



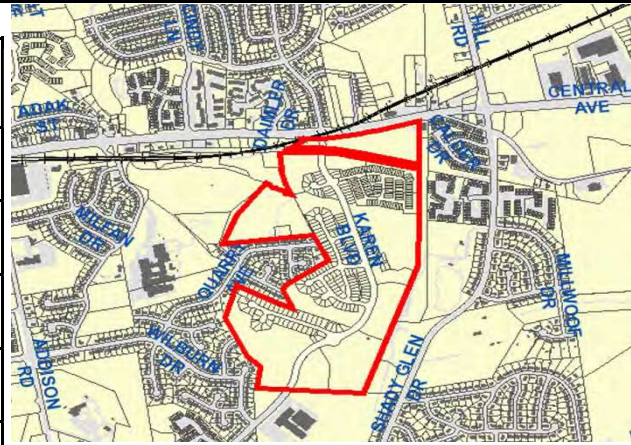
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Detailed Site Plan Glenwood Hills

DSP-21037-01

REQUEST	STAFF RECOMMENDATION
<p>This case was continued from the Planning Board hearing date of December 12, 2024, to January 9, 2025.</p> <p>Development of five warehouse/distribution buildings on Parcels 1-6, Block C, and structures on Parcel 1, Block D.</p>	<p>With the conditions recommended herein:</p> <ul style="list-style-type: none"> • APPROVAL of Detailed Site Plan DSP-21037-01 • APPROVAL of Type 2 Tree Conservation Plan TCP2-038-2023-01

Location: South of MD 214 (Central Avenue), along both sides of Karen Boulevard.	
Gross Acreage:	133.45
Zone:	RSF-65/RMF-48/MIO
Prior Zone:	R-55/M-X-T/M-I-O
Reviewed per prior Zoning Ordinance:	Section 27-1704(e)
Dwelling Units:	0
Gross Floor Area:	772,600 sq. ft.
Planning Area:	75A
Council District:	06
Municipality:	N/A
Applicant/Address: Glenwood Hills Venture LLC 5410 Edson Lane, Suite 220 Rockville, MD 20852	
Staff Reviewer: Te-Sheng (Emery) Huang Phone Number: 301-952-4534 Email: Tesheng.Huang@ppd.mncppc.org	



Planning Board Date:	01/09/2025
Planning Board Action Limit:	01/09/2025
Staff Report Date:	12/26/2024
Date Accepted:	10/14/2024
Informational Mailing:	12/27/2023
Acceptance Mailing:	10/11/2024
Sign Posting Deadline:	11/12/2024

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

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-21037-01
Type 2 Tree Conservation Plan TCP2-038-2023-01
Glenwood Hills

The Urban Design Section has reviewed the detailed site plan for the subject property and recommends APPROVAL, with conditions, as described in the Recommendation section of this technical staff report.

EVALUATION CRITERIA

The subject property is within the Residential, Multifamily-48 (RMF-48), Residential, Single-Family-65 (RSF-65), and Military Installation Overlay (MIO) Zones. Prior to April 1, 2022, the site was within the Mixed Use-Transportation Oriented (M-X-T), One-Family Detached Residential (R-55), and Military Installation Overlay (M-I-O) Zones under the prior Prince George's County Zoning Ordinance. Pursuant to Section 27-1704(e) of the current Zoning Ordinance, subsequent revisions or amendments to development approvals or permits "grandfathered" under the provisions of Section 27-1704 shall be reviewed and decided under the prior Zoning Ordinance, unless the applicant elects to have the proposed revisions or amendments reviewed under the current Zoning Ordinance. The subject property received prior development approvals for a Conceptual Site Plan (CSP-88020-03), a Preliminary Plan of Subdivision (PPS 4-21051), and a Detailed Site Plan (DSP-21037), which remain valid, as discussed in Finding 5 below. Therefore, this DSP application is being reviewed pursuant to the prior Zoning Ordinance, to amend DSP-21037, which was approved by the Prince George's County Planning Board on January 25, 2024, and remains valid until January 25, 2027, in accordance with Section 27-287 of the prior Zoning Ordinance.

The entire Glenwood Hills Development includes multifamily, commercial/retail, townhouse, and industrial development. Therefore, it is also subject to Prince George's County Council Bill CB-51-2021, which revised Section 27-441 of the prior Zoning Ordinance, to permit townhouse uses in the R-55 Zone, under certain circumstances, and revised Section 27-547 of the prior Zoning Ordinance, to permit certain warehouse and distribution uses in the M-X-T Zone, under certain circumstances. Townhouse development was approved under DSP-21037, along with multifamily and commercial/retail development. The subject DSP amendment is specifically for industrial development. Staff considered the following in reviewing this DSP:

- a. The requirements of the prior Prince George's County Zoning Ordinance for the Mixed Use-Transportation Oriented (M-X-T) and Military Installation Overlay (M-I-O) Zones;

- b. The requirements of Conceptual Site Plan CSP-88020-03;
- c. The requirements of Preliminary Plan of Subdivision 4-21051;
- d. The requirements of Detailed Site Plan DSP-21037;
- e. The requirements of the 2010 *Prince George's County Landscape Manual*;
- f. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- g. The requirements of the Prince George's County Tree Canopy Coverage Ordinance;
- h. Referral comments; and
- i. Community feedback.

FINDINGS

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

- 1. **Request:** This detailed site plan (DSP) requests the development of five warehouse/distribution buildings on Parcels 1–6, Block C, and structures on Parcel 1, Block D.
- 2. **Development Data Summary:**

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

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

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

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

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

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

Parking Spaces

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

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

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

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

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

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

Loading Spaces

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

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

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

Bicycle Spaces

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

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

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

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

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

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

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

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

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

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

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

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

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

Prince George's County Council Bill CB-51-2021 was approved by the District Council on November 16, 2021, to revise Section 27-441 of the prior Zoning Ordinance, for permitting townhouses in the One-Family Detached Residential (R-55) Zone, subject to Footnote 145 of

Section 27-441(b)(7) of the prior Zoning Ordinance. This bill also revised Section 27-547 of the prior Zoning Ordinance, for the purpose of permitting warehouse and distribution uses in the M-X-T Zone, subject to Footnote 23 of Section 27-547(b)(2) of the prior Zoning Ordinance.

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

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

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

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

6. **Design Features:** Karen Boulevard, starting from Central Avenue, bisects the site in the north-south direction, while the 66-foot-wide PEPCO right-of-way, paralleling Central Avenue, transverses the site in the east-west direction. The subject DSP includes five warehouse/distribution buildings on Parcels 1–6, Block C, and an electric vehicle (EV) charging area on Parcel 1, Block D, to support the warehouse/distribution operations. The EV charging area is equipped for simultaneous charging of 148 fleet vehicles associated with the warehouse/distribution development. It is used neither for passenger vehicle parking spaces nor for loading spaces, which is conditioned herein to be noted on the coversheet. The warehouse/distribution buildings are located on the east side of Karen Boulevard, while the EV charging area is located on the west side of Karen Boulevard. All entry/exit points for the proposed uses are located on Karen Boulevard. Both Warehouses 1 and 4 have two entry/exit points. Warehouses 2, 3, and 5 share three entry/exit points and the EV charging area has one entry/exit point.

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

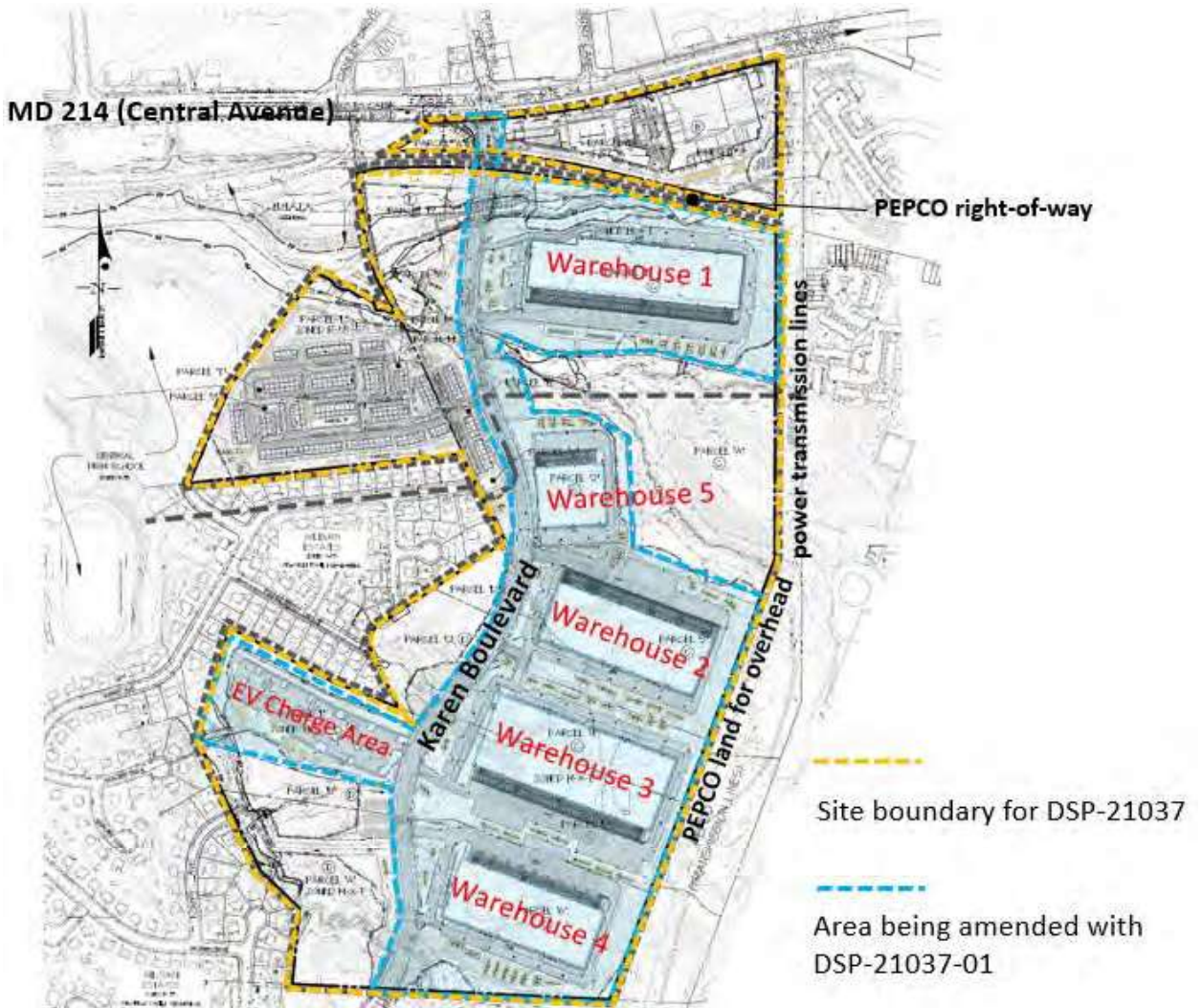


Figure 1: Detailed Site Plan

Architecture

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



West Elevation
(facing Karen Boulevard)



East Elevation

Figure 2: Proposed West (upper) and East (lower) Elevations of Warehouse 5

Signage

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

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

Lighting

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

Loading and Trash Facilities

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

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-X-T and M-I-O Zones, and the site design guidelines of the prior Zoning Ordinance. The entire Glenwood Hills Development includes multifamily, commercial/retail, townhouse, and industrial development. Townhouse development in the R-55 zoned portion of the site was evaluated and approved under DSP-21037, along with multifamily and commercial/retail development. The subject DSP amendment is only for industrial development.

a. The subject application is in conformance with the requirements of Section 27-547, which governs uses in all mixed-use zones.

(1) Pursuant to CB-51-2021, the proposed warehouse and distribution uses with this DSP amendment were shown on CSP-88020-03 and are permitted in the M-X-T Zone, subject to the requirements of Footnote 23 of Section 27-547(b), as follows:

Footnote 23

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

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

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

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

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

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

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

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

(1) Retail businesses;

(2) Office, research, or industrial uses;

(3) Dwellings, hotel, or motel.

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

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

(a) Maximum floor area ratio (FAR):

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

(2) With the use of the optional method of development—8.00 FAR.

Section 27-545(b)(4) states that “additional gross floor area equal to a floor area ratio (FAR) of one (1.0) shall be permitted where twenty (20) or more dwelling units are provided.” Adding the industrial uses through this DSP amendment, the total FAR for the entire Glenwood Hills Development is approximately 0.31, which is in conformance with this requirement.

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

The industrial uses proposed with this DSP amendment will be located in the proposed warehouse/distribution buildings and structures.

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

The DSP amendment shows the dimensions, height, and location for the proposed development except a calculation for the percentage coverage has not been provided. A condition is included herein for adding the lot coverage of the development to general notes on the coversheet.

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

The landscaping, screening, and buffering issues have been reviewed along with this DSP amendment. Finding 11 below provides a detailed discussion on the plan’s conformance with the 2010 *Prince George’s County Landscape Manual* (Landscape Manual).

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

ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.

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

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

This DSP amendment does not propose any private structures in the air space above, or in the ground below the surrounding public rights-of-way.

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

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

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

This requirement is not applicable because no townhouse units are proposed with this DSP amendment.

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

This requirement is not applicable because no multifamily buildings are proposed with this DSP amendment.

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

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

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

- c. The subject application has been reviewed for conformance with the requirements of Section 27-546(d) of the prior Zoning Ordinance, which requires additional findings for the Planning Board to approve a DSP in the M-X-T Zone, as follows:

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

The purposes of the M-X-T Zone are provided for in Section 27-542 of the prior Zoning Ordinance. The subject DSP is in conformance with the purposes and other provisions of the M-X-T Zone. Specifically, the entire Glenwood Hills Development consists of residential, commercial/retail, and warehouse/distribution uses, which will provide increased economic activity proximate to the Central Avenue corridor. It also allows for the reduction of the number and distance of automobile trips by constructing residential and nonresidential uses near each other.

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

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

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

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

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

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

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

In approving CSP-882021-03, the Planning Board found the arrangement of buildings, and other improvements and amenities will relate to the surrounding development and produce a cohesive development capable of sustaining an independent environment of continuing quality and stability. This was further reviewed and evaluated with approval of DSP-21037. Conformance to this regulation remains with the subject DSP amendment, which focuses on the development of industrial areas within the entire Glenwood Hills Development.

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

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

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

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

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

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

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

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

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

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

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

The subject property is 133.45 acres and is not proposed as a mixed-use planned community.

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

(2) Parking, loading, and circulation.

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

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

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

(B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians. To fulfill this goal, the following guidelines should be observed:

- (i) Loading docks should be oriented toward service roads and away from major streets or public view; and**

- (ii) Loading areas should be clearly marked and should be separated from parking areas to the extent possible.**

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

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

- (i) The location, number and design of driveway entrances to the site should minimize conflict with off-site traffic, should provide a safe transition into the parking lot, and should provide adequate acceleration and deceleration lanes, if necessary;**
- (ii) Entrance drives should provide adequate space for queuing;**
- (iii) Circulation patterns should be designed so that vehicular traffic may flow freely through the parking lot without encouraging higher speeds than can be safely accommodated;**
- (iv) Parking areas should be designed to discourage their use as through-access drives;**
- (v) Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;**
- (vi) Drive-through establishments should be designed with adequate space for queuing lanes that do not conflict with circulation traffic patterns or pedestrian access;**
- (vii) Parcel pick-up areas should be coordinated with other on-site traffic flows;**
- (viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;**

- (ix) Pedestrian and vehicular circulation routes should generally be separated and clearly marked;**
- (x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and**
- (xi) Barrier-free pathways to accommodate the handicapped should be provided.**

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

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

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

(3) Lighting.

- (A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the site design's character. To fulfill this goal, the following guidelines should be observed:**
 - (i) If the development is used at night, the luminosity, orientation, and location of exterior light fixtures should enhance user safety and minimize vehicular/pedestrian conflicts;**

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

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

(4) Views.

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

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

(5) Green Area.

- (A) On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use. To fulfill this goal, the following guidelines should be observed:**

- (i) Green area should be easily accessible in order to maximize its utility and to simplify its maintenance;**
- (ii) Green area should link major site destinations such as buildings and parking areas;**

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

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

(6) Site and streetscape amenities.

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

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

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

(7) Grading.

- (A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts. To fulfill this goal, the following guidelines should be observed:**
 - (i) Slopes and berms visible from streets and other public areas should appear as naturalistic forms. Slope ratios and the length of slopes should be varied if necessary to increase visual interest and relate manmade landforms to the shape of the natural terrain;**
 - (ii) Excessive grading of hilltops and slopes should be avoided where there are reasonable alternatives that will preserve a site's natural landforms;**
 - (iii) Grading and other methods should be considered to buffer incompatible land uses from each other;**

- (iv) **Where steep slopes cannot be avoided, plant materials of varying forms and densities should be arranged to soften the appearance of the slope; and**
- (v) **Drainage devices should be located and designed so as to minimize the view from public areas.**

Rough grading for the developed area with the subject DSP amendment was approved under DSP-21037. The proposed warehouse/distribution buildings and structures will be sitting in locations that are relatively flat within the developed area, in order to minimize the need for grading and additional disruption to the existing topography. Retaining walls are utilized as needed to enhance stability, specifically around Warehouses 1 and 5 and the EV charging area.

(8) Service Areas.

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

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

(9) Public Spaces.

- (A) **A public space system should be provided to enhance a large-scale commercial, mixed-use, or multifamily development. To fulfill this goal, the following guidelines should be observed:**

- (i) Buildings should be organized and designed to create public spaces such as plazas, squares, courtyards, pedestrian malls, or other defined spaces;**
- (ii) The scale, size, shape, and circulation patterns of the public spaces should be designed to accommodate various activities;**
- (iii) Public spaces should generally incorporate sitting areas, landscaping, access to the sun, and protection from the wind;**
- (iv) Public spaces should be readily accessible to potential users; and**
- (v) Pedestrian pathways should be provided to connect major uses and public spaces within the development and should be scaled for anticipated circulation.**

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

(10) Architecture.

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

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

(11) Townhouses and three-family dwellings.

- (A) Open space areas, particularly areas separating the rears of buildings containing townhouses, should retain, to the extent possible, single or small groups of mature trees. In areas where trees are not proposed to be retained, the applicant shall demonstrate to the satisfaction of the Planning Board or the District Council, as applicable, that specific site conditions warrant the clearing of the area. Preservation of individual trees should take into account the viability of the trees after the development of the site.**
- (B) Groups of townhouses should not be arranged on curving streets in long, linear strips. Where feasible, groups of townhouses should be at right angles to each other, and should facilitate a courtyard design. In a more urban environment, consideration should be given to fronting the units on roadways.**
- (C) Recreational facilities should be separated from dwelling units through techniques such as buffering, differences in grade, or preservation of existing trees. The rears of buildings, in particular, should be buffered from recreational facilities.**
- (D) To convey the individuality of each unit, the design of abutting units should avoid the use of repetitive architectural elements and should employ a variety of architectural features and designs such as roofline, window and door treatments, projections, colors, and materials. In lieu of this individuality guideline, creative or innovative product design may be utilized.**
- (E) To the extent feasible, the rears of townhouses should be buffered from public rights-of-way and parking lots. Each application shall include a visual mitigation plan that identifies effective buffers between the rears of townhouses abutting public rights-of-way and parking lots. Where there are no existing trees, or the retention of existing vegetation is not practicable, landscaping, berming, fencing, or a combination of these techniques may be used. Alternatively, the applicant may consider designing the rears of townhouse buildings such that they have similar features to the fronts, such as reverse gables, bay windows, shutters, or trim.**
- (F) Attention should be given to the aesthetic appearance of the offsets of buildings.**

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

e. This application is located within the M-I-O Zone for height. Specifically, the site is within Surface B (Approach-Departure Clearance Surface) and Surface G: Transitional Surface 7:1. In the subject property, the highest building is the multifamily building, with retail/commercial space, which was approved under DSP-21037. This building is approximately 87 feet in height and is located on the highest elevation of the site, which is approximately 209 feet above sea level. The height of the proposed warehouse/distribution building is approximately 40 feet. By comparison, these warehouse/distribution buildings will not become an obstacle to air navigation.

8. Conceptual Site Plan CSP-88020-03: CSP-88020-03 was approved by the Planning Board on January 5, 2023 (PGCPB Resolution No. 2022-129), subject to 17 conditions. The conditions relevant to this DSP are listed below, in **bold** text. Staff's analysis of the CSP's conditions follows each one, in plain text:

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

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

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

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

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

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

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

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

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

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

- 10. Prior to approval of a grading permit, Phase I (Identification) archeological investigations, according to the Prince George’s County Planning Board’s 2005 *Guidelines for Archeological Review*, shall be conducted on Parcels 124 and 125 within the subject property to determine if any cultural resources are present. Evidence of Maryland-National Capital Park and Planning Commission concurrence with the final Phase I report and recommendations is required prior to approval.**

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

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

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

Staff of the Historic Preservation Section have determined that no additional archeological investigations are required. Therefore, this condition is not applicable.

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

Staff from the Historic Preservation Section have determined that no additional archeological investigations are required. Therefore, this condition is not applicable.

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

- a. A minimum 10-foot-wide shared-use path and/or shared roadway pavement markings and signage along Karen Boulevard, unless modified by the operating agency with written correspondence.**
- b. Standard bicycle lane along Karen Boulevard, in accordance with the American Association of State Highway and Transportation Officials guidelines, unless modified by the operating agency with written correspondence or in the applicant's approved final plans.**
- c. The minimum 5-foot-wide sidewalk along both sides of all internal roadways throughout the site and associated Americans with Disabilities Act curb ramps and crosswalks.**
- d. Americans with Disabilities Act-compliant curb ramps and crosswalks crossing all vehicular access points.**
- e. Designated pathways for pedestrians through surface parking lots.**
- f. Streetscape amenities are to be accessible and functional throughout the site to accommodate the mixed-use community.**
- g. Long-term bicycle parking within the multifamily building and short-term bicycle near the building entrance, in accordance with the American Association of State Highway and Transportation Officials guidelines.**
- h. Short-term bicycle for the commercial and industrial areas at a location convenient to the buildings, in accordance with the American Association of State Highway and Transportation Officials guidelines.**
- i. Dedicated parking spaces for rideshare activities.**

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

17. Prior to approval of a detailed site plan, the following issues shall be addressed:

- a. Entrance features shall be submitted for review and shall be appropriately coordinated in design and location.**
- b. Pole-mounted freestanding signs shall be prohibited for the commercial/retail and multifamily component of the development. Freestanding and building-mounted signage shall not be internally lit.**

- c. **Lighting fixtures throughout the development shall be coordinated in design.**
- d. **Special paving materials shall be provided in appropriate areas such as the entrance to the subdivision off of Central Avenue, the central recreation area, the entrance to the multifamily development, and the commercial/retail development.**

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

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

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

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

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

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

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

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

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

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

- 11. Prior to approval of the detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the pedestrian and bicycle adequacy improvements approved with Preliminary Plan of Subdivision 4-21051, consistent with Section 24-124.01(f) of the prior Prince George's County Subdivision Regulations.**

A bicycle and pedestrian facilities plan was submitted depicting all pedestrian and bicycle movements and all the locations of bicycle parking at each proposed warehouse/distribution building. The plan accurately displays the 10-foot-wide side path along the site's frontage of Central Avenue, and along both sides of Karen Boulevard. The plans also include the portion of the Central Avenue Connector Trail (CACT) connecting the subject site to adjacent properties.

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

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

- 13. Prior to approval of the first building permit for the subject property, other than for infrastructure and/or retaining walls, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the prior Prince George's County Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:**

- a. Upgrade the signalized intersection at Hill Road/Willow Hill Drive with pedestrian signal poles, pedestrian signal heads, and Americans with Disabilities Act-compliant pedestrian push buttons. This intersection is used by children, pedestrians, and cyclists that access the Peppermill Community Center/Park, as well as the Highland Elementary School and Judith P. Hoyer Montessori School.**
- b. Upgrade the Walker Mill Road/Karen Boulevard signalized intersection with pedestrian signal poles, pedestrian signal heads, and Americans with Disabilities Act-compliant pedestrian push buttons.**
- c. Install a rectangular rapid flashing beacon at the intersection of Shady Glen Drive and Shady Glen Terrace.**
- d. Install a rectangular rapid flashing beacon at the entrance of Walker Mill Middle School, along the existing Karen Boulevard.**

- e. **Upgrade the four existing crosswalks at the cross streets along Karen Boulevard to be Americans with Disabilities Act compliant.**
- f. **Direct the remaining funds under the cost cap toward the construction of the Segment 4 phase of the Central Avenue Connector Trail project.**

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

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

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

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

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

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

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

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

a. MD 214 (Central Avenue)/Pepper Mill Drive/Karen Boulevard:

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

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

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

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

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

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

In this DSP amendment, the site plan displays a total of seven driveways to serve the five proposed warehouse/distribution buildings located along the east side of Karen Boulevard. Both Warehouses 1 and 4 have two driveway entrances along Karen Boulevard. Staff support the two access points to accommodate separate entrances for trucks and passenger vehicles. Specific to Warehouse 1, staff recommend that the northern driveway be limited to passenger vehicles and the southern driveway be limited to trucks. Specific to Warehouse 4, staff recommend that the northern

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

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

Staff find that the applicant has sufficiently consolidated driveways along Karen Boulevard, providing a total of seven driveways versus the standard of two for each building.

