that the Planning Board approve the requested variance for the removal of 107 specimen trees for the construction of a mixed-use development.

Preservation of Regulated Environmental Features/Primary Management Area

The site contains Regulated Environmental Features (REF) including streams, stream buffers, wetlands, wetland buffers, and steep slopes which comprise the Primary Management Area (PMA).

Section 27-273(e)(15) of the Zoning Ordinance requires that Conceptual Site Plan (CSP) applications include: "A statement of justification describing how the proposed design preserves and restores the regulated environmental features to the fullest extent possible." Section 27-276(b)(4) of the Zoning Ordinance states that for all CSP applications: "The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5)."

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

Impacts to the REF should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for stormwater management (SWM) facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the REF. Stormwater management outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The

cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with County Code. Impacts to regulated environmental features must first be avoided and then minimized.

A letter of justification and exhibit for PMA impacts were submitted with this application. The letter of justification proposes a total of twelve impacts to the PMA, and a brief description of each impact. EPS supports impacts 1- 3 and 5-12 staff recommends impact 4 be deferred to the next phase of review.

Impact 1 Sewer Main and Stormdrain Outfall

Impact 1 proposes 12,097 square feet (0.28 acres) of PMA impacts for the relocation of a sewer main. A stormdrain outfall is also proposed as part of this impact to serve the mixed-use retail portion of the site. The utility connection will be co-located with the stormwater outfall to minimize PMA impacts. This impact is supported as proposed.

Impact 2 Stormdrain Outfall

Impact 2 proposes 1,564 square feet (0.04 acres) of PMA impacts for a stormdrain outfall in association with the stormwater facilities for an industrial building site. This impact cannot be avoided because it is required by other provisions of the County and state codes. This impact is supported as proposed.

Impact 3 Karen Boulevard Construction

Impact 3 proposes 2,815 square feet (0.06 acres) of PMA impacts for the development of Karen Boulevard a master planned roadway. The current master planned alignment of Karen Boulevard C-429 was previously reviewed and approved with prior approvals for CSP-88020 and preliminary plan of subdivision 4-94066. This impact is supported as proposed.

Impact 4 Karen Boulevard Construction

Impact 4 proposes 60,282 square feet (1.38 acres) of PMA impacts for the development of Karen Boulevard including a culvert, headwalls, roadway, and environmental site design. The current master planned alignment of Karen Boulevard C-429 was previously reviewed and approved with prior approvals for CSP-88020 and preliminary plan of subdivision 4-94066. This impact is partially supported. The provided exhibit shows a portion of this impact is for Karen Boulevard and a portion is for an adjacent industrial development pod. A stormwater outfall is placed in close proximity to the proposed culvert for Karen Boulevard. This impact must be separated to show the disturbance needed for Karen Boulevard and from the disturbance needed for the proposed building and parking. Staff recommends this impact be evaluated with a subsequent application (DSP). This impact is partially supported for the development of Karen Boulevard.

Impact 5 Sewer Main Installation

Impact 5 proposes 4,651 square feet (0.11 acres) of PMA impacts for a sewer line connection and stormdrain outfall. The location of this impact was chosen due to surrounding stream banks. The stream segment proposed to be impacted is more stable and not as steep or eroded as banks further downstream. This impact cannot be avoided because it is required by other provisions of the County and state codes. This impact is supported as proposed.

Impact 6 Stormdrain Outfall

Impact 6 proposes 1,772 square feet (0.04 acres) of PMA impacts for a stormwater management facility and associated outfall. This impact is given a different acreage of 0.32 in the letter of justification. The LOJ shall be revised to indicate the correct disturbance acreage. This impact

cannot be avoided because it is required by other provisions of the County and state codes. This impact is supported as proposed.

Impact 7 Karen Boulevard Construction, Stream Crossing, Culvert, and Stormdrain

Impact 7 proposes 57,489 square feet (1.32 acres) of PMA impacts for the construction of Karen Boulevard including culvert, stormdrain, roadway, sidewalk, and environmental site design. The current master planned alignment of Karen Boulevard C-429 was previously reviewed and approved with prior approvals for CSP-88020 and preliminary plan of subdivision 4-94066. This impact is supported as proposed.

Impact 8 Stormdrain Outfall

Impact 8 proposes 3,079 square feet (0.07 acres) of PMA impacts for a stormdrain outfall with relation to the 100-year floodplain and to serve the residential development. This impact was reduced in size, and the proposed square footage shall be reflected on the TCP1. This impact is supported as proposed.

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

Impact 9 proposes 50,739 square feet (1.16 acres) for the development of Karen Boulevard, including a steam crossing, culvert, and outfall. The current master planned alignment of Karen Boulevard C-429 was previously reviewed and approved with prior approvals for CSP-88020 and preliminary plan of subdivision 4-94066. This impact is supported as proposed.

Impact 10 Karen Boulevard Bridge and Road Construction and Water Line.

Impact 10 proposes 23,765 square feet (0.55 acres) for PMA impacts associated with the bridge needed to develop Karen Boulevard. The current master planned alignment of Karen Boulevard C-429 was previously reviewed and approved with prior approvals for CSP-88020 and preliminary plan of subdivision 4-94066. The proposed water line was adjusted to follow closely with Impact 10. This impact is supported as proposed.

Impact 11 Karen Boulevard Bridge and Road Construction

Impact 11 proposes 2,558 square feet (0.06 acres) of PMA impacts associated with the bridge crossing for Karen Boulevard. The current master planned alignment of Karen Boulevard C-429 was previously reviewed and approved with prior approvals for CSP-88020 and preliminary plan of subdivision 4-94066. This impact is the other side of the stream from Impact 10. This impact is supported as proposed.

Impact 12 Site Access (Temporary)

Impact 12 proposes 9,467 square feet (0.22 acres) of temporary PMA disturbance that will serve as an access road during the development of the site and will be reforested after construction. This impact proposes to utilize 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 proposed as the existing farm road is to be utilized, and this impact is necessary for temporary site access during the construction phases. The northern crossing for Karen Boulevard proposes a bridge, and the existing access road will be used to bring materials to construct the southern side of the bridge. This impact is supported as proposed.

PMA Impact Summary

This site features multiple areas of PMA (26.71 acres total) consisting of, steep slopes, wetlands, 100-year floodplain, streams, and wetlands. Twelve impacts are proposed to the PMA area with this application. Impacts 1, 2, 3, 5, 6, 7, 8, 9, 10, 11, and 12 are supported. Impact 4 is partially supported

for the development of Karen Boulevard. The portion of 4 associated with the development pad shall be identified as "4a" and will be evaluated for minimization with a subsequent application.

Soils

The predominant soils found to occur according to the U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) include 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, and 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.

Stormwater Management

An unapproved Site Development Concept Plan and an approved stormwater concept letter (48714-2021-00) were submitted with the current application. This letter is reflective of the prior layout and will be further reviewed by the Department of Permitting Inspections and Enforcement (DPIE). Submittal of an approved SWM Concept Letter and plan will be required for subsequent development review applications. No further information pertaining to SWM is required at this time.

SUMMARY OF RECOMMENDED FINDINGS AND CONDITIONS

The Environmental Planning Section recommends approval of Conceptual Site Plan, CSP-88020-03 and Type 1 Tree Conservation Plan TCPI-066-94-03 subject to the following findings and conditions:

Recommended Findings:

1. Based on the level of design information submitted with this application, 12 impacts are proposed to the regulated environmental features (REF) on the subject property are approved with this CSP. Impacts 1, 2, 3, 5, 6, 7, 8, 9, 10, 11, and 12 are supported. Impact 4 is partially supported for the development of Karen Boulevard. The remainder of impact 4 will be evaluated with a subsequent application.
2. The required findings of Section 25-119(d) have been adequately addressed for the removal of 107 specimen trees identified as 2, 3, 8 through 10, 18 through 20, 22, 23, 25, 27, 43, 46 through 48, 50 through 52, 56, 64, 65, 69 through 83, 90 through 97, 102 through 105, 109 through 114, 125 through 129, 132 through 140, 150 through 158, 160 through 163, 165 through 184, 204 through 206, 217, and 218.

Recommended Conditions:

1. Prior to certification of the conceptual site plan, the NRI shall be revised to include a complete site statistics table which includes all required elements and associated quantities in conformance with the Environmental Technical Manual (ETM).

2. Prior to certification of the Conceptual Site Plan, the TCP1 shall be revised as follows:
 - a. Add the prior approval information to the Environmental Planning Section approval block.
 - b. Revise the TCP1 to show the same proposed PMA impacts as shown in the revised exhibit.
 - c. Provide the signed and dated property owners' awareness certification.
 - d. Ensure all specimen trees are present and visible on the TCP1 with the critical root zone and specimen tree number label.
 - e. Provide the site statistics on the TCP1 to show conformance with the revised NRI.
3. Prior to certification of the CSP, the CSP and TCP1 shall show an LOD that preserves all Regulated Environmental Features to the extent practicable.
4. Prior to certification of the CSP Impact 4 and the PMA letter of justification and exhibit shall be revised to separate the proposed impacts associated with the development pad from those proposed with Karen Boulevard. This shall be referred to as "Impact 4a".
5. Prior to the issuance of permits, a TCP2 for rough grading shall be approved.
5. Prior to the issuance of any permits which impact wetlands, wetland buffers, streams, or Waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.

November 14, 2022

MEMORANDUM

TO: Mridula Gupta, Urban Design Review Section, Development Review Division

FROM: *NS* Noelle Smith, AICP Transportation Planning Section, Countywide Planning Division

VIA: *(WTC)* William Capers III, PTP, Transportation Planning Section, Countywide Planning Division

SUBJECT: CSP-88020-03, Glenwood Hills

Proposal

The subject Conceptual Site Plan (CSP) application proposes a mixed-used development consisting of 50,000 square feet of commercial retail uses, 550-unit multifamily dwelling units, 126 townhomes, and 775,000 square feet of industrial uses. The Transportation Planning Section's (TPS) review of the subject application has been evaluated under the prior Zoning Ordinance, Subtitle 27.

Prior Conditions of Approval

The site has prior approved conceptual site plans (CSP), a preliminary plan of subdivision (PPS), and detailed site plans (DSP). The subject application proposes to amend or remove conditions included in the prior CSP approval, and therefore new PPS and DSP applications will be needed which will supersede what was previously approved.

Master Plan Compliance

This application is subject to 2009 *Approved Countywide Master Plan of Transportation* (MPOT). The subject property fronts Central Avenue (MD 214) which is designated as master-planned arterial road (A-32) with a recommended variable width right-of-way of 120 to 150 feet, which includes a master plan recommended bicycle lane facility. The subject property also includes the master planned collector roadway Karen Boulevard (C-429), to which the MPOT recommends an 80-foot right-of-way to include bicycle lane and side path facilities along the frontage. It is important to note that the hard surface Chesapeake Rail Trail impacts the northern portion of the site with an east-west orientation.

Comment:

The latest plan submission shows the extent and limitations of the ultimate right-of-way for Karen Boulevard but shows Central Avenue (MD 214) as a 100' right-of-way which is not consistent with the master plan recommendations. Staff acknowledges that at the time of PPS, the appropriate

right-of-way dedication will be addressed, but requests the applicant update the CSP to show the extent and limits of the master plan ultimate right -of-way along the subject property's frontage of Central Avenue (MD 214).

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

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

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

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

This development is also subject to 2010 *Approved Subregion 4 Master Plan*, which also recommends a 120 to 150-foot right-of-way along MD 214 and an 80-foot right-of-way along Karen Boulevard. The area master plan recommends the following policies regarding multi-modal transportation (pg. 234):

Roadway Policies

Policy 2: The transportation system must have efficient access to residential, commercial, and employment areas with improvements to existing roadways and new roadways and minimizing dislocation and disruption resulting from the implementation of these recommendations.

Policy 5: Ensure the transportation facilities are adequate prior to the approval of any new development within established neighborhoods and in the designated centers in accordance with the procedures provided in the County Code.

Pedestrian, 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*.

Additionally, the subject site is impacted by the planned Central Avenue Connector Trail (CACT), which includes a portion of the planned Chesapeake Rail Trail that was relocated along the frontage of MD 214. The route of the CACT impacts the frontage of the property along MD 214, the northern portion of Karen Boulevard, and the PEPCO right-of-way that is oriented east-west through the property.

Comment:

Staff recommends the property frontage of MD 214 be designed consistent with the CACT to maintain continuity along the entire frontage. A bicycle lane and a minimum 10-foot-wide side path are also recommended to be provided along the entire limits of Karen Boulevard to provide a multi-modal connection through the site and to adjacent properties. Minimum five-foot-wide sidewalks are recommended along all internal roadways that are not designated as master planned facilities. All pedestrian pathways are to include ADA-compliant curb ramps and crosswalks. Designated bicycle parking is to be included throughout the site to accommodate the multi-modal environment.

Zoning Ordinance Compliance

Mixed-Use-Transportation Zone

Most of the subject site is located within the Mixed-Use-Transportation (M-X-T) Zone. Section 27-546 provides additional requirements for a conceptual site plan. The section emphasizes the need for appropriate transportation facilities to support sites developed in this zone and comprehensive pedestrian connections within a mixed-use community.

Analysis of Traffic Impacts

The applicant has submitted a full traffic impact analysis (TIS) at the request of staff. This study is used as the basis for a determination of transportation adequacy for developments located in the M-X-T zoning district in conformance to Section 27-546(d)(9) as stated below:

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

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

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

Staff has reviewed the TIS that was submitted as part of the CSP application which shows that all intersections within the study area will operate at acceptable levels except for the Karen Boulevard/Central Avenue intersection which will require the construction of a traffic signal to meet the requirements of the area Transportation Service Area. As such, staff recommends a condition of approval that as part of the approval of the preliminary plan of subdivision application

the applicant shall submit a full traffic signal warrant analysis for the Karen Boulevard and Central Avenue intersection to determine if a signal is deemed warranted.

Based on the findings and conclusions of the TIS, the Transportation Planning Section concludes that existing transportation facilities, when improved with improvements outlined in the TIS, are sufficient to support the proposed development and meet the requirements of Section 27-546(d)(9).

Site Circulation

The latest CSP submission proposes sidewalks throughout the site and along the property frontage to detail an interconnected system that provides general circulation for pedestrians. Staff recommends that internal connections are provided throughout the site to all uses creating continuous, convenient, and comprehensive connections to encourage alternative modes of transportation.

The site must also comply with Section 27-274 which provides requirements regarding parking, loading and circulation. These requirements include ensuring parking lots are designed to provide safe and efficient circulation for both pedestrians and vehicles to minimize conflicts. Designated areas for vanpool, carpool, and visitor parking should be provided at convenient locations. Safe transitions for vehicular access should be provided throughout the site. Additionally, the design of streetscape amenities should be clearly visible, accessible, and functional.

As a condition of approval, staff recommends that the site is developed with clearly marked and visible pathways for pedestrians throughout all parking areas to separate vehicular and pedestrian routes. The site shall also be served by designated parking spaces for rideshare, carpool activities and visitor parking are to be provided at all multifamily buildings.

Transportation Planning Review

The latest site plan submission includes the main access to the site at the intersection of MD 214 and Karen Boulevard and two secondary accesses along MD 214, east of the Karen Boulevard intersection, being proposed as right-in and right-outs. Within the site, Karen Boulevard provides the main circulation and proposes an 80-foot-wide right-of-way to include an eight-foot-wide side path along Karen Boulevard. The proposed right-of-way is sufficient to provide all internal sidewalks and streetscape amenities.

Additionally, the applicant provided a circulation plan that includes both vehicular and pedestrian networks. The plan shows a sidewalk along the frontage of MD 214, both sides of Karen Boulevard, and connections to adjacent properties. Staff recommends that all pedestrian and bicycle facilities be provided and included on subsequent site plans. Staff find that the overall circulation and proposed roadway configurations are acceptable.

Recommendations

Based on the findings presented above, staff concludes that the multimodal transportation facilities will exist to serve the proposed subdivision as required under Subtitle 27, and will conform to the 2009 *Countywide Master Plan of Transportation* and the 2010 *Approved Subregion 4 Master Plan* if the following conditions are met:

1. Prior to certification of the conceptual site plan, the applicant, and the applicant's heirs, successors, and/or assigns shall show the extent and limits of the ultimate right of-way along the subject property's frontage of Central Avenue.
2. Prior to the approval of a preliminary plan of subdivision, the applicant, and the applicant's heirs, successors, and/or assigns shall submit a signal warrant analysis for the Karen Boulevard and Central Avenue intersection, if the traffic impact study submitted with the preliminary plan application shows that a traffic signal is needed offset traffic impacts at this intersection.
3. The applicant and the applicant's heirs, successors, and/or assigns 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. The frontage of MD 214 and the portion of Karen Boulevard shall be consistent with the design of the Central Avenue Connector Trail unless modified by the implementing agency with written correspondence.
 - b. 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.
 - c. Standard bicycle lane along Karen Boulevard in accordance with AASHTO guidelines, unless modified by the operating agency with written correspondence.
 - d. The minimum five-foot-wide sidewalk along both sides of all internal roadways throughout the site and associated ADA curb ramps and crosswalks.
 - e. ADA-compliant curb ramps and crosswalks crossing all vehicular access points.
 - f. Designated pathways for pedestrians through surface parking lots.
 - g. Streetscape amenities are to be accessible and functional throughout the site to accommodate the mixed-use community.
 - h. Long-term bicycle parking within the multifamily building and short-term bicycle near the building entrance in accordance with AASHTO guidelines.
 - i. Short-term bicycle for the commercial and industrial areas at a location convenient to the buildings in accordance with AASHTO guidelines.
 - j. Dedicated parking spaces for rideshare activities

November 8, 2022

MEMORANDUM

TO: Mridula Gupta, Acting Planner III, Urban Design Section
VIA: Mridula Gupta, Planner III, Subdivision Section *MG*
FROM: Mahsa Vatandoost, Planner II, Subdivision Section *MV*
SUBJECT: CSP-88020-03; Glenwood Hills

The subject property is located in Tax Map 66, Grid E4 and Tax Map 73, Grids D1, D2, E1, and E2. The property consists of 133.45 acres, is located within the Town Activity Center-Edge (TAC-E) and Residential Single-Family-65 (RSF-65) Zones, and is also subject to the Military Installation Overlay (MIO) Zone for height. However, this conceptual site plan (CSP) application was submitted for review under the prior Zoning Ordinance. Therefore, the property is reviewed pursuant to the prior Mixed-Use Transportation Oriented (M-X-T), One-Family Detached Residential (R-55), and M-I-O Zones. A Zoning Bill CB-51-2021 was adopted on November 16, 2021 by the District Council to permit warehouse and distribution uses in the M-X-T Zone and townhouse uses in the R-55 Zone under certain circumstances. Per Footnote 145 of Section 27-441(b)(7) of the prior Zoning Ordinance, the M-X-T regulations will be applicable to the townhouse development within the R-55 zoned land. Footnote 23 of Section 27-547(b)(2) permits industrial uses in the M-X-T-Zone as long as industrial uses do not exceed 60-percent of the gross acreage, and is separated from any existing or proposed residential development by a minimum of 75 feet.

The applicant proposes a mixed-use development consisting of approximately 126 townhouse dwelling units, 550 multifamily dwelling units, 775,000 square feet of industrial use, and 50,000 square feet of retail space. There is one previously approved preliminary plan of subdivision (PPS) 4-04081 associated with M-X-T-Zoned portion of the subject property. However, the proposed development will require a new PPS and a certificate of adequacy in accordance with Section 24-107 of the prior Subdivision Regulations, because this CSP amendment proposes changes to the lotting pattern and approved uses. The applicant submitted PPS 4-21051 for this site, which was accepted on October 11, 2022, and is tentatively scheduled to be heard by the Planning Board on December 15, 2022. PPS 4-21051 will supersede PPS 4-04081, once approved. This CSP must be approved prior to the approval of the PPS.

A 121.08-acre portion of the property was platted subsequent to the previously approved PPS 4-04081 in the Prince George's County Land Records in Plat Book MMB 235, pages 22-40 titled "Glenwood Hills, Plats 1-19" on January 20, 2012. The remaining R-55 zoned portion of the property is not included in the prior approved PPS, and consists of two deed parcels known as Parcels 124 and 125 recorded in Liber 33040 at folio 581 and Liber 33221 at folio 532,

respectively. New final plats of subdivision will be required subsequent to approval of this CSP amendment and following the approval of a new PPS and detailed site plan (DSP) before any building permits may be approved for the development of this site.

Plan Comments

1. The property is located adjacent to MD 214 (Central Avenue), a master planned arterial roadway. A Phase I noise study will be required with the PPS to demonstrate that any planned outdoor recreation areas and the multifamily dwelling units are not impacted by noise. Also, at the time of DSP when the positions of dwellings and details of the recreation facilities are known, Phase II noise studies will be required with the plans. Mitigation will be required for all exterior noise-sensitive areas exposed to traffic noise levels above 65 dBA Ldn, to ensure traffic noise is reduced to not higher than that level. All dwellings exposed to noise levels above 65 dBA Ldn must achieve an interior noise level no higher than 45 dBA Ldn.
2. The CSP identifies locations for proposed on-site recreational facilities throughout the development. The adequacy of any on-site recreational facilities to satisfy the mandatory parkland dedication requirement will be evaluated at the time of PPS and DSP review.
3. The lotting and circulation pattern, and any required right-of-way dedication, will be reviewed further with the PPS application. Right-of-way widths for any public and private streets internal to the development will also be determined at the time of the PPS. Moreover, the location of public utility easements required along all public and private streets will be determined with the PPS.

Recommended Conditions

None.

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. A preliminary plan of subdivision and final plat will be required for the proposed development. There are no other subdivision issues at this time.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: November 7, 2022

TO: Mridula Gupta, Planning III
 Urban Design Section
 Development Review Division
 Planning Department

VIA: Sonja Ewing, Assistant Division Chief *SME*
 Dominic Quattrocchi, Planning Supervisor *DQ*
 Park Planning and Development Division
 Department of Parks and Recreation

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

SUBJECT: **CSP-88020-03**
Glenwood Hills

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

PROPOSAL

This application is to amend the approved Conceptual Site Plan and to eliminate or revise the Findings and Conditions of CSP-88020-02.

BACKGROUND:

The subject property is approximately 133.45-acres located south of Central Avenue (MD214) where it intersects with Peppermill Drive. This proposal is subject to the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (Subregion 4 Master Plan), the 2017 *Land Preservation, Parks and Recreation Plan for Prince George’s County*, and *Formula 2040, Functional Master Plan for Parks, Recreation and Open Space*. This property is currently unimproved.

DISCUSSION:

The applicant is seeking to amend or eliminate several conditions to CSP-8808020/02 approved by the District Council. The request reflects the new development proposals reflected in the Preliminary Plan of Subdivision and the Detailed Site Plan. Conditions 13, 17 and 18 are relevant to the Department of Parks and Recreation.

The applicant is requesting to amend Condition 13 to reflect the provision of recreational facilities conveyed to a Homeowners Association or M-NCPPC. DPR staff has no objections to this

amendment. The site plan illustrates two areas along Karen Boulevard – the residential pod west of the Karen Boulevard/ Central Avenue (MD 214) intersection and within the mixed-use pod east of that intersection – as proposed locations for recreational amenities and facilities. DPR staff recommends that the provision of recreation amenities is reviewed and developed with the PPS and DSP. There is also a proposed east-west segment of the Central Avenue Connector Trail that traverses the property along the PEPCO Right-of-Way extending west from Central Avenue through the proposed Karen Boulevard east to Shady Glen Road. DPR staff recommends that this segment is reviewed and developed with the PPS and DSP.

The applicant is requesting the elimination of Conditions 17 and 18. DPR staff has no objections to the elimination of these two conditions. The applicant is proposing to provide on-site recreation to meet the parkland dedication requirement with the new PPS and DSP. Condition 17 identified specific locations and private recreational amenities and facilities within the development. DPR staff agrees that the new PPS and DSP offer an opportunity to evaluate proposed recreational amenities and facilities reflective of the proposed residential development. Condition 18 provided a schedule for the bonding and construction of the proposed recreational facilities. The new PPS and DSP will provide recommendations for the scheduling and bonding of future proposed recreation amenities and facilities.

RECOMMENDATION:

The Park Planning & Development Division of DPR agrees with the amendment of Condition 13 and the elimination of Conditions 17 and 18 to revise Conceptual Site Plan CSP-88020/02. DPR recommends to the Planning Board approval of Conceptual Site Plan amendment CSP-88020-03 for the Glenwood Hills property with the recommendation that at the time of the preliminary plan of subdivision review, the evaluation of on-site recreation facilities, including outdoor active and passive amenities, and the development of the Central Avenue Connector Trail alignment, along the PEPCO easement, between Central Avenue and Shady Glen Road to fulfill the dedication of parkland requirement.

cc: Alvin McNeal
Bridget Stesney

November 21, 2022

Mr. Wes Guckert, PTP
The Traffic Group, Inc.
9900 Franklin Square Drive, Suite H
Baltimore, Maryland 21236

Dear Mr. Guckert,

Thank you for the opportunity to review the **TIS Submittal #2 (a Revised Traffic Impact Study dated April 8, 2022)** prepared by The Traffic Group for the proposed **Glenwood Hills development (MDOT SHA Project No. 21APPG027XX) located on MD 214 (Central Avenue) at Mile point 1.53** in Prince George's County.

The Maryland Department of Transportation State Highway Administration (MDOT SHA) has reviewed the TIS and are pleased to respond.

- The Glenwood Hills property is planned on the south side of MD 214 (Central Avenue) in the Capitol Heights area of Prince George's County, MD. The proposed land use is 132 townhomes, 550 apartment units, 750,000 SF of warehousing space, and 60,000 SF of retail.
- The site will access MD 214 on the north and Karen Boulevard on the south.
- The north access is proposed on the south side of MD 214, about 4,000 ft east of Addison Road, 2,000 ft west of Hill Road/Shady Glen Drive, and opposite Pepper Mill Drive; the south access will join the existing Karen Boulevard at Walker Mill Middle School.

Based on the information provided, please address the following comments in a point-by-point response:

Engineering Systems Team (EST) Comments (Provided by Ahmad Al Kawabeh & Dorey Uong):

The Engineering Systems Team has reviewed the subject project and would like to offer following comments.

Currently, our office has no active or programmed projects within the vicinity of this development. EST would like to defer to District 3 Traffic to provide comments on traffic related items and proposed crosswalks at unsignalized intersection.

Additional comments:

1. Consider adding the driveway names adjacent to the site (Daimler Dr. & Pepper Mill Dr.).

2. Revise legend and include all hatching and lines shown on plan.
3. Will ADA elements, including curb cuts, sidewalk ramps, and detectable warning surfaces (DWS) be provided for the proposed entrances and sidewalks? Please, check for ADA compliance and SHA Standard.
4. Include existing Bus stops along MD 214 and update legend. Recommend coordination with the transit for criteria and details for bus pads and retaining walls for all six locations.
5. Recommend coordination with the bus transit for relocation of the bus stop on MD 214 WB at Soper Ln. before the intersection. The current location appears to be too close to the intersection.
6. The proposed crosswalk west of Soper Ln. is too far from the intersection.
7. Check maximum number of access points per section “ 1.3.1.A. Maximum Number of Access Points ” of the SHA Access Management Manual.

Travel Forecasting & Analysis Division (TFAD) Comments (Provided by Rafey Subhani):

TFAD has reviewed the Traffic Impact Study for the subject site. The proposed land use is 132 townhomes, 550 apartment units, 750,000 SF of warehousing space, and 60,000 SF of retail. Site access is proposed from the existing terminus of Karen Boulevard at Walker Mill Middle School and on MD 214 opposite Pepper Mill Drive.

We would like to offer the following comments.

1. It is noted in multiple areas of the report that a COVID factor of 1.04 was applied to volumes. Please remove the comment if the factor is no longer being applied to avoid confusion.
2. TFAD agrees with the 0.5% growth along MD 214, but the side street network is expected to grow at least 1% based on the regional model and this is not reflected on all side streets. Any side street with growth over 1% is acceptable.
3. The previous submittal had fewer access points along Karen Blvd with the warehousing than the current submittal. TFAD recommends consolidating the 13 access points along Karen Blvd where possible or investigate alternative means of access, particularly the closely spaced warehouse access points.
4. Full trip distribution is not shown in Figure 12. Both right-in-right-out access points along MD 214 and the trips going Addison Road to Wiburn Drive are not shown. Please update graphics to show all trips from the proposed development.
5. TFAD concurs with the signal warrant analysis and recommends the installation of a signal at the intersection of MD 214 at Pepper Mill Road/Karen Blvd.
6. TFAD recommends analyzing the intersections of Karen Blvd at Iona Terrace and Addison Road at Wilburn Drive. The trip distribution for the proposed development sends trips through these intersections and they are not analyzed.
7. If using Synchro in analysis, please provide models for review.
8. MD 214 at Karen Blvd/Pepper Mill Dr is a LOS F in 5 of 6 scenarios without the signal. Please provide HCM analysis for the intersection with the signal for comparison. TFAD also

recommends evaluating additional future lane configurations on the northbound approach to minimize delay.

9. Please justify the different lane use factors in the CLV between AM and PM peak hours for the southbound approach for all 3 analysis scenarios. If no change in lane use is happening between the peak hours based on signing or local conditions, please revise analysis to be consistent between the peaks.
10. TFAD does not recommend two unsignalized access points along MD 214 east of Karen Blvd/Pepper Mill Drive. Consider consolidating these access points into one or investigate alternative means of access.
11. There will likely be additional diversion of traffic along Karen Blvd due to the new connection between Walker Mill and MD 214. This additional traffic has not been accounted for in the analysis.
12. If the connection of Karen Blvd to MD 214 occurs, there will be increased traffic along Walker Mill Middle School. TFAD recommends additional pedestrian infrastructure be examined at this location for safety consideration of pedestrians. The recommendations in the BPIS are not located near Walker Mill Middle School.
13. The BPIS site plan on page 5 does not match the site plan shown in the TIS. Please revise

Traffic Development & Support Division (TDSD) Comments (Provided by Temidayo Itseriki):

We concur with the proposed signalization of MD 214 @ Pepper Mill Road/Karen Blvd (New Site Access) but the Consultant will need to provide us an updated traffic signal warrant analysis (TSWA) based on the actual traffic count in the future after development full buildout, or at a certain phase of development to confirm that signalization of the intersections is still warranted before moving forward with installing the new traffic signal.

If you have any questions, please contact Temidayo Sekiteri at 410-787-5817 or by e-mail at tsekiteri@mdot.maryland.gov

District 3 Traffic Comments (Provided by Benjamin Beermann):

1. Is a truck restriction proposed along the existing portions of Karen Blvd? This portion of Karen Blvd is primarily residential with a school where truck access may not be ideal for proposed warehouses.
2. Whilst a new traffic signal is proposed at MD 214 and Pepper Mill Rd, no other mitigation is recommended to offset the impact of additional vehicles and trucks?
3. Karen Blvd does not appear to have connectivity to the existing neighborhood by way or road, sidewalk, bike lanes or shared-use path.
4. Lighting treatments are recommended along MD 214 in the general vicinity of Pepper Mill Drive.
5. District Three - Traffic concurs with the signal warrant analysis provided in which several warrants were met.

6. The proposed Retail and Multi-Family development on the Southeast corner of MD 214 and Pepper Mill Rd appears to have a Right-In Right-Out access point on the concept plans. This access point was not considered in this analysis.

Please provide an Electronic Submission containing the traffic impact study, all supporting documentation, and a point-by-point response addressing the comments noted above to the Access Management Division. For electronic submissions create an account with our online system <https://mdotsha.force.com/accesspermit>. Please reference the SHA tracking number on any future submissions. Please keep in mind that you can view the reviewer and project status via SHA Access Management Division web page at <https://www.roads.maryland.gov/mdotsha/pages/and.aspx>.

If you have any questions, or require additional information, please contact Mr. Kwesi Woodroffe at 301-513-7347, by using our toll-free number in Maryland only at 1-800-876-4742 (x7347) or via email at kwoodroffe@mdot.maryland.gov or shaamdpermits@mdot.maryland.gov.