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

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

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

Natural Resources Inventory NRI-165-2021-01 was approved on April 28, 2023, prior to the signature approval of the PPS. A revised NRI has been submitted with this DSP amendment, delineating the additional one-foot freeboard to the floodplain, as required by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). A condition is included herein requiring the applicant to revise NRI-165-2021-02, and for the NRI to be approved prior to signature approval of TCP2-038-2023-01.

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

This condition was satisfied with DSP-21037.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The total woodland clearing proposed on-site has been modified from the prior TCP2. This is partially due to the required revisions to the NRI, to account for the increase in floodplain as a result of the one-foot freeboard at DPIE’s request. The total clearing on-site shall be reflective of all clearing proposed with this DSP. Technical revisions are required of the TCP2 prior to the certification of the DSP, in conformance with conditions provided in the Recommendation section of this technical staff report.

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

13. **Prince George's County Tree Canopy Coverage Ordinance:** Council Bill CB-21-2024, for the Tree Canopy Coverage Ordinance, became effective July 1, 2024. Per Section 25-127(a)(4) of the Prince George's County Code, the tree canopy coverage (TCC) requirement for the subject DSP amendment is subject to the regulations in place at the time of approval of DSP-21037. The subject site is located within the Residential, Multifamily-48 (RMF-48) and Residential, Single-Family-65 (RSF-65) Zones and is required to provide a minimum of 15 percent of the gross tract area to be covered by tree canopy, which is approximately 20.02 acres. This requirement is met through a combination of on-site woodland conservation provided, retained on-site woodland, and proposed landscaped plantings. A condition is included herein requiring the applicant to revise the TCC schedule to be consistent with the standard woodland conservation worksheet in TCP2-038-2023-01 and Schedule 4.9-1, Sustainable Landscaping Requirements, of the Landscape Manual.
14. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and incorporated herein by reference:
 - a. **Historic Preservation and Archeological Review**—In a memorandum dated October 23, 2024 (Stabler, Smith, and Chisholm to Huang), the Historic Preservation Section noted that the subject property does not contain and is not adjacent to any designated Prince George's County historic sites or resources.
 - b. **Community Planning**—In a memorandum dated November 12, 2024 (Perry to Huang), the Community Planning Division provided an evaluation of the application stating that conformance to the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* is not a required finding for this DSP.
 - c. **Transportation Planning**—In a memorandum dated November 14, 2024 (Ryan to Huang), the Transportation Planning Section offered the following comments:

Master Plan Right of Way

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

Master Plan Pedestrian and Bicycle Facilities

The MPOT recommends a bicycle lane and side path along Karen Boulevard. The site is also impacted by the CACT along the northern portion of the site. The MPOT provides policy guidance regarding multimodal transportation and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling (MPOT, pages 9–10):

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

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

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

Pedestrians, Bicycles, and Trails

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

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

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

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

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

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

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

- d. **Subdivision**—In a memorandum dated November 8, 2024 (Vatandoost to Huang), the Subdivision Section noted that the proposed site layout is consistent with that approved under PPS 4-21051, and the industrial development proposed with this DSP amendment is within the quantity evaluated at the time of the PPS. The Subdivision Section also noted that a new PPS is not required at this time, and offered the following comments:
- (1) New final plats will be required in order to record the parcels proposed for development in this DSP amendment, prior to approval of building permits.
 - (2) The property has an automatic certificate of adequacy associated with PPS 4-21051. Pursuant to Section 24-4503 of the current Prince George's County Subdivision Regulations, this automatic certificate of adequacy became effective on January 19, 2023, for a period of twelve years, subject to the expiration provisions of Section 24-4503(c) of the Subdivision Regulations.
- e. **Environmental Planning**—In a memorandum dated November 11, 2024 (Kirchhof to Huang), the Environmental Planning Section offered the following:

Natural Resources Inventory/Environmental Features

An unapproved NRI-165-2021-02 was submitted with the application. This NRI revision is currently being reviewed to account for the additional one-foot freeboard to the floodplain as required by DPIE. The site is fully wooded and contains REF

inclusive of steep slopes, streams, and wetlands and their associated buffers comprising the primary management area (PMA). The site contains specimen trees. The site's statistics table on the unapproved revised NRI shows 26.98 acres of PMA, with 7,200 linear feet of regulated streams. If the area of the floodplain changes, the NRI and the TCP2 shall be revised to be reflective of the floodplain and PMA acreages.

Specimen Trees

Section 25-122(b)(1)(G) of the County Code requires that "Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree's condition and the species' ability to survive construction as provided in the Technical Manual." The code, however, is not inflexible.

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

The required findings of Section 25-119(d) were adequately addressed with CSP-88020-03, and the Planning Board approved the variance request for the removal of 107 specimen trees, identified as ST-2, ST-3, ST-8 through 10, ST-18 through 20, ST-22, ST-23, ST-25, ST-27, ST-43, ST-46 through 48, ST-50 through 52, ST-56, ST-64, ST-65, ST-69 through 83, ST-90 through 97, ST-102 through 105, ST-109 through 114, ST-125 through 129, ST-132 through 140, ST-150 through 158, ST-160 through 163, ST-165 through 184, ST-204 through 206, ST-217, and ST-218. No additional specimen trees are requested for removal with this application.

Preservation of Regulated Environmental Features/Primary Management Area

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

A letter of justification and exhibit for PMA impacts were submitted with CSP-88020-03 proposing a total of 12 impacts to the PMA. Under that review, Impacts 1-3 and 5-12 were approved by the Planning Board, and Impact 4 was partially supported. With PPS 4-21021, no modifications were proposed to Impacts 1-3 or 5-12; only Impact 4 was modified and approved by the Planning Board. With DSP-21037, the Planning Board approved modifications to the stormwater facilities associated with Impacts 6 and 8 to address PGSCD comments. This DSP amendment requests modifications to PMA impacts that include an increase to previously approved PMA Impacts 6 and 8 for stormwater outfalls, and modifications to PMA Impacts 9 and 12 at the stream crossings for the proposed roads. All modifications requested with this application are in response to the

redefining of the floodplain elevation at the request of DPIE. A revised PMA letter of justification dated November 6, 2024, was submitted. A revised PMA statement of justification (SOJ) to correct the exhibits and provide a case history table was submitted by the applicant on November 7, 2024. This revised PMA SOJ does not accurately reflect the case history and erroneously leaves out CSP-88020-03 and the information about PMA Impacts 6, 8, 9, and 12, which were originally approved during that time. While the information on the previous approvals is incorrect, the impact square footage is accurate. The history table within the PMA SOJ does provide correct impact square footage for analysis of changes with this DSP; however, staff is providing the summary of these impacts, which is listed below.

PMA Impact 6 for Stormdrain Outfall

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

PMA Impact 8 for Stormdrain Outfall

Impact 8 was previously approved with CSP-88020-03 for a stormdrain outfall impact totaling 3,079 square feet (0.07 acre). With DSP-21037, an increase of 1,679 square feet (0.04 acre) was requested to establish the non-woody buffer requirement on the stormwater facility, which increased the total PMA impact to 4,758 square feet (0.11 acre). This impact is reflective of the approved SWM concept plan and was considered necessary for the safe conveyance of stormwater off-site. With DSP-21037-01, this impact is further modified due to the redefined floodplain, resulting in an additional 2,614 square feet (0.06 acre) of impact. This raises the total PMA impact to 7,372 square feet (0.17 acre). This impact is recommended for approval as proposed.

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

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

Impact 12 for Site Access (Temporary)

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

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

Soils

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

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

Stormwater Management

An approved site development concept plan and an approved SWM Concept Letter (48714-2021-02) were submitted by the applicant. This letter was reviewed and approved by DPIE on August 29, 2024, and expires on December 10, 2027. At the Subdivision and Development Review Committee meeting, DPIE made a comment that the stormwater facilities shown on the DSP were not consistent with the SWM concept approval. After further review of the application, DPIE stated in an email (Abdullah to Reddan dated October 30, 2024) that although the SWM concept plan was deemed not consistent with the DSP, after further review, the stormwater layout is consistent between both plans. The TCP2 shall be revised to show all

stormwater facilities and infrastructure proposed in the industrial portion of the site. No further information pertaining to SWM is required at this time.

- f. **Permit Review Section**—In a memorandum dated November 12, 2024 (Jacobs to Huang), the Permit Section offered comments on this application, which are included in the Recommendation section of this technical staff report.
 - g. **Prince George’s County Department of Parks and Recreation (DPR)**—In a memorandum dated November 12, 2024 (Thompson to Huang), DPR had no comments on this application.
 - h. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated October 30, 2024 (de Guzman to Lockhart), DPIE noted that the subject DSP is not consistent with the approved site development concept plan. In an email dated October 30, 2024 (Abdullah to Reddan), DPIE revisited this comment and confirmed that the site plan is consistent with the revised SWM Concept Plan (48714-2021-02).
 - i. **Prince George’s County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on this application.
 - j. **Prince George’s County Fire/EMS Department**—At the time of the writing of this technical staff report, the Fire/EMS Department did not offer comments on this application.
 - k. **Prince George’s County Health Department**—In a memorandum dated October 29, 2024 (Adepoju to Huang), the Health Department offered comments addressing construction activity impacts (noise and dust) extending onto adjacent properties during construction.
 - l. **Washington Suburban Sanitary Commission (WSSC)**—In an email dated October 24, 2024 (Snyder to Huang), WSSC offered utility related comments that have been provided to the applicant and will have to be addressed before water and sewer connection.
 - m. **Public Utilities**—The subject DSP application was referred to Verizon, Comcast, AT&T, PEPCO, and Washington Gas for review and comments on November 12, 2024. At the time of the writing of this technical staff report, no correspondence has been received from these public utility companies.
 - n. **City of Seat Pleasant**—The subject property is located within 0.25 mile of the geographical boundary of the City of Seat Pleasant. The DSP application was referred to the City for review and comments on November 12, 2024. At the time of the writing of this technical staff report, the City did not offer comments on this application.
15. **Community Feedback:** As of the writing of this technical staff report, staff did not receive any inquiries or comments from the community regarding the subject DSP.

16. Based on the foregoing analysis, and as required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP, if approved with the proposed conditions below, represents a most reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George’s County Code, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
17. As required by Section 27-285(b)(2) of the prior Zoning Ordinance, the DSP amendment is in conformance with the approved CSP-88020-03.
18. Section 27-285(b)(3) of the prior Zoning Ordinance does not apply to this DSP because it is not a DSP for infrastructure.
19. As required by Section 27-285(b)(4) of the prior Zoning Ordinance, the Planning Board may approve a DSP if it finds that the REF 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, the REF are being preserved to the extent practicable. Modifications required by PGSCD and DPIE have expanded Impacts 6, 8, 9, and 12 by a total of 3,708 square feet (0.09 acre). These impacts are necessary for the safe conveyance of stormwater off-site, stormwater maintenance, and site access, and are supported as proposed.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Prince George’s County Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-21037-01, and Type 2 Tree Conservation Plan TCP2-038-2023-01, for Glenwood Hills, subject to the following conditions:

1. Prior to certification, the applicant and the applicant’s heirs, successors, and/or assignees shall revise the detailed site plan (DSP) as follows, or provide the specific documentation:
 - a. Revise the total square footage of the proposed warehouse/distribution buildings throughout the plan set, for consistency.
 - b. Revise the total gross floor area of the entire Glenwood Hills Development in the site data on the coversheet.
 - c. Revise the parking calculation table for the five warehouse/distribution buildings on the coversheet, based on the proposed conceptual division of each building, as provided in this technical staff report, and note that the actual division of parking for each warehouse/distribution building may differ from the table at the time of building permit.
 - d. Add the following information to the site data on the coversheet:
 - (1) The dimensions of the proposed loading spaces (12 feet by 45 feet).

- (2) The lot coverage of the entire Glenwood Hills Development.
 - (3) The percentage of green area of the entire Glenwood Hills Development.
 - (4) The proposed electric vehicle charging area on Parcel 1, Block D is for charging fleet vehicles associated with the warehouse/distribution development and is used neither for parking nor loading.
- e. Provide a detail sheet showing all bicycle racks at each building as inverted-U style (or a similar model that provides two points of contact for a parked bicycle).
 - f. Revise the architectural elevations of the proposed warehouse/distribution buildings to be consistent with the design of Warehouse 5, dated November 6, 2024, for both colored and black-and-white drawings.
 - g. Remove the sentences on page 23 of the signage package, which read “Design is preliminary and for reference only. Applicant will return to the Planning Commission Staff with detailed drawings to gain approval of final design, specifications, and size at plan acceptance.”
 - h. Revise the label and description of Type D lighting, which is building-mounted lighting, in the Luminaire Schedule throughout the lighting package.
 - i. Add details of the screen walls, which screen the proposed loading spaces, to be compatible with the building architecture.
 - j. Regarding trash enclosures:
 - (1) Indicate the location of the proposed dumpsters, with trash enclosures, on the plans.
 - (2) Revise the large-scale plan to show trash enclosure materials, to be compatible with the building architecture.
 - (3) Provide the trash enclosure elevations with the labeling of dimensions.
 - k. Provide at least two outdoor tables, with chairs, for future employees of the five proposed warehouse/distribution buildings.
 - l. Note the height and number of stories of the proposed warehouse/distribution buildings on the plans.
 - m. On the plans, correct the width of the multimodal paths along Karen Boulevard to be 10 feet.
 - n. Regarding signage:
 - (1) Indicate the location of the proposed five tenant monument signs on the plans and label the distance between these signs and Karen Boulevard.

- (2) Along northbound and southbound Karen Boulevard, provide signage assemblies at the approach to Warehouse 1, which limits passenger vehicle access to the northern driveway, and limits truck access to the southern driveway. Provide signage assemblies within the parking area of Warehouse 1, directing departing passenger vehicles to exit from the northern driveway and departing trucks to exit from the southern driveway.
 - (3) Along northbound and southbound Karen Boulevard, provide a signage assembly at the approach to Warehouse 4, which limits truck access to the northern driveway and limits passenger vehicle access to the southern driveway. Provide signage assemblies within the parking area of Warehouse 4, directing departing trucks to exit from the northern driveway and departing passenger vehicles to exit from the southern driveway.
 - (4) Provide a signage assembly for internal circulation for Warehouses 2, 3, and 5.
2. Prior to certification, the applicant and the applicant's heirs, successors, and/or assignees shall revise the landscape plan as follows:
 - a. Revise the landscape plan to add additional plants to Bufferyard C, associated with Schedule 4.7-1 of the 2010 *Prince George's County Landscape Manual*, and revise the total number of plant units provided in Schedule 4.7-1, for Bufferyard C, to meet the required 3,275 plant units.
 - b. Revise the number of plants in the plant schedule for incompatible buffers (Section 4.7-1), in accordance with the revisions to Schedule 4.7-1 of the 2010 *Prince George's County Landscape Manual*, for Bufferyard C.
 - c. Revise the number of plants in Schedule 4.9-1 of the 2010 *Prince George's County Landscape Manual*, in accordance with the revisions to Schedule 4.7-1, for Bufferyard C.
 - d. Revise the tree canopy coverage schedule to be consistent with the standard woodland conservation worksheet in Type 2 Tree Conservation Plan TCP2-038-2023-01 and Schedule 4.9-1, Sustainable Landscaping Requirements, of the 2010 *Prince George's County Landscape Manual*.
3. Prior to certification, the applicant and the applicant's heirs, successors, and/or assignees shall address the following in order to certify the Type 2 tree conservation plan (TCP2):
 - a. The revised Natural Resources Inventory NRI-165-2021-02 shall be approved prior to signature approval of TCP2-038-2023-01. The TCP2 shall be revised accordingly to depict the revised floodplain delineation and other regulated environmental features.
 - b. The approved environmental management plan (EMP) shall be submitted for review prior to signature approval of the TCP2. The TCP2 shall be in conformance with any conditions set forth by the EMP.

- c. Revise the TCP2 to meet all the requirements of Subtitle 25, Division 2, of the Prince George's County Code and the Environmental Technical Manual, as follows:
 - (1) Revise the Forest Conservation Act reporting table to accurately reflect the total on-site easements (preservation and planting) and the on-site floodplain within the easements.
 - (2) Revise the note under the woodland conservation summary table, to reconcile the totals between the table, woodland conservation worksheet, and the forest conservation act reporting table.

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

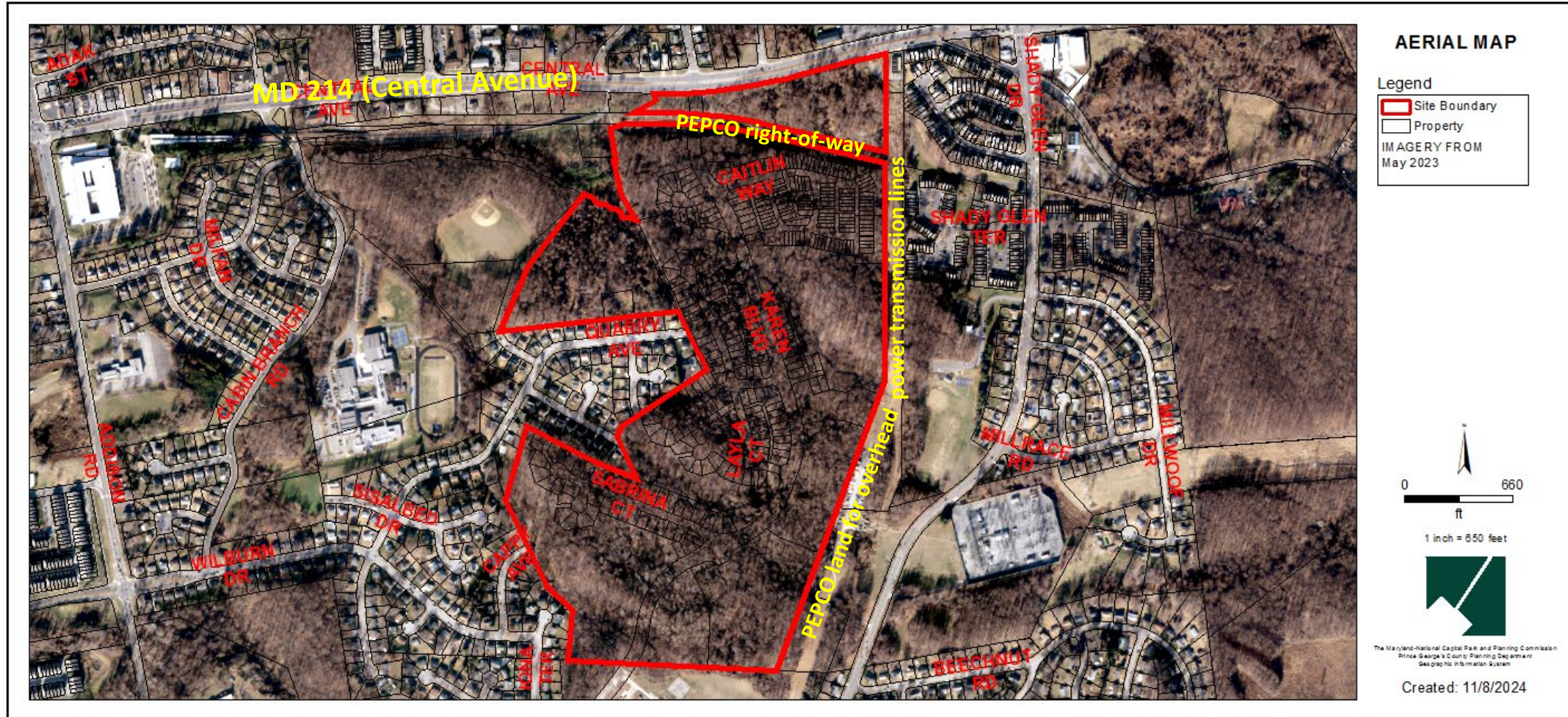
“Woodlands preserved, planted, or regenerated in fulfillment of woodland conservation requirements on-site have been placed in a woodland and wildlife habitat conservation easement recorded in the Prince George's County Land Records at Liber ____ Folio _____. Revisions to this TCP2 may require a revision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

GLENWOOD HILLS

Detailed Site Plan

TCP2-038-2023-01

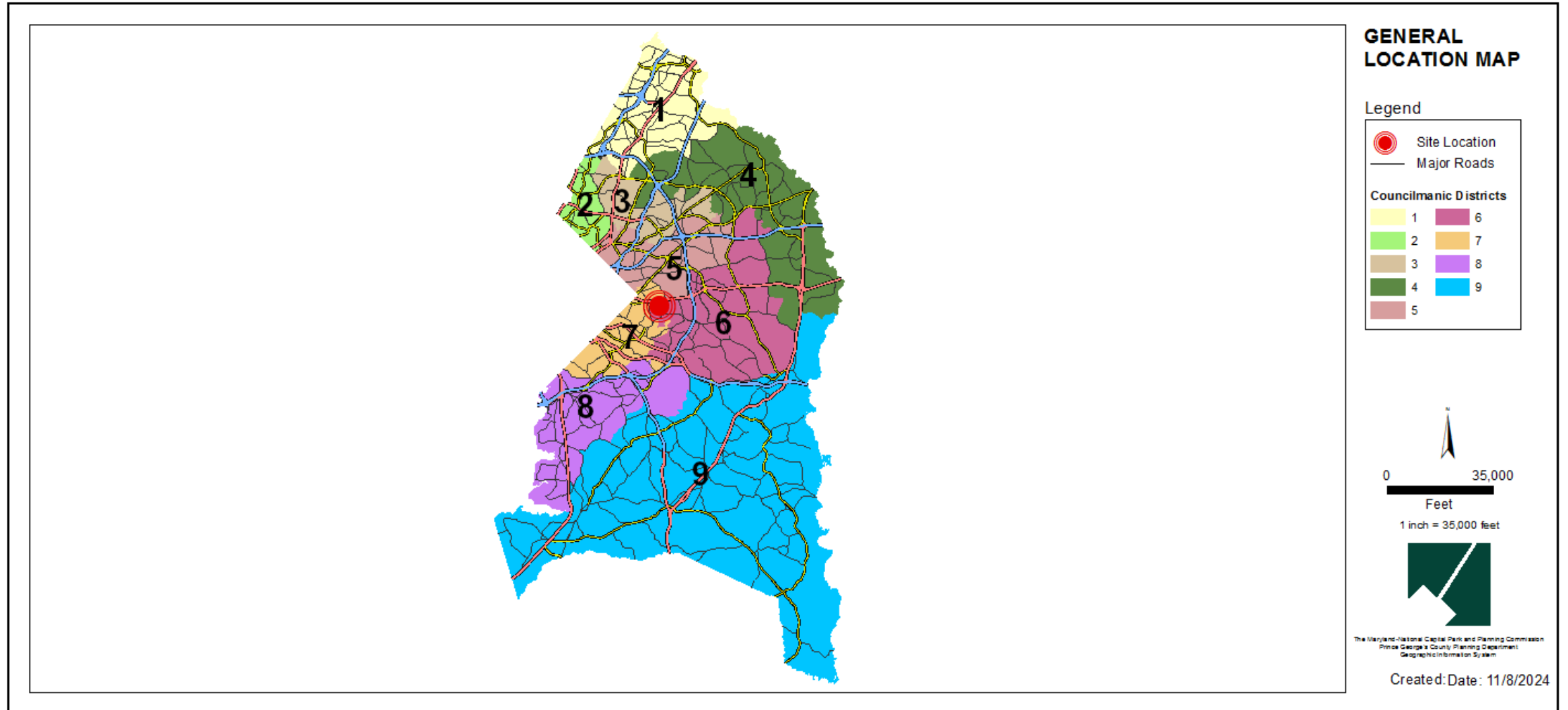
Staff Recommendation: APPROVAL with conditions