Sincerely,



for Derek Gunn, P.E.
Acting District Engineer, District 3, MDOT SHA

DG/eui

cc: Ahmad Al Kawabeh, MDOT SHA – EST
Benjamin Beermann, MDOT SHA – District 3 Traffic
Glen Burton, Prince George’s County Planning Department
Peter Campanides, MDOT SHA – District 3 Traffic
Rola Daher, MDOT SHA – TFAD
Tom Masog, Prince George’s County Planning Department
Claudine Myers, MDOT SHA – EST
Temidayo Sekiteri, MDOT SHA – TDSD
Randall Scott, MDOT SHA – District 3 Traffic
William Stroud, MDOT SHA – TDSD
Rafey Subhani, MDOT SHA – TFAD
Dorey Uong, MDOT SHA – EST
Kwesi Woodroffe, MDOT SHA – District 3 Regional Engineer.



Division of Environmental Health/Disease Control

Date: October 4, 2022

To: Mridula Gupta, Urban Design, M-NCPPC

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

Re: CSP-88020-03 GLENWOOD HILLS

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the conceptual site plan submission for Glenwood Hills located on the south side of route 214 and has the following any comments/recommendations:

1. This property is located in an area of the county considered a “food desert” by the US Department of Agriculture, where affordable and healthy food is difficult to obtain. Health Department permit records indicate there are no carry-out/convenience store food facilities or markets/grocery stores within a ½ mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes. ***The applicant should designate space for a store that provides healthy food options.***
2. Scientific research has demonstrated that a high quality pedestrian environment can support walking both for utilitarian purposes and for pleasure, leading to positive health outcomes. ***The applicant states that pedestrian system is proposed to connect the community to the proposed retail located alongside Maryland Route 214 that will allow access to healthy food options.***
3. A quality transit system is an essential element to creating a healthier community. It encourages riders to walk as a part of their daily routine and is critical to reducing an individual's risk for heart disease, obesity, stroke and diabetes. It also minimizes the number of automobile accidents that occur and facilitates cleaner air by reducing air pollution. In addition, transit reduces isolation by creating access to grocery stores, medical services, employment and education. ***Demonstrate how the pedestrian system will connect to public transit along the Central Avenue Corridor.***



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



Division of Environmental Health/Disease Control

4. There is an increasing body of scientific research suggesting that artificial light pollution can have lasting adverse impacts on human health. Indicate that all proposed exterior light fixtures will be shielded and positioned so as to minimize light trespass caused by spill light.
5. The design plans should include open spaces and “pet friendly” amenities for pets and their owners. Designated park areas may consist of the appropriate safe playing grounds, signage, and fencing. Pet refuse disposal stations and water sources are strongly recommended at strategic locations in the designated outdoor play/ picnic areas.
6. There is an increasing body of scientific research suggesting that community gardens enhance nutrition and physical activity and promote the role of public health in improving quality of life. The developer should consider setting aside space for a community garden.
7. During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George’s County Code.
8. During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

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



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

Case No. SP-88020/02

Applicant: Glenwood Hills Venture, LLP

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,
SITTING AS THE DISTRICT COUNCIL

ORDER AFFIRMING PLANNING BOARD DECISION

IT IS HEREBY ORDERED, after review of the administrative record, that the decision of the Planning Board in PGCPB No. 04-170, to approve a conceptual site plan for 202 single-family detached units, 117 single-family attached units (townhouses), 278 multifamily units, and 203,000 square feet of office/retail on property described as approximately 212.08 acres of land in the M-X-T Zone, located on the south side of Central Avenue (MD 214), 4,500 feet east of its intersection with Addison Road, Capitol Heights, is hereby:

AFFIRMED, for the reasons stated in the Planning Board's Resolution, whose findings of fact and conclusions of law are hereby adopted as the findings and conclusions of the District Council.

Affirmance of the Planning Board's decision is subject to the following conditions:

1. Prior to the issuance of any building permits within the subject property, the following road improvements for MD 214 at Addison Road 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. Option 1: The construction of a northbound free right-turn lane along Addison Road
 - b. Option 2: The construction of an eastbound right-turn lane along MD 214.

The above two improvements are options for which feasibility shall be reviewed further by the applicant. Determination of whether Option 1 or 2 would be implemented shall be made at the time of Preliminary Plan of Subdivision review.

2. Prior to the issuance of any building permits within the subject property, the following road improvements for MD 214 at Garrett A Morgan Boulevard/Ritchie Road 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. Option 1: The modification of westbound MD 214 to a five-lane approach which includes two left-turn lanes, two through lanes, and a shared through/right-turn lane.
 - b. Option 2: The modification of eastbound MD 214 to a five-lane approach which includes one left-turn lane, three through lanes, and one right-turn lane; and the modification of northbound Ritchie Road to a five-lane approach which includes two left-turn lanes, two through lanes, and one right-turn lane.

The above two improvements are options for which feasibility shall be reviewed further by the applicant. Determination of whether Option 1 or 2 would be implemented shall be made at the time of Preliminary Plan of Subdivision review.

3. Prior to the issuance of any building permits within the subject property, the following road improvements for Walker Mill Road at Addison Road 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. The modification of westbound Walker Mill Road to provide an exclusive left-turn lane and a left-turn/right-turn lane.
4. Prior to the approval of the first Detailed Site Plan for the subject property, the applicant shall submit an acceptable traffic signal warrant study to SHA and, if necessary, DPW&T for a possible signal at the intersection of MD 214 and Pepper Mill Road/Karen Boulevard. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of the responsible agency. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits within the subject property and install it at a time when directed by the responsible permitting agency. Also, prior to the issuance of any building permits within the subject property, 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. The provision of an eastbound shared through/right-turn lane along MD 214.
 - b. The addition of a westbound left-turn lane along MD 214.

- c. The construction of the northbound approach to include an exclusive left-turn lane and a shared through/right-turn lane.
- d. The modification of the southbound approach to include an exclusive left-turn lane and a shared through/right-turn lane.
- e. The signalization at the intersection of MD 214, Pepper Mill Road, and Karen Boulevard shall include a left turn/right turn (no through movement) north approach. Copies of the proposed plan shall be provided to representatives of the Pepper Mill Village Association before it is implemented..

The scope of access improvements may be modified at the time of preliminary plan review at the direction of SHA if the alternative improvement(s) provide an acceptable service level that meets the requirements of Subtitles 27 and 24.

5. Prior to the approval of the first Detailed Site Plan for the subject property, the applicant shall submit acceptable traffic signal warrant studies to DPW&T for the intersection of Walker Mill Road and Karen Boulevard. The performance of a new study may be waived by DPW&T in writing if DPW&T determines that an acceptable recent study has been conducted. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of DPW&T. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits within the subject property and install it at a time when directed by DPW&T.
6. Prior to approval of the Preliminary Plan, the following issues shall be further analyzed and addressed:
 - a. Inclusion of vehicular and pedestrian access between the subject property and Quarry Avenue.
 - b. Inclusion of vehicular and pedestrian internal access between the residential and the commercial components of the site.
7. The traffic circle shown on the subject plan shall be reviewed and conceptually approved by DPW&T prior to approval of the preliminary plan of subdivision.
8. Total development within the subject property under this Conceptual Site Plan shall be limited to uses which generate no more than 780 AM and 933 PM new peak-hour vehicle trips, in consideration of the rates of trip generation, internal satisfaction, and pass-by travel that are consistent with assumptions in the traffic study.
9. Prior to the issuance of any building permits within the subject property, the following road improvements for Karen Boulevard 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. Construct Karen Boulevard as a modified four-lane collector roadway between MD 214 and the southern end of the site.
10. Prior to the approval of the first Detailed Site Plan for the property, the applicant shall demonstrate the following have been or will be fulfilled to the satisfaction of the State Highway Administration:
- a. Provide a diagram that demonstrates stopping and intersection site distance.
 - b. Provide an adequate left-turn lane along westbound MD 214 approach to Karen Boulevard.
 - c. Provide adequate turning lanes along eastbound MD 214 approach and departure at Karen Boulevard.
 - d. Provide a full movement traffic signal.
11. Prior to signature approval of the Conceptual Site Plan, the following revisions shall be made:
- a. Provide a minimum eight-foot-wide sidewalk along the subject property's entire east side of Karen Boulevard.
 - b. Provide a minimum eight-foot-wide sidewalk that is separated from the curb with a landscape strip along the subject site's entire road frontage of MD 214, unless modified by SHA.
 - c. Provide standard sidewalks along both sides of all internal roads, unless modified by DPW&T.
 - d. Revise the Conceptual Site Plan to provide a trail connection from the end of Road "G" to Quarry Place and, if possible, Fawncrest Drive. The exact location of this trail connection should be determined at the time of DSP.
12. A Detailed Site Plan shall be submitted for approval by the Planning Board which complies with the standards outlined in the *Parks and Recreation Facilities Guidelines*.
13. The recreational facilities shall be located on the homeowners association land and shall be available to all residents of Glenwood Hills.
14. Submission of three original, executed recreational facilities agreements (RFA) to DRD for their approval, three weeks prior to a submission of a final plat. Upon

approval by DRD, the RFA shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland.

15. The developer, his successor and/or assignees shall satisfy the Planning Board that there are adequate provisions to assure retention and a future maintenance of the proposed recreational facilities.
16. The land to be conveyed to a homeowners association shall be subject to the applicable conditions in attached Exhibit "A."
17. The following private recreational facilities shall be provided within the development and shall be deemed adequate:

Townhouse pod—one tot lot and one preteen lot (or one multiage playground combination)

Multifamily pod—one tot lot and one preteen lot (or one multiage playground combination) and one picnic area.

Central recreational area consisting of the following:

- Clubhouse with meeting room large enough to accommodate seating for 100 persons, lounge, kitchen (with a minimum of a double sink, standard size refrigerator, dishwasher, and large microwave), 1,000-square-foot fitness facility, bath facilities for pool patrons
- 25-meter swimming pool
- One tot lot and one preteen lot (or one multiage playground combination)
- Possible trail connection from the townhouse development along the stream to the central recreational area.
- One full-size multipurpose court (indoor or outdoor)
- One tennis court
- Appropriately sized parking facility for the residents only

At the time of the Preliminary Plan, the design of the Central Recreational Area shall be conceptually approved and shall include the facilities noted above.

18. The following schedule shall govern bonding and construction of recreational facilities and shall be included in the recreational facilities agreement(s):

- a. Prior to the issuance of the 100th building permit in the development, the applicant shall bond the central recreational facilities.
 - b. Prior to the issuance of the 300th building permit in the development, the applicant shall complete the central recreational facilities.
 - c. The bonding of the recreational facilities for the townhouses and the multifamily development pods shall precede the issuance of the building permits for each pod respectively, and the completion of the same facilities shall occur prior to completion of 75 percent of each pod of development.
19. Prior to certification of the Conceptual Site Plan:
- a. The TCPI/44/96-01 shall be revised to show the following:
 - (1) Proposed building footprint locations, parking lots, and easements in the new design for the office/retail component.
 - (2) Revisions signed and dated by a qualified professional.
 - (3) The 65 dBA Ldn noise contour from I-95/495.
20. Prior to submission of a Detailed Site Plan for the office/retail component, the Applicant shall provide a copy of the approved/proposed stormwater management concept plan for that area.
21. Prior to the issuance of a building permit for the 500th dwelling unit, the Applicant shall either (a) have commenced construction of some of the office/retail component or (b) provided to M-NCPPC Urban Design Division evidence of its good faith efforts marketing of the commercial component along with third-party data on the existing market for office and/or retail development at the Property and adjoining area.
22. Prior to approval of any Detailed Site Plan, a new Preliminary Plan of Subdivision application shall be approved.
23. Prior to certification of the Conceptual Site Plan, the following revisions to the plans shall be made:
- a. The FSD shall be revised as follows: revise the FSD plan notes under site analysis to reflect the correct acreage of existing forest on-site, if necessary, after the correct amount of existing woodland has been determined and have the plan signed and dated by the qualified professional who prepared the plan.
 - b. The Type I Tree Conservation Plan (TCPI/66/94-01) shall be revised as follows.

- (1) Add to the plan all of the standard notes as required exclusively for a TCPI.
 - (2) Have the total existing woodlands adjusted, if necessary, once the correct amount of existing woodland has been determined.
 - (3) Add a note as the first TCPI note that states: "This TCPI does not define the final limits of disturbance and does not approve the limits shown. Impacts to regulated environmental features are also not approved by this plan."
 - (4) Have the plans signed and dated by the qualified professional who prepared the plans.
- c. The CSP shall be revised to show the projected 65 dBA Ldn at 247 feet from the centerline of Central Avenue or provide a Phase I Noise Study to verify a revised location of the 65 dBA Ldn contour.
24. At the time of Detailed Site Plan review, if residential uses are proposed within the 65 dBA Ldn noise contour, noise mitigation measures shall be provided for outdoor activity areas and interior living areas to meet the state noise standards.
25. The following development standards apply and shall be demonstrated throughout the review of future plans:

SINGLE-FAMILY DETACHED:

Traditional SFD

Minimum Net Lot area—6,000 square feet

Minimum finished living area—2,200 square feet

Two car garage—yes

Maximum lot coverage—40%

Minimum lot frontage at the street line—50-60 feet (Footnote 1)

Front yard setback—20 feet (Footnote 2)

Side yard setback—5/10 combined feet

Rear yard setback—20 (excluding decks)

Accessory building rear yard setback—2 feet

Maximum height of building—40 feet

Deck standards—to be determined at DSP

Small Lot SFD Front Load

Minimum Net Lot area—4,000 square feet

Minimum finished living area—1,800 square feet

One or Two car garage—yes

Maximum lot coverage—50%

Minimum lot frontage at the street line—45-50 feet

Front yard setback—15 feet (Footnote 2)

Side yard setback—4 feet

Rear yard setback—20 (excluding decks)

Accessory building rear yard setback—2 feet

Maximum height of building—40 feet

Deck standards—to be determined at Detailed Site Plan

Small Lot SFD Rear Load

Minimum Net Lot area—4,000 square feet

Minimum finished living area—1,800 square feet

Two car garage—yes

Maximum lot coverage—60%

Minimum lot frontage at the street line—40-45 feet (Footnote 1)

Front yard setback—15 feet, 20 feet along Karen Boulevard (Porches may extend up to 9 feet into the setback area)

Side yard setback—4 feet

Rear yard setback—3 feet

Accessory building rear yard setback—three feet

Maximum height of building—40 feet

Deck standards—to be determined at Detailed Site Plan

Footnote 1 Excludes cul-de-sacs, flag lots and lots which front on pocket parks.

Footnote 2 A minimum of 20 feet shall be provided to the garage door

TOWNHOUSES:

All townhouses in the M-X-T Zone are subject to Section 27-548(h) of the Zoning Ordinance.

MULTIFAMILY:

12-plex multifamily units:

Minimum distance between two buildings—20 feet

Minimum distance from a building to a property line—20 feet

Minimum distance from a building to a parking lot—5 feet

Minimum green space (minimum percent of net lot area)—45%

Minimum of 60% of all facades shall be brick

Two over two units:

Not more than six ground level units in a row

Minimum width of the dwelling shall be no less than 16 feet wide

Minimum finished living area shall be no less than 1,100 square feet.

Minimum of 60% of the front façade shall be brick

The Planning Board may make minor modifications to the Development Standards noted above, as a part of any subsequent approval, without the need to amend the Conceptual Site Plan if the Planning Board finds such modification is appropriate and consistent with the character and quality of the development envisioned by the Conceptual Site Plan.

26. Prior to the approval of the preliminary plan of subdivision, the following shall be fulfilled:

- a. Based on the proposed layout as shown on the Conceptual Site Plan for the multifamily 12-plex pod of development, the applicant shall demonstrate a minimum of 45 percent green area and a maximum of 55 percent lot coverage.
27. Prior to signature approval of the Conceptual Site Plan the following revisions shall be made:
- a. The view corridors created by the streets running parallel to Karen Boulevard and adjacent to the central pocket park shown within the townhouse section shall be extended by creating smaller townhouse sticks adjacent to the tree save area. Larger sticks of townhouses, consistent with the provisions of the Zoning Ordinance, may be utilized in this area in order to avoid the loss of lots.
28. Prior to the approval of a Detailed Site Plan, the following issues shall be addressed:
- a. Brick fronts shall be a standard feature for 60 percent of all single-family detached units fronting on Karen Boulevard, and picket fences shall be provided for single-family detached units along Karen Boulevard in a manner that provides for a separation element to the pedestrian area.
 - b. Sixty percent of all facades of the clubhouse shall be brick, and the building shall be placed in a visually prominent location.
 - c. Rooflines for all dwelling types shall be varied and provide for reverse gables where appropriate to add interest to the streetscape.
 - d. Entrance features shall be submitted for review and shall be appropriately coordinated in design and location.
 - e. Pole-mounted freestanding signs shall be prohibited for the office/retail component of the development. Freestanding and building-mounted signage shall not be internally lit.
 - f. Lighting fixtures throughout the development shall be coordinated in design.
 - g. Special paving materials shall be provided in appropriate areas such as the entrance to the subdivision off of Central Avenue, central recreation area, the entrance to the multifamily 12-plex development, and the office/retail development.
 - h. If allowed by DPW&T, shade tree plantings shall be provided within the median of Karen Boulevard and be of a size and type to create the residential, pedestrian friendly boulevard envisioned by the Conceptual Site Plan. A single row of 2½- to 3-inch caliper trees shall be provided along both sides of Karen Boulevard on one side of the sidewalks.

- i. The multifamily (two over two units) pod of the development shall increase the number of units fronting onto Karen Boulevard and ensure adequate but not excessive parking areas in close proximity to all units.
 - j. The location of future bus stops, pedestrian connections, and crosswalks shall be shown on the plans.
29. Prior to the approval of a Preliminary Plan of Subdivision and Detailed Site Plans, the plans shall reflect the following:
- a. The minimum number of traditional single-family detached lots shall be not less than 20 percent of the single-family detached lots.

Ordered this 10th day of January, 2005, by the following vote:

In Favor: Council Members Dean, Bland, Campos, Dernoga, Exum, Harrington, Hendershot, Knotts and Peters

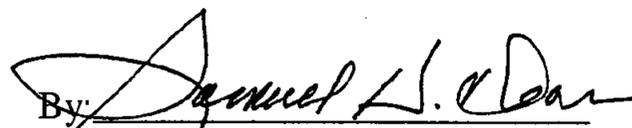
Opposed:

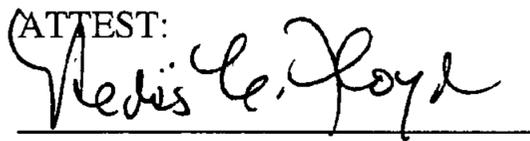
Abstained:

Absent:

Vote: 9-0

COUNTY COUNCIL OF PRINCE GEORGE'S
COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL FOR THAT PART OF
THE MARYLAND-WASHINGTON
REGIONAL DISTRICT IN PRINCE GEORGE'S
COUNTY, MARYLAND

By: 
Samuel H. Dean, Chairman

ATTEST:

Redis C. Floyd
Clerk of the Council



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
 Upper Marlboro, Maryland 20772
 TTY: (310) 952-3796

PGCPB No. 04-170

File No. CSP-88020/02

RESOLUTION

WHEREAS, the Prince George's County Planning Board is charged with the approval of Conceptual Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on July 15, 2004, regarding Conceptual Site Plan CSP-88020/02 for Glenwood Hills, the Planning Board finds:

1. **Request:** The subject application proposes a primarily residential development, with an office/retail component. The plans propose 202 single-family detached units, 117 single-family attached units (townhouses), 278 multifamily units and 203,000 square feet of office/retail. The multifamily units are proposed as two products, 134 two-over-two units distributed over 16 buildings and 144 three-story multifamily units distributed over 12 buildings (or 12 units per building). The office/retail component is proposed as one building with retail on the first floor with office above and a structured parking facility.

2. **Development Data Summary**

	EXISTING	PROPOSED
Zone	M-X-T	M-X-T
Use	Vacant	Mixed Use—202 single family detached, 117 single family attached, 278 multifamily residential and 203,000 of office/retail
Acreage	121.08 acres	121.08 acres
Square footage	0	203,000 sq.ft. of retail

3. **Location:** The subject site is located on the south side of Central Avenue approximately 4,500 feet east of its intersection with Addison Road. The site is located within Planning Area 75A.

4. **Surroundings and Use:** The adjacent properties are as follows:

- | | |
|-------|---|
| North | The property is bounded on the north by Central Avenue, MD 214. The site has approximately 1,100 linear feet of frontage on MD 214. Across the arterial is residentially zoned land in the R-80 and the R-55 Zones. |
| East | The property is bound on the east by Parcel A, where an existing structure is located, and by lands owned by PEPCO. Further to the east is an existing townhouse development known as Millwood Towne in the M-NCPPC-owned Millwood Park and a single-family detached development known as Millwood. |
| South | The property directly to the south is the Walker Mill Middle School. |

West The properties to the west are primarily existing single-family detached subdivisions and are known as the Rolling Ridge, Coleton Knoll, Wilburn Estates, and Addison Woods.

5. **Previous Approvals:** Glenwood Hills was zoned M-X-T in the Suitland/District Heights and Vicinity (Planning Areas 75A and 75B) Master Plan dated July 1985 and the adopted Sectional Map Amendment dated March 1986. A Conceptual Site Plan, SP-88020, entitled Meridian was approved by the Prince George's County Planning Board on September 8, 1988 (PGCPB No. 88-303; see attached). That original approval included 2,146,700 square feet of office, 1,794 residential dwelling units, a 300-room hotel, and 85,100 square feet of retail. That plan was revised, 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). That Conceptual Site Plan, CSP-88020/01, was approved with 785 dwelling units (105 detached units, 310 townhouse units, and 370 multifamily units) and 203,000 square feet of office/retail.

Preliminary Plan 4-94066 was approved on November 10, 1994, and the resolution, PGCPB No. 94-351, was adopted on December 1, 1994. Because of the size of the proposed development, the preliminary plan was valid for six years with the possibility of two 2-year extensions. Two extensions were granted and the preliminary plan continues to be valid through December 1, 2004.

6. **Design Features:** The Conceptual Site Plan is proposing the following:

Residential	single-family detached	202 lots
	single-family attached	117 lots
	multifamily units	278 units
Retail		30,000 sq. ft. (first story only)
Office		<u>173,000 sq.ft. (second story and above)</u>
Total retail/office square footage proposed		203,000 square feet

The proposal is intended to be developed as a mixed-use community to be served by Karen Boulevard extended. The conceptual site plan proposes single-family detached units along the entire length of Karen Boulevard from the intersection of Central Avenue. The applicant has stated that they want the community to appear from the roadway to be primarily a single-family detached development, as viewed from Karen Boulevard extended.

The project, consisting of 597 dwelling units, does not propose any vehicular connections to the adjacent properties. Karen Boulevard serves as the main spine road through the development and roughly dissects the property into two equal halves. Single-family detached units are located on the north side of Karen Boulevard, adjacent to existing single-family detached units. The south side of Karen Boulevard is much denser, which includes townhouses (located behind single-family detached units along Karen Boulevard) and multifamily units. Single-family detached units also appear along Karen Boulevard until multifamily components appear on the south side of the

roadway approximately half way toward the southern boundary of the site adjacent to the Walker Mill Middle School.

A small recreational area is centrally located on the south side of Karen Boulevard. The central recreational area includes a clubhouse, pool and multipurpose court as amenities. Additional recreational facilities are scattered throughout the remaining portion of the site. The central recreational area is located adjacent to the wooded hillside, which provides a desirable view into a naturalized area.

A combined retail/office structure is proposed along Central Avenue. The commercial component is proposed as 203,000 square feet with a freestanding parking structure. Throughout the review of the plans, the discussion has centered on the need for a landmark building. Community Planning discouraged large amounts of retail due to the presence of failing or failed retail businesses in the area.

7. The staff has reviewed the three different single-family detached types of units. The applicant's originally proposed standards were modified, and the staff and applicant were in agreement with revised standards presented at the Planning Board hearing that were included as conditions.

COMPLIANCE WITH EVALUATION CRITERIA

8. **Zoning Ordinance:** The proposed mixed-use development is a permitted use in the M-X-T Zone. The Conceptual Site Plan must comply with the following findings listed in Section 27-546(d), Site Plans, of the Zoning Ordinance

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

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

The proposed development in Glenwood Hills will be in general conformance with the purposes and other provisions of the M-X-T Zone if the conditions of approval are adopted. It will promote the orderly development of land in the vicinity of the Addison Road Metro Station and will maximize the private development potential of the Glenwood Hills site with a site plan that is realistic and in conformance with the master plan. The proposed mix of residential uses on the subject property will provide additional diversity in the housing choices in the area. The proposed retail and office uses will provide an expanding source of desirable employment.

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

The value of the land has been conserved by maximizing the floor area ratio of the development pods on the site and preserving the areas of natural features on the site.

- (3) **To promote the effective and optimum use of transit and other major transportation systems;**

Vehicular and pedestrian connections from the proposed development to the Addison Road Metro Station have been a concern throughout the review of the plans. The project will have access to existing Central Avenue for the most effective vehicular route to the Metro. Crosswalks will be necessary for pedestrian access at the main entrance to the development. Conditions of approval have been added to show the location of the future bus stops, pedestrian connections, and crosswalks at the time of the Preliminary Plan of Subdivision and Detailed Site Plans.

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

The proposed mix of uses may encourage a 24-hour environment in the ultimate development of the project. The residential units will generate activity on the site from 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 10:00 p.m. The office tenants are anticipated to operate on regular 9:00 a.m. to 5:00 p.m. business hours. The retail component is expected to generate activity all day, including anticipated service retail uses open from 7 a.m. to 10:00 p.m.

- (5) **To encourage diverse land uses which blend together harmoniously;**

The residential and commercial land uses as shown on the plan are completely separated from one another by land owned by PEPCO. The commercial development is concentrated along MD 214 on a parcel separated from the residential development by the public utility and floodplain. However, the recommended architectural standards and development standards will create a visually harmonious development.

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

The residents in the development will patronize the proposed retail/office uses, particularly if the retail uses include convenience products and services. The subject

project could create a dynamic, functional relationship between the residential and the commercial development within a distinctive visual character and identity if some additional development standards, sign design, and architectural standards were added to the plan. A distinctive visual character and identity for the project will be created by the use of quality architectural, landscape and design features.

- (7) To promote optimum land planning with greater efficiency through the use of economies of scale and savings in energy beyond the scope of single-purpose projects;**

Development of a project of this size would promote optimum land planning, which would permit the use of economies of scale and a flexible response to the market.

The proposed Conceptual Site Plan should be improved to provide pedestrian connections among internal uses, thereby reducing trips generated from the site, and to encourage pedestrian and vehicular connections with adjacent properties. Therefore, the staff recommends the plans be revised prior to signature approval to provide a vehicular and pedestrian connection to Quarry Avenue and a pedestrian connection to Quarry Place.

- (8) To permit a flexible response to the market; and**

The applicant proposes to take full advantage of the current advantageous housing market in the county by proposing to build the entire residential component prior to any of the retail/office component until the end of the project, claiming little or no demand for commercial or retail. The staff is concerned that this proposal will not fulfill the mixed use requirement of Section 27-547(d), which states the following:

- (d) At least two out of the following three 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 out of the three 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 business;**
 - (2) Office, research, or industrial uses;**
 - (3) Dwellings, hotel, or motel.**

Therefore, to ensure that the mix of uses required in the M-X-T Zone is achieved, the staff recommends the phasing schedule should also stipulate that the retail/office component

should be constructed and at least 25 percent occupied (based on gross floor area) prior to release of any residential building permits in Phase 4 (see phasing schedule below). A similar condition was applied to the previously approved Conceptual Site Plan, CSP-88020/01.

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

The plan does not yet show evidence of taking full advantage of the freedom of architectural design allowed in the M-X-T Zone, which allows the developer to achieve excellence in physical, social, and economic planning. The proposed landscaping, signage, seating, sidewalks, and architectural design of the buildings should blend the various uses visually and functionally. The use of superior design and quality building materials will result in an overall architectural design that should exemplify excellence in physical, social, and economic planning. Therefore the staff recommends the following architectural design elements be demonstrated at the time of Detailed Site Plan:

- (1) Brick fronts should be standard for 60 percent of all single-family detached fronting on Karen Boulevard.
 - (2) Single-family detached units whose endwalls are visible from Karen Boulevard should incorporate one of the following:
 - (a) Side-entry garage.
 - (b) Bay window at the first floor level plus two additional features.
 - (c) Equivalent endwall detail and visual interest.
 - (3) The clubhouse building and office/retail buildings should be designed with special attention to architectural quality, with 60 percent of all facades as brick, and as focal points for the community.
- (2) **The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;**

The proposed Glenwood Hills development will have an outward orientation and would be physically and visually integrated with existing adjacent development if street connections were provided with existing neighborhood streets on the east (Quarry Avenue) and on the south (Karen Boulevard).

The proposed mix of uses is integrated visually by the use of similar landscaping, streetscape, and architectural materials. The proposed architectural materials are also compatible with the architecture of the adjacent properties. The mix of uses is physically integrated by pedestrian connections and shared vehicular access.

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

The mix of single-family detached units, townhouses, and multifamily dwellings is generally compatible with the mix of housing types in the vicinity. If the architectural conditions of approval are adopted, the superior architectural design will ensure visual compatibility with the existing and proposed surrounding uses.

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

The mix of uses and the arrangement and design of buildings and other improvements would be certain to reflect a cohesive development capable of sustaining an independent environment of continuing quality if the following were achieved:

- a. If the proposed design standards (shown in their entirety below) were supplemented in regard to materials, architectural detailing of the buildings, control of rooflines, window fenestration, garage design, etc.; if standards for entrance features, freestanding and building-mounted signs in the retail/office area were required to be approved by the Planning Board or its designee.
- b. If a streetscape elements such as light fixtures, paving materials, street trees, etc., were proposed by the Conceptual Site Plan.
- c. If the proposed architectural standards were supplemented in regard to standards for the office, retail and recreational buildings; and if significantly more stringent requirements regarding the appearance of single-family detached units were incorporated into the standards.

Comment: If the plans were revised prior to signature approval to incorporate the points above, the mix of uses and the arrangement and design of buildings and other improvements would reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability.

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

The applicant has proposed the following phasing schedule:

PROPOSED PHASING SCHEDULE

- Phase 1: 26 single-family detached lots, 117 townhouses.
- Phase 2: 87 single-family detached lots.
- Phase 3: 134 condos (2 over 2 units) in 16 total buildings, 44 single-family detached lots, community center/pool/multipurpose court.
- Phase 4: 144 condo multifamily units in 12 total buildings, 45 single-family detached lots.
- Phase 5: 203,000 square feet commercial/retail.

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

The pedestrian system would be more convenient and comprehensively designed to encourage pedestrian activity within the development if the recommendations of the trails coordinator were followed. The following comments were taken from the trails coordinator's memo dated June 28, 2004, Shaffer to Lareuse:

"The Adopted and Approved Addison Road Metro Town Center and Vicinity Sector Plan recommends two master plan trails that impact the subject site. These trails are identified on Map 16 as the Eastern Trail along the Karen Boulevard corridor and the Railroad Trail along the Chesapeake Beach Railroad right-of-way.

"The Railroad Trail is currently being studied by the Town of Seat Pleasant to the west of the subject site and has been constructed through several development projects to the south and east of the site. This trail will provide an active recreational opportunity in the vicinity of the subject application, as well as provide the opportunity for pedestrian and bicycle trips in the area. On the subject site, the railroad/trail corridor is within the PEPCO right-of-way. Due to liability concerns, it appears unlikely that a trail will be possible within the right-of-way in the near future. However, this east-west connection can be accommodated through the provision of an improved, wide sidewalk along the subject site's frontage of MD 214. This is consistent with the Adopted and Approved Landover and Vicinity Master Plan that designates MD 214 as a major sidewalk corridor, and the Sector Plan, which recommends standard or wide sidewalks along all major roads due to their ability to facilitate continuous pedestrian movement to Metro and the town center, as well as through local communities. There is an existing sidewalk along the subject site's frontage of MD 214. However, it is narrow (four feet wide) and directly behind the curb, which makes it an unattractive and unpleasant route for pedestrians. Staff recommends that the existing sidewalk be replaced with a minimum eight-foot-wide sidewalk that is separated from the curb with a landscape strip, unless modified by SHA.