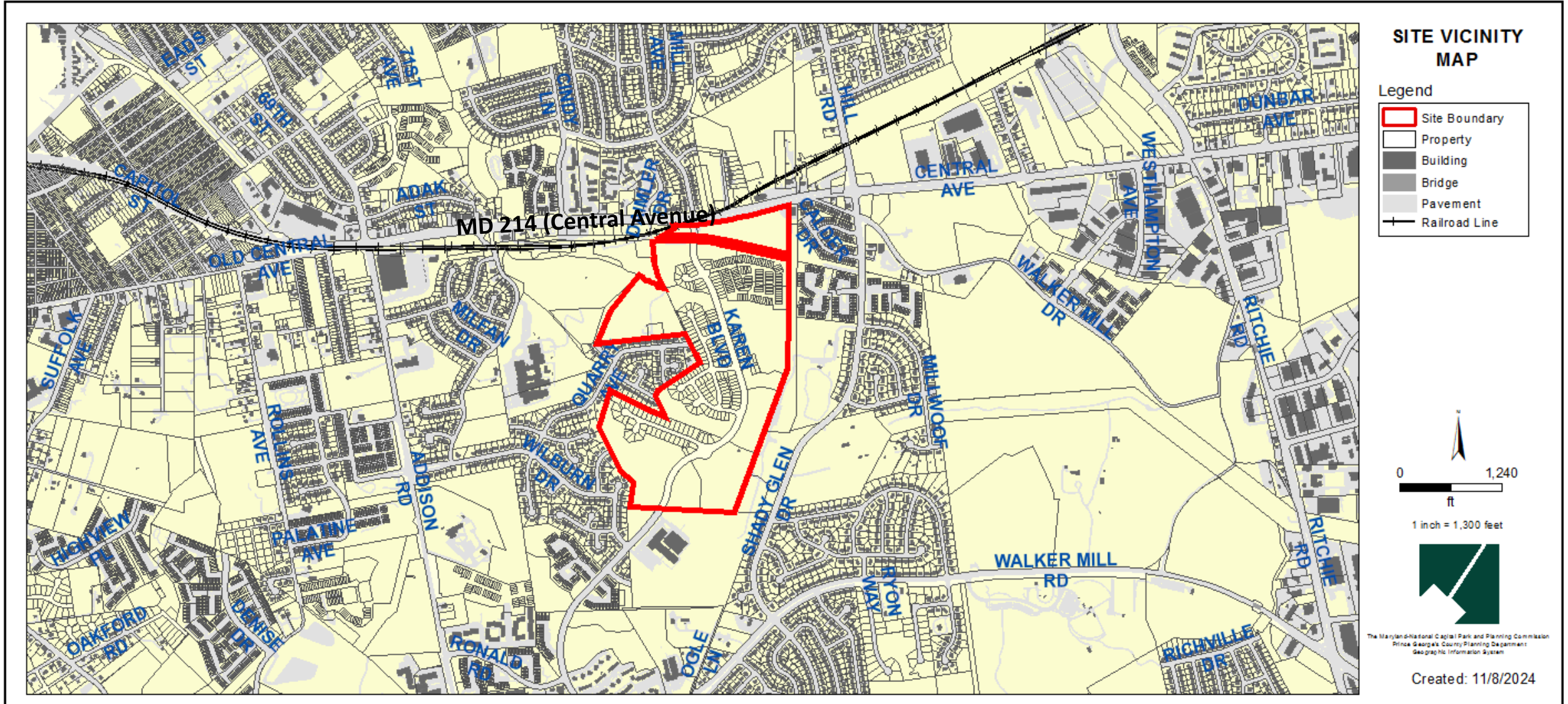
GENERAL LOCATION MAP

Council District: 06

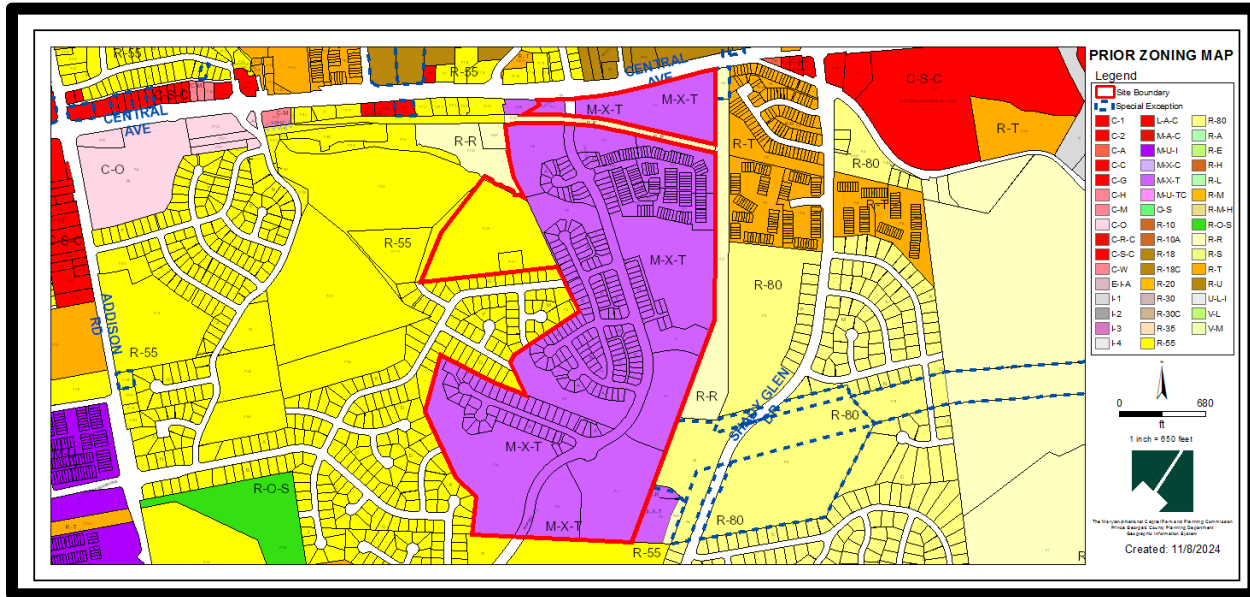
Planning Area: 75A



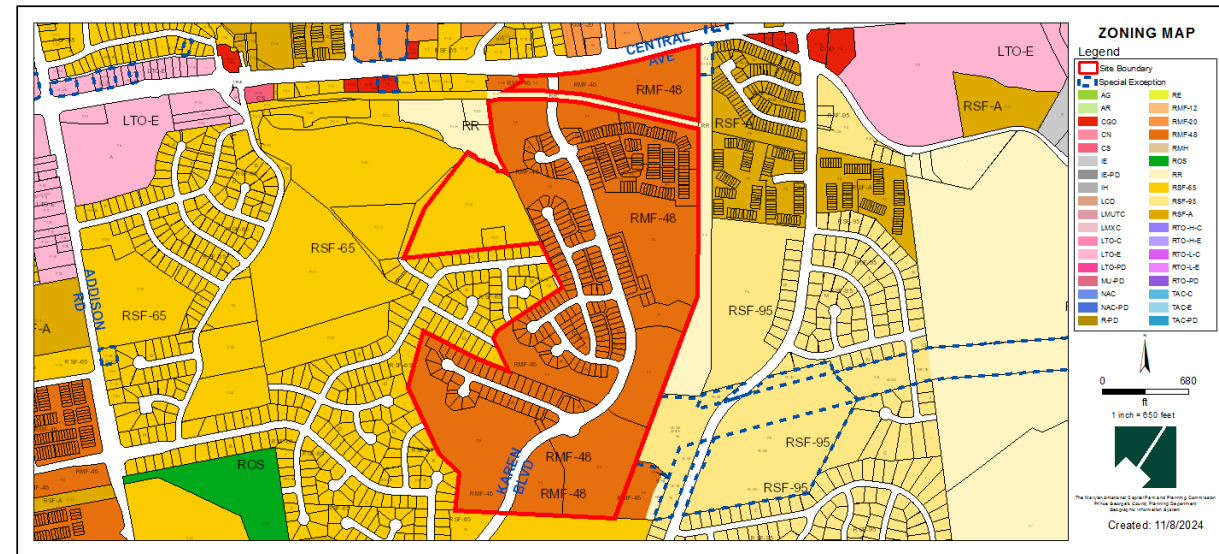
SITE VICINITY MAP



ZONING MAP

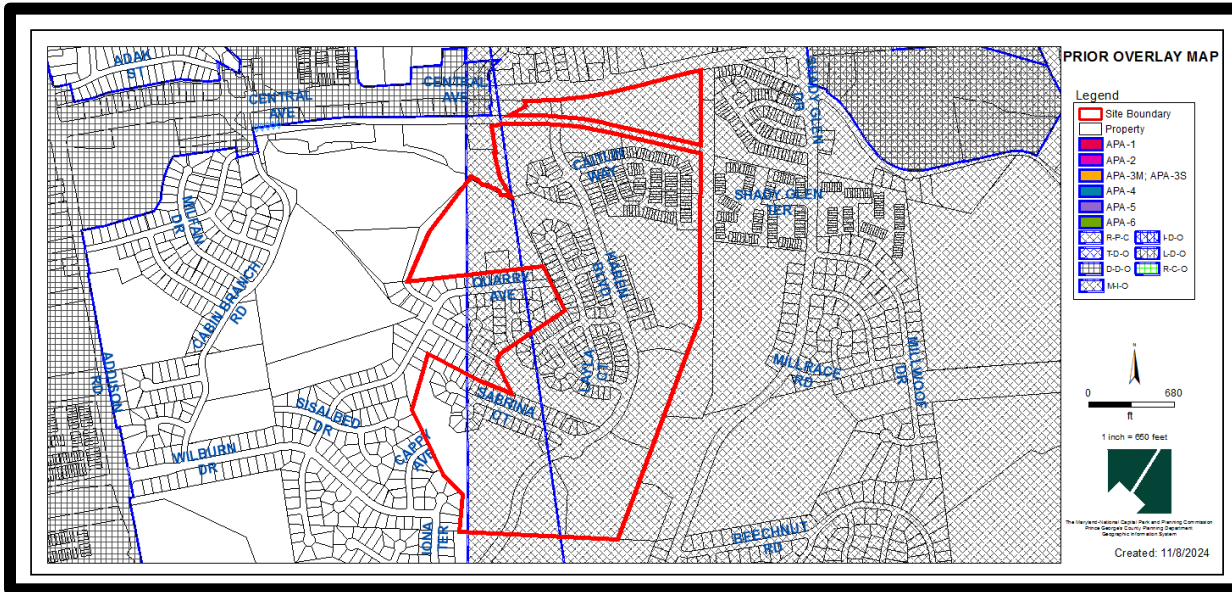


Prior Zoning: R-55/M-X-T

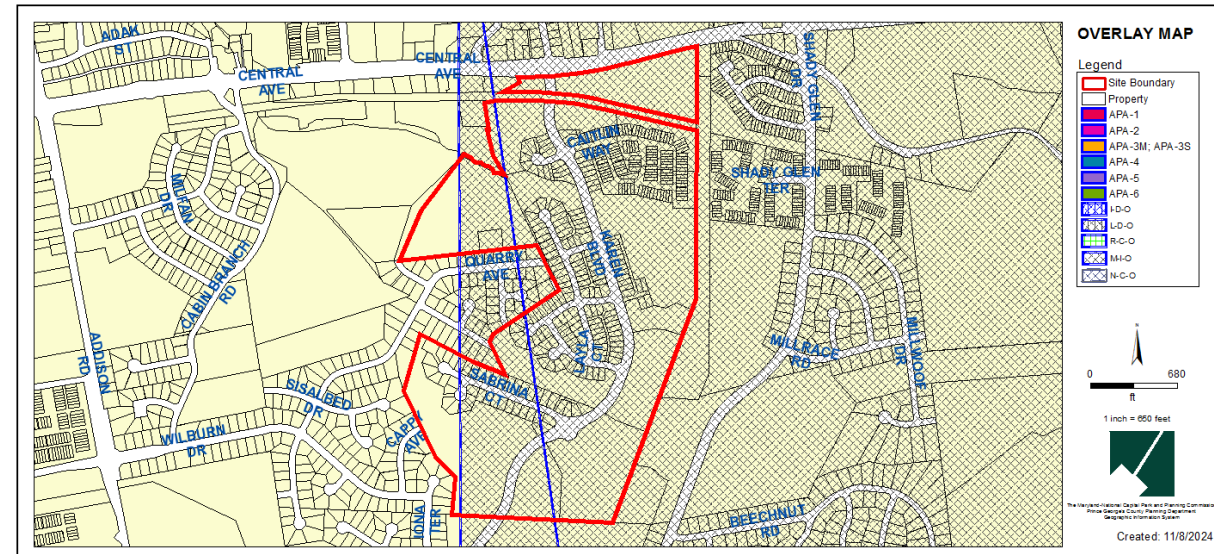


Current Zoning: RSF-65/RMF-48

OVERLAY MAP

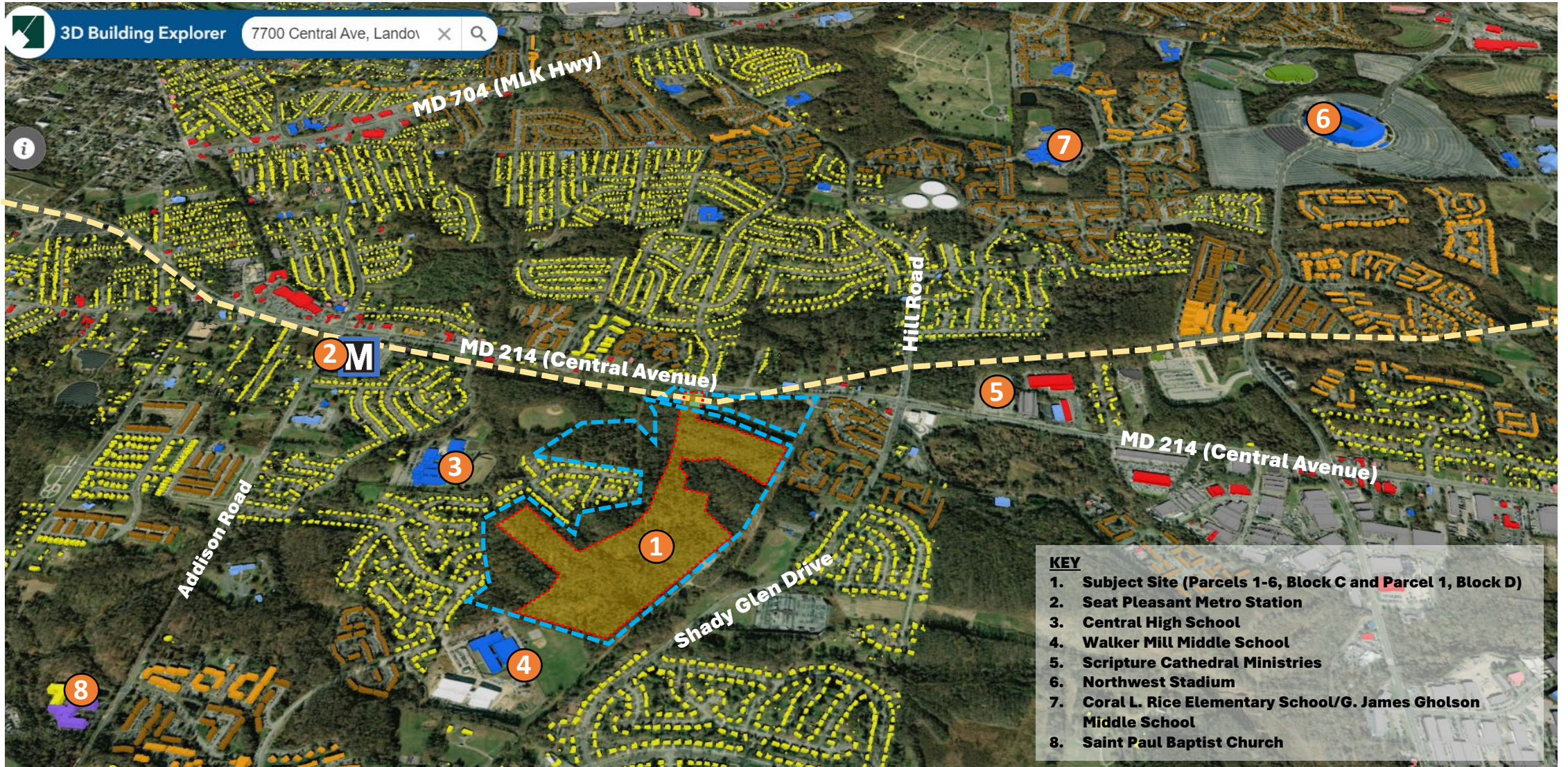


Prior Zoning: M-I-O

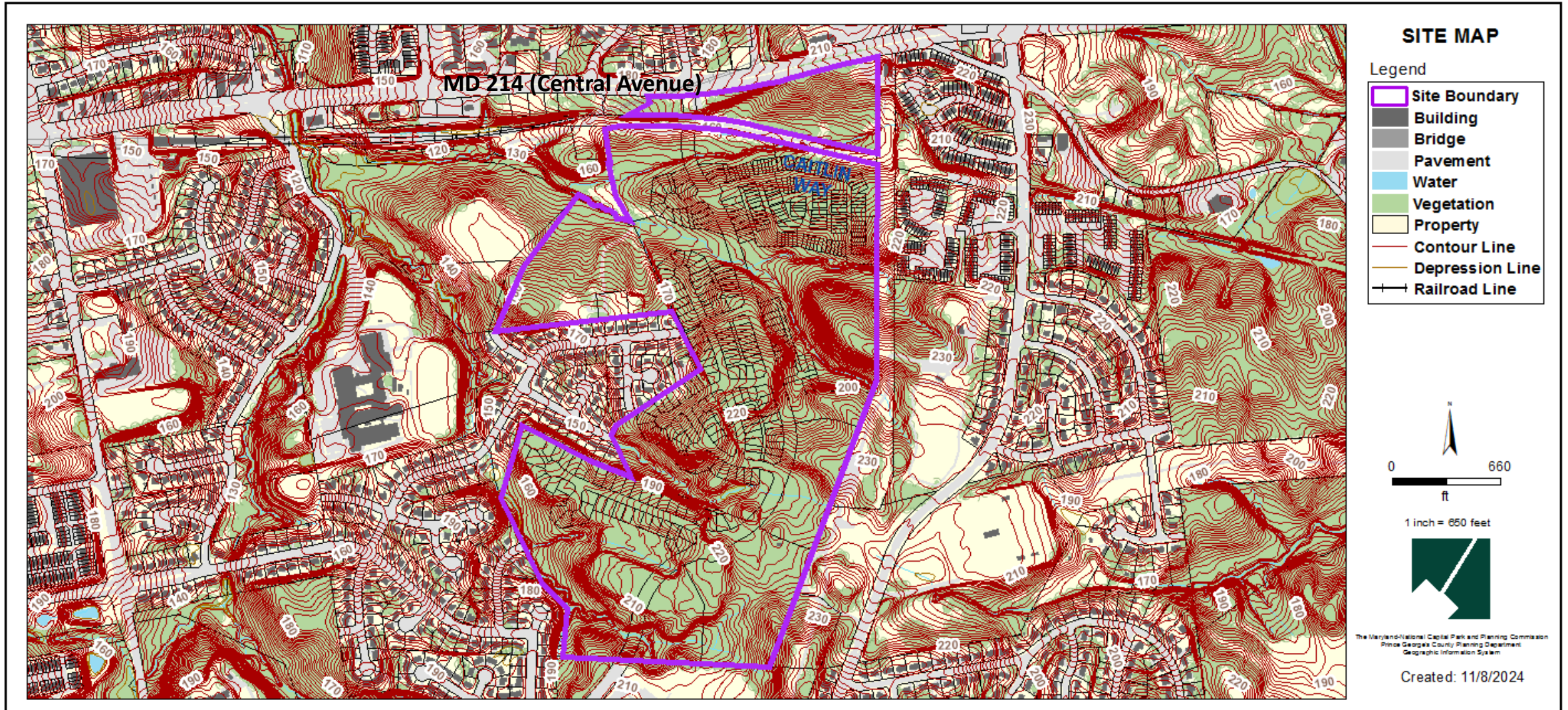


Current Zoning: MIO

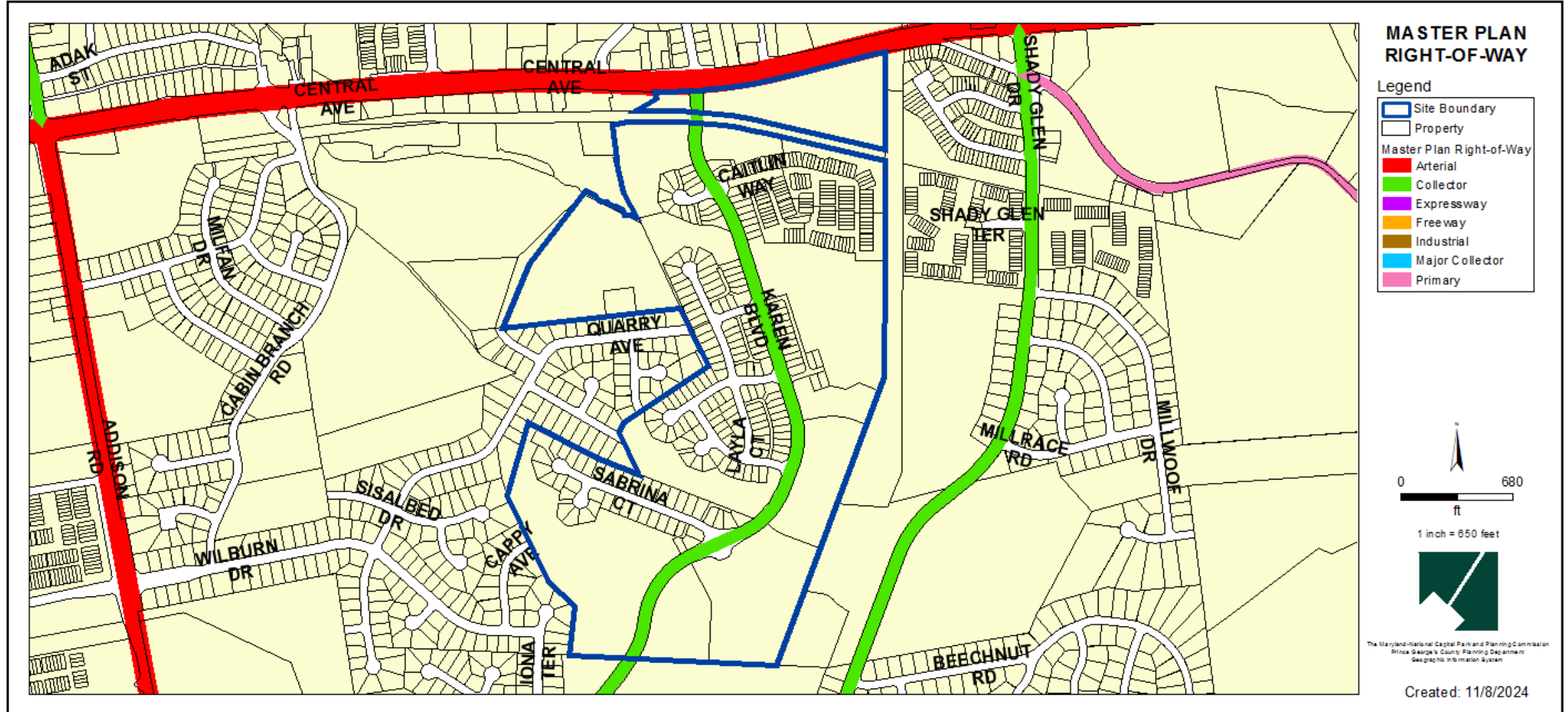
3D VICINITY MAP



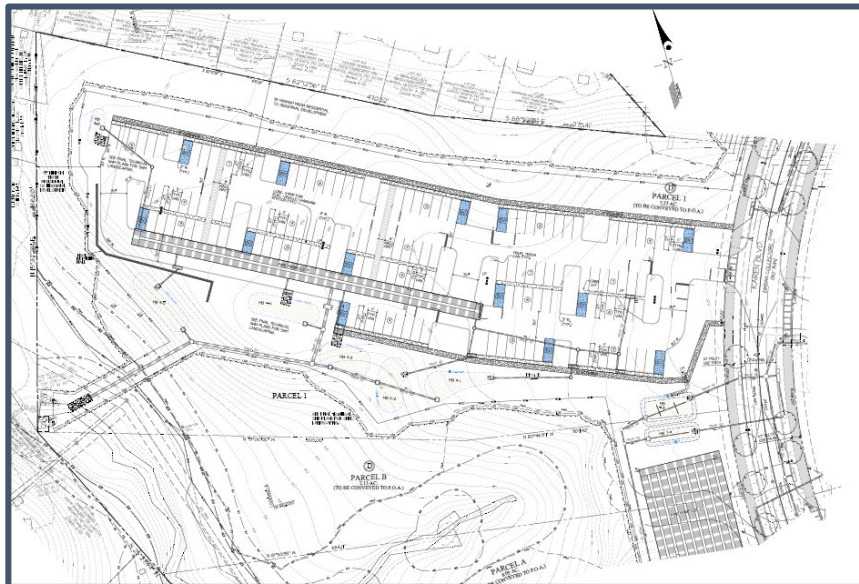
SITE MAP



MASTER PLAN RIGHT-OF-WAY MAP



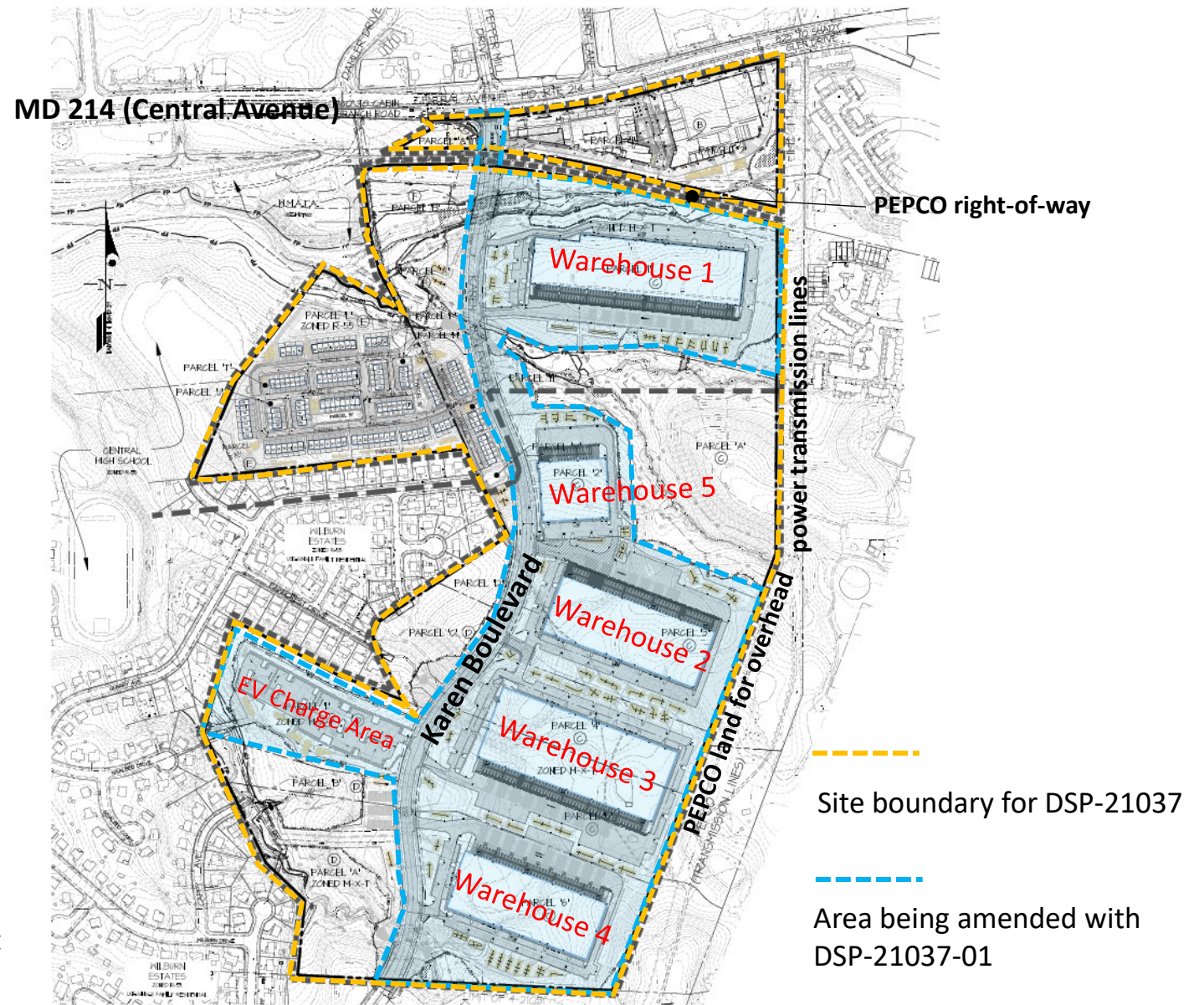
SITE PLAN



Electric Vehicle
(EV) Charging Area










EV Charging Equipment







CIRCULATION PLAN

PROPOSED

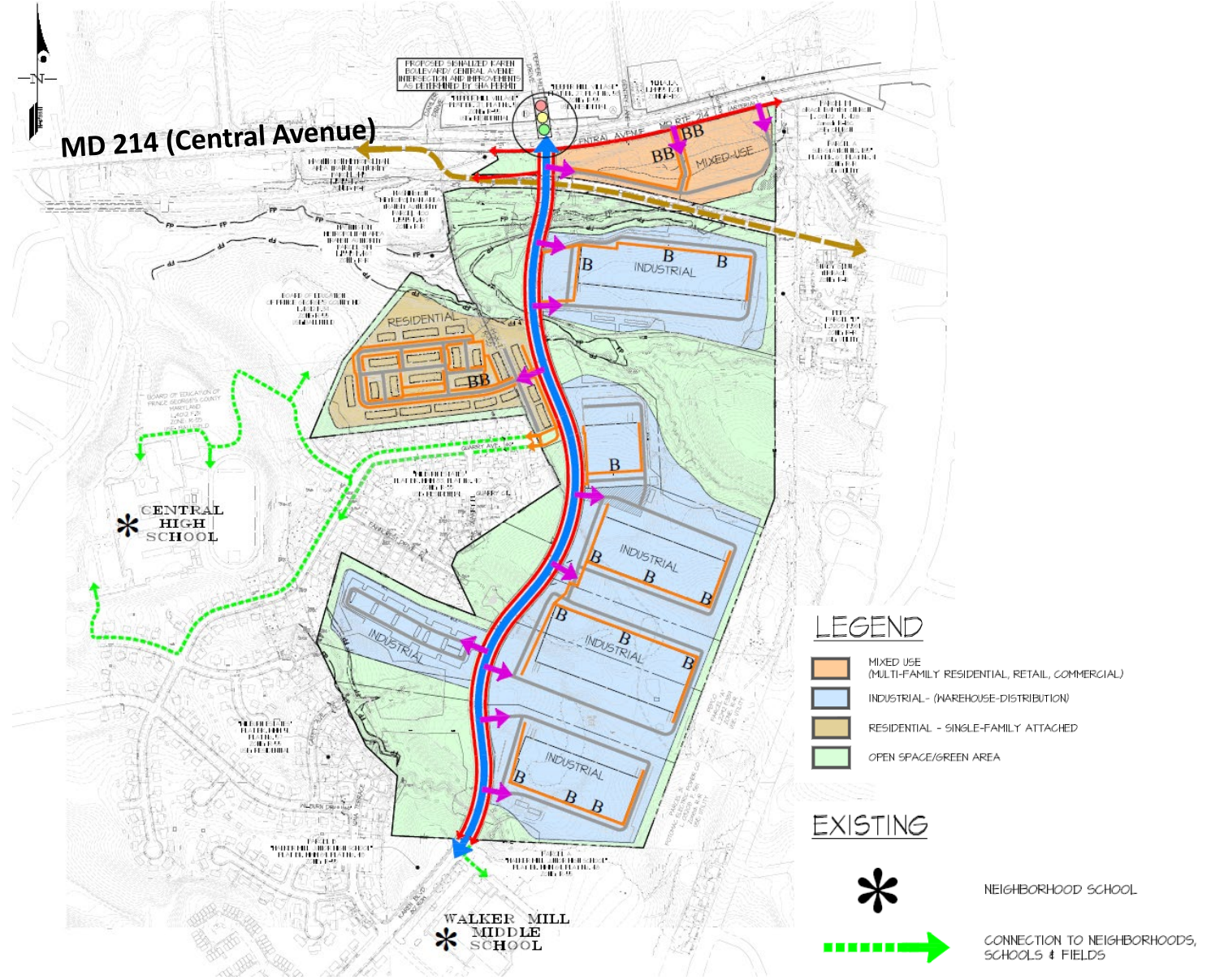
-  MAIN VEHICULAR CIRCULATION (KAREN BOULEVARD) INCLUDES BOTH DIRECTIONS
-  VEHICULAR ACCESS POINTS
-  INTERIOR VEHICULAR CIRCULATION
-  10 FT WIDE SHARED USE PATH
-  5 FT WIDE SIDEWALK
-  SIGNALIZED INTERSECTION
-  CENTRAL AVENUE CONNECTOR TRAIL (FUTURE BY OTHERS)
- B** 2 BIKE RACKS,
- BB** 4 BIKE RACKS,

LEGEND

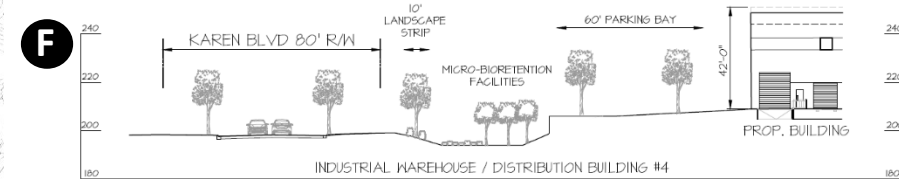
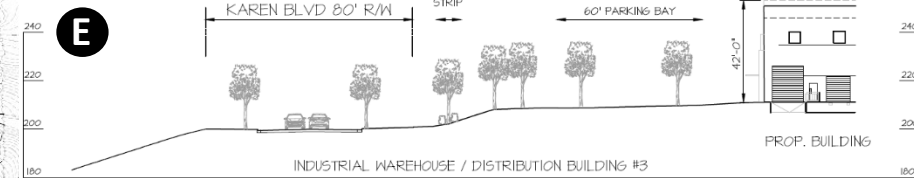
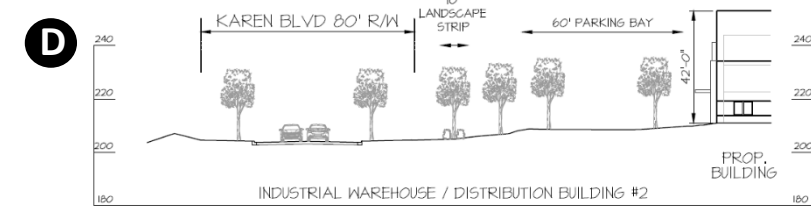
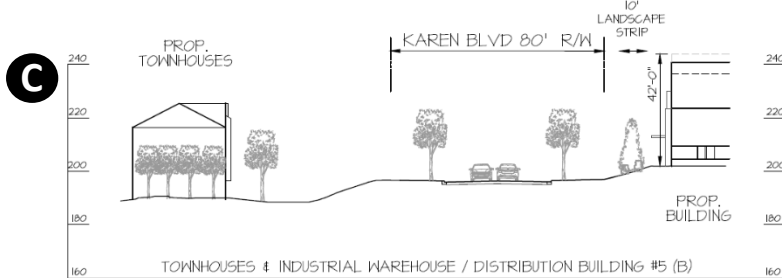
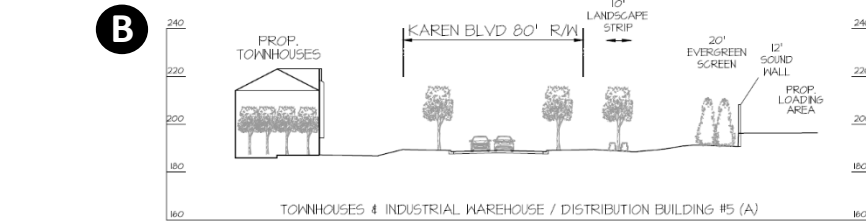
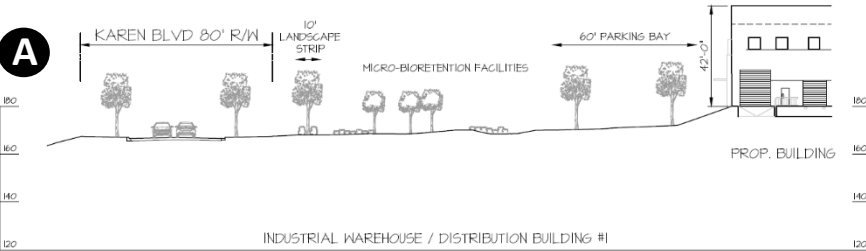
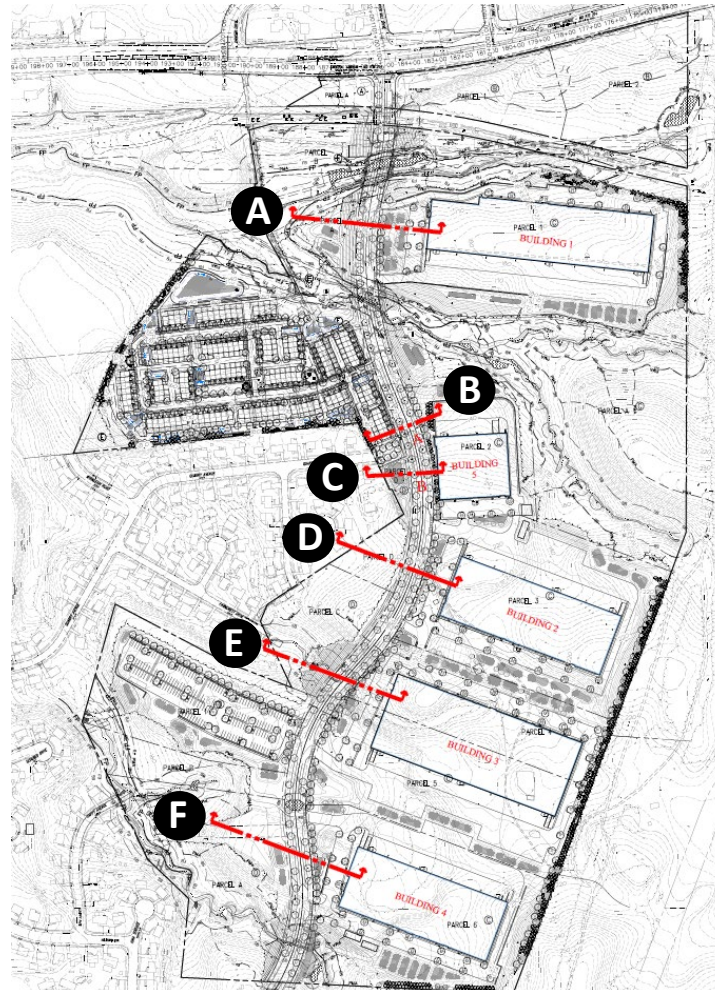
-  MIXED USE (MULTI-FAMILY RESIDENTIAL, RETAIL, COMMERCIAL)
-  INDUSTRIAL - (WAREHOUSE-DISTRIBUTION)
-  RESIDENTIAL - SINGLE-FAMILY ATTACHED
-  OPEN SPACE/GREEN AREA

EXISTING

-  NEIGHBORHOOD SCHOOL
-  CONNECTION TO NEIGHBORHOODS, SCHOOLS & FIELDS



KAREN BOULEVARD CROSS-SECTION EXHIBIT



ELEVATIONS – WAREHOUSE 5



West Elevation
(facing Karen Boulevard)



North Elevation



East Elevation

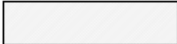






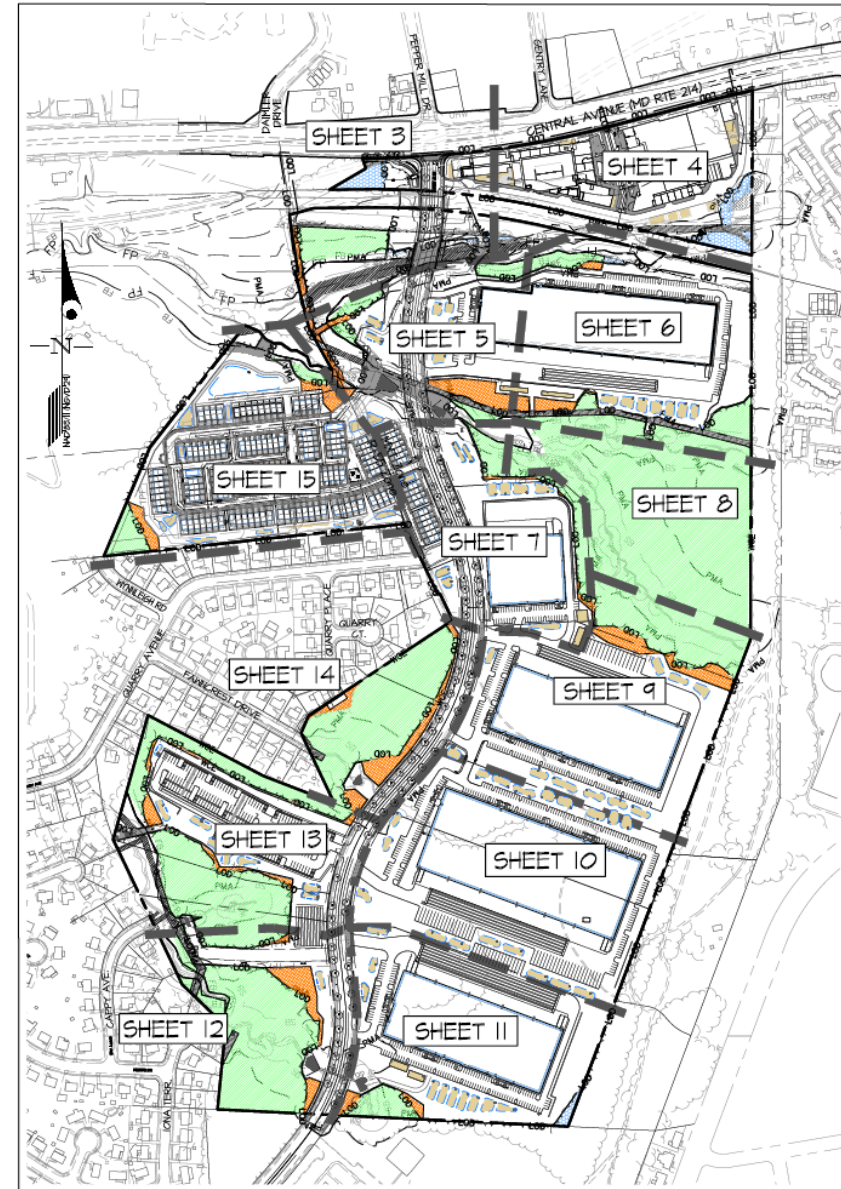
South Elevation

Note: Similar architectural treatment will be applied to Buildings 1-4 and be reviewed by staff of the Urban Design Section.

TYPE II TREE CONSERVATION PLAN TCP2-038-2023-01

LEGEND

-  CLEARED OFF-SITE AREA (C-OS)
-  WOODLAND PRESERVATION AREA (WPA)
-  WOODLAND REFORESTATION AREA (WRA)
-  WOODLAND RETAINED-NOT CREDITED (WP-NC)
-  MICRO-BIORETENTION FACILITY



STAFF RECOMMENDATION

APPROVAL with conditions

- DSP-21037-01
- TCP2-038-2023-01

Issues:

- None

Applicant Required Mailings:

- Informational Mailing: 12/27/2023
- Acceptance Mailing: 10/11/2024

STATEMENT OF JUSTIFICATION

GLENWOOD HILLS

Detailed Site Plan
DSP-21037-01
June 24, 2024

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

Attorneys/Agents: André J. Gingles, Esquire
Gingles, LLC
and
Prentiss A. Giboney, Esquire
CLHatcher, 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, Application Number: Glenwood Hills, DSP-21037-01

I. DESCRIPTION OF PROPOSED USE/REQUEST:

The development proposes an amendment to the recently approved Detailed Site Plan (“Initial DSP”), which includes a mixed-use development/industrial employment development approximating 1.4 million square feet. The Initial DSP approval focused primarily on the mixed-use portion fronting along Central Avenue and the site infrastructure for the development’s entirety. This application shall serve as an amendment to the Initial DSP (“DSP Amendment”) and will focus on the site and architectural elements of the significant employment use of approximately 775,000 square feet of industrial employment uses to be situated east of the proposed Karen Boulevard and west of the other north-south PEPCO ROW along its entire easterly border. Additionally, items remaining from the prior approvals which were conditioned to be addressed in this DSP Amendment are included.

II. 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, (“Property”). The parcels proposed for development are zoned M-X-T and R-55 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, DSP-21037, CSP-88020/01, CSP-88020/02, PPS 4-04081, PPS 4-94066, and FPS Nos 5-11057 through 5-11075.

III. 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, as was also done with the Initial DSP. This application will be processed and reviewed consistent with the Prior Zoning Ordinance, pursuant to Sec. 27-1704 “Projects Which Received Development or Permit Approval Prior to the Effective Date of this Ordinance” of the Current Zoning Ordinance. As it relates to this DSP Amendment, Sec. 27-1704(b) of the Current Zoning Ordinance allows for projects under development approvals or permits “grandfathered” consistent with the Current Zoning Ordinance’s Transitional Provisions (Sec. 27-1700) “to proceed to the next steps in the approval process,” such as DSP and building permit application, and to continue to be reviewed and decided pursuant to the Prior Zoning Ordinance. Pursuant to Sec. 27-1704(a) of the Current Zoning Ordinance, this DSP application’s parent approval, CSP-88020-03, is “grandfathered” and remains valid for a period of twenty years from April 1, 2022.

Accordingly, as “a next step in the approval process” for the project subject to a “grandfathered” development approval, the DSP Amendment may be reviewed and decided under the Zoning Ordinance under which the original development approval was approved (i.e., the Prior Zoning Ordinance), unless the Applicant elects to develop under the Current Zoning Ordinance. The Applicant formally elects to develop DSP- 23015 pursuant to the Prior Zoning Ordinance.