This landscape strip, in addition to adding some needed green space to the corridor, will also provide a buffer between pedestrians using the sidewalk and high-speed automobile traffic in the adjacent travel lanes.

“The Eastern Trail is proposed to follow Pepper Mill Drive and Karen Boulevard to form a continuous north-south trail for walkers and bikers, connecting Seat Pleasant Drive with Walker Mill Road. This trail will ultimately link Peppermill Village and the proposed Glenwood Hills development to the Peppermill Community Center, Walker Mill Middle School, Baynes Elementary School, and the town center.

“Staff also feels that a small number of internal, HOA trail connections will greatly enhance the walkability of the subject site and surrounding community. Central High School, an existing ball field, and the Addison Road Metro Station are west of the subject site. Staff recommends a trail connection from the end of Road “G” to Quarry Place. This trail connection should also be extended to Fawncrest Drive, if feasible. It is possible that this trail may be developed in conjunction with a stormwater management pond access road necessary for SWM Facility #3. Another trail connection is recommended from Road “J” to Quarry Avenue. These short trail connections will provide a direct pedestrian access from the subject site to these nearby facilities. The exact location of the trail connections should be determined at the time of DSP. The communities to the west of the subject site include sidewalks along both sides of most internal roads. These sidewalks accommodate pedestrians to the ball field, high school, and elementary school. The addition of these trail connections will link residents of the subject application to these sidewalks and to these nearby public facilities.

“The subdivisions immediately to the west of the subject site include standard sidewalks along both sides of all internal roads. Sidewalks are an integral part of the overall trail and pedestrian network and are necessary to facilitate safe pedestrian movement through the community and to nearby destinations such as Central High School, Walker Mill Middle School, Saint Margarets Elementary School, and local parks. Due to this and the density of the submitted CSP, staff recommends that standard sidewalks be provided along both sides of all internal roads, unless modified by DPW&T.

“RECOMMENDATIONS/COMMENTS:

“In conformance with the Adopted and Approved Addison Road Metro Town Center and Vicinity Sector Plan, the applicant and the applicant’s heirs, successors, and/or assignees shall provide the following:

- “1. Provide a minimum eight-foot-wide trail along the subject property’s entire frontage of Karen Boulevard. This trail will accommodate north-south pedestrian and bicycle movement through the site as envisioned by the sector plan.

- “2. Provide a minimum eight-foot-wide sidewalk that is separated from the curb with a landscape strip along the subject site’s entire road frontage of MD 214, unless modified by SHA.
- “3. Provide standard sidewalks along both sides of all internal roads, unless modified by DPW&T.
- “4. Provide a trail connection from the end of Road “G” to Quarry Place and Fawncrest Drive. The exact location of this trail connection should be determined at the time of DSP.
- “5. Provide a sidewalk or trail connection from Road “J” to Quarry Avenue.
- “6. A more detailed analysis of pedestrian and trail connections will be made at the time of preliminary plan and detailed site plan. Additional trail connections, sidewalks, and pedestrian safety measures may be warranted.”

The recommendations above have been included in the recommendation section.

- (8) **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, or will be provided by the applicant, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

The Transportation Planning Section has determined that the subject property is located within the Developed Tier, as defined in the General Plan for Prince George’s County. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level-of-service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Ordinance, is permitted at signalized intersections subject to meeting the geographical criteria in the guidelines.

Unsignalized intersections: The Highway Capacity Manual procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the

applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

Analysis of Traffic Impacts

The traffic study for this site examined the site impact at seven intersections; these intersections are listed below and mapped with their locations in comparison to the site on an attached map (all studied intersections are signalized or proposed for signalization):

- MD 214/Addison Road
- MD 214/Pepper Mill Road/Karen Boulevard
- MD 214/Hill Road/Shady Glen Drive
- MD 214/Garrett A Morgan Boulevard/Ritchie Road
- Walker Mill Road/Addison Road
- Walker Mill Road/Karen Boulevard
- Walker Mill Road/Shady Glen Drive

The existing conditions at the study intersections are summarized below:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 214 and Addison Road	1,102	1,262	B	C
MD 214 and Pepper Mill Road/Karen Boulevard	751	635	A	A
MD 214 and Hill Road/Shady Glen Drive	1,092	1,046	B	B
MD 214 and Garrett A Morgan Boulevard/Ritchie Road	1,169	1,595	C	E
Walker Mill Road and Addison Road	1,513	1,480	E	E
Walker Mill Road and Karen Boulevard	571	641	A	A
Walker Mill Road and Shady Glen Drive	615	707	A	A

It should be noted that the traffic study was started far in advance of the current review. The study was discussed with the applicant in late 2002, and the counts were done in early 2003. The counts were less than one year old at the time of submittal of the application, in accordance with the guidelines. While the application was under review for acceptance, the I-95/I-495/Ritchie Marlboro Road interchange was opened. Under background conditions, the counts have been adjusted to account for this opening.

The area of background development includes seven properties in the vicinity of the subject property. Background conditions also assume through traffic growth of 1.0 percent annually along MD 214. There are programmed improvements in the area Capital

Improvement Program (CIP) involving Walker Mill Road and Addison Road. Neither of these projects is fully funded within the CIP for construction within the next six years, and therefore they are not included as a part of background traffic. Background conditions are summarized below:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume		Level of Service	
	(AM & PM)		(LOS, AM & PM)	
MD 214 and Addison Road	1,255	1,691	C	F
MD 214 and Pepper Mill Road/Karen Boulevard	940	817	A	A
MD 214 and Hill Road/Shady Glen Drive	1,303	1,306	D	D
MD 214 and Garrett A Morgan Boulevard/Ritchie Road	1,375	1,886	D	F
Walker Mill Road and Addison Road	1,744	1,657	F	F
Walker Mill Road and Karen Boulevard	646	717	A	A
Walker Mill Road and Shady Glen Drive	682	799	A	A

The site is proposed for development as a mixed-use development. This is the point at which the request initially became vague because there are a number of conflicting statements on plans and documents that have been submitted for review. Nonetheless, the traffic study as currently prepared is based upon 30,000 square feet of retail space, 173,000 square feet of office space, and 612 residential units. The current plan has reduced the number of residential units to 597. The site trip generation rates shown in the traffic study are determined to be acceptable. There is no rate of internal trip satisfaction assumed, but pass-by trips for retail are assumed. The site trip generation is 780 AM peak-hour trips (409 in, 371 out) and 933 PM peak-hour trips (439 in, 494 out). With the uses proposed on the final plan and within the final version of the traffic study, the following results are obtained under total traffic:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 214 and Addison Road	1,324	1,793	D
MD 214 and Pepper Mill Road/Karen Boulevard	1,187	1,294	C	C
MD 214 and Hill Road/Shady Glen Drive	1,414	1,437	D	D
MD 214 and Garrett A Morgan Boulevard/Ritchie Road	1,444	1,987	D	F
Walker Mill Road and Addison Road	1,755	1,706	F	F
Walker Mill Road and Karen Boulevard	648	744	A	A
Walker Mill Road and Shady Glen Drive	762	838	A	A

Given these analyses, several intersections within the study area would operate unacceptably in one or both peak hours. Each of these intersections is discussed in a separate section below.

MD 214/Addison Road

In response to the inadequacy at the MD 214/Addison Road intersection, the applicant has proffered two options for improvements. The first option would provide a northbound free right-turn lane along Addison Road, and this option provides LOS E operations or better in each peak hour. The second option would provide a right-turn lane along the eastbound MD 214 approach. This improvement is proposed as mitigation in accordance with the Guidelines for Mitigation Action and the requirements of that portion of Section 24-124. The applicant proposes to employ mitigation by means of criterion (1) in the Guidelines for Mitigation Action, which were approved by the District Council as CR-29-1994 (the site also meets criterion (3), and may also meet criterion (2)). The impact of the applicant's second option for mitigation at this intersection is summarized as follows:

IMPACT OF MITIGATION				
Intersection	LOS and CLV (AM & PM)		CLV Difference (AM & PM)	
	MD 214/Addison Road			
Background Conditions	C/1255	E/1691		
Total Traffic Conditions	D/1324	F/1793	+69	+102
Total Traffic Conditions w/Mitigation	D/1324	F/1615	N/A	-178

As the CLV at MD 214/Addison Road is between 1,450 and 1,813 during the PM peak hour, the proposed mitigation action must mitigate at least 150 percent of the trips generated by the subject property, according to the guidelines. The above table indicates that the proposed mitigation action would mitigate 174 percent of site-generated trips during the PM peak hour, and it would provide LOS D during the AM peak hour. Therefore, the proposed mitigation at MD 214 and Addison Road meets the requirements of Section 24-124(a)(6)(B)(i) of the Subdivision Ordinance in considering traffic impacts.

The mitigation plan was reviewed by DPW&T and SHA. DPW&T had no comments. SHA did review the options at MD 214/Addison Road and indicated that the feasibility of one option versus the other would require further review.

As previously noted, the applicant has identified an improvement that would provide LOS E operations in both peak hours. While mitigation could certainly be rejected in favor of the improvement that provides the policy LOS, SHA has indicated that the feasibility of each option needs further review, and for that reason both options will be carried forward into the recommendation.

MD 214/Garrett A Morgan Boulevard/Ritchie Road

In response to the inadequacy at the MD 214/Garrett A Morgan Boulevard/Ritchie Road intersection, the applicant has proffered two options for improvements. The first option would provide a second left-turn lane along westbound MD 214, and this modification would involve a lane shift so that the rightmost lane westbound would become a shared through/right-turn. The second option would provide an exclusive left-turn lane along the eastbound MD 214 approach, which would involve the loss of one of the left-turn lanes, along with dual exclusive left-turn lanes on the northbound Ritchie Road approach. Both improvements are proposed as mitigation in accordance with the Guidelines for Mitigation Action and the requirements of that portion of Section 24-124. The applicant proposes to employ mitigation by means of criterion (1) in the Guidelines for Mitigation Action, which were approved by the District Council as CR-29-1994 (the site also meets criterion (3), and may also meet criterion (2)). The impact of the applicant's first option for mitigation at this intersection is summarized as follows:

IMPACT OF MITIGATION				
----- OPTION 1 -----				
Intersection	LOS and CLV (AM & PM)		CLV Difference (AM & PM)	
MD 214/Garrett A Morgan Boulevard/Ritchie Road				
Background Conditions	D/1375	F/1886		
Total Traffic Conditions	D/1444	F/1987	+69	+101
Total Traffic Conditions w/Mitigation Option 1	D/1481	F/1755	N/A	-232

As the CLV at MD 214/Morgan/Ritchie is greater than 1,813 during the PM peak hour, the proposed mitigation action must mitigate at least 100 percent of the trips generated by the subject property and bring the CLV to 1,813 or less, according to the guidelines. The above table indicates that the proposed mitigation action would mitigate 229 percent of site-generated trips during the PM peak hour while bringing the CLV to less than 1,813, and it would provide LOS E during the AM peak hour. Therefore, the first option for proposed mitigation at MD 214 and Garrett A Morgan Boulevard/Ritchie Road meets the requirements of Section 24-124(a)(6)(B)(i) of the Subdivision Ordinance in considering traffic impacts.

The impact of the applicant's second option for mitigation at this intersection is summarized as follows:

IMPACT OF MITIGATION ----- OPTION 2 -----				
Intersection	LOS and CLV (AM & PM)		CLV Difference (AM & PM)	
MD 214/Garrett A Morgan Boulevard/Ritchie Road				
Background Conditions	D/1375	F/1886		
Total Traffic Conditions	D/1444	F/1987	+69	+101
Total Traffic Conditions w/Mitigation Option 2	D/1461	F/1804	N/A	-183

As the CLV at MD 214/Morgan Boulevard/Ritchie Road is greater than 1,813 during the PM peak hour, the proposed mitigation action must mitigate at least 100 percent of the trips generated by the subject property and bring the CLV to 1,813 or less, according to the guidelines. The above table indicates that the proposed mitigation action would mitigate 181 percent of site-generated trips during the PM peak hour while bringing the CLV to less than 1,813, and it would provide LOS E during the AM peak hour. Therefore, the second option for proposed mitigation at MD 214 and Garrett A Morgan Boulevard/Ritchie Road meets the requirements of Section 24-124(a)(6)(B)(i) of the Subdivision Ordinance in considering traffic impacts.

The mitigation plan was reviewed by DPW&T and SHA. DPW&T had no comments. SHA did review the options at MD 214/Morgan Boulevard/Ritchie Road and indicated that the feasibility of one option versus the other would require further review.

At this location, the applicant has not identified improvements that would provide LOS E operations in both peak hours. The sector plan for this area does identify the possibility of operating a fourth through lane eastbound and westbound through this intersection. Furthermore, that possibility is included in SHA's *Addison Road to Largo Town Center*

Metrorail Extension Access Study (December 2001) as a year 2020 improvement at a cost estimated in 2001 of \$6.055 million. SHA, once again, has indicated that the feasibility of each of the options proposed needs further review, and for that reason both options will be carried forward into the recommendation.

Walker Mill Road/Addison Road

The traffic study recommends modification of the westbound Walker Mill Road approach to provide an exclusive left-turn lane and a shared through/left-turn lane. With this modification in place, the intersection would operate at LOS E, with a CLV of 1,509 during the AM peak hour. Similarly, the intersection would operate at LOS D, with a CLV of 1,404 during the PM peak hour. This is acceptable.

MD 214/Pepper Mill Road/Karen Boulevard

This intersection is proposed to become the primary access point into the site. The traffic study proffers signalization with split phasing on the north-south approaches at this location, along with a lane configuration that includes two northbound approach lanes, an exclusive left-turn lane into the site on the westbound approach of MD 214, and a shared right-turn/through lane into the site on the eastbound approach of MD 214. The traffic study also suggests that the southbound approach of Pepper Mill Road be converted to an exclusive left-turn and a shared through/right-turn lane. With a signal in place and the lane configuration in place, the intersection would operate acceptably in both peak hours.

Walker Mill Road/Karen Boulevard

This intersection is not currently signalized, but is analyzed as an unsignalized intersection in the traffic study. During review of the preliminary plan of subdivision for Lincolnshire, 4-03084, it was determined that this intersection would fail as an unsignalized intersection, and that application was approved with a condition to study signalization at this location and install a traffic signal if warranted. The traffic study for this case does not proffer signalization at this location. Nonetheless, staff would observe that findings have been made that this intersection would fail as an unsignalized intersection and would propose that the subject application be approved with the same condition as that placed on Lincolnshire.

Comments – Operating Agencies

Both DPW&T and SHA have provided comments on the traffic study, and the comments are attached. SHA provided comments that expressed general agreement with the recommendations. DPW&T had concerns, however, and these concerns are discussed below:

- a. DPW&T was concerned that the submitted traffic study was based upon traffic counts done prior to the opening of the I-95/I-495/Ritchie Marlboro Road interchange. It is noted that the counts were less than one year old at the time of plan submittal, and the schedule for eventual opening of the interchange was somewhat fluid at the time that the counts were done. This is a legitimate

concern, however, and it is suggested that a revised traffic study, with new counts, be required at the time of preliminary plan of subdivision.

- b. DPW&T suggested that the assignment of traffic onto Shady Glen Drive was unjustified. Staff agrees that once Karen Boulevard is opened between the site and Walker Mill Drive, there will be little need for more than a minimal assignment from the site onto Shady Glen Drive and propose that this could also be corrected at the time of preliminary plan with a revised traffic study.
- c. DPW&T indicated a concern about angle parking along Karen Boulevard. The overall concept has been changed since the time of the comments, and there is no longer a plan to incorporate angle parking along Karen Boulevard or any other proposed public street within the site.

Based on the preceding findings, the Transportation Planning Section concludes that adequate transportation facilities would exist to serve the proposed development as required under Section 27-546(d)(8) of the Prince George's County Code if the application is approved with the transportation conditions as found in the Recommendation section of this report.

At the Planning Board hearing, a citizen testified in opposition to the case because of concerns relating to the possible impact of traffic from the subject site on the Peppermill Village community. The applicant suggested that Condition 4.e. be added and the Planning Board agreed.

- 8. Section 27-548 (a) of the Prince George's County Zoning Ordinance provides for the following:
 - (a) **Maximum floor area ratio (FAR):**
 - (1) **Without the use of the optional method of development – 0.40 FAR**

The subject application does not propose a FAR above 0.40, so the use of the optional method of development is not needed. The following FAR is proposed:

All residential uses (minimum)—1,596,000 square feet
Office (maximum)—173,000 square feet
Retail (maximum)—30,000 square feet
Total GFA proposed—1,799,000 square feet
FAR ratio proposed—0.36-0.40 maximum

Comment: The staff recommends that a condition be added to the plans that requires a minimum of 25 percent of each of the total retail and office gross floor area will be constructed prior to Phase Four of the residential development.

9. **Required Findings of Section 27-276(b) for a Conceptual Site Plan**

4. The proposed Conceptual Site Plan would represent a reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use if the conceptual design of the areas identified below were refined as indicated:
 - a. The townhouse enclave of the development—in order to improve the views into the adjacent wooded open space and to improve the connection to the woodland preservation area in the adjacent of open space tract, the entire south side of the development pod should be opened to the woodland. The central pocket park could become a linear park along the ridgeline and form a transition into the townhouse development into the woodland area. This approach would create a feeling of openness to the development, which is currently very tightly designed. The applicant may recoup the loss of units where the tot-lot is currently shown on the plans.
 - b. The multifamily 12-plex pod of development located in the southeast section of the site should be required to provide a minimum amount of green space, similar to the requirements of a comparable Euclidian zone. In this case, the similar comparable zone is the R-18 Zone, which requires 70 percent green area and 30 percent lot coverage. The staff recommends that based on the proposed lot layout shown on the Conceptual Site Plan, that prior to the approval of a Preliminary Plan of Subdivision the applicant demonstrate a similar ratio.
 - c. The multifamily (two over two units) pod of development should increase the number of units fronting onto Karen Boulevard and to ensure adequate but not excessive parking areas in close proximity to all units.

10. **Conceptual Site Plan:** The conditions of the previous revision to the Conceptual Site Plan, as they relate to the subject application are discussed below:

1. **Prior to certificate approval, the plans shall be revised as follows or the indicated information shall be supplied:**
 - b. **Phasing lines shall be shown on the plan and the phasing schedule shall be shown on the plan. A stipulation shall be added to the phasing schedule that the Retail Area (Area A) shall be constructed and at least 25 percent occupied (based on gross floor area) prior to release of any residential building permits in Phase 3.**

Comment: This condition in concept will be carried over as a recommendation in this plan.

- c. **The Recreation Area (Area G) shall be included in Phase 2 of the phasing schedule with the following additional stipulations regarding construction:**
- (1) **Construction of the facilities in the Recreation Area shall commence prior to release of any residential building permits beyond 50 percent of the total number of residential permits.**
 - (2) **Construction of the facilities shall be completed prior to release of any residential building permits in Phase 3.**

Comment: A similar condition will be carried over based on the new phasing schedule.

- f. **Revise the plan to show the trail symbol on the east side of Karen Boulevard for its entire length and label this trail "8-foot wide hard surface trail." Also, revise the plan to show the trail symbol crossing the site in the vicinity of the powerlines just south of Central Avenue and label this trail "8-foot wide hard surface trail."**

Comment: A similar condition will be required to provide an eight-foot-wide concrete sidewalk on the east side of Karen Boulevard and an eight-foot-wide trail or sidewalk along the south side of Central Avenue.

- h. **Standards shall be submitted for the architectural appearance (size, massing, character, materials, details) of the office, retail, and recreational buildings.**

Comment: A similar condition will be carried over in the Recommendation section.

- j. **Label all the facilities in the Recreation Area (Area G) and indicate on the plan the main elements in the Community Building (meeting room, lounge, kitchen, toilets and bathhouse).**

Comment: A similar condition will be carried over in the Recommendation section of this report.

- k. **A more attractive typical light fixture shall be selected and information shall be supplied on the plan regarding standards and design, height, and luminosity of luminaires. The luminaires selected shall not emit orange or yellow-orange-tinted light typical of sodium vapor lamps.**

Comment: A similar condition will be carried over in the Recommendation section.

- m. **The site data on the plan shall be revised to indicate that the total amount of office and retail combined shall not exceed 203,000 square feet, and that neither the office nor the retail may fall below 10 percent of the total.**

Comment: A similar condition will be carried over in the Recommendation section. However, the staff recognizes that completion of the entire residential component will not result in a mixed-use development. At this time, the staff recommends a timing element be incorporated into the condition to assure completion of at least a portion of the office/retail component. See Condition 21 in the Recommendation section of this report.

7. **Prior to submission of any Detailed Site Plan for any development parcel, the applicant, his heirs, successors and/or assigns, shall submit for approval by the Planning Board a Detailed Site Plan for signage to provide the Planning Board and the community with a concrete idea of the exact appearance of all the signs in the development.**

Comment: A condition relating to the submission of entrance features and other signage is contained in the Recommendation section.

11. **Preliminary Plan:** The Conceptual Site Plan (CSP) proposes fewer lots overall, and the same office and retail component as approved at the time of the preliminary plan. However, the proposed CSP represents a lotting pattern and road configuration very different than that approved at the preliminary plan stage in 1994. Lots for single-family detached housing are shown where lots for townhouses were approved, townhouse lots and multifamily parcels have been switched, and roads appear on the CSP where none were approved at the preliminary plan stage. Given the proposed major changes to the plan, approval of a new preliminary plan will be required. The proposed CSP is not in conformance with the approved preliminary plan. The Orders of Approval spelled out in the Zoning Ordinance Section 27-270 require the conceptual site plan to be approved prior to the preliminary plan; therefore, the Subdivision Section recommends the following condition be attached to any approval of the subject CSP:
 - a. Prior to approval of any Detailed Site Plan, a new preliminary plan application shall be approved.
12. **Landscape Manual:** The proposal is subject to the requirements of Section 4.2 (Commercial and Industrial Landscape Strip), Section 4.3 (Parking Requirements), and Section 4.7 (Buffering Incompatible Uses) of the *Landscape Manual*. Compliance with the *Landscape Manual* will be reviewed in detail at the Detailed Site Plan stage.
13. **Woodland Conservation Ordinance:** This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract area is in excess of 40,000 square feet in size and it has a previously approved Type I Tree Conservation Plan (TCPI/66/94).

This 121.08-acre property in the M-X-T Zone has a 15 percent Woodland Conservation Threshold of 17.43 acres. In addition, there is a ¼:1 replacement requirement of approximately 21.02 acres due to the proposed clearing of approximately 93.94 acres of existing woodland and a 1:1 replacement requirement of 1.03 acres due to the proposed clearing of forested floodplain. This

results in a total woodland conservation requirement of 39.54 acres. The revised TCPI proposes to satisfy the woodland conservation requirement through the preservation of 30.87 acres on-site and 1.93 acres of on-site reforestation, with the remainder of the 6.74-acre requirement being met through off-site mitigation at a location to be determined prior to the issuance of any permits. The plan was found to require minor revisions that include the provision of the correct TCPI notes (the notes on the plan are a partial listing of the notes for a TCPI) and the correction of the amount of existing woodland. In addition, the plan needs a note to indicate that it is a conceptual plan that will be revised with the review of the preliminary plan.

Recommended Condition: Prior to certification of the Conceptual Site Plan, the Type I Tree Conservation Plan (TCP/66/94-01) shall be revised as follows.

- a. Add to the plan all of the standard notes as required exclusively for a TCPI.
 - b. Have the total existing woodlands adjusted, if necessary, once the correct amount of existing woodland has been determined.
 - c. Add a note as the first TCPI note that states: "This TCPI does not define the final limits of disturbance and does not approve the limits shown. Impacts to regulated environmental features are also not approved by this plan."
 - d. The plans shall be signed and dated by the licensed landscape architect, licensed forester or other qualified professional who prepared the plans.
14. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are as follows:
- a. **The Community Planning Division** stated that the property is located on a General Plan-designated Corridor (Central Avenue). It is also located conveniently between two Centers designated by the General Plan (Addison Road Metro Station, a Community Center, and the Morgan Boulevard Metro Station, a Regional Center). The General Plan's vision for Corridors and Centers is mixed residential and nonresidential uses at moderate to high densities and intensities, with a strong emphasis on transit-oriented development. The General Plan supports this intensive, mixed-use development at local Centers and at other appropriate nodes within one-quarter mile of major intersections of transit stops along the Corridor. The subject property is not a designated node. The existing zoning approved in 1986 allows for mixed-use development at this site and at intensities envisioned by the General Plan for selected locations along the Corridor.

The applicant has made changes to the conceptual site plan, (relocating the community pool to a central location, adding a third house type alleys, and agreeing to one signature professional building instead of the previously proposed five commercial pad sites along Central Avenue), which are an improvement over the original proposal.

A mixed-use development should have pedestrian connections within and between uses. Pedestrian connections are especially important to the commercial area, transit routes, focal points, and other public places. The General Plan emphasizes walkability for developments in the Developed Tier and along Corridors.

- b. **The Department of Environmental Resources** has stated that the proposal is consistent with approved stormwater concept plan #39362-2002.
- c. **The Environmental Planning Section** has reviewed the above-referenced revised Conceptual Site Plan, CSP-88020/02, stamped as received on May 7, 2004. The Environmental Planning Section recommends approval of Conceptual Site Plan CSP-88020/02 and TCPI/66/94-01, subject to the conditions listed at the end of this memorandum.

The Environmental Planning Section previously reviewed the subject property as Preliminary Plan of Subdivision 4-94066 in conjunction with Tree Conservation Plan TCPI/66/94, which were approved with conditions. This Conceptual Site Plan seeks the approval to substantially revise the previous layout for residential, office and retail areas. The site has an approved stormwater management concept plan approval letter (#39362-2002-00) dated October 10, 2003.

A review of available information indicates that streams, wetlands, 100-year floodplain, erodible soils, and Waters of the U.S. do occur on the subject property. Transportation-related noise impacts have been found to impact this site in areas adjacent to Central Avenue, a noise generator and generally regulated for noise impacts. The soils found to occur on-site according to the Prince George's County Soil Survey includes Adelphia, Collington, Sassafrass, Howell clay and Westphalia. Some of these existing soils have limitations that will have an impact during the building phase of the development. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program publication titled "Ecologically Significant Areas in Anne Arundel and Prince George's Counties," dated December 1997, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. There are no Marlboro clays or scenic or historic roads located on or adjacent to the subject property. This property is located in the Beaverdam Creek watershed of the Anacostia River basin. This property is located in the Developed Tier as delineated on the adopted General Plan.

Environmental Review

- (1) The Detailed Forest Stand Delineation (FSD) submitted to the Environmental Planning Section dated October 31, 2003, was found to require minor revisions to comply with the requirements of the Woodland Conservation Ordinance. A revised FSD plan and text were submitted June 8, 2004. The text and the plan

show 119.83 acres of existing woodland. The TCPI states that there are 120.64 acres of existing woodland.

Recommended Conditions: Prior to certification of the Conceptual Site Plan the FSD shall be revised as follows:

- (a) Revise the FSD plan notes under site analysis to reflect the correct acreage of existing forest on-site, if necessary, after the correct amount of existing woodland has been determined.
 - (b) Have the plan signed and dated by the qualified professional who prepared the plan.
- (2) Central Avenue is classified as an arterial roadway with a noise impact zone 65 dBA Ldn contour extending approximately 247 feet from the centerline of the roadway as calculated using the Environmental Planning Section Noise Model. This contour must be shown on these plans and future plans, or a Phase I noise study can be prepared and submitted for review.

This approximate location of the noise contour does not result in impacts to the currently proposed residential portion of the subject property. If residential uses are proposed in the area currently proposed for commercial uses within the area of noise impacts, then noise mitigation measures will be required.

Recommended Condition: Prior to certificate approval of the CSP, the CSP shall be revised to show the projected 65 dBA Ldn at 247 feet from the centerline of Central Avenue or provide a Phase I Noise Study to verify a revised location of the 65 dBA Ldn contour.

Recommended Condition: If residential uses are proposed within the 65 dBA Ldn noise contour, noise mitigation measures shall be provided for outdoor activity areas and interior living areas to meet the state noise standards.

- (3) The Stormwater Management Concept Approval Letter dated October 10, 2003, includes conditions of approval. The requirement for stormwater management concept approval will be met through subsequent reviews by the Department of Environmental Resources. No further information is required at this time with regard to stormwater management.
- (4) The Subdivision Ordinance requires the preservation of the expanded stream buffer in a natural state (Section 24-130 (b)(6) and (7)) unless the Planning Board approves a variation request. The conceptual TCPI approved with the CSP does not approve the limits of disturbance shown and does not approve any of the proposed impacts to the sensitive environmental features. During the review of

the preliminary plan, impacts to sensitive environmental features will be evaluated and variation requests will be required.

d. **The Park Planning and Development Division of the Department of Parks and Recreation** recommends to the Planning Board that the applicant provide adequate private recreational facilities. The applicant, his successors and/or assignees shall be subject to the following conditions of approval:

- (1) The applicant, his successors, and/or assignees shall provide adequate, private recreational facilities in accordance with the standards outlined in the *Parks and Recreation Facilities Guidelines*.
- (2) A Detailed Site Plan shall be submitted to the Development Review Division (DRD), which complies with the standards outlined in the *Parks and Recreation Facilities Guidelines*.
- (3) The recreational facilities shall be located on the homeowners association land and shall be available to all residents of Glenwood Hills.
- (4) Submission of three original, executed recreational facilities agreements (RFA) to DRD for their approval, three weeks prior to a submission of a final plat. Upon approval by DRD, the RFA shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland.
- (5) Submission to DRD of a performance bond, letter of credit, or other suitable financial guarantee, in an amount to be determined by DRD, within at least two weeks prior to applying for building permits.
- (6) The developer, his successor and/or assignees shall satisfy the Planning Board that there are adequate provisions to assure retention and a future maintenance of the proposed recreational facilities.
- (7) The land to be conveyed to a homeowners association shall be subject to the applicable conditions in attached Exhibit A.
- (8) The private recreational facilities shall be reviewed by the Urban Design Review Section of DRD for adequacy and property siting, prior to approval of the conceptual site plan by the Planning Board.

Comment: The provision of recreational facilities in one central location provides for the most convenient, safest, and least impacting alternative to recreational design for the future community. The standard procedure for determining adequate recreational facilities for projects is to determine the projected population and multiply by a predetermined standard value for facilities. In this case, the staff recommends that tots and pre-teenage

children be accommodated with age-appropriate facilities within the townhouse and the multifamily development pods and the remaining facilities for the development be concentrated in a central recreational area. The plans somewhat reflect this concept, but have scattered some of the facilities in areas of open space unassociated with the central recreational areas. The staff opposes this scattering of recreational facilities because it does not allow for the convenience of members within one particular family unit to go to one location and participate in activities suited for their age group. Therefore the staff recommends the following breakdown of recreational facilities:

Townhouse pod—one tot lot and one preteen lot (or one multiage playground combination).

Multifamily pod—one tot lot and one preteen lot (or one multiage playground combination) and one picnic area.

Central recreational area—clubhouse with meeting room large enough to accommodate seating for 100 persons, lounge, kitchen (with a minimum of a double sink, standard size refrigerator, dishwasher, and large microwave), 1,000-square-foot fitness facility, bath facilities for pool patrons, and:

- 25 meter swimming pool
- One tot lot and one preteen lot (or one multiage playground combination)
- Possible trail connection from the townhouse development along the stream to the central recreational area
- One full-size multipurpose court (indoor or outdoor)
- One single tennis court
- Appropriately sized parking facility for the residents only

The location of the central recreational area as shown on the plan is appropriate because it is easily accessible and located adjacent to the scenic woodland knoll. The size as shown on the plans, however, is unreasonably squeezed by adjacent units. Some units will need to be removed in order to provide adequate room for the facilities as well as providing a clear, distinctive sense of place for the community activities. The staff believes that 3.5 to 4 acres of developable land will be required to accommodate the central recreational area. The architecture of the clubhouse should be designed as an architectural focal point for the community and appropriate measures to limit the use of the facilities to the future residents should be designed into the final plans for development.