Analysis of the subject application’s conformance with Sec. 27-1900 “Development Pursuant to Prior Ordinance” is provided below:

Consistent with the requirements of the Current Zoning Ordinance, the Applicant participated in a Pre-Application Conference with Planning Staff. Analysis of the subject application’s conformance with Sec. 27-1900 “Development Pursuant to Prior Ordinance” is provided below:

§27-1904 – Procedures

In order to proceed with development under the Prior Zoning Ordinance, the following procedures shall apply:

- (a) If the development proposal will require an evidentiary hearing before the Planning Board, the applicant shall schedule and participate in a pre-application conference.

Comment: *The Applicant participated in a pre-application conference with M-NCPPC Staff. The Applicant provided an overview of the DSP Amendment application and received comments from several applicable M-NCPPC Sections, including Urban Design, Subdivision, Zoning, and Environmental Planning Staff.*

- (b) The applicant shall provide a statement of justification which shall explain why the applicant has elected not to develop a specific property pursuant to the provisions of this Zoning Ordinance.

Comment: *This SOJ is submitted as an explanation of this DSP Amendment conformance with the Prior Zoning Ordinance, the Current Zoning Ordinance’s procedures concerning development pursuant to the Prior Ordinance, and other applicable review criteria. DSP Amendment is subject to the previously approved parent application, CSP-88020-03, which was reviewed and approved by the Planning Board pursuant to the Prior Zoning Ordinance and prior M-X-T Zoning on-site. DSP Amendment conforms with the Prior Zoning Ordinance’s applicable regulations, as well as relevant findings and conditions associated with CSP-88020-03. Accordingly, for reasons related to application continuity, conformance with the Prior Zoning Ordinance, and consistency with applicable prior development approvals, the Applicant has elected to develop the Property pursuant to the prior M-X-T Zone.*

a. Description of each required finding:

i. Sec. 27-281. Purposes

(b) General purposes.

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

- (A) To provide for development in accordance with the principles for the orderly, planned, efficient and economical development contained in the General Plan, Master Plan, or other approved plan;
- (B) To help fulfill the purposes of the zone in which the land is located;
- (C) To provide for development in accordance with the site design guidelines established in this Division; and
- (D) To provide approval procedures that are easy to understand and consistent for all types of Detailed Site Plans.

(c) Specific purposes.

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

- (A) To show the specific location and delineation of buildings and structures, parking facilities, streets, green areas, and other physical features and land uses proposed for the site;
- (B) To show specific grading, planting, sediment control, woodland conservation areas, regulated environmental features and storm water management features proposed for the site;
- (C) To locate and describe the specific recreation facilities proposed, architectural form of buildings, and street furniture (such as lamps, signs, and benches) proposed for the site; and
- (D) To describe any maintenance agreements, covenants, or construction contract documents that are necessary to assure that the Plan is implemented in accordance with the requirements of this Subtitle.

Comment: *This DSP Amendment meets several of the purposes of Detailed Site Plans provided in Section 27-281 of the Prior Zoning Ordinance. Specifically, it provides for development of the Industrial employment use area of the Property in accordance with the applicable site design guidelines, shows the specific location and delineation of the proposed building, parking facilities, streets, green areas, and other physical features of the Proposed Development, shows proposed and existing grading, planting, sediment control, and storm water management features of the Proposed Development, and describes the proposed architectural form of the building.*

ii. Sec. 27-282. Submittal requirements.

- (a) The Detailed Site Plan shall be submitted to the Planning Board by the owner of the property or his authorized representative.

Comment: *The Applicant has signed the application, and the submission is being provided by the Applicant's engineer as an authorized representative, hence satisfying this requirement.*

- (b) The Detailed Site Plan shall be prepared by an engineer, architect, landscape architect, or urban planner.

Comment: *The Detailed Site Plan was prepared by the firm of Gutschick, Little & Weber, P.A.*

- (c) Upon filing the Plan, the applicant shall pay to the Planning Board a fee to help defray the costs related to processing the Plan. The scale of fees shall be determined by the Planning Board, except that the filing fee for a day care center for children shall not exceed the Special Exception filing fee for a day care center for children as set forth in Section 27-297(b)(1.1). A fee may be reduced by the Planning Board if it finds that payment of the full amount will cause an undue hardship upon the applicant.

Comment: *The fee was submitted with this application.*

- (d) If more than one (1) drawing is used, all drawings shall be at the same scale (where feasible)

Comment: *All drawings contained within the Detailed Site Plan submission are at the same scale.*

- (e) A Detailed Site Plan shall include the following:

- (1) Location map, north arrow, and scale

Comment: *These are shown on the Detailed Site Plan drawings.*

- (2) Boundaries of the property, using bearings and distances (in feet); and either the subdivision lot and block, or liber and folio numbers

Comment: *These are shown on the Detailed Site Plan drawings.*

- (3) Zoning categories of the subject property and all adjacent properties

Comment: *These are shown on the Detailed Site Plan drawings.*

- (4) Locations and types of major improvements that are within fifty (50) feet of the subject property and all land uses on adjacent properties

Comment: *These are shown on the Detailed Site Plan drawings.*

- (5) An approved Natural Resource Inventory

Comment: *A Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) NRI-165-2021 was approved by the Environmental Planning Section on April 28, 2023.*

- (6) Street names, right-of-way and pavement widths of existing streets and interchanges within and adjacent to the site

Comment: *These are shown on the Detailed Site Plan drawings.*

- (7) Existing rights-of-way and easements (such as railroad, utility, water, sewer, access, and storm drainage)

Comment: *These are shown on the Detailed Site Plan drawings.*

- (8) Existing site and environmental features as shown on an approved NRI

Comment: *These are included with the Detailed Site Plan submission.*

- (9) A Type 2 Tree Conservation Plan prepared in conformance with Division 2 of Subtitle 25 and The Woodland and Wildlife Habitat Conservation Technical Manual or a Standard Letter of Exemption

Comment: *A revised Type 2 Tree Conservation Plan—inclusive of items required to be addressed by prior approvals—is included with this Detailed Site Plan submission.*

- (10) A statement of justification describing how the proposed design preserves and restores the regulated environmental features to the fullest extent possible

Comment: *The proposed design preserves and restores the onsite regulated environmental features to the fullest extent possible. The proposed disturbances are those necessary for roadway crossings, utility connections, and storm drain outfalls. The stream/wetland crossings for Karen Boulevard utilize a bridge in order to minimize the amount of environmentally sensitive area disturbance in that location. Areas cleared for installation of said improvements, and not covered by a required regulatory agency easement, will be allowed to naturally regenerate, thereby restoring these areas ultimately back to a forested condition.*

- (11) An approved stormwater management concept plan

Comment: *A revised Stormwater Management Concept Plan (48714-2021-1) was approved for the Property on November 16, 2022.*

(12) Proposed system of internal streets including right-of-way widths

Comment: *All of these items are shown on the Detailed Site Plan drawings or on the previously approved Initial DSP.*

(13) Proposed lot lines and the dimensions (including bearings and distances, in feet) and the area of each lot

Comment: *All of these items are shown on the Detailed Site Plan drawings.*

(14) Exact location and size of all buildings, structures, sidewalks, paved areas, parking lots (including striping) and designation of waste collection storage areas and the use of all buildings, structures, and land

Comment: *All of these items are shown on the Detailed Site Plan drawings or the previously approved Initial DSP.*

(15) Proposed grading, using one (1) or two (2) foot contour intervals, and any spot elevations that are necessary to describe high and low points, steps, retaining wall heights, and swales

Comment: *All of these items are shown on the Detailed Site Plan drawings.*

(16) A landscape plan prepared in accordance with the provisions of the Landscape Manual showing the exact location and description of all plants and other landscaping materials, including size (at time of planting), spacing, botanical and common names (including description of any plants that are not typical of the species), and planting method

Comment: *All of these items are shown on the Detailed Site Plan drawings.*

(17) Exact location, size, type, and layout of all recreation facilities

Comment: *No additional recreational facilities are planned for the area of the industrial employment areas which is the subject of this DSP amendment.*

(18) Exact location and type of such accessory facilities as paths, walks, walls, fences (including widths or height, as appropriate), entrance features, and gateway signs (in accordance with Section 27-626 of this Subtitle).

Comment: *All of these are shown on the Detailed Site Plan drawings.*

- (19) A detailed statement indicating the manner in which any land intended for public use, but not proposed to be in public ownership, will be held, owned, and maintained for the indicated purpose (including any proposed covenants or other documents)

Comment: *This is not applicable to this DSP Amendment.*

- (20) Description of the physical appearance of proposed buildings (where specifically required), through the use of architectural elevations of facades (seen from public areas) (included with the DSP submission), or through other illustrative drawings, photographs, or renderings deemed appropriate by the Planning Board

Comment: *This information has been included in the Detailed Site Plan submission for all the areas designated for the industrial employment uses.*

- (21) Any other pertinent information.

Comment: *Additional items have been included in the Detailed Site Plan submission.*

- (f) The submittal requirements in (e) may be modified in accordance with Section 27-286

Comment: *This is not applicable to the subject property.*

- (g) A Detailed Site Plan application may amend an existing Conceptual Site Plan applicable to a proposal for development of the subject property

Comment: *Conceptual Site Plan (CSP-88020/03) was previously approved and included sufficient amendments applicable to this DSP Amendment.*

- (h) A Detailed Site Plan shall be considered submitted on the date the Planning Director determines that the applicant has filed a complete Plan in accordance with the requirements of this Section.

Comment: *Acknowledged.*

iii. Section 27-283 Site Design Guidelines:

- (a) The Detailed Site Plan shall be designed in accordance with the same guidelines as required for a Conceptual Site Plan (Section 27-274).

Comment: *The Applicant shall address the Site Design Guidelines as required under Section 27-274 below.*

iv. Section 27-274 Design Guidelines:

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

(1) General.

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

Comment: *This DSP Amendment promotes the purpose of the Detailed Site Plan as described in Sec. 27-281. This DSP Amendment shall provide the architectural form of the industrial development located within the subject property.*

(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.

Comment: *This provision is not applicable to this DSP Amendment. This DSP Amendment is for the purpose of developing the Industrial employment use area within the subject Property.*

(2) Parking, loading, and circulation

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

- (i) Parking lots should generally be provided to the rear or sides of structures;
- (ii) Parking spaces should be located as near as possible to the uses they serve;
- (iii) Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;
- (iv) Large, uninterrupted expanses of pavement should be avoided or substantially mitigated by the location of green space and plant materials within the parking lot, in accordance with the Landscape Manual, particularly in parking areas serving townhouses; and
- (v) Special areas for van pool, car pool, and visitor parking should be located with convenient pedestrian access to buildings.

Comment: *The predominant “public views” occur from the new Karen Boulevard. Minimizing the visual impact of surface parking (and the buildings) has required the implementation of a strong landscape buffer for the nearby residentially zoned properties located on the opposite side of Karen Boulevard and west of the industrial area. The proposed parking lots have minimal parking along the Karen Boulevard street façade and the bulk of the parking will be located along the longer lengths of the buildings—*

essentially perpendicular to Karen Boulevard away from the public views. Loading spaces are not situated along Karen Boulevard and driveway aisles have been minimized to the extent practicable. Special areas for rideshare and van queuing are provided near the entrance of the buildings providing convenient employee and pedestrian access.

- (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 buildings have screen walls, up to 12 feet in height, extended from the building façades to reduce the public view of the loading docks and truck plazas. The loading areas are clearly marked on the Detailed Site Plan drawings and as noted above, are not situated nor oriented toward 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 limits of the parking areas, onsite circulation driveway aisle widths, and parking space sizes have been designed to be operational while safely providing access to employees. The industrial employment area will not be open to public traffic and has been designed to negate and not enhance nor entice pedestrian traffic. A larger public sidewalk trail occurs along the west side of Karen Boulevard—primarily to promote that side of Karen Boulevard for use by residents seeking to move northward to the mixed-use areas. Crosswalks along pedestrian sidewalks routes are prominently identified/marked and ADA compliant to accommodate access into the buildings for the physically handicapped. The industrial buildings are accessed via Karen Boulevard which forms a north/south connector between Central Avenue and the existing section of Karen Boulevard. The DSP Amendment proposes seven (7) driveway entrances from Karen Boulevard to the industrial buildings which minimize conflict with off-site traffic and provide limited private circulation between buildings. It is anticipated that some users—particularly those requiring secured sites—will require individual entrances from Karen Boulevard inasmuch as a separate service drive to serve all parcels is not possible. Hence the current design provides for that flexibility.*

(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 Applicant's submission includes a photometric plan which provides details on the items referenced above.*

(10) Architecture.

- (A) When architectural considerations are referenced for review, the [Detailed] 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: *While it is possible some buildings will have multiple tenants, the building design has incorporated the primary entrances at the façades facing Karen Boulevard. Additionally, the building placement and orientation, with the entry/smaller façades along Karen Boulevard, results in a substantial reduction of building mass along the predominant roadway within the overall project. Wall coloring and parapet height variation also assist in negating the impact of massing. The eastern boundary of the Property adjoins a PEPCO right-of-way and results in 200 feet of separation from existing adjacent residential uses. Additionally, buildings are “recessed” at the entries, with vertical elements projecting and framing those façades, along with fenestration and canopies. Finally, landscaped plazas and accent lighting are added as highlights. Proposed materials encompass tilt-up concrete walls, patterned concrete surfaces, and textured acrylic coating finishes in a variety of colors. As noted in prior approvals, there is the added benefit the topography, which rises to the east of these buildings, substantially, visually reducing the mass of the buildings while screening them from the east.*

v. Section 27-285 (b) Required Findings:

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

Comment: *The Applicant asserts the Detailed Site Plan evidences and/or amends the generally site grading, building, architectural elements, utility construction and landscaping that provides a level of excellence and concurrently provides conformance or an equivalent level of conformance to the design standards of the Sector Plan. Collectively, the DSP provides in its plans, exhibits and narrative a reasonable alternative for satisfying all applicable site design guidelines. In many instances, the Applicant has exceeded what might otherwise be deemed reasonable costs in order to provide a higher level of quality necessary to provide a desirable community not currently existing within this area of the County.*

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

Comment: *This DSP Amendment conforms with the amended Conceptual Site Plan (CSP-88020-03) that was previously approved.*

- (3) The Planning Board may approve a Detailed Site Plan for Infrastructure if it finds that the plan satisfies the site design guidelines as contained in Section 27-274, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.

Comment: *Except for a few items, the majority of the infrastructure for the overall project was approved as part of the Initial DSP. Some additional information has been provided to further justify the proposed access points along Karen Boulevard to serve the industrial employment area uses and the related grading for those buildings and infrastructure.*

- (4) The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).

Comment: *The regulated environmental features are shown on the applicable plans and have been protected to the fullest extent practicable and remain essentially the same as shown on the recently approved Initial DSP.*

vi. Sec. 27-546(c) Submittal requirements.

In addition to the information required by Part 3, Division 9, for Detailed Site Plans, the following information shall be included on Plans in the M-X-T Zone:

- (1) The proposed drainage system;

Comment: *The proposed drainage system is included on the Detailed Site Plan and shown pursuant to the approved Site Development Concept Plan 48714-2021-01, referenced herein.*

- (2) All improvements and uses proposed on the property;

Comment: *All improvements and uses proposed for the industrial employment areas of the property are shown on the Detailed Site Plan, e.g., the five buildings, parking areas, security accompaniments and/or fencing.*

- (3) The proposed floor area ratio of the project, and detailed description of any bonus incentives to be used; and

Comment: *The DSP cover sheet notes the proposed FAR for the proposed uses. No "bonus incentives" are sought by the Applicant.*

- (4) Supporting evidence which shows that the proposed 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 or within 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 a specific public facilities financing and implementation program, 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 plan approval, whichever occurred last.

Comment: *The approved PPS 4-21051 evidences the adequacy of the transportation facilities for the proposed development which with this DSP Amendment remains within the trip capacity for which adequacy was determined.*

vii. Section 27-548. M-X-T Zone.

- (a) Maximum floor area ratio (FAR):
- (1) Without the use of the optional method of development — 0.40 FAR; and
 - (2) With the use of the optional method of development — 8.00 FAR.

Comment: *No optional method of development is proposed and the proposed FAR as shown on the approved CSP does not exceed 0.40 for the entirety of the Glenwood Hills development.*

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

Comment: *This DSP Amendment proposes industrial employment uses of warehouse/distribution within five buildings located on the parcels east of the proposed Karen Boulevard, consistent with the requirements of Section 27-547 of the Prior Zoning Ordinance.*

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

Comment: *Acknowledged by the Applicant*

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

Comment: *The Landscape Plan provides this information. Natural wooded buffers have been retained in various areas where new development will be adjacent to existing development and as part of the separation of the mixed-use area from the industrial employment areas and the industrial areas from existing residential. In particular, the non-development on parcels west of Karen Boulevard assist in the enhancement of the public views from that residential and pedestrian traffic.*

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

Comment: *Consistent with this provision, the appropriate areas within the M-X-T zone have been computed into the FAR.*

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

Comment: *No private structures are proposed within the public rights-of-way.*

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

Comment: *The industrial employment parcels front on Karen Boulevard, a Master Planned roadway being constructed by the Applicant as part of the development.*

- (h) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be:
- a. on lots at least one thousand two hundred (1,200) square feet in size;

Comment: *Townhouses are not part of this DSP Amendment.*

b. shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco;

Comment: *Townhouses are not part of this DSP Amendment.*

c. 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.

Comment: *Townhouses are not part of this DSP Amendment.*

d. 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°).

Comment: *Townhouses are not part of this DSP Amendment.*

e. 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;

Comment: *Townhouses are not part of this DSP Amendment.*

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

Comment: *Multifamily buildings are not part of this DSP Amendment.*

- (j) As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance). Notwithstanding any other provision of this Code, this regulation shall not apply to property subject to the provisions of Section 27-544(f)(2)(l), above.

Comment: *This is not applicable to this DSP Amendment*

viii. Part 10C- Military Installation Overlay (MIO) Regulations.

The Applicant submitted an amendment to its prior SOJ for the Initial DSP addressing the MIO Regulations. The Property is within the area for height limitations but is outside the MIO Zone for noise intensity. The buildings proposed in this DSP Amendment for the industrial use areas do not exceed the heights of the tallest buildings in the residential area (the two mixed-use structures) which are approximately 76 feet and 87 feet high, as shown in the Initial DSP. The approved building heights are substantially less than any height limitation applicable to the Property. Therefore, the analysis, conclusions, and findings made with Initial DSP remain applicable.

IV. APPLICABLE PRIOR APPROVALS

a. Conceptual Site Plan, CSP-88020-03

CSP-88020-03 allowed for a revision to the previously approved CSP to replace the previously approved mixed-use development. The Planning Board approved CSP-88020-03 on January 5, 2023, and adopted PGCPB No. 2022-129 subject to 17 conditions. The Planning Board decision was not appealed to the District Council. CSP-88020-03 was certified on August 1, 2023.

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.

Comment: *Condition 1 has been satisfied pursuant to the prior Certification of CSP-88020-03*

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.

Comment: *Condition 2 has been satisfied pursuant to the prior Certification of CSP-88020-03*

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

Comment: *No grading permit has been issued, however a revised Type 2 tree conservation plan has been submitted with this DSP Amendment.*

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

Comment: *This condition will be addressed at the time of permitting.*

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.

Comment: *This condition has been satisfied pursuant to the Initial DSP which includes grocery store space as one of the retail programs.*

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.

Comment: *On-site pedestrian connection on Karen Boulevard leading to multiple bus stops along the Central Avenue Corridor was shown on the recently approved Initial DSP. No changes are proposed with this DSP Amendment.*

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 opening.

Comment: *The incorporated Landscape Plans evidence conformance with this condition.*

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 the Development Review Division, for adequacy and proper siting, prior to approval of the detailed site plan by the Prince George's County Planning Board.

Comment: *This condition has been satisfied pursuant to the adequacy finding made as part of the approved Preliminary Plan and the Initial DSP, which provided the specific private recreational facilities in compliance with the Park and Recreation Facilities Guidelines.*

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.

Comment: *This condition has been satisfied pursuant to PPS 4-21051, which provided a combination of private on-site recreational facilities and the Central Avenue Connector Trail 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.

Comment: *This condition has been satisfied pursuant to PPS 4-21051, where a Phase I report was submitted and no further investigations were required.*

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

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

Comment: *This condition has been satisfied pursuant to PPS 4-21051, where a Phase I report was submitted and no further investigations were required.*

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

Comment: *This condition has been satisfied pursuant to PPS 4-21051, where a Phase I report was submitted and no further investigations were required.*

13. Prior to approval 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.

Comment: *This condition has been satisfied pursuant to PPS 4-21051 and DSP-21037, where a Phase I report was submitted in 2007 and again in November 2022 and no further investigations were required.*

14. Prior to 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.

Comment: *This condition has been addressed in PPS 4-21051, where a traffic study was submitted and the applicant is required to install a traffic signal.*

15. The applicant and the applicant's heirs, successors, and/or assignees shall construct the following facilities and show these facilities on a pedestrian and bikeway facilities plan as part of the site plan prior to its acceptance:
 - a. A minimum 10-foot-wide shared-use path and/or shared roadway pavement markings and signage along Karen Boulevard, unless modified by the operating agency with written correspondence.

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

Comment: *This condition was addressed in the approved Initial DSP.*

16. Prior to issuance of a building permit for the 127th 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.

Comment: *This condition is not applicable to the subject DSP Amendment.*

17. Prior to approval of a detailed site plan, the following issues shall be addressed:
- a. Entrance features shall be submitted for review and shall be appropriately coordinated in design and location.
 - b. Pole-mounted freestanding signs shall be prohibited for the commercial/retail and multifamily component of the development. Freestanding and building-mounted signage shall not be internally lit.

- c. Lighting fixtures throughout the development shall be coordinated in design.
- d. Special paving materials shall be provided in appropriate areas such as the entrance to the subdivision off of Central Avenue, the central recreation area, the entrance to the multifamily development, and the commercial/retail development.

Comment: *This condition has been satisfied pursuant to the Initial DSP*

b. Preliminary Plan of Subdivision, PPS 4-21051

PPS 4-21051 allowed for the subdivision of the property into 126 lots and 37 parcels, for the development of 550 multifamily dwelling units, 126 single-family attached(townhouse) dwelling units, 50,000 square feet of commercial development, and 775,000 square feet of industrial development. The Planning Board approved PPS 4-21051 on February 14, 2023, and adopted PGCPB No. 2023-06 subject to 28 conditions. The Planning Board decision was not appealed to the District Council. PPS 4-21051 was certified on August 8, 2023.

- 1. Prior to signature approval of the preliminary plan of subdivision (PPS), the plan shall be revised, as follows:
 - a. Add a note on the PPS to state that the mandatory dedication of parkland requirement is being addressed by providing on-site recreation facilities and the design and construction of, or a contribution in an amount not to exceed 50 percent of the on-site recreational facilities valuation to, Segment 4 of the Central Avenue Connector Trail for Service Area 5, to meet the recreational needs of the projected population.

Comment: *The PPS has been revised to add the applicable note regarding the mandatory dedication of parkland requirement and signature approval has since been granted.*

- b. Show the dimensions of the MD 214 (Central Avenue) (A-32) right-of-way and show any dedication along the property's frontage to facilitate the master plan ultimate right-of-way.
- c. Update the general notes to show the allocation of right-of-way dedication for all the master plan roadways within the limits of the site.
- d. Change the designation of Parcel C, Block D to Parcel 1, Block D, as the parcel is not a property owners association parcel. Revise the designations of the lettered parcels in Block D to ensure no letters are skipped.
- e. Update General Note 23 to indicate the approval date of the stormwater management concept plan (November 16, 2022).
- f. Update General Note 40 to add information on the second Phase 1 archaeological study completed in November 2022.
- g. Update General Notes 43 and 44 to show the final revision dates of the traffic impact analysis and the bicycle and pedestrian impact statement.
- h. Correct General Note 46 to indicate that cross vehicular access easements will be required by Section 24-128(b)(9) of the prior Prince George's County Subdivision Regulations, for Parcels 2-6, Block C only.

Comment: *Conditions 1(b-h) have been satisfied pursuant to the certification of PPS 4-21051.*

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

Comment: *This DSP Amendment does not propose a substantial revision to the proposed uses on-site. The Subtitle 24 adequacy findings of PPS 4-21051 are not affected.*

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

Comment: *A SWM Concept Plan 48714-2021-1 and associated approval letter were submitted with the Initial DSP. The approval expires December 10, 2024.*

4. Prior to approval, the final plat of subdivision shall include:
 - a. The granting of public utility easements along the public and private rights-of-way, in accordance with the approved preliminary plan of subdivision.
 - b. Right-of-way dedication along all roadways in accordance with the approved preliminary plan of subdivision.
 - c. A note reflecting the granting of a variation with the preliminary plan of subdivision, from Section 24-128(b)(7)(A) of the prior Prince George's County Subdivision Regulations, to allow Lots 1–10 and 65–126, Block E to be served by alleys while fronting on private streets or open space. (Note: the lot numbering stated herein shall be adjusted in accordance with any renumbering of the same lots.)
 - d. A note reflecting the granting of a variation with the preliminary plan of subdivision, from Section 24-121(a)(3) of the prior Prince George's County Subdivision Regulations, to allow two access driveways to MD 214 (Central Avenue).
 - e. Draft access easements or covenants, in accordance with Section 24-128(b)(9) of the prior Prince George's County Subdivision Regulations, for shared access for the nonresidential parcels, shall be submitted to the Development Review Division (DRD) of the Prince George's County Planning Department for review and approval, as determined with the detailed site plan. Upon approval by DRD, the easements or covenants shall be recorded among the Prince George's County Land Records, and the Liber and folio of the document(s) shall be noted on the final plat, prior to plat recordation.

Comment: *The Applicant acknowledges and will comply with the above conditions prior to approval of the final plat.*

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

Comment: *This condition has been satisfied pursuant to the Initial DSP, which provides a variety of on-site private recreational facilities to serve the residential portions of the development.*

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

Comment: *This condition was addressed in the approved Initial DSP*

7. Prior to submission of the final plat of subdivision for any residential lot/parcel, the applicant and the applicant's heirs, successors, and/or assignees shall submit three original executed private recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department, for construction of on-site recreational facilities, for approval. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records, and the Liber and folio of the RFA shall be noted on the final plat, prior to plat recordation.

Comment: *This condition will be addressed prior to the submission of the final plat.*

8. Prior to approval of residential building permits for the development, the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of the on-site recreational facilities.

Comment: *This condition will be addressed prior to permitting.*

9. Prior to submission of the final plat of subdivision for any residential lot/parcel, the applicant and the applicant's heirs, successors, and/or assignees shall submit three original executed public recreational facilities agreements (RFAs) to the Prince George's County Department of Parks and Recreation, Park Planning and Development Division, for construction of off-site recreational facilities (a portion of Segment 4 of the Central Avenue Connector Trail), for approval. Upon approval by PP&D staff, the RFA shall be recorded among the Prince George's County Land Records and the Liber and folio of the RFA shall be noted on the final plat prior to plat recordation. The public RFA shall establish the timing for the construction of the off-site recreational facilities.

Comment: *This condition will be addressed prior to the submission of the final plat.*

10. Prior to approval of building permits for residential development, and provided the applicant and the Prince George's County Department of Parks and Recreation (DPR) are in concurrence that all necessary agreements, easements, and permits to allow construction of the Segment 4 portion of the Central Avenue Connector Trail on Potomac Electric Power Company and/or Washington Metropolitan Area Transit Authority property have been secured, the applicant shall submit a performance bond, letter of credit, or other suitable financial guarantees to DPR for its contributions, per Conditions 1a and 16f, and construct Segment 4 with those and other funds to be supplemented by DPR, as deemed necessary for the design and construction, following the 30 percent design documents of the *Central Avenue Connector Trail 30% Design Project: Preliminary Construction drawings and Final Report* (Appendix G). If, at the time the applicant is seeking permits for residential development, DPR and the applicant are not in concurrence that all necessary agreements, easements, and permits have been secured, the applicant's contribution of the amount to DPR shall suffice to satisfy its remaining mandatory recreation and bicycle and pedestrian impact statement requirements for financial contributions toward the Segment 4 Central Avenue Connector Trail.

Comment: *Acknowledged.*

11. Prior to approval of the detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the pedestrian and bicycle adequacy improvements approved with Preliminary Plan of Subdivision 4-21051, consistent with Section 24-124.01(f) of the prior Prince George's County Subdivision Regulations.