The applicant proposes to build the clubhouse and central recreational facilities in Phase Three of the project. The staff agrees with the applicant; however, the staff suggests that the time of bonding and completion be more specific. The staff recommends that, prior to the issuance of the 100th building permit, the applicant shall bond the central recreational facilities. Prior to the issuance of the 300th building permit, the applicant shall complete the recreational facilities. Further, the

bonding of the recreational facilities for the townhouses and the multifamily development shall precede the issuance of the building permits for each, and the completion of those facilities shall occur prior to completion of 75 percent of each corresponding pod of development.

- e. **The State Highway Administration** stated the following in memo dated June 25, 2004:

“This is reference to our ongoing review of the above captioned development and Conceptual Site Plan. Previously SHA offered comments regarding the appropriateness of Conceptual Site Plan CSP-88020/02 with respect to Maryland State Highway (SHA) requirements for access to MD 214.

“I discussed with Bo Ward, Assistant Division Chief, the concept plan showing proposed Karen Boulevard connecting with MD 214, which was received on June 25th . We have carefully considered the applicant's proposed improvements and generally , agree with the alignment of Karen Boulevard at MD 214 (Central Avenue). At this time a ‘Conditional Approval’ of Conceptual Site Plan 88020/02 is granted. Please be advise, [sic] the applicant may be subject to further requirements as determined by the Maryland State Highway Access Manual guidelines.

“Specific improvements at MD 214/Karen Boulevard/ Peppermill RD intersection must be provided by the applicant and not be limited to the following:

- “1. Provide a diagram that demonstrates stopping and intersection site distance.
- “2. Provide an adequate left-turn lane along westbound MD 214 approach to Karen Boulevard.
- “3. Provide adequate turning lanes along eastbound MD 214 approach and departure at Karen Boulevard.
- “4. Provide a full movement traffic signal.

“We request that you disregard our November 14, 2003 letter and include the above comments in your staff report to the Planning Board. Please be advise that SHA reserves that right to revisit conditions and requirements for site access improvements.”

Comment: The conditions above are included in the Recommendation section of this report and will be required to be demonstrated prior to the approval of the first Detailed Site Plan.

- f. **The Transportation Planning Section** provided the additional following comments regarding the plan:

The Conceptual Site Plan does not provide large-scale plans on which future rights-of-way can be noted and determined. MD 214 is a master plan arterial with a future right-of-way of 150 feet. The preliminary plan will be required to provide for dedication of 75 feet from centerline along MD 214. Also, Karen Boulevard is a proposed collector within an 80-foot right-of-way, and the plan shows sufficient right-of-way through the subject property.

It is strongly recommended that the applicant be required to construct Karen Boulevard as part of this development. The site plan accurately demonstrates the existing 80-foot right-of-way that was recommended in the Suitland-District Heights master plan. This roadway, when completed, will provide a parallel route and option to Shady Glen Road and Addison Road. The extension of Karen Boulevard through this site is an important link. It will provide an additional point of access to neighborhoods to the south and especially to the Walker Mill Middle School and Walker Mill Road.

Aside from the completion of Karen Boulevard to the south, the plan shows no connection to any of the streets which stub into the subject property. Environmental constraints may make connections to Quarry Place, Fawncrest Drive, and Cappy Avenue unsuitable. However, on several occasions requests have been made to show a connection between the site and Quarry Avenue. This is desirable for three reasons:

- (1) Quarry Avenue and Wilburn Drive are both primary residential streets.
- (2) The street connection will allow future residents of the Glenwood Hills community improved access to school, park, and other community facilities.
- (3) The street connection will allow existing residents of the Wilburn Estates community improved access to MD 214 and the services along that roadway.

The street connection would provide some relief to the MD 214/Addison Road intersection, which will perform poorly during the afternoon with the development of the subject property.

The commercial section of the site is shown with access solely via a driveway onto MD 214. The plan must be revised to indicate the possibility for access internal to the site. Platting a lot with driveway access solely via an arterial facility is in violation of Section 24-121(a)(3), which limits individual lot access onto arterial facilities. Access can be granted by the Planning Board by means of a variation request at the time of subdivision, but the subject plan should not force this decision. Furthermore, SHA clearly has not reviewed or approved a specific access request at this location; therefore, the CSP must be modified to account for the possibility that SHA approval of access and/or Planning Board approval of a variation might not occur.

Otherwise, the general circulation plan is acceptable. The proposed traffic circle shown on the submitted plan must be reviewed in detail by DPW&T prior to preliminary plan approval.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type I Tree Conservation Plan (TCPI/66/94-01), and further APPROVED Conceptual Site Plan CSP-88020/02 for the above-described land, subject to the following conditions:

1. Prior to the issuance of any building permits within the subject property, the following road improvements for MD 214 at Addison Road 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. Option 1: The construction of a northbound free right-turn lane along Addison Road
 - b. Option 2: The construction of an eastbound right-turn lane along MD 214.

The above two improvements are options for which feasibility shall be reviewed further by the applicant. Determination of whether Option 1 or 2 would be implemented shall be made at the time of Preliminary Plan of Subdivision review.

2. Prior to the issuance of any building permits within the subject property, the following road improvements for MD 214 at Garrett A Morgan Boulevard/Ritchie Road 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. Option 1: The modification of westbound MD 214 to a five-lane approach which includes two left-turn lanes, two through lanes, and a shared through/right-turn lane.
 - b. Option 2: The modification of eastbound MD 214 to a five-lane approach which includes one left-turn lane, three through lanes, and one right-turn lane; and the modification of northbound Ritchie Road to a five-lane approach which includes two left-turn lanes, two through lanes, and one right-turn lane.

The above two improvements are options for which feasibility shall be reviewed further by the applicant. Determination of whether Option 1 or 2 would be implemented shall be made at the time of Preliminary Plan of Subdivision review.

3. Prior to the issuance of any building permits within the subject property, the following road improvements for Walker Mill Road at Addison Road 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. The modification of westbound Walker Mill Road to provide an exclusive left-turn lane and a left-turn/right-turn lane.

4. Prior to the approval of the first Detailed Site Plan for the subject property, the applicant shall submit an acceptable traffic signal warrant study to SHA and, if necessary, DPW&T for a possible signal at the intersection of MD 214 and Pepper Mill Road/Karen Boulevard. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of the responsible agency. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits within the subject property and install it at a time when directed by the responsible permitting agency. Also, prior to the issuance of any building permits within the subject property, 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. The provision of an eastbound shared through/right-turn lane along MD 214.

b. The addition of a westbound left-turn lane along MD 214.

c. The construction of the northbound approach to include an exclusive left-turn lane and a shared through/right-turn lane.

d. The modification of the southbound approach to include an exclusive left-turn lane and a shared through/right-turn lane.

e. Prior to bonding of the signalization for MD 214/Pepper Mill Road/Karen Boulevard, the applicant shall make a request to DPW&T and/or SHA for approval of a left turn/right turn (no through movement) north approach. Copies of the request shall concurrently be provided to representatives of the Pepper Mill Village Association.

The scope of access improvements may be modified at the time of preliminary plan review at the direction of SHA if the alternative improvement(s) provide an acceptable service level that meets the requirements of Subtitles 27 and 24.

5. Prior to the approval of the first Detailed Site Plan for the subject property, the applicant shall submit acceptable traffic signal warrant studies to DPW&T for the intersection of Walker Mill Road and Karen Boulevard. The performance of a new study may be waived by DPW&T in writing if DPW&T determines that an acceptable recent study has been conducted. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of DPW&T. If a signal is deemed warranted by the

responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits within the subject property and install it at a time when directed by DPW&T.

6. Prior to approval of the Preliminary Plan, the following issues shall be further analyzed and addressed:
 - a. Inclusion of vehicular and pedestrian access between the subject property and Quarry Avenue.
 - b. Inclusion of vehicular and pedestrian internal access between the residential and the commercial components of the site.
7. The traffic circle shown on the subject plan shall be reviewed and conceptually approved by DPW&T prior to approval of the preliminary plan of subdivision.
8. Total development within the subject property under this Conceptual Site Plan shall be limited to uses which generate no more than 780 AM and 933 PM new peak-hour vehicle trips, in consideration of the rates of trip generation, internal satisfaction, and pass-by travel that are consistent with assumptions in the traffic study.
9. Prior to the issuance of any building permits within the subject property, the following road improvements for Karen Boulevard 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. Construct Karen Boulevard as a modified four-lane collector roadway between MD 214 and the southern end of the site.
10. Prior to the approval of the first Detailed Site Plan for the property, the applicant shall demonstrate the following have been or will be fulfilled to the satisfaction of the State Highway Administration:
 - a. Provide a diagram that demonstrates stopping and intersection site distance.
 - b. Provide an adequate left-turn lane along westbound MD 214 approach to Karen Boulevard.
 - c. Provide adequate turning lanes along eastbound MD 214 approach and departure at Karen Boulevard.
 - d. Provide a full movement traffic signal.
11. Prior to signature approval of the Conceptual Site Plan, the following revisions shall be made:

- a. Provide a minimum eight-foot-wide sidewalk along the subject property's entire east side of Karen Boulevard.
 - b. Provide a minimum eight-foot-wide sidewalk that is separated from the curb with a landscape strip along the subject site's entire road frontage of MD 214, unless modified by SHA.
 - c. Provide standard sidewalks along both sides of all internal roads, unless modified by DPW&T.
 - d. Revise the Conceptual Site Plan to provide a trail connection from the end of Road "G" to Quarry Place and, if possible, Fawncrest Drive. The exact location of this trail connection should be determined at the time of DSP.
12. A Detailed Site Plan shall be submitted for approval by the Planning Board which complies with the standards outlined in the *Parks and Recreation Facilities Guidelines*.
 13. The recreational facilities shall be located on the homeowners association land and shall be available to all residents of Glenwood Hills.
 14. Submission of three original, executed recreational facilities agreements (RFA) to DRD for their approval, three weeks prior to a submission of a final plat. Upon approval by DRD, the RFA shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland.
 15. The developer, his successor and/or assignees shall satisfy the Planning Board that there are adequate provisions to assure retention and a future maintenance of the proposed recreational facilities.
 16. The land to be conveyed to a homeowners association shall be subject to the applicable conditions in attached Exhibit "A."
 17. The following private recreational facilities shall be provided within the development and shall be deemed adequate:

Townhouse pod—one tot lot and one preteen lot (or one multiage playground combination)

Multifamily pod—one tot lot and one preteen lot (or one multiage playground combination) and one picnic area.

Central recreational area consisting of the following:

- Clubhouse with meeting room large enough to accommodate seating for 100 persons, lounge, kitchen (with a minimum of a double sink, standard size refrigerator, dishwasher, and large microwave), 1,000-square-foot fitness facility, bath facilities for pool patrons
- 25-meter swimming pool
- One tot lot and one preteen lot (or one multiage playground combination)
- Possible trail connection from the townhouse development along the stream to the central recreational area.
- One full-size multipurpose court (indoor or outdoor)
- One tennis court
- Appropriately sized parking facility for the residents only

At the time of the Preliminary Plan, the design of the Central Recreational Area shall be conceptually approved and shall include the facilities noted above.

18. The following schedule shall govern bonding and construction of recreational facilities and shall be included in the recreational facilities agreement(s):
 - a. Prior to the issuance of the 100th building permit in the development, the applicant shall bond the central recreational facilities.
 - b. Prior to the issuance of the 300th building permit in the development, the applicant shall complete the central recreational facilities.
 - c. The bonding of the recreational facilities for the townhouses and the multifamily development pods shall precede the issuance of the building permits for each pod respectively, and the completion of the same facilities shall occur prior to completion of 75 percent of each pod of development.

19. Prior to certification of the Conceptual Site Plan:
 - a. The TCPI/44/96-01 shall be revised to show the following:
 - (1) Proposed building footprint locations, parking lots, and easements in the new design for the office/retail component.
 - (2) Revisions signed and dated by a qualified professional.

- (3) The 65 dBA Ldn noise contour from I-95/495.
20. Prior to submission of a Detailed Site Plan for the office/retail component, the Applicant shall provide a copy of the approved/proposed stormwater management concept plan for that area.
 21. Prior to the issuance of a building permit for the 500th dwelling unit, the Applicant shall either (a) have commenced construction of some of the office/retail component or (b) provided to M-NCPPC Urban Design Division evidence of its good faith efforts marketing of the commercial component along with third-party data on the existing market for office and/or retail development at the Property and adjoining area.
 22. Prior to approval of any Detailed Site Plan, a new Preliminary Plan of Subdivision application shall be approved.
 23. Prior to certification of the Conceptual Site Plan, the following revisions to the plans shall be made:
 - a. The FSD shall be revised as follows: revise the FSD plan notes under site analysis to reflect the correct acreage of existing forest on-site, if necessary, after the correct amount of existing woodland has been determined and have the plan signed and dated by the qualified professional who prepared the plan.
 - b. The Type I Tree Conservation Plan (TCPI/66/94-01) shall be revised as follows.
 - (1) Add to the plan all of the standard notes as required exclusively for a TCPI.
 - (2) Have the total existing woodlands adjusted, if necessary, once the correct amount of existing woodland has been determined.
 - (3) Add a note as the first TCPI note that states: "This TCPI does not define the final limits of disturbance and does not approve the limits shown. Impacts to regulated environmental features are also not approved by this plan."
 - (4) Have the plans signed and dated by the qualified professional who prepared the plans.
 - c. The CSP shall be revised to show the projected 65 dBA Ldn at 247 feet from the centerline of Central Avenue or provide a Phase I Noise Study to verify a revised location of the 65 dBA Ldn contour.
 24. At the time of Detailed Site Plan review, if residential uses are proposed within the 65 dBA Ldn noise contour, noise mitigation measures shall be provided for outdoor activity areas and interior living areas to meet the state noise standards.

25. The following development standards apply and shall be demonstrated throughout the review of future plans:

SINGLE-FAMILY DETACHED:

Traditional SFD

- Minimum Net Lot area—6,000 square feet
- Minimum finished living area—2,200 square feet
- Two car garage—yes
- Maximum lot coverage—40%
- Minimum lot frontage at the street line—50-60 feet (Footnote 1)
- Front yard setback—20 feet (Footnote 2)
- Side yard setback—5/10 combined feet
- Rear yard setback—20 (excluding decks)
- Accessory building rear yard setback—2 feet
- Maximum height of building—40 feet
- Deck standards—to be determined at DSP

Small Lot SFD Front Load

- Minimum Net Lot area—4,000 square feet
- Minimum finished living area—1,800 square feet
- One or Two car garage—yes
- Maximum lot coverage—50%
- Minimum lot frontage at the street line—45-50 feet
- Front yard setback—15 feet (Footnote 2)

Side yard setback—4 feet

Rear yard setback—20 (excluding decks)

Accessory building rear yard setback—2 feet

Maximum height of building—40 feet

Deck standards—to be determined at Detailed Site Plan

Small Lot SFD Rear Load

Minimum Net Lot area—4,000 square feet

Minimum finished living area—1,800 square feet

Two car garage—yes

Maximum lot coverage—60%

Minimum lot frontage at the street line—40-45 feet (Footnote 1)

Front yard setback—15 feet, 20 feet along Karen Boulevard (Porches may extend up to 9 feet into the setback area)

Side yard setback—4 feet

Rear yard setback—3 feet

Accessory building rear yard setback—three feet

Maximum height of building—40 feet

Deck standards—to be determined at Detailed Site Plan

Footnote 1 Excludes cul-de-sacs, flag lots and lots which front on pocket parks.

Footnote 2 A minimum of 20 feet shall be provided to the garage door

TOWNHOUSES:

All townhouses in the M-X-T Zone are subject to Section 27-548(h) of the Zoning Ordinance.

MULTIFAMILY:

12-plex multifamily units:

- Minimum distance between two buildings—20 feet
- Minimum distance from a building to a property line—20 feet
- Minimum distance from a building to a parking lot—5 feet
- Minimum green space (minimum percent of net lot area)—45%
- Minimum of 60% of all facades shall be brick

Two over two units:

- Not more than six ground level units in a row

- Minimum width of the dwelling shall be no less than 16 feet wide

- Minimum finished living area shall be no less than 1,100 square feet.

- Minimum of 60% of the front façade shall be brick

The Planning Board may make minor modifications to the Development Standards noted above, as a part of any subsequent approval, without the need to amend the Conceptual Site Plan if the Planning Board finds such modification is appropriate and consistent with the character and quality of the development envisioned by the Conceptual Site Plan.

26. Prior to the approval of the preliminary plan of subdivision, the following shall be fulfilled:
 - a. Based on the proposed layout as shown on the Conceptual Site Plan for the multifamily 12-plex pod of development, the applicant shall demonstrate a minimum of 45 percent green area and a maximum of 55 percent lot coverage.

27. Prior to signature approval of the Conceptual Site Plan the following revisions shall be made:
 - a. The view corridors created by the streets running parallel to Karen Boulevard and adjacent to the central pocket park shown within the townhouse section shall be extended by creating smaller townhouse sticks adjacent to the tree save area. Larger sticks of townhouses, consistent with the provisions of the Zoning Ordinance, may be utilized in this area in order to avoid the loss of lots.

28. Prior to the approval of a Detailed Site Plan, the following issues shall be addressed:
 - a. Brick fronts shall be a standard feature for 60 percent of all single-family detached units fronting on Karen Boulevard, and picket fences shall be provided for single-family detached units along Karen Boulevard in a manner that provides for a separation element to the pedestrian area.

- b. Sixty percent of all facades of the clubhouse shall be brick, and the building shall be placed in a visually prominent location.
 - c. Rooflines for all dwelling types shall be varied and provide for reverse gables where appropriate to add interest to the streetscape.
 - d. Entrance features shall be submitted for review and shall be appropriately coordinated in design and location.
 - e. Pole-mounted freestanding signs shall be prohibited for the office/retail component of the development. Freestanding and building-mounted signage shall not be internally lit.
 - f. Lighting fixtures throughout the development shall be coordinated in design.
 - g. Special paving materials shall be provided in appropriate areas such as the entrance to the subdivision off of Central Avenue, central recreation area, the entrance to the multifamily 12-plex development, and the office/retail development.
 - h. If allowed by DPW&T, shade tree plantings shall be provided within the median of Karen Boulevard and be of a size and type to create the residential, pedestrian friendly boulevard envisioned by the Conceptual Site Plan. A single row of 2½- to 3-inch caliper trees shall be provided along both sides of Karen Boulevard on one side of the sidewalks.
 - i. The multifamily (two over two units) pod of the development shall increase the number of units fronting onto Karen Boulevard and ensure adequate but not excessive parking areas in close proximity to all units.
 - j. The location of future bus stops, pedestrian connections, and crosswalks shall be shown on the plans.
29. Prior to the approval of a Preliminary Plan of Subdivision and Detailed Site Plans, the plans shall reflect the following:
- a. The minimum number of traditional single-family detached lots shall be not less than 20 percent of the single-family detached lots.

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 Squire, seconded by Commissioner Eley, with Commissioners Squire, Eley, Vaughns, Harley and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, July 15, 2004, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 29th day of July 2004.

Trudye Morgan Johnson
Executive Director

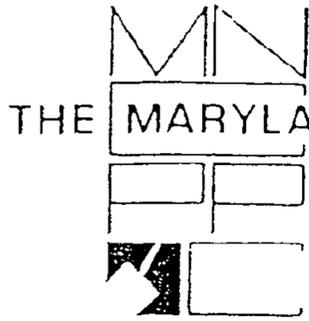
Frances J. Guertin
By Frances J. Guertin
Planning Board Administrator

TMJ:FJG:SHL:meg

APPROVED AS TO LEGAL SUFFICIENCY.

Serge Johnson
M-NCP&C Legal Department

Date 7/21/04



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TDD: (301) 952-3796

PGCPB No. 93-269(A)

File No. SP-88020/01

A M E N D E D R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board is charged with the approval of Conceptual Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

*WHEREAS, in consideration of evidence presented at a public hearing on October 14, 1993, regarding Conceptual Site Plan SP-88020/01 for Glenwood Hills, the Planning Board disapproved the Conceptual Site Plan; and

*WHEREAS, subsequent to the applicant's timely filing of a Motion for Reconsideration, the Planning Board granted the applicant's Motion for Reconsideration on February 3, 1994; and

*WHEREAS, in consideration of the evidence presented at a public hearing on March 3, 1994, on the revised application submitted in connection with the earlier reconsideration granted for the subject case, the Planning Board finds the following regarding Conceptual Site Plan SP-88020/01 for Glenwood Hills:

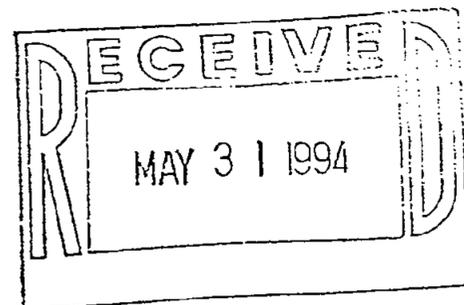
- *1. Conceptual Site Plan SP-88020/01 for Glenwood Hills consists of 121.8 acres, zoned M-X-T, located on the south side of Central Avenue (MD 214), 4,500 feet east of the intersection of Central Avenue and Addison Road. The proposed mixed-use development, as revised, consists of:
 - a. 203,000 square feet of office and retail
 - b. 785 dwelling units (105 detached, 310 townhouses and 370 multifamily)

The revised plan introduces single-family, detached units, eliminates semi-detached units, increases the number of townhouses, reduces the number of multifamily units and reduces the amount of commercial retail and office square footage.

The main vehicular access to the site will be from MD 214 onto Karen Boulevard, an 80-foot Master Plan collector being extended through the site.

2. Glenwood Hills was zoned M-X-T in the Suitland/District Heights and Vicinity (Planning Areas 75A and 75B) Master Plan dated July 1985 and the adopted Sectional Map Amendment dated March 1986.

*Denotes Amendment



3. A Conceptual Site Plan (SP-88020) entitled Meridian was approved by the Planning Board on September 8, 1988 (PGCPB No. 88-303). The previous approval included 2,146,700 square feet of office, 1,794 residential dwelling units, a 300-room hotel and 85,100 square feet of retail. (A Preliminary Plat of Subdivision was never approved for Meridian.)
- *4. The proposed Conceptual Site Plan represents a reasonable alternative for satisfying the Site Design Guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use if the conceptual design of the areas identified below were refined as indicated:
 - a. Multifamily areas B and C, in order to improve the view from Karen Boulevard by reducing the visibility of parking areas and by moving buildings closer to and parallel to the street, and to create a more centrally located and visually significant open space within each Area.
 - b. Retail and Office Area A, in order to modify the typical "strip" orientation of the center by incorporating more features that will promote a variety of activities and enhance the "public life" of the area; and to help fulfill the Area's potential as a Village Center, by incorporating more green area into the layout, breaking the parking area into several smaller lots for both aesthetic and safety reasons, and strengthening the pedestrian connection to the rest of the development.
 - c. Recreation Area G, to investigate a more efficient arrangement of recreational features to allow the creation of a usable open space, relocation and breaking up of the parking area to decrease its visual impact, addition of recreational or other features to the adjacent stormwater management area to increase its amenity value, and possible elimination of the four single-family detached units at the end of the cul-de-sac in adjacent Court B to allow for expansion of the Recreation Area.
 - d. All Townhouse Areas, to increase the number of units fronting onto Karen Boulevard, to insure adequate but not excessive parking areas in close proximity to all units, and to expand Single-Family Detached Area I and eliminate some townhouses in adjacent Area H to provide separate enclaves of single-family detached homes and townhouses to be consistent with connecting Quarry Avenue with Karen Boulevard.

*Denotes Amendment

- *5. Provision of Moderately Priced Dwelling Units is required in accordance with Part 4A of Subtitle 27, Zoning of the Prince George's County Code. The Conceptual Site Plan would be in conformance with Part 4A if the minimum number of MPDUs (78) and tentative proposed locations for MPDUs were added to the plan.
- *6. The proposed development in Glenwood Hills is in general conformance with the purposes and other provisions of the M-X-T Zone. The development promotes the orderly development of land in the vicinity of the Addison Road Metro Station, maximizes the private development potential of the Glenwood Hills site with a site plan that is realistic and in conformance with the Master Plan, and facilitates and encourages continuing functioning of the project after workday hours through development of retail, professional office, and recreational facilities. These diverse land uses would blend together harmoniously with the several residential types proposed and would create dynamic functional relationships within a distinctive visual character and identity if some additional development, sign design, and architectural standards were added to the plan. Development of a project of this size promotes optimum land planning which permits the use of economies of scale and a flexible response to the market. The plan does not yet show evidence of taking full advantage of the freedom of architectural design allowed in the M-X-T Zone which allows the developer to achieve excellence in physical, social and economic planning.
- *7. The proposed Glenwood Hills development would have an outward orientation and would be physically and visually integrated with existing adjacent development if street connections were provided with existing neighborhood streets on the east (Quarry Avenue) and on the south (Karen Boulevard) or west (Court D connecting to Shady Glen Drive).
- *8. The mix of single-family detached units, townhouses and multifamily dwellings is generally compatible with the mix of housing types in the vicinity. Compatibility will be insured where necessary around the periphery of the project by the use of screening and wooded buffers.
- *9. The mix of uses reflects a cohesive development capable of sustaining an independent environment of continuing quality and stability. The arrangement and design of buildings and other improvements would be certain to reflect a cohesive development capable of sustaining an independent environment of continuing quality if the following were achieved:
 - a. If the proposed design standards (shown in their entirety below in Finding 13) were supplemented in regard to standards for building-mounted signs in the retail area; and if

*Denotes Amendment

- a. Detailed Site Plan for signage were required to be approved by the Planning Board prior to submission of any other Detailed Site Plan in order to provide the Planning Board and the community with a more concrete idea of the appearance of all the signs in the development.
- b. If a more attractive typical light fixture than that proposed by the applicant were selected, and if information were supplied on the plan regarding standards and design, height, and luminosity of luminaires.
- c. If the proposed architectural standards (shown in their entirety below in Finding 13) were supplemented in regard to standards for the office, retail and recreational buildings; and if significantly more stringent requirements regarding the appearance of townhouses and single-family detached units were incorporated into the standards, as follows:
 - (1) Brick fronts should be standard for a minimum of 50 percent of the townhouses in any development parcel (any end unit with a brick front should have a brick endwall as well). Alternatively, no brick should be required if at least 75 percent of the townhouses in a development parcel have either a cross gable or two dormer windows or equivalent design detail and visual interest.
 - (2) Any townhouse or single-family detached units whose endwall is visible from Karen Boulevard should incorporate one of the following:
 - (a) Side-entry design (townhouses only).
 - (b) Brick endwall with at least two windows, both with shutters.
 - (c) A large bay window with one other window and accompanying shutters.
 - (d) Equivalent endwall detail and visual interest.
 - (3) Any other townhouse or single-family detached unit endwall should have at least two significant architectural features, such as a window, door or fireplace chimney.
 - (4) Any townhouse or single-family detached unit whose rear wall is visible from Karen Boulevard should incorporate one of the following treatments:

*Denotes Amendment

- (a) All brick rear facades.
 - (b) Brick exterior chimneys on all rears with chimneys.
 - (c) Shutters on all rear windows, with cross gable or dormers on 75 percent of all rear walls visible from Karen Boulevard within each development parcel.
 - (d) Equivalent detail and visual interest.
- (5) A "minimum of three colors per stick of dwellings" (for townhouses) should be changed to "maximum of three colors per stick of dwellings."
 - (6) A maximum of seven units in a row (instead of eight) should be allowed in any townhouse structure.
- d. If some additional standards were established for multifamily units, such as minimum distance between buildings, from a building to a property line and from a building to a parking lot.

*10. The Glenwood Hills development is organized into three phases, with a basic pattern of development beginning at Central Avenue and moving toward the south (with the exception of the office building along Central Avenue, which is included in Phase 3). Each building phase is designed as a self-sufficient entity and allows for effective integration of subsequent phases along the spine formed by Karen Boulevard. The phasing schedule proposed is as follows:

USES	UNITS	SQUARE FOOTAGE EACH	TOTAL DEVELOPMENT
PHASE 1			
Multifamily	234	1,000-1,200	280,800
Townhouses	90	1,200-1,500	135,000
PHASE 2			
Multifamily	136	1,000-1,200	163,200
Townhouses	110	1,200-1,500	165,000
Detached	33	2,000	66,000

*Denotes Amendment

USES	UNITS	SQUARE FOOTAGE EACH	TOTAL DEVELOPMENT
PHASE 3			
Townhouses	110	1,200-1,500	165,000
Office	N/A	180,000	180,000
Detached	72	2,000	144,000
Retail	N/A	23,000	23,000

Implementation of the phasing schedule would be simplified if phasing lines and the phasing schedule were shown on the Conceptual Site Plan. The Recreation Area (Area G) has been omitted from the phasing schedule. It should be included in Phase 2 of the schedule with the following stipulations added regarding construction of the facilities:

- a. Construction of the facilities in the Recreation Area should commence prior to release of any residential building permits beyond 50 percent of the total number of residential permits.
- b. Construction of the facilities should be completed prior to release of any residential building permits in Phase 3.

To insure that the mix of uses required in the M-X-T Zone is achieved, the phasing schedule should also stipulate that the Retail and Office Area (Area A) should be constructed and at least 25 percent occupied (based on gross floor area) prior to release of any residential building permits in Phase 3.

- *11. The pedestrian system would be more convenient and comprehensively designed to encourage pedestrian activity within the development if the recommendations of the Trails Coordinator were followed concerning the Master Plan trails and if the large loops of the internal pedestrian path system were replaced with several smaller loops and connectors to the two Master Plan trails on site.

The Trails Coordinator stated that the subject property involves two master plan trails in accordance with the *Adopted and Approved Suitland-District Heights Master Plan*, and that to bring the Conceptual Site Plan into conformance with the master plan, the plan must be changed to show the trail symbol on the east side of Karen Boulevard for its entire length, and to label this trail "eight-foot-wide hard surface trail;" and to show the trail symbol crossing the site in the vicinity of the power lines just south of

*Denotes Amendment

Central Avenue, and to label this trail "eight-foot-wide hard surface trail." The Trails Coordinator also recommended that all internal trails be constructed as six-foot-wide hard surface trails and that all development pods be connected by such trails to the master plan trail system.

- *12. Zoning Ordinance Section 27-546(d)(8) requires that the Planning Board find, on a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, that "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, or will be provided by the applicant, will be adequate to carry anticipated traffic for the proposed development."

Regarding the adequacy of transportation facilities, the Transportation and Public Facilities Planning Division made the following comments in their memorandum dated October 1, 1993.

"At the time of the [original] Meridian approval, the zoning ordinance did not require Conceptual Site Plan applications to be subjected to the Adequate Public Facilities (APF) test, consequently, an approval was granted without the benefit of a traffic study to demonstrate the impact of such a proposal on existing roadway network. In 1991, the County Council amended the Zoning Ordinance to include a provision which requires a Conceptual Site Plan for M-X-T zoning to be subjected to the APF requirements. Up until the time of this writing, a traffic study has not been submitted by the applicant for SP-88020/01. Our Division was therefore required to make transportation findings based on the following traffic studies within our inventory:

- "• Summerfield - February '91
- "• GSA/Meridian - October '91
- "• Harris Property - July '93"

The Transportation and Public Facilities Planning Division goes on to propose the following findings:

- a. The proposed development would generate 1097 AM and 1584 PM peak hour vehicle trips as determined using *Guidelines for the Analysis of the Traffic Impact of Development Proposals* (April 1989). This proposed development represents a *reduction* of 4,742 and 4,063 AM and PM peak hour trips respectively from the original Meridian approval in 1988.