Comment: *A bicycle and pedestrian facilities plan is part of the approved PPS with its implementation amongst the conditions of the recently approved Initial DSP and is not part of this DSP Amendment.*

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

Comment: *The recently approved Initial DSP included a network of on-site bicycle and pedestrian facilities and a system of streetlights along Karen Boulevard.*

13. Prior to approval of the first building permit for the subject property, other than for infrastructure and/or retaining walls, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the prior Prince George's County Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:
 - a. Upgrade the signalized intersection at Hill Road/Willow Hill Drive with pedestrian signal poles, pedestrian signal heads, and Americans with Disabilities Act-compliant pedestrian push buttons. This intersection is used by children, pedestrians, and cyclists that access the Peppermill Community Center/Park, as well as the Highland Elementary School and Judith P. Hoyer Montessori School.
 - b. Upgrade the Walker Mill Road/Karen Boulevard signalized intersection with pedestrian signal poles, pedestrian signal heads, and Americans with Disabilities Act-compliant pedestrian push buttons.
 - c. Install a rectangular rapid flashing beacon at the intersection of Shady Glen Drive and Shady Glen Terrace.
 - d. Install a rectangular rapid flashing beacon at the entrance of Walker Mill Middle School, along the existing Karen Boulevard.

- e. Upgrade the four existing crosswalks at the cross streets along Karen Boulevard to be Americans with Disabilities Act compliant.
- f. Direct the remaining funds under the cost cap toward the construction of the Segment 4 phase of the Central Avenue Connector Trail project.

Comment: *Acknowledged.*

14. In conformance with the 2009 *Approved Countywide Master Plan of Transportation*, and the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following master plan facilities and shall depict the following facilities on any detailed site plan prior to its acceptance:
- a. An 80-foot right-of-way to include bicycle lane and sidepath facilities along the frontage of Karen Boulevard, unless modified by the operating agency with written correspondence.
 - b. Minimum 5-foot-wide sidewalks along both sides of the internal roadways throughout the site, including Americans with Disabilities Act curb ramps and associated crosswalks.
 - c. Americans with Disabilities Act curb ramps and crosswalks crossing all vehicular access points.
 - d. Long- and short-term bicycle parking within the multifamily buildings and near the building entrances, and short-term bicycle parking provided near the entrances of the retail buildings, in accordance with the American Association of State Highway and Transportation Officials guidelines.

Comment: *The recently approved Initial DSP proposes the aforementioned items along Karen Boulevard along with Planning Board conditions governing any subsequent modification and is shown where appropriate on this DSP Amendment.*

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

Comment: *Acknowledged.*

16. Prior to issuance of the first building permit within the subject property, other than for infrastructure and/or retaining walls, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:

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

Comment: *Acknowledged.*

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

Comment: *The development is not proposed to be phased.*

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

Comment: *All of the driveways proposed along Karen Boulevard have been consolidated to the extent possible, and shared access easements are proposed for the driveways between parcels. Additional information, including a circulation plan, and a narrative by Thomas Aylward who has specialized in the development of industrial employment warehouse distribution space has been provided with this DSP Amendment. The Applicant is providing the minimum number of access driveways to provide flexibility for the variety of types of industrial development—some with single secured sites—we anticipate will be interested in this location.*

19. Development of this subdivision shall be in conformance with an approved Type 1 tree conservation plan (TCP1-066-94-04). The following note shall be placed on the final plat of subdivision:

"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-066-94-04 or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree

Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

Comment: *The applicant submitted a Type 2 Tree Conservation Plan, TCP2-038-2023 with the Initial DSP and a revised TCP2 Plan with this DSP Amendment. This condition will be addressed at the time of final plat review.*

20. Prior to the issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved. The following note shall be placed on the final plat of subdivision:

"This plat is subject to the recordation of a Woodland Conservation Easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 Tree Conservation Plan, when approved."

Comment: *The applicant submitted a Type 2 Tree Conservation Plan, TCP2-038-2023 with the Initial DSP and a revised TCP2 Plan with this DSP Amendment. This condition will be addressed at the time of permitting.*

21. At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area except for any approved impacts 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."

Comment: *This condition will be addressed at the time of final plat.*

22. Technical corrections to the Type 1 tree conservation plan (TCP1) associated with the conceptual site plan (CSP) shall be reflected on the TCP1 associated with the preliminary plan of subdivision (PPS). The TCP1 associated with the CSP shall be signature approved, prior to signature approval of the TCP1 associated with the PPS.

Comment: *This condition has been satisfied. The TCP1s associated with CSP-88020-03 and PPS 4-21051 have been approved and certified.*

23. The Type 1 tree conservation plan (TCP1) shall meet all the requirements of Subtitle 25, Division 2, and the Environmental Technical Manual, prior to certification, and shall be revised as follows:

- a. The Environmental Planning Section approval block shall be revised to provide the prior approval information of TCP1-066-94.
- b. The following note shall be added under the specimen tree table:

“NOTE: This plan is in accordance with the following variance from the strict requirements of Subtitle 25-122(b)(1)(G), approved with CSP-88020-03 by the Planning Board on December 8, 2022 for the removal of the following 107 specimen trees: 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.”

Comment: *The condition has been satisfied. The TCP1 was revised in accordance with this condition prior to being approved and certified.*

24. Prior to approval of a final plat, the applicant and the applicant’s heirs, successors, and/or assignees shall demonstrate that a property owners association has been established for the subdivision. The draft covenants shall be submitted to the Subdivision Section of the vision, to ensure that the rights of the Maryland-National Capital Park and Planning Commission are included. The Liber/folio of the declaration of covenants shall be noted on the final plat, prior to recordation.

Comment: *This condition will be addressed prior to the approval of final plat.*

25. Prior to approval of building permits, other than for infrastructure and/or retaining walls, the applicant and the applicant’s heirs, successors, and/or assignees shall convey to the property owners association land, as identified on the approved preliminary plan of subdivision. Land to be conveyed shall be subject to the following:
 - a. A copy of the recorded deed for the property to be conveyed shall be submitted to the Subdivision Section of the Development Review Division.
 - b. All waste matter of any kind shall be removed from the property, 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 conveyed land shall not suffer the disposition of construction materials or soil filling, other than the placement of fill material associated with permitted grading operations that are consistent with the permit and minimum soil class requirements, discarded plant materials, refuse, or similar waste matter.
 - d. Any disturbance of land to be conveyed to the association shall be in accordance with an approved site plan and tree conservation plan. 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.

- e. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to the association. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by the Development Review Division of the Prince George's County Planning Department.
- f. The Prince George's County Planning Board, or its designee, shall be satisfied that there are adequate provisions to ensure retention and future maintenance of the property to be conveyed.

Comment: *This condition will be addressed at the time of permitting.*

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

Comment: *A revised noise analysis was prepared and reviewed as part of the recently approved Initial DSP.*

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

Comment: *A revised NRI has been prepared and was submitted on January 30, 2023, to EPS for review and approval and subsequently a part of the recently approved Initial DSP.*

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

Comment: *A draft public recreational facilities agreement (RFA) for the Central Avenue Connector Trail was prepared and submitted to DPR with the recently approved Initial DSP. No changes are proposed inasmuch as the CACT is part of the Applicant's obligations associated with the proposed residential development.*

c. Applicable DSP-21037 Planning Board Conditions

DSP-21037 approved the development of multifamily residential and single-family attached(townhouse) dwellings, and retail uses on the subject property. The 775,000 square foot of industrial development was included in the overall gross floor area (GFA) calculations, however, it was not shown on this DSP. The

Planning Board approved DSP 21037 on January 25, 2024, and adopted PGCPB No. 2024-004 subject to 8 conditions. The Planning Board decision was not appealed to the District Council.

1. Prior to certification of the detailed site plan (DSP), the DSP shall be modified as follows:
 - a. On Sheet 24, in the Recreational Facilities Calculation table, revise the total number of multifamily units proposed from 550 to 524.
 - b. On Sheet 24, in the Recreational Facilities Calculation table and in the Private Recreational Facilities Calculations table (for the townhouse development), correct the value of the recreation facilities required for the townhouses to \$133,955, using a population per dwelling unit by planning area of 2.82.
 - c. On Sheet 24, in the Recreational Facilities Calculation table, revise the value of the recreation facilities required for the multifamily dwellings to \$491,894, based on 524 multifamily dwellings and a population per dwelling unit by planning area of 2.49.
 - d. On Sheet 24, or on another sheet, if necessary, add the detailed breakdown of recreation facilities for the multifamily development contained in the Glenwood Hills: Recreation Facilities & Cost document dated November 18, 2022. Ensure the value of facilities provided for the east and west buildings is consistent with the value of facilities provided in the Recreational Facilities Calculation table.
 - e. Ensure the detailed breakdown of recreational facilities for the townhouse development contained in the Proposed Private Recreational Facilities table is consistent with the total value for the townhouse recreation facilities given in the Recreational Facilities Calculation table.
 - f. Revise the DSP to remove the four 65 dBA Ldn noise lines and replace them with the unmitigated and mitigated 65 dBA Leg and 55 dBA Leg noise lines, at the upper level.
 - g. Add a note below the parcel tables on the coversheet to indicate that the acronym "P.O.A." stands for Property Owners Association.
 - h. Revise the Site Data column and the parking calculations on the coversheet, as necessary, to reflect the correct square footage of retail development proposed.
 - i. In the townhouse portion of the development (Block E), provide a 10-foot-wide public utility easement along at least one side of Private Road A, on Parcel K and/or Parcel T.
 - j. In the townhouse portion of the development, provide a 10-foot-wide public utility easement along at least one side of Private Road A, at its intersection with Karen Boulevard, either on Parcel A or Parcel H.

- k. Revise labels for Parcels 2-6, Block C, to denote them as future development parcels, and revise associated notes and calculations to remove the gross floor area which is not shown with this detailed site plan

Comment: *Parcels 2-6, Block C and the associated GFA are shown in this DSP Amendment.*

- l. Remove the driveway entrances shown on Parcels 2-6, Block C. A maximum of three temporary construction driveway entrances may be shown to these parcels, collectively, for site grading purposes.

Comment: *The driveway entrances shown on Parcels 2-6, Block C were removed as shown in the DSP-21037 plan submitted for certification on 6/18/24.*

- m. Remove or revise grading and infrastructure improvements that would preclude the future potential of cross access and/or result in substantial future changes to the grading, to accommodate potential consolidated driveways and cross access between Parcels 2-6, Block C.

Comment: *The grading and infrastructure improvements were revised on Parcels 2-6, Block C as shown in the DSP-21037 plan submitted for certification on 6/18/24.*

- n. Add the following general note to the coversheet:
"Grading approved with this detailed site plan (DSP) on Parcels 2-6, Block C, shall not prohibit future determination of regrading necessary to accommodate consolidated driveway access and/or cross access connectivity at the time of any future DSP amendment for development of these parcels, if found to be appropriate in accordance with the Condition 18 of Preliminary Plan of Subdivision 4-21051."

Comment: *This note was added to the Cover Sheet (General Note #32) of the DSP-21037 plan submitted for certification on 6/18/24.*

- o. Provide marked crosswalks at all pedestrian connection points throughout the site, to provide continuous pathways through the site.

Comment: *This will be addressed in the certification for the Initial DSP and those areas within the DSP Amendment will show the location of the appropriate crosswalks.*

- p. Display the location and details of the internal bicycle parking rooms at each multifamily building.

- q. Remove the loop-style bicycle rack and replace it with a minimum of four inverted U-style bicycle racks or a similar model that provides two points of contact for a parked bicycle.
- r. Add a table of development standards to the site plan for fences, decks, and sheds for the townhouses.
- s. Note the construction timing of the sitting area on Parcel K as the 111th building permit.
- t. Label special paving materials in appropriate areas such as the entrance to the subdivision from MD 214 (Central Avenue), the central recreation area, the entrance to the multifamily development, and the commercial/retail development.
- u. Update the plans to display the shared-use path along Karen Boulevard as being 10 feet wide, unless modified by the operating agency, with written correspondence.
- v. Update the plans to provide parking spaces for rideshare activities at the retail and multifamily part of the development.
- w. Update the plans and provide details of the dog park, to be located within the applicant's proposed entrance feature area shown on the DSP at the intersection of MD 214 (Central Avenue) and proposed Karen Boulevard, to be reviewed and approved by the Urban Design Section as designee of the Planning Board.
- x. Update the plans to include electric vehicle (EV) charging stations within various levels of the mixed-use buildings or proximate to such buildings, if such stations are on the ground level.

Comment: *Conditions 1(a-j) and 1(p-x) are not applicable to the DSP Amendment and are addressed in the Initial DSP which is in for certification.*

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

Comment: *Addressed in the pending certification for the Initial DSP.*

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

Comment: *The DSP Amendment shows this information on the revised TCP2.*

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

Comment: *The approved EMP accompanies the DSP Amendment submittal.*

5. Prior to certification, the Type 2 tree conservation plan shall meet all the requirements of Subtitle 25, Division 2 of the Prince George's County Code, and the Environmental Technical Manual (ETM), and shall be revised as follows:
 - a. Add the standard graphic detail for the permanent tree protection fence from the ETM.
 - b. Maintain a consistent heading font/form for the general notes section. Revise the off-site woodland conservation notes heading to be consistent with the other headings.

Comment: *Addressed in the pending certification for the Initial DSP*

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

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

Comment: *Per agreement with the Environmental Planning Section, easement(s) for the areas not likely to be impacted by the DSP Amendment will be included and addressed per the note. Discussions by the Applicant and EPS concluded that certain modifications to the next rendition of the TCP2 are likely and hence revised or additional easements may be required at the time of the certification for the DSP Amendment.*

7. Prior to approval of a building permit for any building identified on the detailed site plan as being affected by daytime noise levels of above 65 dBA Leq, and/or nighttime noise levels of above 55 dBA Leq, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permit, stating that the building shell or structure has been designed to reduce interior noise levels in the dwellings to 45 dBA Ldn or less.

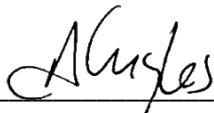
Comment: *This condition will be addressed prior to permitting.*

8. Prior to issuance of the final certificate of occupancy for each multifamily building, the applicant shall demonstrate that all interior and exterior on-site recreational facilities associated with said building have been fully constructed and are operational.

Comment: *This condition will be addressed prior to the issuance of the final certificate of occupancy.*

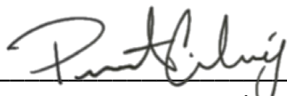
V. CONCLUSION:

The Applicant respectfully requests that the Planning Board grant approval of this DSP Amendment for the proposed industrial development of the subject property. The above analysis and submitted plans establish that the DSP satisfies the required findings that the Planning Board must make to approve a DSP application.



By: André Jay Gingles, Esquire
Counsel for Applicant

June 24, 2024
Date



By: Prentiss A. Giboney, Esquire
Counsel for Applicant

June 24, 2024
Date

Addendum to Statement of Justification
For DSP 21037-01

Section. 27-274. Design Guidelines adherence as required by Section 27-283.

(a) The Conceptual Site Plan (and in this instance, DSP Amendment 01) 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; 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: Parking is situated to the side and rear of the buildings which are part of this 01 Amendment. Circulation around the buildings will facilitate a variety of types of warehouse and industrial businesses and pedestrian pathways have been limited in these areas to minimize conflicts; Some landscaping and urbanscape areas are placed throughout this area to satisfy the intent of open and landscaped areas.

Most importantly, parking is placed strategically to minimize its visibility from the primary thoroughfare, Karen Boulevard. Nevertheless, the parking in the industrial pods on both sides of Karen Boulevard, while eliminating unbuffered views does allow 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 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. . 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 employment 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 within and around the industrial employment area are provided with this Detailed Site Plan 01 Amendment.

(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 and the majority of these aspects were addressed by the Planning Board in the initial DSP—and remain applicable.

(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: This was addressed in the initial DSP for the retail and vertical mixed use areas and is not applicable to this 01 Amendment.

(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: This was addressed in the initial DSP for the retail and vertical mixed use areas and is not applicable to the 01 Amendment

(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 industrial warehouse and distribution buildings utilize similar architectural styles, forms and materials to create a harmonious feel. See the architectural plans and accompanying narrative for additional insight on adherence to the guidelines.

(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: This was addressed at the time of the initial DSP and is not applicable to this 01 Amendment.

Sec. 27-542. Purposes.

- (a) The purposes of the M-X-T Zone are:
 - (1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens; **COMMENT: The prior approvals and this DSP 01 Amendment provide for the development of multiple uses, including substantial employment that will help create a 24-hour interaction along a designated corridor (Blue Line) and growth area identified in the County Plan 2035**
 - (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: This O01 Amendment adds the major employment uses, enhanced by open space between the employment and retail/residential areas.**
 - (3) To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment; **COMMENT: The collective development will facilitate a major trail connection, along with new close-in development proximate to two metro locations.**
 - (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: While there will continue to be significant auto use as a result of the Md. 214/Karen Boulevard intersection, the location of the mixed use and employment uses remain proximate to the two metro location. Additionally, the Applicant proposes substantial pedestrian access throughout the development that is safely separated from the expected truck related employment related traffic.**

- (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: This O01 Amendment adds the major employment uses, enhanced by open space between the employment and retail/residential areas.**
- (6) To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously; **COMMENT: The employment use provides for an important element that enhances the opportunities for the attraction of on-site retail. However, the placement of this use in a park-like setting helps maintain scenic views along the new Karen Boulevard.**
- (7) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity; **COMMENT: The maintenance of a significant buffer between the employment uses and the mixed-use, as well as the placement of the mixed-use along Md. 214 assist in the creation of this new visual character along two major roadways. The 01 Amendment provides for substantial buffering along Karen Boulevard making the pedestrian access way a scenic travelway.**
- (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 proposed development includes a master planned roadway that will facilitate the development proposed by this 01 Amendment and the previously approved DSP. Other public facilities will include a significant portion of a major public trail.**
- (9) To permit a flexible response to the market and promote economic vitality and investment; and **COMMENT: As proposed, the development includes five industrial buildings and the mixed-use development is done with two separate buildings. This integrated, but separation of the uses, allows for the proposed development to respond and create the approved density and intensity as the market determines to the uses to be appropriate.**
- (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 plans establish the more recent state of the art buildings used for close-in warehouse and distributions while also addressing more recent design criteria—some of which is contained in the County's new ordinance and guidelines.**

Sec. 27-546. Site plans.

- (d) In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:
 - (1) The proposed development is in conformance with the purposes and other provisions of this Division; **COMMENT: The Applicant's plans demonstrate conformance to the regulations and the purposes (27-542) are addressed above.**
 - (2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change or include a major employment use or center which is consistent with the economic development strategies of the Sector Plan or General Plan; **COMMENT: Not Applicable**
 - (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: This 01 Amendment provides significant buffering between the more**

intensive mixed-use and the substantial employment while also incorporating landscaping to enhance the pedestrian visual environment.

- (4) The proposed development is compatible with existing and proposed development in the vicinity; **COMMENT: The employment uses will be new to the area but will be placed in buildings which are of the size and height that is proximate to the area.**
- (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: This 01 Amendment adds the necessary employment use that will create the sustainable 24 hour environment envisioned for M-X-T zoned property.**
- (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: As the Planning Board determined in DSP 21037, the prioritized construction of Karen Boulevard will allow for each of the areas of proposed development to be self-sufficient.**
- (7) The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development; **COMMENT: The Planning Board's finding in the initial DSP relative to this provision continues to apply to this 01 Amendment.**
- (8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and **COMMENT: Pedestrian activities and gathering places are not proposed in the warehouse/distribution area.**
- (9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction, or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club), or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats. **COMMENT: The Planning Board's finding in the initial DSP relative to this provision continues to apply to this 01 Amendment.**
- (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: The Planning Board's finding in the initial DSP relative to this provision continues to apply to this 01 Amendment.**
- (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: The Planning Board's finding in the initial DSP relative to this provision continues to apply to this 01 Amendment.**

ADDITIONAL ITEMS

Staff Reviewer Note 14 relative to compliance with footnote 43

The Initial DSP 21037, which is applicable to this 01 Amendment, (a) comprised more than 100 acres, (b) included commercial uses (retail of approximately 40,000 square feet) and residential development (133 townhouse units and 547 multifamily units), and (c) amended the previously approved CSP (see CSP 88020-03) pursuant to the Planning Board's January 5, 2023 action.

Response to Staff Comment re Glenwood Hills Circulation Planning

At full buildout, the Glenwood Hills Mixed-Use development (Glenwood Hills or the "Project") includes the construction of new Karen Blvd. with the side streets only in the newly constructed townhouse community. Hence, all primary circulation will use Karen Blvd. DPIE, during its review of the multiple entitlement applications and accompanying site and infrastructure analysis determined this new roadway should have 4 narrow traffic lanes and no on road bicycle paths or shared lanes. Per the road section approvals, the bicycle lanes have been incorporated into the 10-foot wide "Off Road Multi-use Path" (ORMP) on each side of the roadway. Glenwood Hills has commercial/industrial space, community-based employment, retail, and housing. With the mix of uses the circulation for the many modes of movement—pedestrian, bicycles, cars, buses, and trucks, must be accommodated all while working safely together.

The TIA & BPIS, reviewed and approved as part of prior entitlements—found all modes of transit have existing circulation patterns which surround the site using Central Ave., Shady Glen Dr., Addison Rd and Walker Mill Rd. Glenwood Hills will complete Karen Blvd. from Walker Mill Middle School to Central Ave. adding significant new circulation options and destinations for all modes of transit. The Central Avenue Connector Trail (CACT) will cross the northern part of the Project connecting neighborhoods to the east with the Addison Rd METRO Station. This trail will also allow residents of Glenwood Hills and communities north and west of Central Ave. to head east to work, retail, and park amenities. Karen Blvd's. ORMP connecting to the CACT will provide a safe path for communities to the south and west of Glenwood Hills to reach the retail and parks north and east of the project. The PEPCO power lines to the east of the project are both a legal and physical barrier. Thus, the primary access points to the Project will originate from Central Avenue and Karen Blvd. The neighborhoods along the west side of Glenwood Hills will connect to Karen Blvd. with sidewalks for pedestrian and bicycle access, but no vehicular access—the latter pursuant to prior entitlement conditions of approval. Pedestrians and bicycles accessing Karen Blvd. from the west will be heading to the Middle School, employment, and the retail along Central Ave.

Pedestrians and bicycles (which includes scooters, skateboards), are the slowest moving and most vulnerable users of the public rights of way. By including wider ORMP on both sides of Karen Blvd., the project addresses the fact that both pedestrians and bicyclists will be circulating along the same path, not necessarily in the same direction, from the neighborhoods surrounding the Project as well as residences and businesses within Glenwood Hills.

Vehicular and pedestrian/bicycle traffic cross paths at several points in any community. As the new section of Karen Blvd. moves through Glenwood Hills the west side has only two points where vehicles turn across the ORMP. One is the street into the new townhouse community and the second accesses a parking area. Proximate to the new townhouse community access, a pedestrian crossing of Karen Blvd. is proposed with physical features to slow traffic and make the crossing safer. The west side collects the bulk of the existing neighborhoods to the south and west making it likelier to have the heavier pedestrian/bicycle traffic. The wider ORMP comfortably allows two-way circulation along the path. On

the east side the ORMP crosses the driveways to the commercial industrial buildings and accesses the multi-family/retail area of the Project. The Applicant worked extensively with DPWT and DPIE to ensure appropriate distances separating the driveway crossings would be more than adequate. Each driveway meets the DPWT/DPIE standards for the provision of safe vehicular sight distances to enter Karen Blvd. This solution results in the slower moving pedestrians/bicyclists on the ORMP being safely observable by the drivers. The pedestrians/bikers also have clear visibility of vehicles as they approach the driveways to be crossed, ensuring their own safety.

The southeastern portion of the Project has the 5 employment use (warehouse and distribution) buildings all located on the east side of Karen Blvd. In a typical business park, each building would have its own driveways separating passenger vehicles and large trucks for a total of 10 driveways onto Karen Blvd. However, post staff and Planning Board input, this plan has been reworked to eliminate three access points into the employment area such that now 7 driveways onto Karen Blvd. serve the 5 buildings. Note that most truck traffic will be coming south from Central Avenue and turning left into the sites, while exiting traffic will be turning north, right, onto Karen Blvd. to reach Central Avenue.

Building 1 is significantly isolated from the other buildings. Working with Environmental Planning, it remains the Applicant's intent to maintain the natural state of that area as green space. The PEPCO property south of the mixed-use area adds to this isolation. Hence, this separated parcel will have a trucking access driveway as well as a passenger vehicle driveway. Full building circulation is available to vehicles as needed. Building 5 does not have any direct access to Karen Blvd., instead accessing the truck driveway of Building 2 to reach Karen Blvd. Buildings 2 & 3 face each other and while they have separate parking areas, they can share a common passenger vehicle driveway to access Karen Blvd. Each building has a truck access driveway. Building 4 has the typical two driveways, one for trucking and one for passenger vehicles.

The primary intersection involved with Glenwood Hills is Karen Blvd. at Central Avenue. This is currently a 3-way intersection with Pepper Mill Dr. to the north of Central Ave. The upgrading to a full 4-way intersection with the addition of Karen Blvd. will include complete signalization of the intersection. There are existing left turn lanes from Central Avenue that will be included in the signal package facilitating turning movements. A primary advantage of the new signalization is for the pedestrians and bicyclists as the signal will include ADA compliant crosswalks and crossing signals. This signalization will allow safe and easy movement across Central Ave. to include the circulation needs of the greater area.

Date: July 27, 2024

Prepared By: Andre Gingles

Signature: 

Driveway Access Consolidation Analysis

Industrial, warehouse, and distribution buildings are generally designed to maintain, at minimum, a separate driveway access for each building/parcel, and often two (2) driveways are preferred depending upon the size and operational aspects of the users. Providing two entrances will allow one entrance to be primarily used for the ingress and egress of cars and the second entrance to be primarily used for the ingress and egress of trucks, which maintains safer circulation. Two entrances are also more common and safer for emergency equipment or in the event of a large vehicle breakdown, thus allowing driveway operations to continue with minimal disruption. Driveways shared between multiple buildings create an impediment in the market when many companies require a more private and secure facility.

Condition no. 18 of PPS 4-21051 requires the Applicant to "...demonstrate the feasibility of consolidated driveways...and evaluate the future operations of consolidated driveways...". Typically, the development of five warehouse/distribution buildings would reasonably expect a total of ten (10) driveways to provide each building with at least two (2) driveways. The Applicant's team, inclusive of its civil and traffic engineers, project developers, marketing brokers, et al individually and collectively have collaborated on the feasibility of consolidation of the ten (10) driveways initially proposed. The Applicant's team has determined that consolidating the driveways to a total of seven (7) would be feasible. Further consolidation of the driveway access was determined to be impracticable for operational, safety, engineering, and project viability. Hence, this DSP Amendment continues to propose seven (7) access driveways along Karen Boulevard.

Parcel 1 is isolated from the majority of the development by geographic features. One (1) building is situated thereon, and it is proposed to be served by two (2) driveways. This building warrants two (2) driveways as it is well separated from the other buildings and is perpendicular to Karen Boulevard, and consolidating the drives on site would reduce green space on this site.

There are four (4) additional buildings (warehouses 2-5) located on parcels 2-6. The four (4) warehouses on these parcels use just five (5) driveway entrances. The typical two (2) driveway entrances per warehouse, as justified above, would put eight (8) additional driveway entrances onto Karen Boulevard. Because some of these buildings face each other, it is possible to bring parking areas to a single driveway, combining like vehicles. Additionally, it should be noted that Warehouse 5 does not have direct access to Karen Boulevard and will rely solely on a driveway connection provided by Warehouse 2's truck access driveway.

The result of this driveway consolidation effort has reduced the number of proposed driveways from eight (8) to just five (5) for the lower four (4) warehouse buildings. These buildings have a significant impervious paving area resulting, in numerous SWM features, evidenced by SWM basins which wrap around the buildings and into the front green spaces. Such a design is good for the environment and for the operation of SWM requirements, but it presents significant challenges to cross-connecting and consolidating driveways as well.

Section 27-548, applicable to M-X-T zones, requires that lots/parcels front on and have direct vehicular access to public streets. Section 27-542 expresses the M-X-T zone is "...to permit a flexible response to the market and promote economic vitality and investment...". Both sections have been considered in the analysis of the feasibility of consolidating driveways. DPIE and DPWT have reviewed the Applicant's plans at various stages and consistently deemed the proposed access points safe and operational with no issues to the number and locations along Karen Boulevard. Per Condition no. 18 of PPS 4-21051, the requirement to implement "intra-parcel connections and shared access easements" is applicable "...in order to facilitate safe operations along the future Karen Boulevard". Inasmuch as no further consolidation of driveways is warranted, there is no need to evaluate how a reduced number of driveways would operate.

PROPOSED PARKING METHODOLOGY

The Applicant, pursuant to Sections 27-568 and 27-574 of the Prior Zoning Ordinance, proposes 743 parking spaces for the DSP-23017-01 Application. **In response to the Urban Design's Comment No. 3 provided during the October 25, 2024 SDRC Meeting**, the Applicant has provided it's methodology for the proposed number of parking spaces.

The Application shows the proposed development of 775,000 square feet of warehouse and distribution employment uses. With the 115% cap, imposed by Section 574 (b) (3), the maximum number of allowable spaces would be 792 parking spaces.

The total square footage will be incorporated within the five warehouse buildings which are likely to create as many as 12-15 tenant spaces averaging 50,000 square feet each. Each tenant space is proposed to have 35 parking spaces (3 spaces for the first 1,500 square feet and 1 space for each 1,500 square feet up to 100,000). This results in 542 parking spaces, exclusive of providing parking spaces for the other non-residential 49,000 square feet of retail tenants within the M-X-T zone, which would yield an additional 250 spaces. The Applicant, per the Prior Zoning Ordinance, has not included spaces that are currently proposed as garage spaces.

Pursuant to the Institute of Transportation Engineers (ITE) Parking Generation Manual (2019) and in viewing the market data, the Applicant determined that a factor of 1.05 parking spaces, per 1,000 square feet of space would be appropriate for the Property's location, future tenants and proposed uses. This factor of 1.05 spaces results in approximately 743 parking spaces, which is 49 spaces less than what would be allowed under the Prior Zoning Ordinance. As such, the Applicant's proposal of providing 743 parking spaces meets the requirements of the market and the Prior Zoning Ordinance.

Glenwood Hills Parking Calculations for Warehouse and Distribution Space Shown on DSP 21037-01 Per Sections 27-568 and 27-574 of the Prior Zoning Ordinance

775,000 SF total development

15 – 50,000 SF Tenants= 700,000 SF

Parking calculation follows:

3.0 spaces for first 1500 sf, then 1.0 space for next 1500 sf up to 100,000sf

3.0 ...1500 sf = 3

1.0...48,500/1500 sf = 32

TOTAL = 35 spaces for each 50,000 SF tenant totaling 525 spaces

One –75,000 SF Tenant

3.0 spaces for first 1500 sf, then 1.0 space for next 1500 sf up to 100,000sf

3.0 ...1500 sf = 3

1.0...73,500/1500 sf = 49

TOTAL = 52 spaces for the 75,000 SF tenant.

Section 27-574 (b) (1)—the “peak parking demand” is therefore established at 577 spaces.

The Applicant asserts there is no fluctuation in parking during the hours of operation of the warehouse/distribution uses. Spaces may not be in use during non-working hours—possibly 10pm to 6am for certain tenants.

Hence the “base requirement”, per Section 27-574 (b) (2) remains at 577.

Finally, per Section 27-574 (b) (3), application of 115 % to the “base requirement of 577 spaces provides for a maximum of 664 spaces.

Parking Analysis for Glenwood Hills Development: Industrial Space



Parking Formula per Zoning Ordinance Section 27-568

INDUSTRIAL

3.0 spaces for first 1500 sf , then 1.0 spaces next 1500 sf

OFFICE

1/250 sf for 1st 2000 sf

then 1/ 400 sf

Land Use	Number of Units	Spaces Required per ZO	Total Spaces Required per ZO	Spaces Shown on Plan	Spaces @115 % of 748
INDUSTRIAL--17 blocks of space	17 41,000	30	510		
OFFICE- 17 blocks of spaces	4400	14	238		
EACH BLOCK OF SPACE	45,400	44			
Totals for 771,800 SF			748	743	860

Hourly Parking Demand per 27-574 per block											
Time of Day	Industrial	30 spaces			Office	14 spaces			Total Demand	Total Supplied	Surplus
12:00-4:00 AM	5%	2			5%	1			2		
5:00 AM	5%	2			5%	1			2		
6:00 AM	10%	3			10%	1			4		
7:00 AM	40%	12			40%	6			18		
8:00 AM	80%	24			80%	11			35		
9:00 AM	95%	29			95%	13			42		
10:00 AM	100%	30			100%	14			44		
11:00 AM	100%	30			95%	13			43		
12:00 PM	100%	30			100%	14			44		
1:00 PM	100%	30			100%	14			44		
2:00 PM	95%	29			95%	13			42		
3:00 PM	95%	29			85%	12			40		
4:00 PM	95%	29			60%	8			37		
5:00 PM	50%	15			30%	4			19		
6:00 PM	15%	5			15%	2			7		
7:00 PM	10%	3			10%	1			4		
8:00 PM	5%	2			5%	1			2		
9:00 PM	5%	2			5%	1			2		
10:00 PM	0%	0			0%	0			0		
11:00 PM	0%	0			0%	0			0		
12:00 AM	0%	0			0%	0			0		

NOTES: 1. Diurnal rates that are for industrial are not provided in ITE Parking Generation Manual, and are estimated for purposes of this 24 hour analysis.

2. Office Parking generation diurnals were obtained from ITE Parking Generation Manual, 5th Edition.

Per the 12/3/24 M-NCPPC Staff request, the following pages provide a more precise conceptual unit division for each building (warehouse/distribution space and office space for each potential building tenant). The individual building breakdowns are followed by the individual parking methodologies for the buildings.

WAREHOUSE #1 (PARCEL 1)

WAREHOUSE/DISTRIBUTION:

181,600 SQ FT TOTAL GFA

OFFICE AND WAREHOUSE

OFFICE: 8 SP/FIRST 2000 SQ.FT. + 1/400 SQ.FT.

WAREHOUSE: 3 SP/ FIRST 1,500 SF

+ 1 SP/ 1500 SQ .FT. UP TO 100,000 SQ FT

TENANT #1

34,200 SQ FT.

OFFICE: 2,000 SQ FT

PARKING REQ'D = 8 SP

WAREHOUSE/DISTRIBUTION: 32,200 SQ.FT.

PARKING REQ'D = 24 SP

TOTAL PARKING REQD = 32 SP

TENANT #2

52,360 SQ.FT.

OFFICE: 2,000 SQ FT

PARKING REQ'D = 8 SP

WAREHOUSE/DISTRIBUTION: 50,360 SQ.FT.

PARKING REQ'D = 36 SP

TOTAL PARKING REQD = 44 SP

TENANT #3

47,520 SQ.FT.

OFFICE: 2,000 SQ FT

PARKING REQ'D = 8 SP

WAREHOUSE/DISTRIBUTION: 45,520 SQ.FT.

PARKING REQ'D = 33 SP

TOTAL PARKING REQD = 41 SP

TENANT #4

47,520 SQ.FT.

OFFICE: 2,000 SQ FT

PARKING REQ'D = 8 SP

WAREHOUSE/DISTRIBUTION: 45,520 SQ.FT.

PARKING REQ'D = 33 SP

TOTAL PARKING REQD = 41 SP

TOTAL SPACES REQD =

158 SPACES

Parking Analysis for Glenwood Hills Development: Industrial Space



Parking Formula per Zoning Ordinance Section 27-568

INDUSTRIAL

3.0 spaces for first 1500 sf , then 1.0 spaces next 1500 sf

OFFICE

1/250 sf for 1st 2000 sf

then 1/ 400 sf

BUILDING 1

Land Use	Spaces Required per ZO				
INDUSTRIAL-173,600 sf	126				
OFFICE- 8000 sf	32				

158

Hourly Parking Demand per 27-574 per block

Time of Day	Industrial	126 spaces			Office	32 spaces			Total Demand		
12:00-4:00 AM	5%	6			5%	2			8		
5:00 AM	5%	6			5%	2			8		
6:00 AM	10%	13			10%	3			16		
7:00 AM	40%	50			40%	13			63		
8:00 AM	80%	101			80%	26			126		
9:00 AM	95%	120			95%	30			150		
10:00 AM	100%	126			100%	32			158		
11:00 AM	100%	126			95%	30			156		
12:00 PM	100%	126			100%	32			158		
1:00 PM	100%	126			100%	32			158		
2:00 PM	95%	120			95%	30			150		
3:00 PM	95%	120			85%	27			147		
4:00 PM	95%	120			60%	19			139		
5:00 PM	50%	63			30%	10			73		
6:00 PM	15%	19			15%	5			24		
7:00 PM	10%	13			10%	3			16		
8:00 PM	5%	2			5%	2			3		
9:00 PM	5%	2			5%	2			3		
10:00 PM	0%	0			0%	0			0		
11:00 PM	0%	0			0%	0			0		
12:00 AM	0%	0			0%	0			0		

NOTES: 1. Diurnal rates that are for industrial are not provided in ITE Parking Generation Manual, and are estimated for purposes of this 24 hour analysis.

2. Office Parking generation diurnals were obtained from ITE Parking Generation Manual, 5th Edition.

WAREHOUSE #2 (PARCEL 3)

WAREHOUSE/DISTRIBUTION:

156,00 SF TOTAL GFA

OFFICE AND WAREHOUSE

OFFICE: 8 SP/FIRST 2000 SQ.FT. + 1/400 SQ.FT.

WAREHOUSE: 3 SP/ FIRST 1,500 SF

+ 1 SP/ 1500 SQ .FT. UP TO 100,000 SQ FT

TENANT #1

38,880 SQ FT.

OFFICE: 3,800 SQ FT

PARKING REQ'D = 13 SP

WAREHOUSE/DISTRIBUTION: 35,080 SQ.FT.

PARKING REQ'D = 26 SP

TOTAL PARKING REQD = 39 SP

TENANT #2

38,880 SQ.FT.

OFFICE: 3,800 SQ FT

PARKING REQ'D = 13 SP

WAREHOUSE/DISTRIBUTION: 35,080 SQ.FT.

PARKING REQ'D = 26 SP

TOTAL PARKING REQD = 39 SP

TENANT #3

51,840 SQ FT.

OFFICE: 4,400 SQ FT

PARKING REQ'D = 14 SP

WAREHOUSE/DISTRIBUTION: 47,440 SQ.FT.

PARKING REQ'D = 34 SP

TOTAL PARKING REQD = 48 SP

TENANT #4

26,400 SQ FT.

OFFICE: 2,640 SQ FT

PARKING REQ'D = 10 SP

WAREHOUSE/DISTRIBUTION: 23,760 SQ.FT.

PARKING REQ'D = 18 SP

TOTAL PARKING REQD = 28 SP

TOTAL PARKING REQ'D = 154 SPACES

Parking Analysis for Glenwood Hills Development: Industrial Space



Parking Formula per Zoning Ordinance Section 27-568

INDUSTRIAL

3.0 spaces for first 1500 sf , then 1.0 spaces next 1500 sf

OFFICE

1/250 sf for 1st 2000 sf

then 1/ 400 sf

BUILDING 2

Land Use	Spaces Required per ZO				
INDUSTRIAL--141,360 sf	104				
OFFICE- 14,640 sf	50				

154

Hourly Parking Demand per 27-574 per block

Time of Day	Industrial	104 spaces			Office	50 spaces			Total Demand		
12:00-4:00 AM	5%	5			5%	3			8		
5:00 AM	5%	5			5%	3			8		
6:00 AM	10%	10			10%	5			15		
7:00 AM	40%	42			40%	20			62		
8:00 AM	80%	83			80%	40			123		
9:00 AM	95%	99			95%	48			146		
10:00 AM	100%	104			100%	50			154		
11:00 AM	100%	104			95%	48			152		
12:00 PM	100%	104			100%	50			154		
1:00 PM	100%	104			100%	50			154		
2:00 PM	95%	99			95%	48			146		
3:00 PM	95%	99			85%	43			141		
4:00 PM	95%	99			60%	30			129		
5:00 PM	50%	52			30%	15			67		
6:00 PM	15%	16			15%	8			23		
7:00 PM	10%	10			10%	5			15		
8:00 PM	5%	5			5%	3			8		
9:00 PM	5%	5			5%	3			8		
10:00 PM	0%	0			0%	0			0		
11:00 PM	0%	0			0%	0			0		
12:00 AM	0%	0			0%	0			0		

NOTES: 1. Diurnal rates that are for industrial are not provided in ITE Parking Generation Manual, and are estimated for purposes of this 24 hour analysis.

2. Office Parking generation diurnals were obtained from ITE Parking Generation Manual, 5th Edition.

WAREHOUSE #3 (PARCELS 4 & 5)

WAREHOUSE/DISTRIBUTION:
225,000 SQ FT TOTAL GFA

OFFICE AND WAREHOUSE

OFFICE: 8 SP/FIRST 2000 SQ.FT. + 1/400
SQ.FT.

WAREHOUSE: 3 SP/ FIRST 1,500 SF
+ 1 SP/ 1500 SQ .FT. UP TO 100,000 SQ FT

TENANT #1

46,800 SQ FT.

OFFICE: 4,400 SQ FT

PARKING REQ'D = 14 SP

WAREHOUSE/DISTRIBUTION: 42,400 SQ.FT.

PARKING REQ'D = 31 SP

TOTAL PARKING REQD = 45 SP

TENANT #2

48,600 SQ.FT.

OFFICE: 4,400 SQ FT

PARKING REQ'D = 14 SP

WAREHOUSE/DISTRIBUTION: 42,200 SQ.FT.

PARKING REQ'D = 31 SP

TOTAL PARKING REQD = 45 SP

TENANT #3

48,600 SQ.FT.

OFFICE: 4,400 SQ FT

PARKING REQ'D = 14 SP

WAREHOUSE/DISTRIBUTION: 42,200 SQ.FT.

PARKING REQ'D = 31 SP

TOTAL PARKING REQD = 45 SP

TENANT #4

48,600 SQ.FT.

OFFICE: 4,400 SQ FT

PARKING REQ'D = 14 SP

WAREHOUSE/DISTRIBUTION: 42200 SQ.FT.

PARKING REQ'D = 31 SP

TOTAL PARKING REQD = 45 SP

TENANT #5

32,500 SQ.FT.

OFFICE: 3,240 SQ FT

PARKING REQ'D = 12 SP

WAREHOUSE/DISTRIBUTION: 29,160 SQ.FT.

PARKING REQ'D = 22 SP

TOTAL PARKING REQD = 34 SP

TOTAL SPACES REQD = 214 SPACES

Parking Analysis for Glenwood Hills Development: Industrial Space



Parking Formula per Zoning Ordinance Section 27-568

INDUSTRIAL

3.0 spaces for first 1500 sf, then 1.0 spaces next 1500 sf

OFFICE

1/250 sf for 1st 2000 sf

then 1/ 400 sf

BUILDING 3

Land Use	Spaces Required per ZO				
INDUSTRIAL-- 204,160 sf	146				
OFFICE- 20,840 sf	68				

214

Hourly Parking Demand per 27-574 per block

Time of Day	Industrial	146 space			Office	68 space			Total Demand		
12:00-4:00 AM	5%	7			5%	3			11		
5:00 AM	5%	7			5%	3			11		
6:00 AM	10%	15			10%	7			21		
7:00 AM	40%	58			40%	27			86		
8:00 AM	80%	117			80%	54			171		
9:00 AM	95%	139			95%	65			203		
10:00 AM	100%	146			100%	68			214		
11:00 AM	100%	146			95%	65			211		
12:00 PM	100%	146			100%	68			214		
1:00 PM	100%	146			100%	68			214		
2:00 PM	95%	139			95%	65			203		
3:00 PM	95%	139			85%	58			197		
4:00 PM	95%	139			60%	41			180		
5:00 PM	50%	73			30%	20			93		
6:00 PM	15%	22			15%	10			32		
7:00 PM	10%	15			10%	7			21		
8:00 PM	5%	7			5%	3			11		
9:00 PM	5%	7			5%	3			11		
10:00 PM	0%	0			0%	0			0		
11:00 PM	0%	0			0%	0			0		
12:00 AM	0%	0			0%	0			0		

NOTES: 1. Diurnal rates that are for industrial are not provided in ITE Parking Generation Manual, and are estimated for purposes of this 24 hour analysis.

2. Office Parking generation diurnal rates were obtained from ITE Parking Generation Manual, 5th Edition.

WAREHOUSE #4 (PARCEL 6)

WAREHOUSE/DISTRIBUTION:

145,200 SQ FT GFA

OFFICE AND WAREHOUSE

OFFICE: 8 SP/FIRST 2000 SQ.FT. + 1/400 SQ.FT.

WAREHOUSE: 3 SP/ FIRST 1,500 SF

+ 1 SP/ 1500 SQ .FT. UP TO 100,000 SQ FT

TENANT #1

41,040 SQ FT.

OFFICE: 4,400 SQ FT

PARKING REQ'D = 14 SP

WAREHOUSE/DISTRIBUTION: 36,640 SQ.FT.

PARKING REQ'D = 27 SP

TOTAL PARKING REQD = 41 SP

TENANT #2

51,840 SQ.FT.

OFFICE: 4,400 SQ FT

PARKING REQ'D = 14 SP

WAREHOUSE/DISTRIBUTION: 47,440 SQ.FT.

PARKING REQ'D = 34 SP

TOTAL PARKING REQD = 48 SP

TENANT #3

51,120 SQ.FT.

OFFICE: 4,400 SQ FT

PARKING REQ'D = 14 SP

WAREHOUSE/DISTRIBUTION: 47,720 SQ.FT.

PARKING REQ'D = 34 SP

TOTAL PARKING REQD = 48 SP

TOTAL PARKING REQD = 137 SPACES

Parking Analysis for Glenwood Hills Development: Industrial Space



Parking Formula per Zoning Ordinance Section 27-568

INDUSTRIAL

3.0 spaces for first 1500 sf, then 1.0 spaces next 1500 sf

OFFICE

1/250 sf for 1st 2000 sf

then 1/ 400 sf

BUILDING 4

Land Use	Spaces Required per ZO				
INDUSTRIAL-- 132,000 sf	95				
OFFICE- 13,200 sf	42				

137

Hourly Parking Demand per 27-574 per block

Time of Day	Industrial	95 spaces			Office	42 spaces			Total Demand
12:00-4:00 AM	5%	5			5%	2			7
5:00 AM	5%	5			5%	2			7
6:00 AM	10%	10			10%	4			14
7:00 AM	40%	38			40%	17			55
8:00 AM	80%	76			80%	34			110
9:00 AM	95%	90			95%	40			130
10:00 AM	100%	95			100%	42			137
11:00 AM	100%	95			95%	40			135
12:00 PM	100%	95			100%	42			137
1:00 PM	100%	95			100%	42			137
2:00 PM	95%	90			95%	40			130
3:00 PM	95%	90			85%	36			126
4:00 PM	95%	90			60%	25			115
5:00 PM	50%	48			30%	13			60
6:00 PM	15%	14			15%	6			21
7:00 PM	10%	10			10%	4			14
8:00 PM	5%	5			5%	2			7
9:00 PM	5%	5			5%	2			7
10:00 PM	0%	0			0%	0			0
11:00 PM	0%	0			0%	0			0
12:00 AM	0%	0			0%	0			0

NOTES: 1. Diurnal rates that are for industrial are not provided in ITE Parking Generation Manual, and are estimated for purposes of this 24 hour analysis.

2. Office Parking generation diurnal rates were obtained from ITE Parking Generation Manual, 5th Edition.

WAREHOUSE #5 (PARCEL 2)

WAREHOUSE/DISTRIBUTION:

64,800 SQ.FT. TOTAL GFA

OFFICE AND WAREHOUSE

OFFICE: 8 SP/FIRST 2000 SQ.FT. + 1/400 SQ.FT.

WAREHOUSE: 3 SP/ FIRST 1,500 SF

+ 1 SP/ 1500 SQ .FT. UP TO 100,000 SQ FT

OFFICE: 3,800 SQ FT

PARKING REQ'D = 13 SP

WAREHOUSE/DISTRIBUTION: 61,000 SQ.FT.

PARKING REQ'D = 43 SP

TOTAL PARKING REQD = 56 SPACES

Parking Analysis for Glenwood Hills Development: Industrial Space



Parking Formula per Zoning Ordinance Section 27-568

INDUSTRIAL

3.0 spaces for first 1500 sf, then 1.0 spaces next 1500 sf

OFFICE

1/250 sf for 1st 2000 sf

then 1/ 400 sf

BUILDING 5

Land Use	Spaces Required per ZO				
INDUSTRIAL-- 61,000 sf	43				
OFFICE- 3800 sf	13				

56

Hourly Parking Demand per 27-574 per block

Time of Day	Industrial	43 spaces			Office	13 spaces			Total Demand		
12:00-4:00 AM	5%	2			5%	1			3		
5:00 AM	5%	2			5%	1			3		
6:00 AM	10%	4			10%	1			6		
7:00 AM	40%	17			40%	5			22		
8:00 AM	80%	34			80%	10			45		
9:00 AM	95%	41			95%	12			53		
10:00 AM	100%	43			100%	13			56		
11:00 AM	100%	43			95%	12			55		
12:00 PM	100%	43			100%	13			56		
1:00 PM	100%	43			100%	13			56		
2:00 PM	95%	41			95%	12			53		
3:00 PM	95%	41			85%	11			52		
4:00 PM	95%	41			60%	8			49		
5:00 PM	50%	22			30%	4			25		
6:00 PM	15%	6			15%	2			8		
7:00 PM	10%	4			10%	1			6		
8:00 PM	5%	2			5%	1			3		
9:00 PM	5%	2			5%	1			3		
10:00 PM	0%	0			0%	0			0		
11:00 PM	0%	0			0%	0			0		
12:00 AM	0%	0			0%	0			0		

NOTES: 1. Diurnal rates that are for industrial are not provided in ITE Parking Generation Manual, and are estimated for purposes of this 24 hour analysis.