*Denotes Amendment

- b. The traffic generated by the proposed plan would impact the following intersections in the transportation system:
- MD 214/Addison Road
 - MD 214/Ritchie Road
 - MD 214/Hill Road
 - MD 214/Pepper Mill Road
 - Walker Mill Rd/Shady Glen Drive
 - Walker Mill Rd/Karen Boulevard"
- c. None of the above-mentioned intersections are programmed for improvement with 100% construction funding within the next six years in the current Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program.
- d. The Prince George's County Planning Board, in the *Guidelines for the Analysis of the Traffic Impact of Development Proposals* (April 1989), has defined Level-of-Service D (LOS D) as the lowest acceptable operating condition on the transportation system. The following intersections, when analyzed with total future traffic as developed using the *Guidelines*, were not found to be operating at LOS D or better:
- MD 214/Addison Road
 - MD 214/Ritchie Road
 - MD 214/Hill Road

The Transportation and Public Facilities Planning Division concluded "that adequate access roads will not exist as required by Section 27-546(d) of the Prince George's County Code." The Division stated, however, that should the Planning Board approve the application, the following intersections should be found to be adequate at the time of Preliminary Plat:

- MD 214/Addison Road
- MD 214/Ritchie Road
- MD 214/Hill Road
- MD 214/Pepper Mill Road
- Walker Mill Road/Shady Glen Drive
- Walker Mill Road/Karen Boulevard

In a subsequent memorandum dated October 7, 1993, the Transportation and Public Facilities Planning Division stated that the applicant committed in writing to fund all necessary improvements to bring transportation facilities to the state of adequacy required by Section 27-546(d) of the Zoning Ordinance.

*Denotes Amendment

- *13. The proposed design and architectural standards for Glenwood Hills are as follows:

SINGLE-FAMILY DETACHED:

- Units shall have a maximum height of 35 feet.
- Shall have a minimum lot size of 5,000 square feet per unit.
- Shall have a minimum lot frontage of 50 feet for each lot.
- Maximum lot coverage shall be 50 percent of total lot area.
- Decks shall be constructed meeting all current Prince George's County construction standards and their size shall be limited by the 50 percent lot coverage threshold.

TOWNHOUSES:

- Shall have a minimum lot size of 1,300 square feet.
- Minimum of 800 square feet of yard area for each individual lot.
- Yard area may be reduced to 500 square feet for the purpose of providing access steps, terraces and open porches or decks.

MULTIFAMILY:

- Building height shall be 50 feet (4 stories).
- Minimum distance from a building to a parking lot: 15 feet.

MONUMENTAL ENTRANCE IDENTIFICATION:

- Signage to be constructed of exposed aggregate concrete or weather-resistant wood. Sign style shall be as shown on design concept Exhibit "G."
- Sign letters to be "Times Roman" letter style.
- Overall signage to be in earthtone colors with letters to be depressed and painted in a contrasting color to background.

*Denotes Amendment

RESIDENTIAL POD IDENTIFICATION, ADDRESS INFORMATION, PEDESTRIAN PATH INFORMATION, CHURCH FACILITY IDENTIFICATION, RETAIL AND OFFICE IDENTIFICATION, AND RECREATIONAL FACILITY IDENTIFICATION:

- Signage to be of similar style to Monumental Entrance Identification but at a smaller scale and to be constructed of weather-resistant wood.
- Sign letters to be "Times Roman" letter style.
- Overall sign to be earthtone colors with depressed lettering painted in contrasting color.

TRAFFIC CONTROL, STREET IDENTIFICATION, BUS STOP IDENTIFICATION AND BIKE PATH IDENTIFICATION:

- Actual signage to be similar to all other signs in material and color.
- Sign shall be positioned atop a weather-resistant wooden post.

Townhouse:

A traditional architectural palette is envisioned. The massing would be designed with facades indented and protruding with a minimum of one foot. These breaks would create more individuality among the units, with such breaks also occurring in roof lines. The general horizontal window lines between units would be kept similar, variation would occur in the use of double versus single double-hung grid windows and the use of shutters. Vertical window lines would be aligned. Entrance features would be varied with ceremonial covered areas, including small porches. The facades would also include occasional pediments and accent windows.

The materials would include siding, with accent brick on some units. Earth tone colors would be used exclusively, with a minimum of three colors per stick of dwellings. Walk-out units would be planned where appropriate topography is conducive. No more than eight units would be used in one structure.

Single-Family Detached:

A traditional architectural palette is envisioned. The units will be designed to portray a similar architectural style to the other residential units on the site. The use of accent windows, pediments and shutters will provide interest and conform to the traditional "sense of place" in the overall development.

*Denotes Amendment

Multifamily:

Although the physical scale of these structures would not be comparable with the other two product types, the materials and design elements are envisioned to be on a traditional residential basis. This would be reflected in grid double-hung windows, traditional gabled roof lines, residential-styled doors and entrances. Centrally located covered open-air stairs and corridors would be designed with traditional residential building materials as well to allow a uniform design scheme. Patios would be "inner formed" into the structure to provide a massing style similar to single-family structures. Exterior trim at a residential scale matching window and door trim would break up the facade and minimize the height.

Conducive topography allowing for 3/4-story design would be utilized where feasible. This would also allow for varying and minimizing structure height at certain locations on the site.

- *14. The Watershed Protection Branch of the Department of Environmental Resources (DER) stated that a Stormwater Management Concept approval (CSD #938012190) was obtained for the Glenwood Hills site on September 1, 1993. The Conceptual Site Plan appears to be in conformance with the Stormwater Management Concept Plan, with the exception of alternative water quality basins at all stormdrain outfalls should infiltration prove to be infeasible.
- *15. The Prince George's County Fire Department stated that all structures must be provided with an adequate firefighting water supply (per the County Building Code, Subtitle 4), and that adequate emergency access must be provided to all structures (per the County Fire Safety Law, Subtitle 11). The Fire Department requires an adequate turning radius for a 43-foot wheelbase vehicle.
- *16. The Community Planning Division stated that the document submitted with the Conceptual Site Plan accurately states much of the thinking and content of the 1985 Master Plan for the subject area, but does not include discussion of the relation of the site to the nearby Addison Road Metrorail Station. The Division stated that "consideration of the revised Conceptual Site Plan should include identification and strengthening of Metro-site relationships consistent with the County's current objectives for inner-Beltway and Metro-related development."
- *17. The Park Planning and Development Division of the Department of Parks and Recreation concurred with the applicant's proposal to provide private recreational facilities on site. That Division suggested that the developer be encouraged to make the proposed Community Meeting Room available to the general public.

*Denotes Amendment

- *18. The Transportation and Public Facilities Planning Division recommended several revisions to the site plan to clarify the plan, including showing the right-of-way of the future Metrorail extension, and providing a cul-de-sac at the end of Fawncrest Drive.

This Division also determined that public facilities adequacy (for facilities other than roads) is not relevant for the subject application.

- *19. The Department of Public Works and Transportation (DPW&T) recommended several revisions to the road network, including the following:

- a. A 60-foot public street right-of-way extending Quarry Avenue to Karen Boulevard.
- b. A revised section for Karen Boulevard.
- c. Elimination of several median breaks along the Karen Boulevard median.
- d. Provision of cul-de-sacs at the end of Fawncrest Drive, Cappy Avenue and Quarry Place.

- *20. The Natural Resources Division indicated that the subject application demonstrates a greater awareness and conservation of unique natural features than did the original approval. The Conceptual Site Plan is exempt from the County Woodland and Tree Conservation Program until November 21, 1993; however, a Tree Conservation Plan will be required at the time of Preliminary Plat. The Natural Resources Division recommended that the 100-year floodplain be approved by the Department of Environmental Resources for all drainage areas greater than 50 acres, that Federal and State permits for disturbance of existing nontidal wetlands be obtained prior to the approval of any grading permit for the site which affects wetlands or their buffers, that noise impacts on residential structures located close to Central Avenue be determined at the time of Detailed Site Plan, and that a Forest Stand Delineation be submitted with each Detailed Site Plan.

- *21. To insure construction of the Recreation Facility Area (Area G) in a timely manner, the Urban Design Review Section recommended that a separate Recreational Facilities Agreement (RFA) be required for the facilities in this area, and that the RFA include requirements that the bond for these facilities be posted prior to release of any building permits in Phase 2, and that all residents of Glenwood Hills, regardless of the location of their unit, type of unit or type of ownership, should have equal access to all recreation

*Denotes Amendment

facilities. No membership or other fees should apply to any group that does not apply to all residents of Glenwood Hills.

- *22. To clarify the intent of the developer in regard to the Recreation Area (Area G), the Urban Design Review Section recommended that all the facilities in the Recreation Area be labeled and that the main elements in the Community Building be indicated on the plan.
- *23. The Environmental Policy Branch of the Department of Environmental Resources stated that a final determination of the wetland delineation has not yet been made and recommended that identification of all wetlands and impacts be completed before the Preliminary Plat is submitted.
- *24. In a memorandum dated February 22, 1994 from the Transportation and Public Facilities Planning Division regarding the revised layout submitted for the reconsideration of the case by the Planning Board, that Division reiterated the need, for reasons of safety and traffic efficiency, for connecting Quarry Avenue with the proposed internal street network, and for construction of Karen Boulevard from MD 214 to Walker Mill Road. That Division also recommends a connection between Karen Boulevard with the retail/office facility.

*NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Conceptual Site Plan for the above-described land with the following conditions:

- *1. Prior to certificate approval, the plans shall be revised as follows or the indicated information shall be supplied:
 - a. The minimum number of MPDUs required (78) and tentative proposed locations for MPDUs shall be added to the plan.
 - b. Phasing lines shall be shown on the plan and the phasing schedule shall be shown on the plan. A stipulation shall be added to the phasing schedule that the Retail Area (Area A) shall be constructed and at least 25 percent occupied (based on gross floor area) prior to release of any residential building permits in Phase 3.
 - c. The Recreation Area (Area G) shall be included in Phase 2 of the phasing schedule with the following additional stipulations regarding construction:
 - (1) Construction of the facilities in the Recreation Area shall commence prior to release of any residential

*Denotes Amendment

building permits beyond 50 percent of the total number of residential permits.

- (2) Construction of the facilities shall be completed prior to release of any residential building permits in Phase 3.
- d. The right-of-way as well as the approximate centerline of the future Metro extension (PT 1) shall be shown on the plan if, in the opinion of the Transportation and Public Facilities Planning Division, alignment and right-of-way information are sufficiently definitive at this time to justify this revision to the plan.
- e. Show a cul-de-sac at the end of Fawncrest Drive, Cappy Avenue, and Quarry Place with a note indicating that these may be omitted from the Preliminary Plat if it can be demonstrated that they will cause disruption of wetlands out of proportion to the benefits provided by the cul-de-sac, or if the Department of Public Works and Transportation (DPW&T) and Transportation and Public Facilities Planning Division agree that other arrangements make the cul-de-sacs unnecessary.
- f. Revise the plan to show the trail symbol on the east side of Karen Boulevard for its entire length and label this trail "8-foot wide hard surface trail". Also, revise the plan to show the trail symbol crossing the site in the vicinity of the powerlines just south of Central Avenue and label this trail "8-foot wide hard surface trail."
- g. Replace the large loops of the internal pedestrian path system with several smaller loops and connectors to the two Master Plan trails on site.
- h. Standards shall be submitted for the architectural appearance (size, massing, character, materials, details) of the office, retail, and recreational buildings.
- i. Remove the wooded area north of Stormwater Management Pond 2 in order to conform to the approved Conceptual Stormwater Management Plan.
- j. Label all the facilities in the Recreation Area (Area G) and indicate on the plan the main elements in the Community Building (meeting room, lounge, kitchen, toilets and bath-house).

*Denotes Amendment

- k. A more attractive typical light fixture shall be selected and information shall be supplied on the plan regarding standards and design, height, and luminosity of luminaires. The luminaires selected shall not emit orange or yellow-orange-tinted light typical of sodium vapor lamps.
 - l. The following design concept exhibits shall be shown on the plan: A-C (as revised), F-J, and O. (Exhibit A shall be revised to reflect requirements for single-family detached units.)
 - m. The site data on the plan shall be revised to indicate that the total amount of office and retail combined shall not exceed 203,000 square feet, and that neither the office nor the retail may fall below 10 percent of the total.
- *2. Prior to certificate approval, the applicant, his heirs, successors and/or assigns, shall confer with the Urban Design Review Section in order to refine the conceptual design of the specific areas listed below:
- a. Multifamily Areas B and C, in order to improve the view from Karen Boulevard by reducing the visibility of parking areas and by moving buildings closer to and parallel to the street, and to create a more centrally located and visually significant open space within each Area.
 - b. Retail and Office Area A, in order to modify the typical "strip" orientation of the area by incorporating more features that will promote a variety of activities and enhance the "public life" of the area; and to help fulfill the Area's potential as a Village Center, by incorporating more green area into the layout, breaking the parking area into several smaller lots for both aesthetic and safety reasons, by strengthening the pedestrian connection to the rest of the development, and by preserving the option of allowing offices to be built over the top of retail establishments.
 - c. Recreation Area G, to investigate a more efficient arrangement of recreational features to allow the creation of a useable open space, relocation and breaking up of the parking area to decrease its visual impact, addition of recreational or other features to the adjacent stormwater management area to increase its amenity value, and possible elimination of the four single-family detached units at the end of the cul-de-sac in adjacent Court B to allow for expansion of the Recreation Area.

*Denotes Amendment

d. All townhouse Areas to increase the number of units fronting onto Karen Boulevard, insure adequate but not excessive parking areas in close proximity to all units and to expand Single-Family Detached Area I and eliminate some townhouses in adjacent Area H to provide separate enclaves of single-family detached homes and townhouses to be consistent with connecting Quarry Avenue with Karen Boulevard, should that be determined to be appropriate at the time of Preliminary Plat.

*3. Prior to certificate approval, the following additions and revisions shall be made to the architectural standards for townhouses, detached units and multifamily units:

a. Brick fronts shall be standard for a minimum of 50 percent of the townhouses in any development parcel (any end unit with a brick front shall have a brick endwall as well). Alternatively, no brick shall be required if at least 75 percent of the townhouses in a development parcel have either a cross gable or two dormer windows or equivalent design detail and visual interest.

b. Any townhouses or single-family detached units whose endwall is visible from Karen Boulevard shall incorporate one of the following treatments:

- (1) side-entry design (townhouse only)
- (2) brick endwall with at least two windows, both with shutters
- (3) a large bay window with one other window and accompanying shutters
- (4) equivalent endwall detail and visual interest

c. Any other townhouse or detached unit endwall shall have at least two significant architectural features, such as a window, door, or fireplace chimney.

d. Any townhouse or detached unit whose rear wall is visible from Karen Boulevard shall incorporate one of the following treatments:

- (1) all brick rear facades
- (2) brick exterior chimneys on all rears with chimneys
- (3) shutters on all rear windows, with cross gable or dormers on 75 percent of all rear walls, visible from Karen Boulevard within each parcel
- (4) equivalent detail and visual interest

*Denotes Amendment

- e. A "minimum of three colors per stick of dwellings" shall be changed to "maximum of three colors per stick of dwellings."
 - f. A maximum of seven units in a row (instead of eight) shall be allowed in any townhouse structure.
 - g. Multifamily units:
 - Minimum distance between two buildings: 30 feet
 - Minimum distance from a building to a property line: 20 feet
 - Minimum distance from a building to a parking lot: 15 feet
 - Minimum green space (minimum percent of combined net lot areas of Tracts B and C): 55 percent
- *4. Prior to submission of the Preliminary Plat, identification of all wetlands and impacts to wetlands shall be completed to the satisfaction of the Environmental Policy Branch of the Department of Environmental Resources.
- *5. Prior to approval of the Preliminary Plat of Subdivision, the applicant, his heirs, successors and/or assigns, shall confer with the Department of Public Works and Transportation (DPW&T), the Urban Design Review Section and the Trails Coordinator regarding the proper right-of-way for Karen Boulevard to be shown on the Preliminary Plat, the elimination of several median breaks identified by DPW&T, and the design, bonding and construction requirements for the Master Plan trail along Karen Boulevard.
- *6. The applicant, his heirs, successors and/or assigns, shall provide funding for transportation improvements, determined in conjunction with the staff, to be necessary for the finding required by Section 27-546(D) of the Zoning Ordinance. Specific improvements or identified trip reduction measures to the following intersections (and links) shall be approved by the Planning Board in its subsequent adequacy review at the time of the Preliminary Plat.
- a. MD 214/Addison Road
 - b. MD 214/Ritchie Road
 - c. MD 214/Hill Road
 - d. MD 214/Pepper Mill Road
 - e. Walker Mill Road/Shady Glen Drive
 - f. Walker Mill Road/Karen Boulevard
 - g. Two continuous travel lanes between the Karen Boulevard/Toyon Place and Karen Boulevard/Walker Mill Road intersections
- *7. Prior to submission of any Detailed Site Plan for any development parcel, the applicant, his heirs, successors and/or assigns, shall

*Denotes Amendment

submit for approval by the Planning Board a Detailed Site Plan for signage to provide the Planning Board and the community with a concrete idea of the exact appearance of all the signs in the development.

- *8. Prior to approval of any Detailed Site Plan to which the following requirements apply:
- a. The 100-year floodplain shall be approved by the Flood Management Section of the Department of Environmental Resources for drainage areas greater than 50 acres in size.
 - b. Relevant noise mitigation measures must be proposed that will adequately reduce noise impacts, if any are found, to acceptable State standards, especially for residential structures located close to Central Avenue.
 - c. A detailed Forest Stand Delineation shall be submitted to the Natural Resources Division for review.
- *9. Prior to the issuance of any building permit, the following improvements shall be in place, under construction, 100 percent funded in a CIP/CTP or otherwise provided by the applicant, his heirs, successors and/or assigns:
- Construct Karen Boulevard as a four-lane collector road between MD 214 and the southern end of the site.
- *10. Prior to Preliminary Plat approval, the applicant, his heirs, successors and/or assigns, shall revise the proposed site plan to reflect the following, if determined to be necessary during review of the Preliminary Plat:
- a. Show a public (or private) street connection between Karen Boulevard and the retail/office facility.
 - b. Show a connection between Quarry Avenue and the proposed internal street network.
- *11. Prior to approval of any grading permit which affects nontidal wetlands or their buffers, evidence shall be provided that Federal and State permits required for disturbance of those wetlands have been obtained.
- *12. All internal trails on this site shall be constructed as six feet wide minimum hard surface trails. All development pods shall be connected by such trails to the Master Plan trail system.

*Denotes Amendment

- *13. Prior to submitting any Final Plats for Glenwood Hills to the Subdivision Office, the developer, his heirs, successors and/or assigns, shall execute and record a formal agreement to provide all recreation facilities in Area G (the Recreation Area) and the master plan trail south of Central Avenue to the Department of Recreation standards in accordance with the schedule below. A performance bond or other suitable financial guarantee (suitability to be judged by the General Counsel's Office of M-NCPPC) shall be submitted in accordance with the schedule below.
- a. The Recreation Area shall be bonded prior to release of any building permits in Phase 2, shall have construction commence prior to release of any residential building permits beyond 50 percent of the total number of residential building permits, and shall be completed prior to release of any residential building permits in Phase 3.
 - b. The Master Plan trail along Central Avenue shall be bonded prior to release of the first building permit for Glenwood Hills, and construction of the trail must be completed prior to release of any residential building permits beyond 50 percent of the total number of residential permits.
 - c. In addition, the Recreational Facilities Agreement shall state that all residents of Glenwood Hills, regardless of the location of their unit, type of unit or type of ownership, shall have equal access to all recreation facilities. No membership or other fees shall apply to any group that does not apply to all residents of Glenwood Hills.

* * * * *

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 McNeill, seconded by Commissioner Brown, with Commissioners McNeill, Brown, Boone and Rhoads voting in favor of the motion, and with Commissioner Dabney

*Denotes Amendment

PGCPB No. 93-269(A)
File No. SP-88020/01
Page No. 20

temporarily absent, at its regular meeting held on Thursday, March 3, 1994, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 31st day of March 1994.

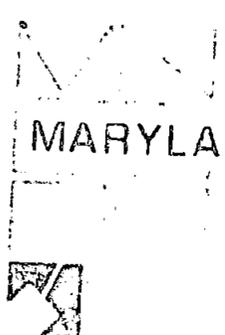
LeRoy J. Hedgepeth
Executive Director

Frances J. Guertin
By Frances J. Guertin
Planning Board Administrator

LJH:FJG:SA:meg

APPROVED AS TO LEGAL SUFFICIENCY
[Signature]
GARLAND M. STILLWELL
M-NCPPC LEGAL DEPT.
DATE: 3/25/94

*Denotes Amendment



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

PGCPB No. 88-303

SP-88020

A M E N D E D R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board is charged with the approval of Conceptual Site Plans pursuant to Part 3, Division 9, of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on June 30, 1988, regarding Conceptual Site Plan SP-88020 for Meridian, the Planning Board finds:

1. The Conceptual Site Plan for Meridian was reviewed with specific reference to the proposals of the Suitland-District Heights and Vicinity Master Plan and the Sectional Map Amendment.
2. The proposed development is in conformance with the purposes and other provisions of the M-X-T Zone as contained in Part 10, of the Prince George's County Code.
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.
4. The proposed development is compatible with existing and proposed development in the vicinity.
5. The mix of uses and the arrangement and design of buildings and other improvements reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability.
6. Each stage and building phase of the development is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases.
7. The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development.
8. The Conceptual Site Plan represents the most reasonable alternative for satisfying the Site Design Guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

WHEREAS, on September 8, 1988, the Prince George's County Planning Board reconsidered its original action for the limited purpose of adding a single condition as recommended by the Department of Parks and Recreation.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and approved the Conceptual Site Plan for the above described land, subject to the following conditions:

1. Evaluation in respect to the Natural Resources Division's stream buffer and related significant natural features guidelines at the time of Detailed Site Plan.
2. Prior to preliminary plan of subdivision a minimum of 50 foot undisturbed buffer shall be shown on each side of all streams traversing the property, and this buffer shall be expanded to include 100-year floodplain, adjacent non-tidal wetlands, steep slopes and erodible soils, unless the Commission determines that the applicant has sufficient evidence why this buffer criteria should not be applied.
3. A 100-year floodplain study approved by the Department of Environmental Resources with a Stormwater Concept Plan approval at time of Detailed Site Plan.
4. Acoustical design techniques to mitigate any adverse noise impacts from Central Avenue shall be proposed at time of Detailed Site Plan.
5. Refinement of the initial tree stand delineation and preservation of significant stand of trees (predominantly American Beech) on the highest point to the east (designated as tree stand number 12) shall be completed at time of Detailed Site Plan.
6. All Detailed Site Plans shall be reviewed for police protection by the Prince George's County Police Department.
7. All Detailed Site Plans shall be reviewed for fire protection by the Prince George's County Fire Department.
8. In order to respect the integrity of local residential areas, measures shall be identified and agreed on by the community to avoid an additional heavy traffic impact on Shady Glen Drive at time of Detailed Site Plan.
9. At the time of Planning Board action on the preliminary plan of subdivision, a program of transportation systems management (TSM) measures (and the specific methods to assess their effectiveness), to be implemented at designated stages of the development, shall be included in any Planning Board approval of the preliminary plan. The goal of the TSM plan to be developed shall be to reduce the number of peak hour single occupancy

vehicle trips generated by commercial and residential development within the subject property. Establishment of a transportation demand management district, which shall include the subject property at least, shall be a part of the TSM plan. Other elements of the TSM plan may include, but is not limited to such items as: (a) promotion of ride-sharing; (b) promotion of transit use; (c) implementation of flexible work hours; (d) development of a comprehensive pedestrian or shuttle network which interfaces with public transportation facilities; and (e) elimination of on-street parking. It has not been determined at the time of action on the Conceptual Site Plan how much development on the subject property can be accommodated at each of the Plan's proposed phases with or without the effective implementation of TSM measures. Each phase of development up to the applicant's proposed ultimate development would be dependent on proof that the TSM measures were effective, additional road improvements were to be constructed, additional public transit existed, or, through a combination of the above, the transportation network would adequately accommodate each development phase.

10. Thirty (30) days prior to the submission of a preliminary plan of subdivision for each phase, the applicant shall submit a traffic study, which should include the analysis of the following intersections:

Central Avenue and

- Addison Road
- Hill Road/Shady Glen Drive
- Ritchie Road
- Brightseat Road/Hampton Park Boulevard

Walker Mill Road and

- Addison Road
- Shady Glen Drive

Site Access Locations

The background traffic volumes shall be based on recorded lots, approved final plats and approved preliminary subdivisions in the area bounded by the Beltway, Sheriff Road, George Palmer Highway, Addison Road and Walker Mill Road.

For each phase, these traffic studies shall determine the road improvements and trip reduction program which are necessary to accommodate the generated traffic by the development of the subject phase.

The applicant shall establish a program to reduce the number of a.m. and p.m. peak hour auto trips generated by the development. It shall be determined how many peak hour trips can be accommodated by each phase (with certain improvements) in the area. After the completion of each phase, the peak hour trips generated by the phase shall be measured to determine whether the applicant is meeting, exceeding, or falling short of the peak hour trip limits set forth previously.

11. A comprehensive set of design guidelines shall be formulated that address such things as parking structures faces, their roof-scapes, the locations of lobbies, the dimensions of sidewalks and arcades, etc. prior to first Detailed Site Plan.
- *12. The applicant shall provide funding for construction of a community meeting hall with a multi-purpose room that accommodates at least 250 seats, with a kitchen and smaller auxiliary meeting rooms. This is over and above the facilities in the Entertainment communities and those living in Meridian. This hall can be located either on existing park property or on Meridian on land to be dedicated to the Commission. If it is determined that this is impractical, a fee-in-lieu shall be paid to the Maryland-National Capital Park and Planning Commission.

Detailed Site Plan Considerations

1. Consideration shall be given to constructing the two Master Plan trail segments that abut Meridian and connecting the internal pathways and walkways to them. Bike racks, sitting areas and street crossings shall be an integral part of the complex.
2. Careful consideration shall be given to the ultimate form of the Entertainment and Arts Center, particularly a closer examination of the efficacy of the flat floor space multi-purpose room.
3. Where axes terminate in garage entrances, great care shall be taken to create appropriate entrances.
4. The crescent residential building shall be shifted in a southerly direction to create a major park open space between it and the central complex and to expose the complex to the outside.
5. Consideration shall be given to moving the office building at the southern boundary away from that edge.
6. Consideration shall be given to creating a ribbon of buildings along Karen Boulevard to give that street a stronger form and to shield the parking toward the rear and out of view.

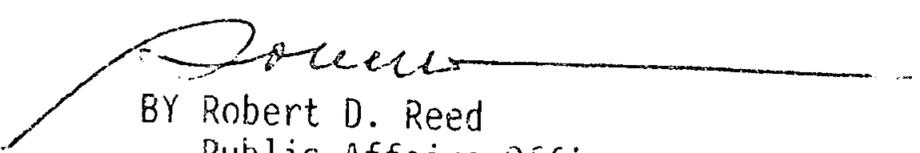
* Denotes amendment

7. The ten-story apartment on the knoll shall be removed and the stand of existing trees in that location shall remain as an important open space link to Mellwood Park.
8. The housing at the southern boundary shall be reconfigured along with the housing along the cul-de-sac into a more cohesive, linked grouping.
9. Consideration shall be given to including more housing over the shops in the plaza area.
10. A corner grocery shall be incorporated into the housing complex on the north.
11. The garages shall have special treatments on their edges (either architectural or with landscaping) to soften and humanize their impact. The open space between the northern housing complex and the offices and their parking structures on the north shall be more creatively used for active open space.
12. The water elements on the site shall be enlarged and linked if possible.
13. The parking on the plaza shall be reexamined to see if the width of the plaza can be narrowed.

* * * * *

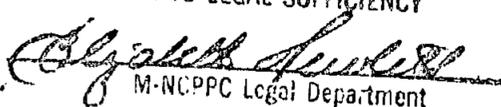
This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on motion of Commissioner Yewell, seconded by Commissioner Keller, with Commissioners Botts, Dabney, Rhoads, Keller and Yewell voting in favor of the motion, at its regular meeting held on Thursday, September 8, 1988, in Upper Marlboro, Maryland.

John F. Downs, Jr.
Acting Executive Director


BY Robert D. Reed
Public Affairs Officer

JFD/RDR/LAF:lg

APPROVED AS TO LEGAL SUFFICIENCY


M-NCPPC Legal Department

Date 9/20/88

1 COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND

2 SITTING AS THE DISTRICT COUNCIL

3 Legislative Session 1986

4 Proposed and Presented by The District Council

5 Introduced by The District Council

6 Resolution No. CR-25-1986

7 Introduced by Council on March 4, 1986

8 RESOLUTION

9 AN ORDINANCE concerning

10 The Suitland-District Heights and Vicinity

11 Sectional Map Amendment

12 FOR the purpose of adopting the Sectional Map Amendment for
13 Planning Areas 75A and 75B, which is a comprehensive rezoning
14 proposal for the Suitland-District Heights and Capitol Heights
15 areas of Prince George's County.

16 WHEREAS, the County Council, sitting as the District
17 Council for the Maryland-Washington Regional District in Prince
18 George's County, Maryland, adopted CR-147-1985 pursuant to the
19 provisions of Part 3, Division 4, of the Zoning Ordinance of
20 Prince George's County, as codified in the Prince George's
21 County Code, 1983 Edition, directing the Maryland-National
22 Capital Park and Planning Commission to prepare and transmit to
23 the District Council a proposed Sectional Map Amendment (SMA)
24 for Planning Areas 75A and 75B, the boundaries of which are
25 described in Sections 27-666 and 27-667 of the Zoning Ordinance;
26 and

27 WHEREAS, the Prince George's County Planning Board adopted
28 a resolution (PGCPB No. 85-252) on October 3, 1985, transmitting
29 the SMA to the District Council for consideration and adoption;
30 and

31 WHEREAS, the SMA was transmitted to the District Council on
32 October 3, 1985, and the District Council, adhering to proce-

1 part of EA-312, from the I-4 to the I-1 Zone. (Former
2 zoning: R-R, C-2 and I-1)

3 AMENDMENT 4: Change SMA proposed zoning for 7.3± acres
4 located on the north side of D'Arcy Road at the Capital
5 Beltway, identified as Parcels 173, 174, and 324 on Tax Map
6 82, Grids B-2 and C-2, and described in the SMA text as
7 EA-204, from the I-1 to the I-2 Zone. (Former zoning:
8 I-2)

9 AMENDMENT 5: Change SMA proposed zoning for 2.1± acres
10 located on the north side of D'Arcy Road at the Capital
11 Beltway, identified as Parcel 305 on Tax Map 82, Grid C-2,
12 described in the SMA text as part of EA-201, from the I-3
13 to the I-2 Zone. (Former zoning: R-R)

14 AMENDMENT 6: Change SMA proposed zoning for 123± acres
15 located south of Central Avenue and west of Shady Glen
16 Drive, identified as Parcel 165 on Tax Map 66, Grid E-4,
17 and Tax Map 73, Grids D-2, E1-2, F1-2, known as the Brady
18 Estate, from the R-R to the M-X-T Zone. (Former zoning:
19 R-R).

20 AMENDMENT 7: Change SMA proposed zoning for 4.5± acres
21 located at 510 Xenia Avenue and 315, 401, 403 and 405
22 Rollins Avenue in CH-216, identified as Parcels 47 (part),
23 48-51 on Tax Map 73, Grid B-1, from the R-55 to the R-R
24 Zone. (Former zoning: R-R)

25 AMENDMENT 8: Change SMA proposed zoning from 1.2± acres
26 located at 314 Rollins Avenue in CH-205, identified as Sub-
27 division 7586 on Tax Map 73, Grid B-1, from the R-55 to the
28 R-R Zone. (Former zoning: R-R)

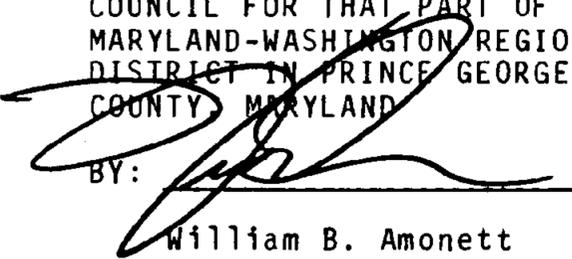
29 AMENDMENT 9: Change SMA proposed zoning for 1± acre loca-
30 ted at 509 Rollins Avenue in CH-216, identified as Parcel
31 52 on Tax Map 73, Grid B-2, from the R-55 to the R-R Zone.
32 (Former zoning: R-R)

1 invalid, unconstitutional, or inapplicable to any person or
2 circumstances, such illegality, invalidity, unconstitutionality
3 or inapplicability shall not affect or impair any of the remain-
4 ing provisions, sentences, clauses, sections or parts of the Act
5 or their application to other zones, persons or circumstances.
6 It is hereby declared to be the legislative intent that the Act
7 would have been adopted as if such illegal, invalid, or uncon-
8 stitutional zone, provision, sentence, clause, section or part
9 had not been included therein.

10 SECTION 8. BE IT FURTHER RESOLVED that this Ordinance
11 shall take effect on the date of its enactment.

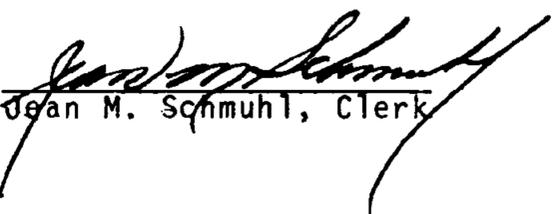
12 Adopted this 4th day of March, 1986.

13 COUNTY COUNCIL OF PRINCE
14 GEORGE'S COUNTY, MARYLAND,
15 SITTING AS THE DISTRICT
16 COUNCIL FOR THAT PART OF THE
17 MARYLAND-WASHINGTON REGIONAL
18 DISTRICT IN PRINCE GEORGE'S
19 COUNTY, MARYLAND

20 BY: 

21 William B. Amonett
22 Chairman

23 ATTEST

24 
25 Jean M. Schmuhl, Clerk
26
27
28
29
30
31
32


THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-3796

PGCPB No. 04-252

File No. 4-04081

RESOLUTION

WHEREAS, Glenwood Hills Venture, LLP is the owner of a 121.08-acre parcel of land known as Parcel 165, Tax Map 73, Grid D-2, said property being in the 18th Election District of Prince George's County, Maryland, and being zoned M-X-T; and

WHEREAS, on June 23, 2004, Glennwood Hills Venture, LLP filed an application for approval of a Preliminary Subdivision Plan (Staff Exhibit #1) for 316 lots and 19 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plan, also known as Preliminary Plan 4-04081 for Glenwood Hills was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on October 28, 2004, for its review and action in accordance with Article 28, Section 7-116, Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

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

WHEREAS, on October 28, 2004, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED the Type I Tree Conservation Plan (TCPI/66/94-02), and further APPROVED Preliminary Plan of Subdivision 4-04081, Glenwood Hills for Lots 1-121, Block A; Lots 1-12, Block B; Lots 1-8, Block C; Lots 1-14, Block D; Lots 1-6, Block E; Lots 1-11, Block F; Lots 1-128, Block G; Lots 1-11, Block H; Lots 1-5, Block I; Parcels A thru O; Parcels 1, 2 and 3, and Outlot A including a variation to Sections 24-130 and 24-121 of the Subdivision Regulations with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised as follows:
 - a. Reflect the layout of the approved conceptual site plan (CSP-88020/02) and add notes reflecting conformance with Conditions 26, 27 and 29 of that approval.
 - b. Provide two trail connections: One from Quarry Place and one from Fawncrest Drive to either Road G or Road I.
 - c. Provide a trail connection from Road "J" to Quarry Avenue, if sidewalks are not required.
 - d. Relable Outlot A as Parcel P.

- e. Reflect conformance with Section 24-128 of the Subdivision Regulations and remove the private streets proposed to serve the single-family dwelling units or add a note that this issue shall be determined prior to the approval of the DSP.
 - f. Indicate the disposition of existing structures, if any.
 - g. Provide deed and/or easement information on the disposition of the existing "path connection to school site" along the east property line.
2. A Type II tree conservation plan shall be approved at the time of approval of the DSP.
 3. Prior to building permits the applicant, his heirs, successors and/or assignees shall demonstrate that a homeowners association (HOA) has been established and that the common areas have been conveyed to the homeowners association.
 4. At the time of final plat, the applicant, his heirs, successors and/or assignees shall convey to the homeowners association 68.41 ± acres of open space land (Parcels A-0 or as modified by the conditions of approval). Land to be conveyed shall be subject the following:
 - a. Conveyance shall take place prior to the issuance of building permits.
 - b. A copy of unrecorded, special warranty deed for the property to be conveyed shall be submitted to the Subdivision Section of the Development Review Division (DRD), Upper Marlboro, along with the final plat.
 - c. All waste matter of any kind shall be removed from the property, prior to conveyance, and all disturbed areas shall have a full stand of grass or other vegetation upon completion of any phase, section or the entire project.
 - d. The conveyed land shall not suffer the disposition of construction materials, soil filling, discarded plant materials, refuse or similar waste matter.
 - e. Any disturbance of land to be conveyed to a homeowners association shall be in accordance with an approved detailed site plan or shall require the written consent of DRD. This shall include, but not be limited to, the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement and stormdrain outfalls. If such proposals are approved, a written agreement and financial guarantee shall be required to warrant restoration, repair or improvements, required by the approval process.
 - f. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to a homeowners association. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by DRD prior to the issuance of grading or building permits.

- g. Temporary or permanent use of land to be conveyed to a homeowners association for stormwater management shall be approved by DRD.
- h. The Planning Board or its designee shall be satisfied that there are adequate provisions to assure retention and future maintenance of the property to be conveyed.
5. The applicant, his heirs, successors and/or assignees shall submit three original recreational facilities agreements (RFAs) to DRD for approval prior to the submission of final plats for construction of recreational facilities on homeowners land. Upon approval by the DRD, the RFA shall be recorded among the county land records.
6. The applicant, his heirs, successors and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee prior to building permits for the construction of recreational facilities on homeowners land.
7. Development of this site shall be in conformance with Stormwater Management Concept Plan #39362-2002-00, and any subsequent revisions.
8. Prior to submittal of the DSP, the applicant shall determine the extent of the land that should be the subject of a Phase I archeological investigation with the concurrence of DRD. The applicant shall complete and submit a Phase I investigation with the application for DSP (including research into the property history and archeological literature) for those lands determined to be subject. At the time of review of the DSP, the applicant shall submit Phase II and Phase III investigations as determined by DRD staff as needed. The plan shall provide for the avoidance and preservation of the resources in place or shall provide for mitigating the adverse effect upon these resources. All investigations must be conducted by a qualified archeologist and must follow *The Standards and Guidelines for Archeological Investigations in Maryland* (Schaffer and Cole: 1994) and must be presented in a report following the same guidelines. Grading permits may be issued for areas not subject to a Phase I archeological investigation, subject to the required order of approvals.
9. In conformance with the adopted and approved Addison Road Metro Town Center and Vicinity Sector Plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following and will be reflected on the DSP:
- Provide a minimum eight-foot-wide trail along the subject property's entire frontage of Karen Boulevard. This trail will accommodate north/south pedestrian and bicycle movement through the site as envisioned by the sector plan.
 - Provide a minimum eight-foot-wide sidewalk that is separated from the curb with a landscape strip, along the subject site's entire road frontage of MD 214, unless modified by SHA.
 - Provide standard sidewalks along both sides of all internal roads, unless modified by DPW&T.

- Provide a trail connection from the end of Road "G" or Road "I", to Quarry Place and Fawncrest Drive.
 - Provide a trail connection from Road "J" to Quarry Avenue.
 - Provide a trail connection from the residential community to the commercial component (Outlot "A" to be relabeled Parcel "P"). This connection may be appropriate along the sewer right-of-way indicated on the conceptual site plan. An exact determination regarding the location of the trail will be made at the time of detailed site plan for Parcel "P".
 - A more detailed analysis of pedestrian and trail connections will be made at the time of detailed site plan. Additional trail connections, sidewalks, and pedestrian safety measures may be warranted.
10. Development of this property is subject to the approval of a detailed site plan in accordance with Part III, Division 9, of the Zoning Ordinance. At the time of detailed site plan, a 30-scale drawing shall be submitted detailing of the recreational area on Parcel I. That plan shall demonstrate conformance with the *Parks and Recreational Facilities Guidelines*. The combined play area and the stormwater management area should be designed as an amenity to the site. It should be a naturalized form, with a path and benches incorporated into the perimeter of the pond.
11. Prior to signature approval of the preliminary plan of subdivision, the applicant shall obtain signature approval of the approved Conceptual Site Plan (CSP-88020/02).
12. At the time of review of the detailed site plan, the applicant shall remove the private streets serving the single-family dwelling units as required by Section 24-128(b)(7) or shall demonstrate a legal alternative.
13. **MD 214 at Addison Road:** Prior to the issuance of any building permits within the subject property, 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. Option 1: The construction of a northbound free right-turn lane along Addison Road.
 - b. Option 2: The construction of an eastbound right-turn lane along MD 214.
- The above two improvements are options for which feasibility shall be reviewed further by the applicant. Determination of whether Option 1 or 2 will be implemented shall be made at the time of the initial detailed site plan.
14. **MD 214 at Garrett A Morgan Boulevard/Ritchie Road:** Prior to the issuance of any building

permits within the subject property, 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. The modification of westbound MD 214 to a five-lane approach which includes two left-turn lanes, two through lanes, and a shared through/right-turn lane.
 - b. The modification of northbound Ritchie Road to a five-lane approach, which includes two left-turn lanes, a shared through/left-turn lane, a through lane, and one right-turn lane.
15. **Walker Mill Road at Addison Road:** Prior to the issuance of any building permits within the subject property, 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. The modification of westbound Walker Mill Road to provide an exclusive left-turn lane and a left-turn/right-turn lane.
16. Prior to the approval of the detailed site plan for the subject property, the applicant shall submit an acceptable traffic signal warrant study to SHA and, if necessary, DPW&T for a possible signal at the intersection of MD 214 and Pepper Mill Road/Karen Boulevard. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of the responsible agency. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits within the subject property and install it at a time when directed by the responsible permitting agency. Also, prior to the issuance of any building permits within the subject property, 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. The provision of an eastbound shared through/right-turn lane along MD 214.
 - b. The addition of a westbound left-turn lane along MD 214.
 - c. The construction of the northbound approach to include an exclusive left-turn lane and a shared through/right-turn lane.
 - d. The modification of the southbound approach to include an exclusive left-turn lane and a shared through/right-turn lane.

The scope of access improvements may be modified at the time of preliminary plan review at the direction of SHA provided that alternative improvements provide an acceptable service level that meets the requirements of Subtitles 27 and 24.

17. **Walker Mill Road at Karen Boulevard:** Prior to the approval of the detailed site plan for the subject property, the applicant shall submit acceptable traffic signal warrant studies to DPW&T for the intersection of Walker Mill Road and Karen Boulevard. The performance of a new study may be waived by DPW&T in writing if DPW&T determines that an acceptable recent study has been conducted. The applicant should utilize a new 12-hour count, and should analyze signal warrants under total future traffic as well as existing traffic at the direction of DPW&T. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits within the subject property, and install it at a time when directed by DPW&T.
18. **MD 214 at Hill Road/Shady Glen Drive:** Prior to the issuance of any building permits within the subject property, 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. The modification of southbound Hill Road to a five-lane approach, which includes two left-turn lanes, a shared through/left-turn lane, a through lane, and a right-turn lane.
19. Total development within the subject property under this preliminary plan shall be limited to uses which generate no more than 780 AM and 933 PM peak hour vehicle trips, in consideration of the rates of trip generation, internal satisfaction, and pass-by travel that are consistent with assumptions in the traffic study. 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.
20. **Karen Boulevard:** Prior to the issuance of any building permits within the subject property, 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. Construct Karen Boulevard as a four-lane collector roadway between MD 214 and the southern end of the site.
21. At the time of the initial detailed site plan for the subject property, the applicant shall demonstrate the feasibility and constructability of the improvements described in Conditions 13, 14, 15, 16, and 18. This shall include consideration of right-of-way issues.
22. The Detailed Site Plan for Parcel P (commercial property) shall include the requirement for the construction of a pedestrian connection from the commercial portion of the property (Parcel P) to the townhouse portion of the property (Parcel F) by the applicant, his heirs, successors and/or assignees. The Detailed Site Plan for Parcel P shall include the details and triggers for trail construction, including RFA and bonding requirements.

23. Prior to signature approval of the Preliminary Plan, the Type I Tree Conservation Plan (TCPI/66/94-02) shall be revised as follows:
- a. Revise the TCPI to delete Note 1 and to revise Note 2 to refer to the preliminary plan.
 - b. Remove from the plan all soils information including boundary lines.
 - c. Revise the plan to identify woodland retained not part of any requirement and revise the worksheet accordingly.
 - d. Have the revised plan signed and dated by the qualified professional who prepared the plan.
24. Development of this subdivision shall be in compliance with an approved Type I Tree Conservation Plan (TCPI/66/94-02). The following note shall be placed on the final plat of subdivision:
- “Development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/66/94-02), or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy.”
25. At time of review of the detailed site plan the following impacts to the expanded buffer shall be eliminated or reduced to the extent possible as described below:
- a. Impact 5 for the stormwater management pond behind lots 17-21 on Streets D and E shall be revised to eliminate impacts to the 50-foot-wide stream buffer and shall be further evaluated and reduced wherever possible.
 - b. Impact 11 associated with the construction of lots 1-11, Block H, shall be further evaluated and minimized to the extent possible or eliminated.
 - c. Impact 21 shown along the rears of lots 60 through 79, Block G, shall be eliminated. Only the impact associated with the stormwater pond outfall adjacent to lot 61 is approved and this impact shall be minimized during the review of the detailed site plan.
26. At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the streams and their associated buffers, except for areas of approved variations, and shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat:

“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.”

27. Prior to the issuance of any permits which impact wetlands, wetland buffers, streams or Waters of the U.S., the applicant shall submit to the M-NCPPC Planning Department copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.
28. The first Detailed Site Plan shall include Parcel I, the central recreational area, and the land area associated with Lots 128-132, Block G, as shown on the approved preliminary plan of subdivision. The Detailed Site Plan shall demonstrate that sufficient land area is available to provide a visual focal point for the community. In order for the applicant to retain Lots 128-132, Block G the plan shall demonstrate adequate land area for all of the required recreational facilities, a naturalized storm water management pond with gentle slopes and parking facilities for the residents.
29. The record plat for Parcel F shall include an easement for the trail construction by the applicant, his heirs, successors and/or assignees, on homeowners land (from Parcel P) in the vicinity of the stormdrain easement in the northeast corner of Parcel F.

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

1. The subdivision, as modified, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.
2. The subject site is located on the south side of Central Avenue approximately 4,500 feet east of its intersection with Addison Road.
3. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

Zone Use(s)	EXISTING	PROPOSED
	M-X-T Vacant	M-X-T Mixed Use—117 single-family attached, 199 single-family detached, 278 multifamily residential and 203,000 of office/retail
Acreage	121.08	121.08
Lots	0	316
Parcels	1	19
Dwelling Units:		
Total	0	594

4. **Previous Approvals**—The subject property was zoned M-X-T in the Suitland/District Heights and Vicinity (Planning Areas 75A and 75B) Master Plan dated July 1985 and the adopted sectional map amendment dated March 1986. A Conceptual Site Plan, SP-88020, entitled Meridian was approved by the Prince George's County Planning Board on September 8, 1988 (PGCPB No. 88-303). That original approval included 2,146,700 square feet of office, 1,794 residential dwelling units, a 300-room hotel, and 85,100 square feet of retail. That plan was revised, 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). That Conceptual Site Plan, CSP-88020/01, was approved with 785 dwelling units (105 detached units, 310 townhouse units, and 370 multifamily units) and 203,000 square feet of office/retail, and further discussed in Finding 14 of this report.

Preliminary Plan 4-94066 was approved on November 10, 1994, and the resolution, PGCPB No. 94-351, was adopted on December 1, 1994. That preliminary plan is approved for 203,000 square feet of office retail, 604 multifamily dwelling units, 402 single-family attached, and 103 single-family detached dwelling units (1,109 total dwelling units). Because of the size of the proposed development, the preliminary plan was valid for six years with the possibility of two 2-year extensions. Two extensions were granted and the preliminary plan continues to be valid through December 1, 2004.

5. **Access Issue**—The applicant has proposed the development of small-lot single-family dwelling units, townhouses, multifamily dwellings, and office/retail on the east side of Karen Boulevard and single-family dwelling units on the west side of Karen Boulevard. To serve the development the applicant has proposed a mix of public and private streets. The townhouses will be served by private streets and the multifamily dwellings are to be served via Karen Boulevard and developed with internal driveways and parking compounds. The office/retail component will have frontage on and direct vehicular access to Central Avenue if approved by the Planning Board and no access to Karen Boulevard.

The applicant has proposed to serve the single-family dwelling units with a mix of dedicated public streets and secondary private streets to allow for rear load garages. All of the single-family dwelling units are proposed with frontage on a dedicated public street. The Subdivision Regulations, however, do not provide for the creation of private streets to serve single-family dwelling units in the M-X-T Zone (Section 24-128(b)(7)). Therefore, the private streets must be revised to public streets with the approval of the Department of Public Works and Transportation, removed, or an amendment to the Subdivision Regulations adopted.

The applicant has indicated the desire to amend the Subdivision Regulations to provide for the creation of private streets to serve single-family dwelling units in the M-X-T Zone. In this case secondary private streets or alleys would allow the applicant to develop with rear load garages and reduce the presence of vehicles in the front yards and on the street. While staff supports this, the applicant was advised that until a legal alternative is identified, private streets are not permitted and the plans must be revised to remove the private streets serving single-family dwelling units.

To afford the applicant the greatest flexibility to work out possible alternatives, staff is recommending that a note be placed on the preliminary plan that prior to approval of the required detailed site plan (DSP) this issue be resolved.

6. **Environmental**—The Environmental Planning Section originally reviewed the subject property as Conceptual Site Plan CSP-88020 and subsequently as Preliminary Plan of Subdivision 4-94066 and Tree Conservation Plan (TCPI/66/94), which were approved with conditions. The subject property was again reviewed as Conceptual Site Plan CSP-88020/02 and TCPI/66/94-01, which were approved with conditions. The site has an approved stormwater management concept plan approval letter (#39362-2002-00) dated October 10, 2003.

A review of available information indicates that streams, wetlands, 100-year floodplain, erodible soils, and Waters of the U.S. do occur on the subject property. The soils found to occur on site, according to the Prince George's County Soil Survey, include Adelphia, Collington, Sassafras, Howell clay and Westphalia. Some of these existing soils have limitations that will have an impact during the building phase of the development. According to information obtained from the Maryland Department of Natural Resources, Natural Heritage Program publication entitled "Ecologically Significant Areas in Anne Arundel and Prince George's Counties," December 1997, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. There are no Marlboro clays or scenic or historic roads located on or adjacent to the subject property. This property is located in the Beaverdam Creek watershed of the Anacostia River basin.

A detailed forest stand delineation (FSD) was submitted for this application and was generally found to address the requirements for detailed FSD and in compliance with the Prince George's Woodland Conservation and Tree Preservation Technical Manual.

The site contains a mixed deciduous forest, with a combination of upland hardwoods and bottomland species. Much of the bottomland areas of the site have been previously impacted by the dumping of trash, vehicles and other debris. There is one area of extremely high quality woodlands consisting of oak, hickory and beech species that is located adjacent to the power line easement along the eastern property line. This area contains a large knoll and streams on the north and southwest sides. This area contains high priority woodlands for preservation. Much of the southern part of the property contains a wetlands system that is impacted in places by the deposition of debris.

This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract area is in excess of 40,000 square feet in size and it has a previously approved Type I Tree Conservation (TCPI/66/94-01) in association with the donceptual site plan. A revised Type I Tree Conservation Plan TCPI/66/94-02 is recommended for approval with this preliminary plan application.

This 121.08-acre property in the M-X-T Zone has a 15 percent woodland conservation threshold of 17.43 acres. In addition, there is a ¼:1 replacement requirement of approximately 21.02 acres due to the proposed clearing of approximately 93.94 acres of existing woodland and a 1:1

replacement requirement of 1.03 acres due to the proposed clearing of forested floodplain. This results in a total woodland conservation requirement of 39.48 acres. The revised TCPI proposes to satisfy the woodland conservation requirement through the preservation of 30.29 acres on site and 1.93 acres of on site reforestation, with the remainder of 7.26 acres being met through off-site mitigation at a location to be determined prior to the issuance of any permits. This exceeded the requirement with 0.59 acre of woodland retained not part of any requirements

During the review of the CSP, most of the issues related to the Woodland Conservation Ordinance were addressed. The areas of highest priority woodlands on site are being preserved, except for areas where necessary impacts are proposed for the construction of roads and utilities. The area of high quality woodlands on the knoll along the eastern property line is proposed to be preserved, as is the wetland system on the southern portion of the site. The woodland conservation threshold of 17.43 acres is being met on site through the preservation of high quality and high priority woodlands. In addition to meeting the threshold on site, the current design shows the provision of almost twice the threshold acreage on-site.

The revised TCPI generally meets the requirements of the Woodland Conservation Ordinance. Two minor revisions are needed at the present time. The TCPI notes refer to the CSP and not the preliminary plan and state that the impacts proposed are not approved with the plan. Staff would note, however, that it is with the preliminary plan that the Planning Board approves the proposed impacts to the sensitive environmental areas.

Central Avenue is classified as an arterial roadway with a 65 dBA Ldn noise contour extending approximately 247 feet from the centerline of the roadway as calculated using the Environmental Planning Section noise model. The plans submitted have shown the 65dBA Ldn noise contour as required. This approximate location of the noise contour does not result in impacts to the currently proposed residential portion of the subject property. The plan shows commercial uses to be developed within the 65 dBA noise contour. If residential uses are proposed in the area currently proposed for commercial uses, then noise mitigation measures may be required. No additional information is required with regard to noise impacts at this time.

Several regulated streams exist on the site. The streams and a 50-foot-wide stream buffer, the 100-year floodplain, adjacent severe slopes (25 percent or greater) and steep slopes (15 percent or greater) on highly erodible soils, compose the expanded stream buffer in accordance with Section 24-130 of the Subdivision Ordinance. The features are shown correctly on the plans submitted. These features are required to be preserved unless the Planning Board grants a variation to the requirements. A variation request was submitted that addresses 22 proposed impacts.

Variation requests are generally supported for impacts that are essential to the development, such as road connections to isolated portions of a parcel or impacts for the construction and installation of necessary public utilities, if the impacts are minimized. The proposed impacts were the subject of considerable discussion during the review of the CSP, and the subsequent approval by the Planning Board; however, the impacts are not approved as part of the CSP process and must be addressed as part of the current review of the preliminary plan.

The variation request submitted for review on August 19, 2004, meets the minimum submission requirements. According to the request, there are four types of impacts: impacts for stormwater management outfalls, pipes and facilities; road improvements and grading; sewer connections; and disturbance for construction of an alley. In the justification statements the different requests are generally grouped. This does not afford the Planning Board the opportunity to evaluate the justification for each type of variation separately. The impacts have, however, been numbered in such a way that they can be evaluated separately. The revised plans dated September 23, 2004, show reductions in proposed impacts to the expanded buffer in a few areas.

Road improvements and associated grading are generally supported if the impacts have been minimized to the fullest extent possible. As shown on the preliminary plan, the locations for the road crossings are at the narrowest points in the stream systems. Impacts for stormwater management outfalls are generally supported, while impacts for ponds are generally not supported because they can be designed to be located outside the sensitive areas. There is one pond on the subject property that is shown to be constructed within the expanded buffer (impact # 5). This impact is discussed in more detail below.

Sewer connections are, by the nature of the functioning of the sewer system as a gravity feed system, required to be in and adjacent to the lowest points on the site. In this instance the trunk sewer lines are located in the stream valleys, and because of this, the connections result in temporary impacts to sensitive environmental features.

Group 1: Impacts for stormwater management outfalls and ponds

The impact area numbers are: 2, 5, 6, 7, 8, 9, 10, 12, 15, 16, 19 and 21. Staff, except for areas 5 and 21, supports the proposed impacts.

Impact 5 is for the construction of a stormwater management pond within the expanded buffer. It appears from the conceptual grading shown that the limits of disturbance are in excess of what will be needed to construct the pond and the limits of disturbance encroach into the minimum 50 foot-wide-stream buffer. During the review of the detailed site plan, the impacts in this area will be further evaluated to determine where impacts can be reduced to the extent possible.

Impacts are shown in the area of Impact 21 that are not associated with the installation of the outfall. Clearing and grading into the expanded buffer occur behind lots 60 through 79 for what appears to be grading for the lots. All impacts not associated with the outfall construction should be eliminated.

Group 2: Impacts for road improvements and grading

Impacts 1, 3, 13, 18 and 22 are supported by staff because the impacts have been minimized and the crossings are necessary for the development of significant portions of the property.

Group 3: Impacts for sewer line connections

Impacts 4, 14, 17 and 20 are supported by staff because the impacts have been minimized and these are all for temporary impacts to connect to trunk sewer lines.

Group 4: Impacts for the installation of an alleyway and stormwater conveyance pipes

Impact 11 shows a retaining wall with marginal impact within the expanded buffer. During the review of the detailed site plan, this area will be evaluated further to reduce or eliminate all impacts to the expanded buffer.

Section 24-130 of the Subdivision Regulations restricts impacts to the buffers unless the Planning Board grants a variation to the Subdivision Regulations in accordance with Section 24-113. Even if approved by the Planning Board, the applicant will need to obtain federal and state permits prior to the issuance of any grading permit. Each variation is described individually above. However, for purposes of discussion relating to Section 24-113(a) of the Subdivision Regulations, the impacts recommended for approval were discussed collectively.

Section 24-113(a) of the Subdivision Regulations sets forth the required findings for approval of variation requests. Section 24-113(a) reads:

Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:

- (1) The granting of the variation will not be detrimental to the public safety, health, or injurious to other property;**

Comment: The variation requests recommended for approval with this application will not be detrimental to the public safety, health, or welfare or be injurious to other properties because the impacts are the minimum necessary to develop the site and additional reviews by various agencies will ensure that the proposed impacts are not injurious to other properties. All of the impacts are necessary to protect the public safety and welfare as required by various regulations.

- (2) The Conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;**

Comment: The conditions of the property are unique with respect to the location of the existing streams, wetlands and their associated buffers. The site contains numerous streams that separate large blocks of developable land. The variations sought are unique to this property because they are not generally shared with other properties in the area.

- (3) The variation does not constitute a violation of any other applicable law, ordinance, or regulation;**

Comment: No other Zoning Ordinance variances, departures, or waivers are required with regard to the development proposed. No violations of applicable laws would result from the approval. All appropriate federal and state permits must be obtained before the construction can proceed.

- (4) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if strict letter of these regulations is carried out;**

Comment: Due to the configuration of this site, the location of the streams, and the fact that no other reasonable options are possible that would further reduce or eliminate the number and extent of the proposed impacts while allowing for the development of the property under its existing zoning, staff recommends approval of the variations. Disapproval of the variation would result in a hardship to the applicant because the developable areas of the site are separated by the extensive stream and wetland systems on the site.

Staff recommends approval of all 22 requested impacts, and approval with conditions for Impacts 5, 11 and 21.

Water and Sewer Categories

The water and sewer service categories are W-3 and S-3 according to water and sewer maps obtained from the Department of Environmental Resources dated June 2003. Development on this site will utilize public systems.

7. **Community Planning**—The subject property is located within the limits of the Suitland-District Heights and Vicinity Master Plan (1985), Planning Area 75B, in the Capital Heights community. The master plan land use recommendation is for mixed-use at a medium suburban density. The 1986 sectional map amendment for Suitland-District Heights rezoned the property from R-R to M-X-T. The 2002 General Plan locates the property in the Developed Tier. One of the visions for the Developed Tier is to create a network of sustainable, transit supporting, mixed-use pedestrian-oriented, medium to high density developments. The property is located on a General Plan designated Corridor (Central Avenue). It is also located conveniently between two Centers designated by the General Plan (Addison Road Metro Station, a Community Center, and the

Morgan Boulevard Metro Station, a Regional Center). The General Plan's vision for Corridors and Centers is mixed residential and nonresidential uses at moderate to high densities and intensities, with a strong emphasis on transit-oriented development. The General Plan supports this intensive, mixed-use development at local centers and at other appropriate nodes within one-quarter mile of major intersections of transit stops along the Corridor. The existing zoning approved in 1986 allows for mixed-use development at this site and at intensities envisioned by the General Plan for selected locations along the corridor.

Pedestrian connections are especially important to the commercial area (along Central Avenue), transit routes, focal points, and other public places within the proposed development. The General Plan emphasizes walkability for development in the Developed Tier and along Corridors. The preliminary plan should be revised to improve and further facilitate safe pedestrian connections throughout the proposed development and along MD 214. Pedestrian connections to adjoining residential and existing public uses such as Central High School (south of MD 214 and west of the proposed development) and Walker Mill Middle School (southeast of corner of the proposed development) are critical.

8. **Parks and Recreation**—In accordance with Section 24-134 of the Subdivision Regulations, the applicant should provide private on-site recreational facilities for the fulfillment of the requirement for the mandatory dedication of parkland. At the time of review of the conceptual site plan (CSP-8808/02) the Planning Board determined the type and amount of recreational facilities that would adequately serve the residents of this community and are as follows:
- a. Townhouse pod—one tot lot and one preteen lot (or one multiage playground combination)
 - b. Multifamily pod—one tot lot and one preteen lot (or one multiage playground combination) and one picnic area.
 - c. Central recreational area consisting of the following:
 - Clubhouse with meeting room large enough to accommodate seating for 100 persons, lounge, kitchen (with a minimum of a double sink, standard size refrigerator, dishwasher, and large microwave), 1,000-square-foot fitness facility, and bath facilities for pool patrons
 - 25-meter swimming pool
 - One tot lot and one preteen lot (or one multiage playground combination)
 - Possible trail connection from the townhouse development along the stream to the central recreational area.
 - One full-size multipurpose court (indoor or outdoor)

- One tennis court
- Appropriately sized parking facility for the residents only

The applicant has proposed an additional small recreational area to serve the residents on the west side of Karen Boulevard. The facilities listed above are to be located solely on the east side of Karen Boulevard with none on the west side. As discussed further, the main recreational area on Parcel I is only 1.84 acres and may not be adequate to serve the entire community. The applicant proposed five single-family dwelling units on Parcel I, which back onto the main recreation area. These lots were deleted by the Planning Board and that the area be incorporated into Parcel I to increase the size and visibility of the recreational area. However, if at the time of DSP adequate area exist to appropriately locate all of the recreational facilities and some or all of the five lots, the lots may be retained.

9. **Trails**—The adopted and approved Addison Road Metro Town Center and Vicinity Sector Plan recommends two master plan trails that impact the subject site. These trails are identified on Map 16 as the Eastern Trail along the Karen Boulevard corridor and the Railroad Trail along the Chesapeake Beach Railroad right-of-way.

The Railroad Trail is currently being studied by the Town of Seat Pleasant to the west of the subject site and has been constructed through several development projects to the south and east of the site. This trail will provide an active recreational opportunity in the vicinity of the subject application, as well as provide the opportunity for pedestrian and bicycle trips in the area. On the subject site, the railroad/trail corridor is within the PEPCO right-of-way. Due to liability concerns, it appears unlikely that a trail will be possible within the right-of-way in the near future.

This east/west connection, however, can be accommodated through the provision of an improved, wide sidewalk along the subject site's frontage of MD 214. This is consistent with the adopted and approved Landover and Vicinity Master Plan that designates MD 214 as a major sidewalk corridor, and the sector plan, which recommends standard or wide sidewalks along all major roads. This recommendation is due to the ability to facilitate continuous pedestrian movement to the Metro and the Town Center, as well as through local communities. MD 214 is designated as a major sidewalk corridor. There is an existing sidewalk along the subject site's frontage of MD 214. However, it is narrow (four feet wide) and directly behind the curb, which makes it an unattractive and unpleasant route for pedestrians. Staff recommends that the existing sidewalk be replaced with a minimum eight-foot wide sidewalk that is separated from the curb with a landscape strip, unless modified by SHA. This landscape strip, in addition to adding some needed green space to the corridor, will also provide a buffer between pedestrians using the sidewalk and high-speed automobile traffic in the adjacent travel lanes.

The Eastern Trail is proposed to follow Pepper Mill Drive and Karen Boulevard to form a continuous north/south trail for walkers and bikers, connecting Seat Pleasant Drive with Walker Mill Road. This trail will ultimately link Peppermill Village and the proposed Glenwood Hills

development to the Peppermill Community Center, Walker Mill Middle School, Baynes Elementary School, and the Town Center.

A small number of internal, HOA trail connections will greatly enhance the walkability of the subject site and surrounding community. Central High School, an existing ball field, and the Addison Road Metro Station are west of the subject site. Staff recommends a trail connection from the end of Road "G" to Quarry Place. This trail connection should also be extended to Fawcrest Drive, if feasible. It is possible that this trail may be developed in conjunction with a stormwater management pond access road. Another trail connection is located from Road "J" to Quarry Avenue. These short trail connections will provide a direct pedestrian access from the subject site to these nearby facilities. The details of the trail connections should be determined at the time of DSP. The communities to the west of the subject site include sidewalks along both sides of most internal roads. These sidewalks accommodate pedestrians to the ball field, high school, and elementary school. The addition of these trail connections will link residents of the subject application to these sidewalks and to these nearby public facilities.

Sidewalks are an integral part of the overall trail and pedestrian network and are necessary to facilitate safe pedestrian movement through the community and to nearby destinations such as Central High School, Walker Mill Middle School, Saint Margaret's Elementary School, and local parks. Due to this and the density of the proposed subdivision, staff recommends that standard sidewalks should be provided along both sides of all internal public and private streets, unless modified by DPW&T and the Urban Design Section at the time of review of the detailed site plan (DSP).

10. **Transportation**—The transportation staff determined that a traffic study detailing weekday analyses was needed. In response, the applicant submitted a traffic study dated August 2004 that was referred for comment. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*.

Growth Policy—Service Level Standards

The subject property is located within the developed tier, as defined in the General Plan for Prince George's County. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level-of-service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Ordinance, is permitted at signalized intersections subject to meeting the geographical criteria in the guidelines.

Unsignalized intersections: *The Highway Capacity Manual* procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the

Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

Analysis of Traffic Impacts

The traffic study for this site examined the site impact at seven intersections listed below. All studied intersections are signalized or proposed for signalization.

- MD 214/Addison Road
- MD 214/Pepper Mill Road/Karen Boulevard
- MD 214/Hill Road/Shady Glen Drive
- MD 214/Garrett A Morgan Boulevard/Ritchie Road
- Walker Mill Road/Addison Road
- Walker Mill Road/Karen Boulevard
- Walker Mill Road/Shady Glen Drive

The existing conditions at the study intersections are summarized below:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (AM & PM)	
MD 214 and Addison Road	1,261	1,395	C	D
MD 214 and Pepper Mill Road/Karen Boulevard	1,050	1,059	B	B
MD 214 and Hill Road/Shady Glen Drive	1,313	1,454	D	E
MD 214 and Garrett A Morgan Boulevard/Ritchie Road	1,433	1,498	D	E
Walker Mill Road and Addison Road	1,416	1,388	D	D
Walker Mill Road and Karen Boulevard	428	713	A	A
Walker Mill Road and Shady Glen Drive	735	908	A	A

The area of background development includes eight properties in the vicinity of the subject property. Background conditions also assume through traffic growth of 1.0 percent annually along MD 214. There are programmed improvements in the area Capital Improvement Program (CIP) involving Walker Mill Road and Addison Road. Neither of these projects is fully funded within the CIP for construction within the next six years, and, therefore, they are not included as a part of background traffic. Background conditions are summarized below:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane		Level of Service	
	Volume (AM & PM)		(AM & PM)	
MD 214 and Addison Road	1,428	1,842	D	F
MD 214 and Pepper Mill Road/Karen Boulevard	1,266	1,282	C	C
MD 214 and Hill Road/Shady Glen Drive	1,524	1,726	E	F
MD 214 and Garrett A Morgan Boulevard/Ritchie Road	1,642	1,773	F	F
Walker Mill Road and Addison Road	1,644	1,564	F	E
Walker Mill Road and Karen Boulevard	528	878	A	A
Walker Mill Road and Shady Glen Drive	808	998	A	A

The site is proposed as a mixed-use development. The traffic study is based upon 30,000 square feet of retail space, 173,000 square feet of office space, and 612 residential units. The current plan has reduced the number of residential units to 594. The site trip generation rates shown in the traffic study are determined to be acceptable. There is no rate of internal trip satisfaction assumed, but pass-by trips for retail are assumed. The site trip generation is 753 AM peak-hour trips (406 in, 347 out) and 904 PM peak-hour trips (418 in, 486 out). With the uses proposed on the final plan and within the final version of the traffic study, the following results are obtained under total traffic:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume		Level of Service	
	(AM & PM)		(AM & PM)	
MD 214 and Addison Road	1,515	1,923	E	F
MD 214 and Pepper Mill Road/Karen Boulevard	1,418	1,488	D	E
MD 214 and Hill Road/Shady Glen Drive	1,564	1,769	E	F
MD 214 and Garrett A Morgan Boulevard/Ritchie Road	1,672	1,804	F	F
Walker Mill Road and Addison Road	1,679	1,605	F	F
Walker Mill Road and Karen Boulevard	617	1,035	A	B
Walker Mill Road and Shady Glen Drive	850	1,039	A	B

Given these analyses, several intersections within the study area would operate unacceptably in one or both peak hours. Each of these intersections is discussed in a separate section below.

MD 214/Addison Road

In response to the inadequacy at the MD 214/Addison Road intersection, the applicant has proffered two options for improvements. The first option would provide a northbound free right-turn lane along Addison Road, and the second option would provide a right-turn lane along the eastbound MD 214 approach. This improvement is proposed as mitigation in accordance with the Guidelines for Mitigation Action and the requirements of that portion of Section 24-124. The applicant proposes to employ mitigation by means of Criterion 1 in the Guidelines for Mitigation Action, which were approved by the District Council as CR-29-1994 (the site also meets Criterion 3, and may also meet Criterion 2). The impact of the applicant's second option for mitigation at this intersection (the one with the lesser impact) is summarized as follows:

IMPACT OF MITIGATION				
Intersection	LOS and CLV (AM & PM)		CLV Difference (AM & PM)	
MD 214/Addison Road				
Background Conditions	D/1428	F/1842		
Total Traffic Conditions	E/1515	F/1923	+87	+81
Total Traffic Conditions w/Mitigation	E/1515	F/1740	N/A	-183

As the CLV at MD 214/Addison is between 1,600 and 1,813 during the PM peak hour, the proposed mitigation action must mitigate at least 150 percent of the trips generated by the subject property, according to the guidelines. The above table indicates that the proposed mitigation action would mitigate 225 percent of site-generated trips during the PM peak hour, and it would provide LOS E (the policy LOS within the Developed Tier) during the AM peak hour. Therefore, the proposed mitigation at MD 214 and Addison Road meets the requirements of Section 24-124(a)(6)(B)(i) of the Subdivision Ordinance in considering traffic impacts.

The mitigation plan was reviewed by DPW&T and SHA. DPW&T had no specific comments. SHA did review the options at MD 214/Addison Road, and indicated that the feasibility of one option versus the other would require further review.

MD 214/Hill Road/Shady Glen Drive

In response to the inadequacy at the MD 214/Hill Road/Shady Glen Drive intersection, the applicant has proffered improvements consisting of a second southbound left-turn lane and an exclusive southbound through lane. These improvements are proposed as mitigation in accordance with the Guidelines for Mitigation Action and the requirements of that portion of Section 24-124. The applicant proposes to employ mitigation by means of Criterion 1 in the Guidelines for Mitigation Action, which were approved by the District Council as CR-29-1994 (the site also meets Criterion 3, and may also meet Criterion 2). The impact of the applicant's mitigation at this intersection is summarized as follows:

IMPACT OF MITIGATION				
Intersection	LOS and CLV (AM & PM)		CLV Difference (AM & PM)	
MD 214/Hill Road/Shady Glen Drive				
Background Conditions	F/1524	F/1726		
Total Traffic Conditions	F/1564	F/1769	+40	+43
Total Traffic Conditions w/Mitigation	F/1430	F/1628	-134	-141

As the CLV at MD 214/Hill/Shady Glen is between 1,600 and 1,813 during the PM peak hour, the proposed mitigation action must mitigate at least 150 percent of the trips generated by the subject property, according to the guidelines. The above table indicates that the proposed mitigation action would mitigate 327 percent of site-generated trips during the PM peak hour, and it would provide LOS D during the AM peak hour. Therefore, the proposed mitigation at MD 214 and Hill Road/Shady Glen Drive meets the requirements of Section 24-124(a)(6)(B)(i) of the Subdivision Ordinance in considering traffic impacts.

The mitigation plan was reviewed by DPW&T and SHA, and neither agency had issue with the improvements.

MD 214/Garrett A Morgan Boulevard/Ritchie Road

In response to the inadequacy at the MD 214/Garrett A Morgan Boulevard/Ritchie Road intersection, the applicant has proffered improvements at this location. The first improvement would provide a second left-turn lane along westbound MD 214, and this modification would involve a lane shift so that the right-most lane westbound would become shared through/right-turn. The second improvement would add an exclusive left-turn lane along the northbound Ritchie Road approach. Both improvements are proposed as mitigation in accordance with the Guidelines for Mitigation Action and the requirements of that portion of Section 24-124. The applicant proposes to employ mitigation by means of Criterion 1 in the Guidelines for Mitigation Action, which were approved by the District Council as CR-29-1994 (the site also meets Criterion 3, and may also meet Criterion 2). The impact of the applicant's mitigation at this intersection is summarized as follows:

IMPACT OF MITIGATION				
Intersection	LOS and CLV (AM & PM)		CLV Difference (AM & PM)	
MD 214/Garrett A Morgan Boulevard/Ritchie Road				
Background Conditions	D/1642	F/1773		
Total Traffic Conditions	D/1672	F/1804	+30	+31
Total Traffic Conditions w/Mitigation	D/1626	F/1521	-46	-283

As the CLV at MD 214/Morgan/Ritchie is between 1,600 and 1,813 during the both peak hours, the proposed mitigation action must mitigate at least 150 percent of the trips generated by the subject property, according to the guidelines. The above table indicates that the proposed mitigation action would mitigate 153 percent of site-generated trips during the AM peak hour, and it would mitigate 913 percent of site-generated trips during the PM peak hour. Therefore, the first option for proposed mitigation at MD 214 and Garrett A Morgan Boulevard/Ritchie Road meets the requirements of Section 24-124(a)(6)(B)(i) of the Subdivision Ordinance in considering traffic impacts.

The mitigation plan was reviewed by DPW&T and SHA, and neither agency had issue with the improvements.

Walker Mill Road/Addison Road

The traffic study recommends modification of the westbound Walker Mill Road approach to provide an exclusive left-turn lane and a shared through/left-turn lane. With this modification in place, the intersection would operate at LOS D, with a CLV of 1,432 during the AM peak hour. Similarly, the intersection would operate at LOS D, with a CLV of 1,307 during the PM peak hour. This is acceptable.

MD 214/Pepper Mill Road/Karen Boulevard

This intersection is proposed to become the primary access point into the site. The traffic study proffers signalization with split phasing on the north/south approaches at this location, along with a lane configuration that includes two northbound approach lanes, an exclusive left-turn lane into the site on the westbound approach of MD 214, and a shared right-turn/through lane into the site on the eastbound approach of MD 214. The traffic study also suggests that the southbound approach of Pepper Mill Road be converted to an exclusive left-turn and a shared through/right-turn lane. With a signal in place and the lane configuration in place, the intersection would operate acceptably in both peak hours.

It should be noted that the citizens from Pepper Mill Village have expressed concern about

unrestricted northbound through access onto Pepper Mill Drive from future Karen Boulevard. This issue has been discussed with SHA, and SHA has suggested that it would be cumbersome to design an intersection that would allow southbound through movements while restricting the northbound through movements. Furthermore, when Karen Boulevard is fully connected between MD 214 and Walker Mill Road, access will be provided to the Walker Mill Middle School as well as other public facilities along Walker Mill Road. It seems counterintuitive to provide Pepper Mill Village residents ease of access going to these areas while making them travel a more circuitous route through busier intersections in order to return. This type of restriction would reduce the reliever effect that was initially intended when Karen Boulevard was placed on the master plan.

Walker Mill Road/Karen Boulevard

This intersection is not currently signalized, but is analyzed as a signalized intersection in the traffic study. During review of the preliminary plan of subdivision for Lincolnshire, 4-03084, it was determined that this intersection would fail as an unsignalized intersection, and that application was approved with a condition to study signalization at this location and install a traffic signal if warranted. The traffic study for this case does not proffer signalization at this location. Nonetheless, staff would observe that findings have been made that this intersection would fail as an unsignalized intersection and would propose that the subject application be approved with the same condition as that placed on Lincolnshire. This recommendation is consistent with DPW&T's comments on the traffic study.

Comments – Operating Agencies

Both DPW&T and SHA have provided comments on the traffic study, and the comments are attached. SHA provided comments that expressed general agreement with the recommendations. DPW&T indicated a concern that several of the mitigation improvements could be difficult to construct and that right-of-way might be difficult to obtain. The applicant shall demonstrate the feasibility of all proffered improvements at the time of detailed site plan approval.

Plan Comments

This site was previously reviewed as Conceptual Site Plan CSP-88020/02, and the resolution approving that plan included several transportation-related conditions. The conditions are addressed as follows:

CSP-88020/02:

Conditions 1, 2, 3, 4, and 5: These conditions refer to off-site transportation conditions that will be enforced prior to building permit. These conditions are restated in accordance with the findings being made for preliminary plan of subdivision.

Condition 6a: This condition requires the consideration of vehicular and pedestrian access between the subject property and Quarry Avenue. At the hearing for the conceptual plan, a

statement was made that Quarry Avenue is a street with a 50-foot right-of-way. Staff conducted some late research into this issue, as all tax maps had indicated that Quarry Avenue, where it meets the property line of the subject site, is a 60-foot roadway. In fact, Record Plat WWW 51@100 shows Quarry Avenue with a right-of-way varying from 60 feet at the eastern end of the plat to 50 feet at the western end. Record Plat WWW 51@57 shows Quarry Avenue as a 50-foot street along its length (Quarry Avenue is called Kahler Avenue on that plat). Given the number of homes that currently use Quarry Avenue, the potential impact of adding traffic, even a small amount of traffic, from the subject site would be a critical impact for residents of Quarry Avenue. Therefore, the recommendation for a vehicular connection from this site to Quarry Avenue will not be carried forward, however, a pedestrian connection will be provided.

Condition 6b: This condition requires the consideration of vehicular and pedestrian access between the residential and commercial components of the site. This is addressed as a part of staff's discussion of the variation request for access to MD 214.

Condition 7: This condition requires conceptual approval of the traffic circle shown on the plan by DPW&T prior to subdivision approval. DPW&T and the applicant have had several conversations concerning the cross section along Karen Boulevard, and the right-of-way shown is consistent with those discussions.

Condition 8: This condition sets a trip cap for the subject property. The uses currently presented are within that trip cap; furthermore, the traffic study is based upon that trip cap even though the quantity of uses and their mix has slightly decreased the overall trip generation. Because the study is consistent with the CSP trip cap, that identical cap will be repeated for the subject plan.

Condition 9: This condition requires the construction of Karen Boulevard through the entire property, with full financial assurances at the time of building permit. While the condition requiring dedication of Karen Boulevard is certainly sufficient to trigger this, the condition will be carried forward to reiterate that the up-front construction of the full roadway is desirable.

Condition 10: This condition requires demonstration of certain improvements along MD 214 at Karen Boulevard to SHA at the time of detailed site plan. This condition is enforceable at that time.

MD 214 is a master plan arterial with a future right-of-way of 150 feet. The preliminary plan will be required to provide for dedication of 75 feet from centerline along MD 214. Also, Karen Boulevard is a proposed collector within an 80-foot right-of-way, and the plan shows sufficient right-of-way through the subject property.

The commercial section of the site is shown with access solely via a driveway onto MD 214. The plan has been evaluated to determine if access was appropriate internal from the residential portion of the site to the commercial section (Parcel P). Due to significant environmental constraints and the incompatibility of providing commercial access through the residential section of the subdivision, staff does not support internal access to Parcel P. Access to Parcel P is recommended via Central Avenue. A variation from Section 24-121(a)(3), which limits individual lot access

onto arterial facilities, is recommended for approval. The applicant has filed a variation request, and SHA initially indicated that they would not favor approval of this request for access via driveways onto MD 214. SHA has since indicated that they have modified this position provided that access to the commercial parcel is limited to a directional right-in/right-out access. SHA has indicated their approval for granting access to MD 214 from the commercial parcel; the transportation staff finds that the variation is supportable. Therefore, the Transportation Planning Section would not oppose the variation from Section 24-121(a)(3) provided that SHA design standards for any access are met. Staff would note that possible alternative points of access have been evaluated to Parcel P from Karen Boulevard and due to the extensive environmental features, encumbrances of the PEPCO right-of-way and the design of Karen Boulevard at the frontage of Parcel P, access to Karen Boulevard cannot be accommodated. Without an approval of the variation to Section 24-121(a)(3) of the Subdivision Regulations, Parcel P would not be developable because of the lack of access.

Based on the preceding findings, adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-124 of the Prince George's County Code.

11. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for adequacy of school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and CB-30-2003 and CR-23-2003 and concluded the following:

Impact on Affected Public School Clusters

Affected School Clusters #	Elementary School Cluster 7	Middle School Cluster 4	High School Cluster 4
Dwelling Units	594 sfd	594 sfd	594 sfd
Pupil Yield Factor	0.24	0.06	0.12
Subdivision Enrollment	142.56	35.64	71.28
Actual Enrollment	36236	11113	16710
Completion Enrollment	209.04	52.26	95.81
Cumulative Enrollment	550.56	137.64	275.28
Total Enrollment	37138.16	11338.54	17152.37
State Rated Capacity	38817	10375	14191
Percent Capacity	95.67%	109.29%	120.87%

Source: Prince George's County Planning Department, M-NCPPC, December 2003

County Council bill CB-31-2003 establishes a school facilities surcharge in the amount of: \$7,000 per dwelling if a building is located between I-495 and the District of Columbia; \$7,000

per dwelling if the building is included within a basic plan or conceptual site plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$12,000 per dwelling for all other buildings.

The school surcharge may be used for the construction of additional or expanded school facilities and renovations to existing school buildings or other systemic changes.

The Historic Preservation and Public Facilities Planning Section staff finds that this project meets the adequate public facilities policies for school facilities contained in Section 24-122.02, CB-30-2003 and CB-31-2003 and CR-23-2003.

12. **Fire and Rescue**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for adequacy of public facilities and concluded the following.

Multifamily and Condominium

- a. The existing fire engine service at Seat Pleasant Fire Station, Company 8, located at 6305 Addison Road has a service travel time of 2.22 minutes, which is within the 3.25-minute travel time guideline.
- b. The existing ambulance service at Seat Pleasant Fire Station, Company 8, located at 6305 Addison Road has a service travel time of 2.22 minutes, which is within the 4.25-minute travel time guideline.
- c. The existing paramedic service at Kentland Fire Station, Company 46, located at 10400 Campus Way South has a service travel time of 6.43 minutes, which is within the 7.25-minute travel time guideline.

The existing ladder truck service at Capitol Heights Fire Station, Company 5, located at 6061 Central Avenue has a service travel time of 3.36 minutes, which is within the 4.25-minute travel time guideline.

The proposed subdivision will be within the adequate coverage area of the nearest existing fire/rescue facilities for fire engine, ambulance, ladder truck and paramedic services.

Single-family and Townhouse

- a. The existing fire engine service at Seat Pleasant Fire Station, Company 8, located at 6305 Addison Road has a service travel time of 2.64 minutes, which is within the 5.25-minute travel time guideline.
- b. The existing ambulance service at Seat Pleasant Fire Station, Company 8, located at 6305 Addison Road has a service travel time of 2.64 minutes, which is within the 6.25-minute travel time guideline.

- c. The existing paramedic service at Kentland Fire Station, Company 46, located at 10400 Campus Way South has a service travel time of 6.85 minutes, which is within the 7.25-minute travel time guideline.

The proposed subdivision will be within the adequate coverage area of the nearest existing fire/rescue facilities for fire engine, ambulance and paramedic services.

The above findings are in conformance with the standards and guidelines contained in the *Approved Public Safety Master Plan (1990)* and the *Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities*.

13. **Police Facilities**—The proposed development is within the service area for Police District III-Landover. The Planning Board's current test for police adequacy is based on a standard for square footage in police stations relative to the number of sworn duty staff assigned. The standard is 115 square feet per officer. As of 1/2/04, the county had 823 sworn staff and a total of 101,303 square feet of station space. Based on available space, there is the capacity for additional 57 sworn personnel. This police facility will adequately serve the population generated by the proposed subdivision.
14. **Health Department**—The Health Department stated that a significant amount of trash and other debris was found on the property and should be removed and properly stored or discarded. A raze permit should be obtained through the Environmental Planning Section prior to the removal of any existing buildings.
15. **Stormwater Management**—The Department of Environmental Resources (DER), Development Services Division, has determined that on-site stormwater management is required. A Stormwater Management Concept Plan, # 39362-2002-00, has been approved with conditions to ensure that development of this site does not result in on-site or downstream flooding. Development must be in accordance with this approved plan.
16. **Archeological Evaluation**—The Planning Board has identified that the possible existence of slave quarters and slave graves on certain properties must be considered in the review of development applications and that potential means for preservation of these resources should be considered. Review of Historic Preservation office files indicates that there may be archeological resources of the antebellum period in the area of the subject site. The Historic Preservation staff has indicated that this property is close to and may be a part of the antebellum Berry family plantations. Prehistoric archeological sites are located in similar settings in the vicinity of the project area.

Prior to the submittal of the required detailed site plan or any disturbance, grading or clearing on site, the applicant should determine the extent of the land that should be the subject of a Phase I archeological investigation. The applicant's findings should be submitted to the DRD staff for review and concurrence. If any portion of the property is determined to be subject, the applicant should complete a Phase I investigation that may include research into the property's history and

archeological literature, and submit the Phase I investigation with the application for DSP.

At the time of DSP review, staff will determine if archeological resources exist in the project area, and if so, the applicant will be advised of the requirement of a Phase II or Phase III archeological investigation. The investigation should provide a plan for avoiding and preserving the resource in place, or provide a plan for mitigating the adverse effect upon these resources.

All investigations must be conducted by a qualified archeologist and must follow *The Standards and Guidelines for Archeological Investigations in Maryland* (Schaffer and Cole: 1994) and must be presented in a report following the same guidelines.

17. **Urban Design**—The application proposes to subdivide the site into 199 single-family detached lots, 117 single-family attached lots, 278 multifamily units, a commercial component, and 19 parcels to be dedicated to the homeowners association. The property is located in the M-X-T Zone and the required conceptual site plan has been approved.

Conformance with the Conceptual Site Plan (PGCPB Resolution No. 04-170)

Overall, the concepts set forth in the approved conceptual site plan has been adhered to in the design of the preliminary plan. The Planning Board approved Conceptual Site Plan CSP-88020/02 on July 29, 2004, with the following conditions that warrant discussion in regard to the proposed preliminary plan of subdivision:

6. **Prior to approval of the Preliminary Plan, the following issues shall be further analyzed and addressed:**
 - a. **Inclusion of vehicular and pedestrian access between the subject property and Quarry Avenue.**
 - b. **Inclusion of vehicular and pedestrian internal access between the residential and the commercial components of the site.**

Comment: This issue was raised at the time of the conceptual site plan and the staff consensus has been that both a vehicular and a pedestrian connection are appropriate between the subject property and the adjacent property at Quarry Avenue. The following finding was included in the Planning Board's resolution, generated from the Transportation Planning office:

“Aside from the completion of Karen Boulevard to the south, the plan shows no connection to any of the streets which stub into the subject property. Environmental constraints may make connections to Quarry Place, Fawncrest Drive, and Cappy Avenue unsuitable. However, on several occasions requests have been made to show a connection between the site and Quarry Avenue. This is desirable for three reasons:

- “(1) Quarry Avenue and Wilburn Drive are both primary residential streets.

- “(2) The street connection will allow future residents of the Glenwood Hills community improved access to school, park, and other community facilities.
- “(3) The street connection will allow existing residents of the Wilburn Estates community improved access to MD 214 and the services along that roadway.

“The street connection would provide some relief to the MD 214/Addison Road intersection, which will perform poorly during the afternoon with the development of the subject property.”

From an Urban Design standpoint, it is important to create connections between existing and proposed neighborhoods that are safe and efficient. Connections located behind houses and beyond site lines as viewed from the public areas of the subdivision are less desirable than those that are visible and within the public right-of-way. Therefore, the staff strongly supports a pedestrian connection from the subject property to Quarry Avenue. The width of the open space should not be less than 20 feet and details and specifications of the pedestrian connection should be determined at the time of the detailed site plan.

A pedestrian connection has been proposed from the residential component of the site to the commercial portion of the property and will be further evaluated at the time of review of the DSP for Parcel A. Staff also explored creating a direct vehicular connection to the commercial component of the site but believes that the disturbance necessary to install a public street across the environmental feature along the south side of Parcel A creates extensive harm to the environment that is not off set by any benefit that may occur for the residents.

17. **The following private recreational facilities shall be provided within the development and shall be deemed adequate:**

Townhouse pod—one tot lot and one preteen lot (or one multiage playground combination)

Multifamily pod—one tot lot and one preteen lot (or one multiage playground combination) and one picnic area.

Central recreational area consisting of the following:

- **Clubhouse with meeting room large enough to accommodate seating for 100 persons, lounge, kitchen (with a minimum of a double sink, standard size refrigerator, dishwasher, and large microwave), 1,000-square-foot fitness facility, bath facilities for pool patrons**
- **25-meter swimming pool**
- **One tot lot and one preteen lot (or one multiage playground combination)**

- **Possible trail connection from the townhouse development along the stream to the central recreational area.**
- **One full-size multipurpose court (indoor or outdoor)**
- **One tennis court**
- **Appropriately sized parking facility for the residents only**

At the time of the Preliminary Plan, the design of the Central Recreational Area shall be conceptually approved and shall include the facilities noted above.

Comment: The applicant has provided a layout of the recreational area on the TCP II. The plans do not provide for enough land area for the central recreational area. The playground is not sufficiently sized to provide a combination tot lot and preteen lot, and the stormwater management pond associated with the recreational area drops 20 vertical feet in depth, which indicates that it is being squeezed into the area with excessive grading. Five single-family detached lots encroach into the recreational area. The staff recommends that Lots 128-132, Block G, be incorporated into Parcel 1 and the recreational layout be further reviewed at the time of the detailed site plan. If the lots are deleted, the central recreational area will become the true focal point of the community and provide for the open space necessary so that it is more visible from Karen Boulevard and not hidden behind lots. At the time of detailed site plan, a 30-scale drawing should be submitted that would provide for additional and clearer detailing of the area. That plan should demonstrate minimum size requirements and the combined play area and the stormwater management area should be designed as an amenity to the site. It should be a naturalized form, with a path and benches incorporated into the perimeter of the pond.

26. Prior to the approval of the preliminary plan of subdivision, the following shall be fulfilled:

- a. **Based on the proposed layout as shown on the Conceptual Site Plan for the multifamily 12-plex pod of development, the applicant shall demonstrate a minimum of 45 percent green area and a maximum of 55 percent lot coverage.**

Comment: For Parcels 2 and 3 only (which contain the 12 plex units) the total green space is 4.54 acres or 49 percent. Total lot coverage is at approximately 51 percent. Both of these meet the required condition.

For Parcels 2, 3 and Parcel D (which contains the 12 plex units and the adjacent HOA parcel) total green space is 11.6 acres or 60 percent. Total lot coverage under this scenario is 40 percent. Both of these meet the required condition.

27. Prior to signature approval of the Conceptual Site Plan the following revisions shall be made:

- a. **The view corridors created by the streets running parallel to Karen Boulevard and adjacent to the central pocket park shown within the townhouse section shall be extended by creating smaller townhouse sticks adjacent to the tree save area. Larger sticks of townhouses, consistent with the provisions of the Zoning Ordinance, may be utilized in this area in order to avoid the loss of lots.**

Comment: The applicant has not submitted the conceptual site plan (CSP) for signature approval. As part of that process the Urban Design staff may request viewshed analysis to determine if a modification to the layout is necessary in the locations referenced above. Staff is recommending that the CSP be approved prior to the approval of the preliminary plan and the preliminary plan be revised to reflect any modifications. Subsequent to the approval of a preliminary plan, a detailed site plan is required where further adjustments can be made to a layout.

29. Prior to the approval of a Preliminary Plan of Subdivision and Detailed Site Plans, the plans shall reflect the following:

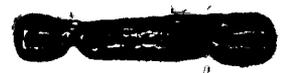
- a. **The minimum number of traditional single-family detached lots shall be not less than 20 percent of the single-family detached lots.**

Comment: Traditional single-family detached lots are defined as those that are a minimum of 6,000 square feet in size. The total percentage of traditional single-family, equal to or greater than 6,000 square feet, is 27.6 percent, or 55 of the 199 single-family units.

Design

The applicant has not filed a plan with this office for signature approval of the conceptual site plan. Staff recommends that prior to signature approval of the preliminary plan, the applicant should obtain signature approval of the conceptual site plan. The preliminary plan would then reflect any modification shown on the conceptual site plan. Development of this property is subject to the approval of a detailed site plan in accordance with Part III, Division 9 of the Zoning Ordinance.

18. **Applicant Proffer at the Planning Board Hearing-**At the public hearing on October 28, 2004 the Planning Board advised the applicant of their concerns with the lack of passive recreational areas proposed on the west side of Karen Boulevard. In response the applicant proffered to address this issue at the time of review of the DSP. As part of that proffer the applicant proposed seating areas and additional internal pedestrian trails, particularly around the stormwater management facilities. The Planning Board stated, and the applicant agreed, that with careful



siting and landscaping that the stormwater management facilities could be important amenities to the development. The Planning Board particularly indicated the need to create walkable livable communities, and that with the use of strategically located recreational areas a community can be brought together.

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

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Harley, seconded by Commissioner Eley, with Commissioners Harley, Eley, Vaughns, Squire and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, October 28, 2004, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 18th day of November 2004.

Trudye Morgan Johnson
Executive Director

By *Frances J. Guertin*
Frances J. Guertin
Planning Board Administrator

TMJ:FJG:WC:rmk

APPROVED AS TO LEGAL SUFFICIENCY.
MAC
M-NCPPC Legal Department
Date *11-8-04*



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TDD: (301) 952-3796

PGCPB No. 94-351

File No. 4-94066

RESOLUTION

WHEREAS, RJP Limited Partnership is the owner of a 121.79-acre parcel of land known as Glenwood Hills (Parcel A, Block A; Lots 1-231 and Parcels A-C, Block B; Lots 1-76 and Parcels A-B, Block C; Lots 1-8 and Parcel A, Block D; Lots 1-8, Block E; Lots 1-95 and Parcel A, Block F; Parcel A, Block G), said property being in the 18th Election District of Prince George's County, Maryland, and being zoned M-X-T; and

WHEREAS, on June 8, 1994, RJP Limited Partnership filed an application for approval of a Preliminary Subdivision Plat (Staff Exhibit #1) for 418 lots and 9 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plat, also known as Preliminary Plat 4-94066, was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on November 10, 1994, for its review and action in accordance with Article 28, Section 7-116, Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

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

WHEREAS, on November 10, 1994, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board granted a variation request to Sections 24-139(a), (b)(6) and (b)(7) of the Subdivision Regulations, APPROVED the Type I Tree Conservation Plan, and further APPROVED Preliminary Plat of Subdivision 4-94066 with the following conditions:

1. Prior to certificate approval of the Preliminary Plat, the following revisions shall be made or information supplied:
 - a. Moderately Priced Dwelling Units (MPDUs) notes on the plan shall be revised to indicate that 47 MPDUs shall be located in the multifamily (condominium) area. Thirty-two MPDU lots shall be precisely located in the townhouse areas, more or less evenly distributed among the townhouses in Block F and Block B. Alternatively, the applicant may provide evidence that an alternative method of compliance has been approved pursuant to Section 24-115 of the Subdivision Regulations, Subtitle 13, Division 8, and Subtitle 27, Part 4A of the Prince George's County Code.

- b. In the legend, after the identifying information "Approximate Location of Master Plan Trail Location" [sic], add the following: "8-foot-wide hard surface trail."
- c. The following General Note shall be added to the plan: "Dry passage shall be assured for the entire internal trail system. If wet areas must be traversed, suitable structures shall be provided to ensure dry passage."
- d. Conceptual water and sewer plans shall be graphically illustrated on the Preliminary Plat. If proposed water and sewer lines conflict with other elements of the plan (e.g. the Tree Conservation Plan), these conflicts shall be resolved to the satisfaction of the Subdivision Section and the Natural Resources Division.
- e. Show cul-de-sacs at the ends of Cappy Avenue, Quarry Place and Fawncrest Drive in the locations approved by the Department of Public Works and Transportation (DPW&T) and in accordance with DPW&T standards.
- f. The Natural Resources Division shall review and approve the delineation of all nontidal wetland buffers on the Preliminary Plat, and the stream buffer delineated around the perennial stream which flows through Parcel A, Block F; Parcel A, Block B; and Parcel A, Block A, except in those areas where variation requests have been approved.
- g. Several houses and barns and the uncharted road along which they are located shall be shown on the plan. A note shall be added to the plan stating that all structures not to be preserved shall be razed.
- h. A note shall be added to the plan stating the applicant's intention to make all of the multifamily dwellings owner-occupied condominium units.
- i. The applicant shall submit to the Development Review Division a written agreement with DPW&T regarding bonding and construction requirements for the Master Plan trail in the Karen Boulevard right-of-way.
- j. The right-of-way and the approximate centerline of the future Metro extension (PT 1) shall be shown on the plan.
- k. The following lots shall be shifted or reconfigured in order to provide space for a full 35-foot landscaped buffer between the side and/or rear lot lines and the Karen Boulevard right-of-way: Lots 94, 187, 188 and 201, Block B. In addition, the single-family detached units on the following

lots shall be oriented at an angle so the front of the unit is partially facing Karen Boulevard: Lots 3, 52 and 53, Block C and Lot 4, Block F.

- i. The flag lot justification shall be removed from the plan.
- m. The right-of-way serving the adjacent Teen Challenge property shall be shown on the plan.
2. All structures shall be fully equipped with an automatic fire suppression system in accordance with National Fire Protection Association Standards 13 and 13D.
3. All applicable conditions of approval of Conceptual Site Plan SP-88020/01 [as expressed in PGCPB Resolution No. 93-269(A)] shall apply to Preliminary Plat 4-94066.
4. For transportation purposes, development shall be phased as follows:

PHASE I

234 multifamily units
90 single-family attached units

PHASE II

370 multifamily units
200 single-family attached units
33 single-family detached units

PHASE III

180,000 square feet office
23,000 square feet retail
112 single-family attached units
70 single-family detached units

The applicant may vary the mix and type of land uses proposed above as long as the number of PM peak hour generated site trips does not exceed 201 for Phase I and 391 for Phases I and II combined based on trip generation rates outlined below. If any changes are made, the applicant shall provide documentation of the change to T&PFPD staff along with a certification that the PM peak hour trip cap is not exceeded for any phase based on the design trip generation rates.

P.M. Trip Generation Rates

Townhouses	0.76
Single-Family	0.855
Condominiums	0.57

5. Prior to the issuance of any building permit for Phase I, the following improvements shall be in place, under construction, advertised for construction by DPW&T or the State Highway Administration (SHA), bonded, or permitted with agreed upon construction schedules by the applicant, his heirs, successors or assigns:

PHASE I

MD 214/Addison Road Intersection

- (1) Construct right-turn lanes on the eastbound and westbound approaches of MD 214.
- (2) Reconstruct the intersection to provide a left-turn lane, a combination through-and-left-turn, a through lane, and a right-turn lane on the northbound approach.
- (3) Modify the signal phasing to allow a split phase operation on both Addison Road approaches.

MD 214/Hill Road-Shady Glen Drive Intersection

- (1) Construct an additional through lane on the northbound approach of Shady Glen Drive.
- (2) Modify traffic signal to accommodate an additional lane as required by SHA.

MD 214/Karen Boulevard-Pepper Mill Drive Intersection

- (1) Install traffic signal when warranted by SHA and interconnect with other signals as required by SHA.

Quarry Avenue

- (1) Connect Quarry Avenue to Karen Boulevard with a 36-foot-wide primary residential street in a 60-foot right-of-way, except for the Court "C" portion of the connection which shall be a 26-foot-wide secondary residen-

tial street in a 50-foot right-of-way with "No Parking Any Time" signs posted along the east side of Court "C".

6. Prior to the issuance of any building permit for Phase II, the Phase I improvements and the following improvements shall be in place, under construction, advertised for construction by DPW&T or SHA, or bonded and permitted with the agreed upon construction schedules by the applicant, his heirs, successors or assigns:

PHASE II

MD 214/Hill Road-Shady Glen Drive Intersection

Construct a right-turn lane on the westbound approach of MD 214.

Karen Boulevard Extension

Construct Karen Boulevard as a minimum two-lane section to provide a continuous roadway between MD 214 and Walker Mill Road.

7. Prior to the issuance of any building permit for Phase III, the Phase I and Phase II improvements and the following improvements shall be in place, under construction, advertised for construction by DPW&T or SHA, or bonded and permitted with the agreed-upon construction schedule by the applicant, his heirs, successors or assigns:

PHASE III

MD 214/Ritchie Road Intersection

- (1) Reconstruct the westbound approach of MD 214 to provide two left-turn lanes, two through lanes and one combined through/right-turn lane.
 - (2) Modify traffic signal.
8. The Detailed Site Plan (DSP) for Parcel A, Block A, shall show the required private drive connecting Karen Boulevard with the retail/office complex on this parcel. The DSP shall accurately show per the requirements of DPW&T all necessary channelization where the private drive enters Karen Boulevard.

Prior to issuance of any building permit for Parcel A, Block A, any signal control required by DPW&T at the intersection of the private drive with Karen Boulevard shall be in place, under construction or otherwise secured by the applicant, his heirs, successors and/or assigns.

9. All of the improvements in Conditions 5-8 shall be subject to and in accordance with the specific requirements of DPW&T and/or SHA. The applicant may provide DPW&T, upon consultation with SHA, a fee-in-lieu for any improvements listed in Conditions 5-7 above, provided said amount is approved by DPW&T and/or SHA. Other modifications to the above improvements may be made if jointly agreed to by DPW&T, SHA, the Planning Board (or its designee) and the applicant as long as the modification adheres to the adequate public facilities law and guidelines in affect in October 1994.
10. No structure, other than an entrance sign, shall be constructed on open space Parcel A, Block G, in order to preserve the future right-of-way for the extension of the Addison Road (Blue Line) Metrorail line.
11. Commercial access to MD 214 shall be limited to two right-in/right-out access points, plus one left-in movement from westbound MD 214 (if allowed by SHA) no closer than 750 feet to any existing MD 214 median break.
12. The applicant, his heirs, successors and/or assigns, shall provide adequate private recreational facilities for the subdivision. All recreational facilities shall be constructed in accordance with the standards outlined in the *Parks and Recreational Facilities Guidelines*.
13. Submission of three original, executed private Recreational Facilities Agreements (RFA) to the Development Review Division (DRD) for their approval, three weeks prior to a submission of a Final Plat. Upon approval by DRD, the RFA shall be recorded among the Land Records of Prince George's County.
14. Submission to DRD of a performance bond, letter of credit or other suitable financial guarantee (suitability to be determined by the Planning Department's Legal Counsel), in an amount to be determined by DRD, at least three weeks prior to applying for building permits. The applicant shall contact the staff of DRD prior to submitting the performance bond to determine the bond amount.
15. The developer, his heirs, successors and/or assigns, shall satisfy the Planning Board that there are adequate provisions to assure retention and future maintenance of the proposed private recreational facilities.
16. The land to be conveyed to a Homeowners' Association shall be subject to the following conditions:
 - a. A copy of an unrecorded, special warranty deed for the property to be conveyed shall be submitted to the Subdivision Review Section of DRD, Upper Marlboro, along with the Final Plat.

- b. All waste matter of any kind shall be removed from the property, prior to conveyance, and all disturbed areas shall have a full stand of grass or other vegetation upon completion of any phase, section or the entire project.
 - c. The land to be conveyed shall not be filled or disturbed in any way without the prior, written consent of DRD.
 - d. Storm drain outfalls shall be designed to avoid adverse impacts on land to be conveyed to a Homeowners' Association. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by DRD prior to the issuance of grading or building permits.
 - e. Temporary or permanent use of land to be conveyed to a Homeowners' Association for stormwater management shall be approved by DRD.
 - f. Storm drain outfalls shall be designed to avoid adverse impacts on adjacent land owned by, or to be conveyed to, The Maryland-National Capital Park and Planning Commission (M-NCPPC). If the outfalls require drainage improvements on land to be conveyed to or owned by The M-NCPPC, the Department of Parks and Recreation (DPR) shall review and approve the location and design of these facilities. DPR may require a performance bond and easement agreement prior to issuance of grading permits.
 - g. There shall be no disturbance of any adjacent land that is owned by, or to be conveyed to, The M-NCPPC without the review and approval of DPR.
 - h. The Planning Board, or its designee, shall be satisfied that there are adequate provisions to assure retention and future maintenance of the property to be conveyed.
17. Prior to signature approval of the Preliminary Plat, the following revisions shall be made to TCPI/66/94:
- a. The plan shall be revised to remove areas which are unacceptable for woodland conservation purposes:
 - (1) All woodland conservation areas less than 35 feet in width.
 - (2) All woodland conservation areas nearer than 10 feet from townhouse lot lines.
 - (3) Woodland conservation areas on single-family lots under 10,000 square feet.
 - (4) Woodland conservation areas less than 2,500 square feet in size.

- (5) Area within the PEPCO right-of-way.
 - (6) Area within utility easements.
- b. The plan shall provide for all woodland conservation on-site, and reforestation/afforestation areas shall be graphically shown. Reforestation/afforestation shall be selected from the following areas in consultation with the Natural Resources Division.
- (1) A strip on both sides of the PEPCO right-of-way running east-west. The strip shall be a minimum of 30 feet wide and have an average width of at least 50 feet across the entire site. (Woodland conservation and reforestation/afforestation will be allowed in the Master Plan trail easement adjacent to the PEPCO right-of-way subject to approval by the Natural Resources Division.)
 - (2) In conjunction with landscape buffers adjacent to the PEPCO right-of-way running along the east side of the property.
 - (3) Wooded buffers around stormwater management facilities.
 - (4) Afforestation and reforestation of steep slopes.
- c. Acreage shall be provided for individual woodland conservation areas and for each section.
18. The following note shall be placed on the Final Plat of Subdivision:
- "Development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/66/94) , or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy."
19. Nontidal wetlands, wetlands buffers and stream buffers designated on the Preliminary Plat and Detailed Site Plan shall be placed into conservation easements by note at the time of Final Plat.
20. The following shall be provided with the Detailed Site Plan submittal:
- a. A noise study to address townhouse lots located less than 50 feet from the collector right-of-way and single-family lots with a lot depth of less than 100 feet from the collector; or a noise mitigation package to be submitted

in conjunction with the architectural review of dwelling units on the referenced lots.

- b. A complete forest stand delineation.
 - c. A Type II Tree Conservation Plan.
21. At the time of Detailed Site Plan, the applicant, his heirs, successors and/or assigns, shall confer with the Department of Environmental Resources (DER), DPW&T, and the Natural Resources Division in order to explore the feasibility of bio-sensitive road crossings where Karen Boulevard crosses wetlands, and to minimize impact to the wetlands to the extent possible.
 22. Prior to acceptance of the Detailed Site Plan for review, the applicant, his heirs, successors and/or assigns, shall confer with the Watershed Protection Branch of DER and with the Natural Resources Division concerning the feasibility of employing the "greentree reservoir" concept on the stormwater management pond on Parcel B, Block C, and on any of the other ponds proposed as wet ponds.
 23. Prior to approval of the first building permit for this site, the following items shall be removed from the site per the instructions of the Health Department: piles of tires, rubble and garbage, various appliances, and several large fuel tanks along the uncharted road and WSSC easement areas.
 24. The Preliminary Plat shall be revised to show the trail symbol crossing the site north of the PEPCO powerlines (south of Central Avenue) and the trail shall be labelled "Hiker-Biker-Equestrian trail." Alternatively, the applicant may obtain written permission from PEPCO prior to approval of the Detailed Site Plan allowing construction of the trail in the powerline right-of-way for part or all of the width of the property. The exact alignment of the trail shall be determined at the time of Detailed Site Plan. Any Detailed Site Plan that includes any part of the trail easement shall be expanded to include the entire length of the trail easement across the property.
 25. At the time of Detailed Site Plan, the following lots shall be eliminated or reconfigured if necessary to reduce the grading impact on wooded steep and severe slopes: Lots 32 and 64, Block C; and Lots 169-174, Block B (as identified on original Preliminary Plat submittal).
 26. At the time of Final Plat, the exact location of the farm road extending south from Central Avenue to serve the Teen Challenge property shall be determined. Any part of this existing road which falls on the subject property and which is not already contained within the existing right-of-way shall be placed in an easement

which shall be shown on the Final Plat and shall provide a perpetual right of ingress and egress over the road to the Teen Challenge property.

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

1. The subdivision, as modified, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.
2. The subject property is located on the south side of Central Avenue, approximately 4,000 feet south of Addison Road.
3. The proposed development is within the service area of the District III - Landover Police Station. In accordance with Section 24-122.1(c)(A) and (B) of the Subdivision Regulations, staff concluded that the existing County police facilities will be adequate to serve the proposed Glenwood Hills development.
4. The Fire Department reviewed the proposed subdivision for the impact on fire and rescue services and concluded the following:
 - a. Suppression services are provided by the engine at the Seat Pleasant Fire Station, Company 8, located at 6305 Addison Road. In accordance with the *Adopted and Approved Public Safety Master Plan, 1990*, and/or the *Guidelines for the Analysis of Development Impact on Fire and Rescue Services*, the recommended maximum response time for an engine is 3.25 minutes. This service is available within the *Guidelines* due to a 2.71-minute response time.
 - b. The recommended maximum response time for ladder truck service is 4.25 minutes. Ladder truck service is provided by the Kentland Fire Station No. 1, Company 33, located at 7701 Landover Road. Company 33 is unable to provide this service within the *Guidelines* due to an 8.09-minute response time.
 - c. The recommended maximum response time for ambulance service is 4.25 minutes. This service is provided by the Capitol Heights Fire Station, Company 5, located at 6021 Central Avenue. This service is available within the *Guidelines* due to a 4.23-minute response time.
 - d. The recommended maximum response time for medic unit service to provide advanced life support is 7.25 minutes. This service is provided by the Kentland Fire Station No. 2, Company 46, located at 10400 Campus

Way South. This service is available within the *Guidelines* due to a 6.53-minute response time.

The proposed subdivision will not be within the adequate coverage area of the nearest existing fire and rescue facility for ladder truck service, and a facility has not been identified with 100 percent of the construction expenditures programmed within the currently adopted six-year County Capital Improvement Program. In order to alleviate the negative impact on fire and rescue services, the Fire Department recommended that automatic fire suppression systems be provided throughout all structures.

5. The approved Conceptual Site Plan for Glenwood Hills (SP-88020/01) addressed the locations for Moderately Priced Dwelling Units (MPDUs) in condition 1.a. of the approval [PGCPB Resolution No. 93-269(A)], which states that prior to certificate approval, "the minimum number of MPDUs required (78) and tentative proposed locations for MPDUs shall be added to the plan." The Conceptual Site Plan has not yet been certified, so there has not yet been any official recognition or approval of MPDU locations.

In their first referral response to the Preliminary Plat for Glenwood Hills, the Department of Housing and Community Development (DHCD) stated: "As always, we encourage the mixture of MPDUs throughout the development rather than the concentration of units in one area." In a revised memorandum (Shanley to Hutchison, 11/1/94), DHCD made the following comments:

"DHCD is concerned, however, about the concentration of these units in one area of the development. The plan states that 'Moderately Priced Dwelling Units (78 total) shall be located within the proposed multifamily development Parcels A and B of Block B.'

"Since the project involves both townhouses and multifamily units, we encourage the mixture of the MPDUs in both sections of the development.

"The following are suggestions that may be helpful to the developer:

- "1. The MPDU units should not be geographically segregated from the other residential components of the project. They should be physically integrated with and be evenly distributed in the residential components of the project containing similar type non-MPDU units.
- "2. The urban design of the MPDU units and supporting facilities and amenities that serve them should be compatible with the urban

design and supporting facilities and amenities of similar type non-MPDU units."

It should be pointed out that a minimum of 79 MPDUs (not 78 as was incorrectly stated in the Conceptual Site Plan) are required to meet the 10 percent requirement. Since the applicant's proposal is not in conformance with DHCD's recommendation to mix MPDUs throughout the development, staff recommends that the Preliminary Plat be revised to indicate the 79 MPDUs be distributed proportionately among the multifamily units and the townhouses, with the total number of single-family units added to the multifamily units for purposes of determining the relative proportions, and that the townhouse MPDUs be more or less evenly distributed throughout all the townhouses on the site.

6. The Trails Coordinator made several recommendations concerning Master Plan trails on the subject site and the internal pedestrian/bicycle network. These recommendations were either already fulfilled by the applicant, are proposed as conditions (see Conditions 1.b., 1.c. and 24) or are adopted by reference from the Conceptual Site Plan [PGCPB Resolution No. 93-269(A)] by Condition 3. The Trails Coordinator also noted that the PEPCO right-of-way crossing the property appeared to be in the same location as the abandoned Chesapeake Beach rail right-of-way which was designated as a Rails-to-Trails project.
7. The Transportation and Public Facilities Planning Division (T&PFPD) reviewed the proposed subdivision for the impact on the area road network. The T&PFPD made the following findings:
 - a. The application is a Preliminary Plat of Subdivision for an M-X-T development consisting of 180,000 square feet of office space, 23,000 square feet of retail and 785 residential dwelling units. Normally, a development of this magnitude would generate 848 AM and 1,007 PM peak hour vehicle trips as determined using the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*. However, due to the presence of mass transit, staff will allow a reduction of 5% in vehicular trips across the board. Consequently, the total trip generation of the site will be 806 and 957 a.m. and p.m. peak hour trips, respectively.
 - b. The traffic generated by the proposed Preliminary Plat would impact the following intersections:
 - MD 214/Ritchie Road
 - MD 214/Addison Road
 - MD 214/Pepper Mill Drive
 - MD 214/Hill Road-Shady Glen Drive
 - Walker Mill Road/Karen Boulevard

Walker Mill Road/Shady Glen Drive

- c. The following intersections are programmed for improvement with 100 percent construction funding within the next six years in the current Prince George's County *Capital Improvement Program*:

MD 214/Ritchie Road
Walker Mill Road/Karen Boulevard
Walker Mill Road/Shady Glen Dr

- d. The Prince George's County Planning Board, in the *Guidelines*, defined Level-of-Service D (LOS D) as the lowest acceptable operating condition on the transportation system. The following intersections, when analyzed with programmed improvements and total future traffic as developed using the *Guidelines*, were not found to be operating at LOS D or better:

MD 214/Ritchie Road
MD 214/Addison Road
MD 214/Hill Road-Shady Glen Drive

- e. Citing Prince George's County Council Bill CR-29-1994 which allows the use of mitigation, the applicant agreed to provide the following improvements to the intersections in consideration of the findings in d. above as well as the phasing plan previously mentioned:

PHASE I

(1) MD 214/Addison Road Intersection

- Construct right-turn lanes on the eastbound and westbound approaches of MD 214.
- Reconstruct the intersection to provide a left-turn lane, a combination through and left-turn, a through lane, and a right-turn lane on the northbound approach.
- Modify the signal phasing to allow a split phase operation on both Addison Road approaches.

(2) MD 214/Hill Road-Shady Glen Drive Intersection

- Construct an additional through lane on the northbound approach of Shady Glen Drive. The Department of Public

Works and Transportation required this improvement to extend between MD 214 and Walker Mill Drive

Modify traffic signal.

(3) MD 214/Karen Blvd-Pepper Mill Drive Intersection

Install traffic signal

(4) Connect Karen Boulevard with existing Quarry Avenue

PHASE II

(1) MD 214/Hill Road-Shady Glen Drive Intersection

Construct a right-turn lane on the westbound approach of MD 214.

(2) Karen Boulevard Extension

Construct Karen Boulevard to connect with existing Ronald Road

PHASE III

(1) MD 214/Ritchie Road Intersection

Construct a dual left-turn lane on the westbound approach of MD 214 with a minimum storage length of 475 feet.

Modify traffic signal.

f. In addition to the improvements identified in e., the applicant needs to provide a service driveway that will connect Karen Boulevard with the office/retail pod prior to the commencement of the development of the office/retail pod, as agreed upon between the applicant and M-NCPPC staff.

g. The applicant identified road improvements that are tied to specific developments for each phase. Staff's opinion is that the phasing improvements should be tied to the number of p.m. peak hour trips being generated rather than the occurrence of specific land uses. Instead of limiting Phase I to 234 multifamily and 90 single-family attached units, staff recommended any combination of land uses within the site that will gener-

ate no more than 201 p.m. trips which is number of trips on which the road improvements for Phase I are based. Similarly, Phase II could be redefined as any combination of development that would generate a maximum of 391 p.m. peak hour trips. This rationale allows the applicant the flexibility to adjust the development of the site to changing market/economic conditions.

- h. The site plan for the proposed development shows the future centerline for the extension of the Metro (blue line) to Largo. In order to preserve this future right-of-way, the applicant should not construct any permanent structure that would infringe upon the construction of this future extension.

The T&PFPD concluded that adequate access roads will exist as required by Section 24-124 of the Prince George's County Code per Conditions 4-11.

8. The Park Planning and Development Division (PP&D) reviewed the Preliminary Plat for compliance with the mandatory dedication, fee-in-lieu and recreational facilities provisions of the Subdivision Regulations, Sections 24-134 and 24-135. The PP&D recommended that the applicant provide adequate private recreational facilities in lieu of mandatory dedication.

The applicant agreed to provide private recreational facilities in lieu of mandatory dedication. Those facilities are as follows:

- 4 tot lots
- 4 preteen playgrounds
- 4 picnic areas
- 4 sitting areas
- 1 10-station fitness course
- 2 tennis courts
- 1 multipurpose course
- 1 swimming pool
- 1 open play area
- 1 community center building

The facilities shall be provided in accordance with Conditions 12-16.

9. The Natural Resources Division (NRD) reviewed a simplified Forest Stand Delineation for this site, which was determined to be the appropriate level of detail based on previous approvals and agreements. In their review of the TCP I, NRD agreed with the applicant that the woodland conservation requirement is 29.3 acres, but recommended some revisions to the TCP.

NRD also requested a more careful delineation of buffers around streams, floodplains and nontidal wetlands.

NRD noted that the Master Plan trail through this property, which follows the PEPCO right-of-way, is the Chesapeake Beach Rail Trail, which will ultimately provide a link from the District of Columbia to Chesapeake Beach in Calvert County along an old railroad right-of-way. The Maryland Greenways Atlas recognizes this as a regional greenway. For this reason, NRD recommended woodland conservation adjacent to the right-of-way to enhance its greenway characteristics.

NRD indicated that steep and severe slopes exist in many areas of the site. Protection of wooded steep slopes and of wooded severe slopes with erodible soils should be provided to the extent possible by inclusion in woodland conservation areas. The NRD recommended elimination or reconfiguration of nine lots due to steep slopes.

10. The Wetland Unit of the Department of Environmental Resources (DER) reviewed a variation request submitted in connection with this Preliminary Plat. The request was for a variation from Sections 24-130(a), 24-130(b)(6) and 24-130(b)(7) for disturbance of streams and wetlands, of the 50-foot buffer adjacent to streams, and of the 25-foot buffer adjacent to wetlands. The Wetland Unit expressed its support for this variation request, stating that the project will permanently impact 1.7 acres of nontidal wetlands and 2.0 acres of buffer.

The Wetland Unit also stated that placement of stormwater management ponds in nontidal wetlands is generally unacceptable. However, on this site the placement of the ponds is dictated by the steepness of the stream banks. The alternative in this case would be a series of small ponds excavated from the steep slopes above. The impacts to the surrounding upland forest and those caused by the outfalls from the numerous ponds into the nontidal wetlands exceed those created by the dry ponds shown on the Preliminary Plat.

NRD did not object to the variation request to allow construction of a Master Planned road (Karen Boulevard) across wetlands, with the condition that at the time of Detailed Site Plan bio-sensitive road crossings have been provided and that impacts to the wetlands have been minimized to the extent possible.

NRD did not object to the variation request made to disturb the stream buffer, nontidal wetlands, and wetland buffers for construction of three stormwater management facilities, as long as a "greentree reservoir" concept is applied, allowing for preservation of woodlands in the floodplain and of nontidal wetlands. This concept has been used for all the ponds except the one on Parcel B, Block C,

which was planned as a wet pond. Condition 22 addresses the possibility of using the "greentree reservoir" concept for this pond as well.

Strict conformance to the Subdivision Regulations for streams, wetlands and buffers in this case would result in a particular hardship for the applicant. Furthermore:

- a. The granting of the variation will not be detrimental to the public safety, health or welfare, or injurious to other property.
 - b. The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties.
 - c. The variation does not constitute a violation of any other applicable law, ordinance or regulation.
 - d. Because of the particular physical surroundings, shape or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out.
11. The Health Department identified several houses and barns on the property which should be indicated on the plat and piles of tires, rubble, garbage, and other items which should be removed from the property prior to building permit approval.
 12. The Urban Design Review Section reviewed the Preliminary Plat and found it substantially in conformance with approved Conceptual Site Plan SP-88020/01. The Preliminary Plat is not yet, however, in full compliance with Condition 5 of the Conceptual Site Plan, which reads as follows:

Prior to approval of the Preliminary Plat of _____, the applicant, his heirs, successors and/or assigns, shall confer with the Department of Public Works and Transportation (DPW&T), the Urban Design Review Section and the Trails Coordinator regarding the proper right-of-way for Karen Boulevard to be shown on the Preliminary Plat, the elimination of several median breaks identified by DPW&T, and the design, bonding and construction requirements for the Master Plan trail along Karen Boulevard.

The applicant fulfilled the requirement to work with the various agencies to determine the proper road section for Karen Boulevard. However, bonding and

PGCPB No. 94-351
File No. 4-94066
Page 18

construction requirements for the Master Plan trail in the Karen Boulevard right-of-way were not yet finalized.

Certain lots are not yet fully in compliance with Section 4.6 of the *Landscape Manual*, which requires that any townhouse or single-family detached lot whose rear yard is oriented toward Karen Boulevard must provide a 35-foot-wide landscape buffer between the lot line and the Karen Boulevard right-of-way.

The minimum lot frontage of 50 feet approved in the Conceptual Site Plan, Finding 13, applied to lot frontage at the building line. The minimum lot frontage of the street line should be 45 feet.

* * * * *

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 McNeill, seconded by Commissioner Brown, with Commissioners McNeill, Brown and Dabney voting in favor of the motion, with Commissioner Boone absent, and with one vacancy on the Planning Board, at its regular meeting held on Thursday, November 10, 1994, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 1st day of December 1994.

LeRoy J. Hedgepeth
Executive Director

By *Frances J. Guertin*
Frances J. Guertin
Planning Board Administrator

LJH:FJG:SA:aj

[Signature]
APPROVED AND LEGAL COUNSEL
GARDNER, STILLWELL
M-NCPPC LEGAL DEPT.

DATE: 12/5/94

Additional Back-up

For

**CSP-88020-03
Glenwood Hills**

1. Prior to certificate approval of the conceptual site plan (CSP), the following revisions shall be made, or information shall be provided:
 - a. The applicant and the applicant's heirs, successors, and/or assignees shall show the extent and limits of the ultimate right of-way along the subject property's frontage of MD 214 (Central Avenue).
 - b. The natural resources inventory shall be revised to include a complete site statistics table which includes all required elements and associated quantities, in conformance with the Environmental Technical Manual.
 - c. The CSP and the Type 1 tree conservation plan shall show a limit of disturbance that preserves all regulated environmental features to the extent practicable.
 - d. The primary management area (PMA) Impact 4 and the PMA letter of justification and exhibit shall be revised to separate the proposed impacts associated with the development pad from those proposed with Karen Boulevard. This shall be referred to as "Impact 4a".
 - e. Label the distance between the proposed industrial use located to the west of Karen Boulevard and the existing residential development abutting the property to be a minimum of 75 feet.
2. Prior to certification of the conceptual site plan, the Type 1 tree conservation plan (TCP1) shall be revised as follows:
 - a. Add the prior approval information to the Environmental Planning Section approval block.
 - b. Revise the TCP1 to show the same proposed primary management area impacts as shown in the revised exhibit.
 - c. Provide the signed and dated property owners' awareness certification.
 - d. Ensure all specimen trees are present and visible on the TCP1 with the critical root zone and specimen tree number label.
 - e. Provide the site statistics on the TCP1 to show conformance with the revised natural resources inventory.
3. Prior to the issuance of any grading permit, including for rough grading, a Type 2 tree conservation plan shall be approved.
4. Prior to the 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.
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.

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.
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.
8. The applicant and the applicant's heirs, successors, and/or assignees shall provide adequate private recreational facilities in accordance with the standards outlined in the Park and Recreation Facilities Guidelines. The private recreational facilities shall be reviewed by the Urban Design Section of Development Review Division, for adequacy and proper siting, prior to approval of the detailed site plan by the Prince George's County Planning Board.
9. At the time of preliminary plan of subdivision, the applicant shall evaluate on-site recreation facilities including outdoor active and passive amenities, and the development of the Central Avenue Connector Trail along the Potomac Electric Power Company right-of-way between MD 214 (Central Avenue) and Shady Glen Road, to fulfill the mandatory dedication of parkland requirement.
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.
11. Upon receipt of the 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.
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 the approval of any grading permits which includes Parcels 124 and 125.
13. Prior to ~~approval~~ ~~acceptance~~ of the first detailed site plan, if significant archeological resources exist, the applicant and the applicant's heirs, successors, and/or assignees shall provide a plan for any interpretive signage to be erected and public outreach measures (based on the findings of the Phase I, II, and/or Phase III archeological investigations). The location and wording of the signage and the public outreach measures shall be subject to approval by the Maryland-National Capital Park and Planning Commission staff archeologist. The plan shall include the timing for the installation of the signage and the implementation of public outreach measures.

14. Prior to the approval of a preliminary plan of subdivision (PPS), the applicant and the applicant's heirs, successors, and/or assignees shall submit a signal warrant analysis for the Karen Boulevard and MD 214 (Central Avenue) intersection, if the traffic impact study submitted with the PPS application shows that a traffic signal is needed offset traffic impacts at this intersection.
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. ~~The frontage of MD 214 (Central Avenue) and the portion of Karen Boulevard shall be consistent with the design of the Central Avenue Connector Trail unless modified by the implementing agency with written correspondence.~~
 - b. 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 or in Applicant's approved Final Plans.
 - c. 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.
 - d. 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.
 - e. Americans with Disabilities Act-compliant curb ramps and crosswalks crossing all vehicular access points.
 - f. Designated pathways for pedestrians through surface parking lots.
 - g. Streetscape amenities are to be accessible and functional throughout the site to accommodate the mixed-use community.
 - h. 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.
 - i. 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.
 - j. Dedicated parking spaces for ride_share activities.
16. Prior to the issuance of a building permit for the 133rd dwelling unit, the applicant shall either (a) have commenced construction of the retail component, or (b) provided to the Maryland-National Capital Park and Planning Commission Urban Design Section evidence of its good faith efforts of marketing the commercial component, along with third-party data on the existing market for retail development at the property and adjoining area.

17. Prior to the 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.

ITEM 8 – CONCEPTUAL SITE PLAN – CSP-88020-03 GLENWOOD HILLS

AE2 - Applicant's Project Presentation Video

<https://youtu.be/9W6bRsuLNzU>