2. Office Parking generation diurnal rates were obtained from ITE Parking Generation Manual, 5th Edition.

Building 1	Building 2	Building 3	Building 4	Building 5	TOTAL
Total Demand	Total Demand	Total Demand	Total Demand	Total Demand	
2	8	11	7	3	30
8	8	11	7	3	36
16	15	21	14	6	72
63	62	86	55	22	288
126	123	171	110	45	575
150	146	203	130	53	683
158	154	214	137	56	719
156	152	211	135	55	709
158	154	214	137	56	719
158	154	214	137	56	719
150	146	203	130	53	683
147	141	197	126	52	663
139	129	180	115	49	611
73	67	93	60	25	319
24	23	32	21	8	108
16	15	21	14	6	72
3	8	11	7	3	31
3	8	11	7	3	31
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

Sheet 12 is a compilation and calculates the allowable number of spaces per Section 27-574 of the Zoning Ordinance at 826.85 spaces.



November 12, 2024

MEMORANDUM

TO: Emery Huang, Planner IV, Urban Design Section, Development Review Division

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

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

FROM: Elena Perry, Planner II, Master Plans and Studies Section, Community Planning Division *EP*

SUBJECT: DSP-21037-01 Glenwood Hills

FINDINGS

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

BACKGROUND

Application Type: Detailed Site Plan for property located outside of an overlay zone.

Planning Area: 75A

Community: Suitland-District Heights & Vicinity

Location: On the south side of MD 214 (Central Avenue) at its intersection with Pepper Mill Drive.

Size: 133.45 acres

Existing Uses: Vacant

Future Land Use: Residential, Commercial, and Industrial

Proposal: Construction of 775,000 square feet of 5 employment warehouse/distribution buildings and associated improvements. This detailed site plan amends DSP-21037 which was approved for the construction of 49,000 square feet of retail space, 524 multifamily residential dwelling units, and 126 townhouses.

Zoning: Residential, Multifamily-48 (RMF-48) + MIOZ B App/Dep Clearance (50:1) - North End

Prior Zoning: Mixed Use Transportation Oriented (M-X-T) + MIOZ B App/Dep Clearance (50:1) - North End

Applicable Zoning Ordinance: Prior Zoning Ordinance

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: The 2014 *Plan Prince Georges 2035 Approved General Plan* (Plan 2035) designates the area in the **Established Communities** Growth Policy area. “Established communities are most appropriate for context-sensitive infill and low-to medium-density development. Plan 2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries, schools, parks, and open space), and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met.” (page 20)

Master Plan: The 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (Master Plan) recommends **mixed-use residential** land use on the subject property. The Master Plan does not define mixed-use residential. However, the 2014 *Plan Prince Georges 2035 Approved General Plan* (Plan 2035) defines mixed use as “areas of various residential, commercial, employment and institutional uses. Residential uses may include a range of unit types. Mixed-use areas may vary with respect to their dominant land uses, i.e. commercial uses may dominate in one mixed-use area, whereas residential uses may dominate in another.” (page 100)

Council Bill (CB-51-2021) was approved by the District Council and includes specific requirements that will be reviewed with this application. These requirements state that “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; Industrial uses may not exceed 60% of the gross acreage of the land shown on the proposed Detailed Site Plan; and Industrial development must be separated from any existing or proposed residential development by a minimum of 75 feet.” The applicant is encouraged to work with staff to make sure screening, berming, and landscaping is adequately provided to buffer incompatible uses and the existing residentially zoned property surrounding the site.

The Master Plan envisions “balancing new development that optimizes existing infrastructure while maintaining and revitalizing existing neighborhoods and commercial areas through redevelopment, adaptive reuse, preservation, and conservation” (page 48). Further it is noted that the property is in Living Area E (page 107).

The Master Plan also makes the following recommendations that affect the subject property:

Chapter 4 Development Pattern – Land Use and Urban Design

The Land Use Plan

Policy 3 (page 60)

Heighten the image and attraction of the industrialized areas of Subregion 4 to attract a higher quality of light industrial, research and development, and business park uses, offering expanded employment opportunities for residents of Prince George's County and the region.

Strategies

- Encourage the relocation of heavy industrial and industrial areas with negative environmental impacts within Subregion 4 away from existing residential uses.
- Strengthen buffer requirements for industrial uses adjacent to nonindustrial uses.
- Establish development standards design guidelines for the industrialized areas to improve the image and character of employment zones in the subregion.

Analysis: The industrial uses proposed in this application are located along the east side of Karen Boulevard opposite the existing homes of Wilburn Estates to the west of the property. The existing Potomac Electric Power Company (Pepco) power line will also buffer the industrial uses from the existing residences of the Millwood Community to the east of the property. The applicant is encouraged to use additional buffering to screen the industrial uses and parking areas from the existing residences to improve the attractiveness of the site and assist with air quality and noise suppression. In the SOJ the applicant indicates the buildings will have up to 12 feet tall screen walls to reduce public view of the loading docks and truck plazas. The applicant does not indicate what the screen walls/noise barriers will be made of, however the noise study submitted shows walls constructed with stone or aluminum and steel. The applicant is encouraged to work with the Urban Design Section to provide attractive and adequate landscaping and screening techniques to buffer the existing residential homes adjacent to the property.

Policy 4 (page 60)

Focus redevelopment and economic development resources to underutilized areas that have the greatest need and potential for optimal reuse or infill development.

Strategies

- Encourage redevelopment and infill in existing and planned development areas.
- Provide land in locations that have been identified for growth and expansion of economic development opportunities.
- Respond to the market opportunities and challenges by designating appropriate land uses at viable locations for residential, commercial, and employment uses.

Analysis: The proposed project is greenfield development of a vacant forested site and is not an infill development. However, the industrial development proposed with this application is located in a generally developed region of the County and is inside the Capital Beltway. The development will provide employment opportunities and strengthen the local economy.

Part III – Infrastructure Elements

Chapter 7 Environment

Policy 1 (page 200)

Protect, preserve and enhance the green infrastructure network in Subregion 4.

Strategies

- Protect green infrastructure environmental corridors by focusing development outside the network. Implement this during the review of land development proposals to ensure the highest level of preservation and restoration possible, with limited impacts for essential development elements.
- Assess the potential to acquire land parcels in designated network gap areas to further protect and expand the network.
- Limit impacts to the green infrastructure network to those necessary for the reasonable development of properties.
- Provide mitigation of impacts to the regulated areas within the development site, drainage area, subwatershed, or watershed by first exhausting the mitigation areas identified in the countywide mitigation database and then seeking other opportunities within the river basin.

Analysis: Staff recommends the applicant work with the Environmental Planning Section to limit impacts to environmental features and provide on-site mitigation strategies, and ensure the application meets all required environmental regulations.

Water Quality and Stormwater Management

Policy 1 (page 205)

Restore and enhance water quality in areas that have been degraded, and preserve water quality in areas not degraded.

Strategies

- Maintain, enhance, and restore woody buffers around streams to preserve and protect water quality.
- Use conservation landscape techniques to be evaluated during the development review process.
- Assess potential drainage problem areas and areas within the 100-year floodplain for retrofit projects.

Analysis: The application proposes a series of micro-bioretenion facilities to treat storm water management and stormwater runoff. Staff recommends the applicant work with the Department of Permitting Inspections and Enforcement (DPIE) and the Environmental Planning Section to treat stormwater and maintain stream and floodplain buffers and use conservation landscaping.

Policy 3 (page 205)

Require on-site management of stormwater through the use of environmentally sensitive stormwater management techniques (i.e., fully implement the requirements of ESD) for all development and redevelopment activities.

Strategies

- Require the use of shared environmentally sensitive stormwater management facilities where appropriate.
- Increase stormwater storage in appropriate areas, such as open space and preserved and constructed wetlands.

Analysis: Staff recommends the applicant work with Environmental Planning Section and Department of Permitting, Inspections, and Enforcement (DPIE) to provide stormwater management to retain and treat all water on-site.

Policy 4 (page 205)

Assure that adequate stream buffers are maintained and enhanced and utilize design measures to protect water quality.

Strategies

- Maintain and enhance adequate woody vegetated buffers around streams to preserve and protect water quality.
- Identify possible locations for additional bioretention features to serve one or more properties.
- Enhance buffers through the Woodland Conservation Ordinance required during the review of land development proposals.
- Require street tree plantings be incorporated as a stormwater management feature.

*Analysis: Staff recommends the applicant work with the Environmental Planning Section to maintain stream and floodplain buffers. The applicant is encouraged to include trees in bioretention areas **in addition** to street trees for shade.*

Air Quality and Greenhouse Gas Emissions

Policy (page 206)

Reduce air pollution to support public health and wellness by placing a high priority on transit-oriented development and transportation demand management (TDM) projects and programs.

Strategies

- Reduce air pollution and energy use by placing a high priority on TDM projects, transit, and mixed-use development.
- Encourage the use of clean energy sources, such as solar and wind power.
- Design development and redevelopment projects to minimize the need for motor vehicle trips.

Analysis: The applicant is encouraged to incorporate renewable energy in the development. A circulation plan is included in the application package that indicates a network of shared use paths and sidewalks to connect the industrial uses and existing neighborhood streets, schools, and existing transit network. The entire mixed-use development will provide employment opportunities and strengthen the local economy.

Noise Intrusion

Policy (page 207)

Reduce adverse noise impacts so that the State of Maryland's noise standards are met.

Strategies

- Evaluate development and redevelopment proposals in areas subject to high levels of noise using Phase I noise studies and noise models. Phase I noise studies determine base-line noise levels acceptable for a planned area.
- Provide for the use of noise reduction measures when and where noise issues are identified through the development review process.

- Achieve compatible land uses and development in areas subject to noise that exceeds acceptable standards.
- Provide for adequate setbacks for development exposed to existing and proposed noise generators and roadways of arterial classification or greater.
- Restrict hours of operation for uses that produce excessive noise.

Analysis: Staff recommends the applicant work with the Urban Design Section to use additional landscape buffering to screen the industrial uses and parking areas to improve the attractiveness of the site and assist with air quality and noise suppression. The site plan includes 12-foot noise walls to reduce access noise created by the use and to screen public view of the loading docks and truck plazas.

Green Buildings/Sustainability

Policy 1 (page 208)

Implement environmentally sensitive building techniques that reduce overall energy consumption.

Strategies

- Promote environmentally sensitive building techniques as designated by the U.S. Green Building Council.
- Require the use of the latest environmental technologies in building and site designs.
- Reduce energy consumption through the use of more effective and energy efficient indoor and outdoor lighting and air movement systems.

Analysis: The applicant proposes 13 electric vehicle charging stations in the parking area to encourage electric vehicle usage. However, it is unclear if the applicant proposed to use additional green building techniques such as energy efficient appliances, solar panels, or energy efficient lighting. The applicant is encouraged to include green building technology and treatments to reduce impacts to the natural environment and energy grid and to reduce waste.

Policy 2 (page 208)

Implement land use policies that encourage infill and support TOD and walkable neighborhoods.

Strategy

- Direct development and infill to existing areas rather than “greenfields.”

Analysis: This proposed application is for greenfield development of a currently vacant, forested site. The applicant is encouraged to minimize impacts to environmental features and facilitate ped/bike access and circulation on site as well as access to transit including bus and rail. The Central Avenue Connector Trail, approved with DSP-21037, provides pedestrian and bicycle connectivity along Central Avenue to transit and other destinations. In addition, it is noted that the project proposes a sidewalk and shared use path along the section of Karen Boulevard with connections to Central High School and Walker Mill Middle School. At least two bicycle racks will be located at each industrial building.

Tree Canopy and Green Space

Policy 1 (page 208)

Preserve, restore, and enhance the existing tree canopy.

Strategies

- Require a minimum of ten percent tree canopy coverage on all new development and redevelopment projects.
- Encourage the preservation of existing specimen trees (defined as trees 30 inches or greater in diameter at breast height) at the time of development review.
- Increase the percentage of urban tree canopy by planting trees and other vegetation in public and private open spaces, along roadways, in median strips, and in residential communities.
- Ensure that root space is sufficient for long-term survival.
- Require a diversity of native stock trees when planting street, landscape, and lawn trees to promote ecosystem health and resiliency against disease and insects.

Analysis: The application proposes preserving over 30 acres of woodlands on site. Staff recommends the applicant work with the Urban Design Section and Environmental Planning Section to preserve existing specimen trees and include landscaping to add to the urban tree canopy and plant diversity. By using tree preservation in combination with the installation of landscape material along the rights of way and in open spaces will support a healthy ecosystem and support biodiversity in the area.

Policy 2 (page 210)

Improve the county's capacity to support increases in the tree canopy.

Strategies

- Increase landscape buffers in common areas and along curbs and sidewalks.

Analysis: Staff supports strategies to increase the tree canopy and recommends the applicant work with the Urban Design Section and Environmental Planning Section to increase tree canopy and include landscaping buffers on both sides of Karen Boulevard.

Chapter 8 Transportation Systems

Transportation Recommendations

Policy 2 (pages 234-238)

Support the development level recommended by this master plan with a transportation system that reflects the policy service levels in the 2002 General Plan. 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. Explore the feasibility of creating parallel routes to Central Avenue, as proposed in the 2006 *Central Avenue Transit-Oriented Development Corridor Development Strategy*, to provide improved local access for vehicle, pedestrian, bicycle, and transit trips occurring along the corridor.

Strategies

- Maintain, improve, and construct the recommended transportation network as required by current and future development.
- Designate a system of roadways that supports the movement of traffic consisting of regional, interregional, and local trips. The recommended classification is in accordance with the MPOT designations.

- Adopt the recommended highway network required to support the buildout of the recommended land use plan for Subregion 4 including the planned growth center as shown in Map 8-5 on page 235 and Table 8-11 on page 236.
- Promote and evaluate the need for provision of on-street parking to serve adjacent land uses and improve safety of pedestrians and bicyclists when requested by the community and when making any changes to the roadways.
- Explore ways to provide street connections to established neighborhoods and direct pedestrian and bike connections to nearby public transit, schools, and recreational facilities as part of any new development and redevelopment.
- Explore and promote plans to signalize intersections of neighborhood streets and streets with higher commuter traffic, when warranted, and to facilitate the safe movement of traffic and pedestrians along each street, as well as turning traffic to and from the neighborhood streets.
- Use a combination of enforcement, engineering, and education efforts to calm vehicle traffic along residential streets, as well as Walker Mill Road.
- Implement measures that preserve and enhance neighborhood livability of local streets within the established neighborhoods.
- Promote reduction of traffic speed through enforcement, signage, and design in high pedestrian activity areas, in the vicinity of schools, and along residential streets.
- Promote the implementation of measures that will increase pedestrian safety and convenience by identifying and analyzing high pedestrian collision locations.
- Improve the quality of the pedestrian environment by recommending specific physical improvements such as traffic calming, pedestrian-scale street lighting, pedestrian and biker signal improvements, and street crossing improvements.

Analysis: Karen Boulevard will be constructed as a collector. Staff recommends the applicant work with the Transportation Planning Section, and operating agencies as appropriate to include create a safe walkable streetscape that include traffic calming elements in the roadway to reduce speeds and increase safety. Traffic calming elements could include speed bumps, raised crosswalks, or signage.

Policy 3 (page 238)

Maintain the design capacity and traffic flow efficiency of planned roadways.

Strategies

- Control access consistent with the function of the roadway through subdivision, site plan, and permit review.
- Obtain adequate rights-of-way through direct dedication where possible, or through other strategies of corridor preservation.
- Discourage traffic-intensive development at locations that require direct driveway access adjacent to major intersections and/or interchanges.

Analysis: Karen Boulevard will be constructed as a collector. The applicant is encouraged to work with the Transportation Planning Section and operating agencies to create an efficient system of roadways that will provide an adequate system of roads to serve the development and surrounding community.

Policy 4 (pages 238-239)

Facilitate the safe and orderly movement of traffic. Although it is essential that through traffic be accommodated on certain facilities, it is essential that transportation systems on a local level are provided that allow trips between land uses within a community to be made on local streets without the use of collector or higher classification roadways.

Strategies

- Minimize where possible the amount of through traffic and truck traffic along residential streets and established neighborhoods through the implementation of appropriate traffic-calming measures.
- Encourage street connections between adjacent subdivisions. Such connections are needed for the efficient delivery of public services and are desirable in giving residents, in otherwise isolated neighborhoods, safe access to major roads by consolidating access at signal-controlled intersections or less busy streets. When they are needed to slow vehicle speeds or discourage use of a street by traffic from outside the immediate area, traffic-calming strategies should be considered during implementation of any such street connection.

Analysis: The project does not propose vehicular connections to existing neighborhood streets of adjacent subdivision reducing cut-through and truck traffic impacts. Staff recommends the applicant work with the Transportation Planning Section and operating agencies to use traffic calming techniques and signage to reduce truck traffic through the subject property and the adjacent neighborhoods.

Policy 5 (page 239-241)

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

Strategies

Established Neighborhoods

- Include in street, road, and highway project planning the consideration of implementing high-occupancy vehicle lanes, bus pull-off bays, sidewalks, signage, and other enhancements where appropriate, along routes that provide access to rail transit stations, that serve current or future bus or bus rapid transit service, and that serve multifamily, compact, or infill development, with emphasis on General Plan corridors.
- Increase the connectivity of bikeways established within street, road, or highway rights-of-way, especially in the vicinity of current or future transit stations and bus services and in areas of multifamily, compact, or infill development, with emphasis on General Plan corridors as well as off-road trails and trail systems.
- Ensure consistency with environmental justice principles by implementing the complete streets policy widely and equitably, thereby benefiting low-income and minority populations, as well as the elderly and disabled.
- Implement transportation demand management (TDM) practices that reduce trips (through park-and-ride lots and other strategies) and trip length, manage routes and peak-period travel, and generally focus on changing travel behavior.

- Improve network connectivity and system integrity by eliminating gaps that impede transit service and improving safety for all users using engineering, education, and enforcement to reduce traffic accidents.
 - All streets where bus service is anticipated should be constructed to at least a primary residential street (60-foot right-of-way) standard and publicly maintained.
- Improve transportation system performance through transportation system management strategies, keeping commuter traffic on expressways and arterials and preventing encroachment of through traffic into residential neighborhoods.
 - At signalized intersections, require a minimum of two lanes on each approach.
 - Dead-end “stub” streets connecting to adjacent vacant parcels should be designed to primary residential street (60-foot right-of-way) standards.
- Implement street, road, and highway projects mainly through the National Environmental Protection Act (NEPA) process and in coordination with the *Countywide Green Infrastructure Plan*, in a manner that protects the natural environment, minimizes dislocation and disruption, and is consistent with the county’s environmental stewardship goals. Implement the transportation network in an environmentally sensitive manner by:
 - Minimizing the crossings of streams and wetlands, where possible, by careful planning or road locations.
 - Maximizing use of existing stream crossings.
 - Coordinating the road network between parcels to limit the need for stream crossings and other environmental impacts.
 - Crossing streams (where unavoidable) at right angles except where prevented by geologic features.
 - Constructing stream crossings using clear span bridges or, where bridges cannot be used for design reasons, bottomless culverts or other low-impact crossing structures that have a width that matches or exceeds the natural width of the stream and that minimize the impact to stream habitats, fish, and other stream organisms.
 - Using drainage structures, such as water turnouts or broad-based dips, on both sides of a crossing as needed to prevent road and ditch runoff from directly entering the stream.
 - Retrofitting stream crossings (where necessary) in a manner that removes fish blockages.
- Improve safe vehicular access to and from existing residential properties while maintaining efficient traffic flow along adjacent rights-of way.

Analysis: Karen Boulevard will be constructed as a collector with an 80-foot right-of-way. The Central Avenue Connector Trail, approved with the initial DSP, will provide pedestrian and bicycle connectivity along Central Avenue leading to transit opportunities and other destinations. The site plan proposes space for rideshare and van queuing near the entrance of the buildings. Staff recommends the applicant work with the Transportation Planning Section, Environmental Planning Section, and operating agencies to incorporate complete street and safety elements into the design of Karen Boulevard and neighborhood streets.

Policy 6 (page 242)

Integrate transit with streets and roadways to ensure that new land uses and redevelopment in this plan will increase transit usage and ridership sufficiently to justify the eventual expansion of major transit services into this portion of the county.

Strategy

- Utilize a grid pattern of public and private streets to efficiently connect land uses to transit services within the planned centers and in new developments in the subregion. Review development within these areas to ensure that efficient connections to transit services are incorporated or maintained.

Analysis: The Central Avenue Connector Trail, approved with DSP-21037, provides pedestrian and bicycle connectivity along Central Avenue leading to transit and other destinations.

Pedestrians, Bicycles, and Trails

Policy 2 (page 252)

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 nonmotorized connectivity between neighborhoods. (See Map 8-8 on page 250.)

Analysis: The Central Avenue Connector Trail, approved with DSP-21037, provides pedestrian and bicycle connectivity along Central Avenue to transit and other destinations. In addition, it is noted that the project proposes a sidewalk and shared use path along the section of Karen Boulevard with connections to Central High School and Walker Mill Middle School. Staff recommends the applicant work with the Department of Parks and Recreation (DPR) to provide increased connectivity between this property and adjacent neighborhoods.

Policy 3 (page 252)

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

Analysis: A 10-foot-wide shared use path is proposed along both sides of Karen Boulevard to provide bicycle and pedestrian infrastructure. Staff recommends the applicant work with the Transportation Planning Section and operating agencies to ensure the shared use path is designed to conform with the latest bicycle and roadway standards.

Chapter 9 Public Facilities

Public Safety

Policy 2

Reduce citizen fear of and susceptibility to crime and address public safety issues in neighborhoods.

Strategies

- Incorporate Crime Prevention through Environmental Design (CPTED) measures in all new development and redevelopment to foster “eyes on the street.”
- Construct sidewalks, bicycle lanes, traffic calming devices, and streetlights where appropriate.

Analysis: Staff encourages the use of CPTED design principles to create a safe and attractive development. Lighting should illuminate all pathways around buildings and along Karen

Boulevard and landscaping should allow for clear sight lines throughout the development. Staff recommends the applicant work with the Urban Design Section to explore the use of CPTED strategies in the site design as recommended by the policy and strategies.

Parks and Recreation

Policy 1 (page 274)

Create new parks and improve upon existing neighborhood and community parks.

Strategies

- Evaluate the creation of urban squares, civic greens, and plazas into portions of Subregion 4 outside of major centers to provide more open space.
- Evaluate the acquisition of parcels adjacent to existing parks to expand and improve connectivity to existing parks (Map 9-3).

Analysis: In the SOJ the applicant indicates no additional recreational facilities are planned for the industrial uses. The Central Avenue Connector Trail and private on-site recreational facilities were previously proposed and approved to meet the mandatory dedication of parkland requirement. Staff recommends the applicant work with the Urban Design Section and the Department of Parks and Recreation (DPR) to ensure that onsite recreational facilities are adequate.

Policy 2 (page 274)

Provide parks and recreation facilities that meet the changing needs and interests of the community.

Strategies

- Create partnerships with private entities, where possible, to develop recreational amenities within the sector area.

Analysis: In the SOJ the applicant indicates no additional recreational facilities are planned for the industrial uses. The Central Avenue Connector Trail and private on-site recreational facilities were previously proposed and approved to meet the mandatory dedication of parkland requirement. Staff recommends the applicant work with the Urban Design Section and the Department of Parks and Recreation (DPR) to ensure that onsite recreational facilities are adequate.

The following transportation improvements were recommended by the Master Plan in Appendix C Public Facilities Cost Analysis.

Transit and Road Facilities

C-429 Karen Boulevard Walker Mill Road to Central Avenue (page 626)

Trails, Bicycle, and Pedestrian Facilities Trails

Seat Pleasant Drive to Walker Mill Road

Eastern Trail: This trail will be implemented as a side path or wide sidewalk along Karen Boulevard and Peppermill Drive (page 634)

Aviation/MIOZ: This application is located within the Military Installation Overlay Zone MIOZ (Height B App/Dep Clearance (50:1) – North End). Section 27-4402(c)(5)(B)(ii) Height Standards of the Zoning Ordinance says “no development, structure, or alteration of the land

shall exceed the height established by the Impact Map for Height.” Section 27-4402(c)(5)(B)(iv)(bb)(II) says “Surface B (Approach-Departure Clearance Surface): Structures in this area shall not exceed a height (in feet) equivalent to 10 feet less than the height derived by dividing the distance between Surface A and nearest boundary of the subject property by 50. No structure shall exceed a height of 500 feet (elevation 774 feet) in this area.”

SMA/Zoning: The 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* retained the subject property into the Mixed Use Transportation Oriented (M-X-T) zone.

On November 29, 2021, the District Council approved CR-136-2021, the Countywide Map Amendment (CMA) which reclassified the subject property from Mixed Use Transportation Oriented (M-X-T) Zone to the Residential, Multifamily-48 (RMF-48) Zone effective April 1, 2022.



Countywide Planning Division
Historic Preservation Section

301-952-3680

October 23, 2024

MEMORANDUM

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

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

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

SUBJECT: DSP-21037-01 Glenwood Hills

The subject property comprises 133.45 acres and is located south of MD-214 (Central Avenue) at its intersection with Pepper Mill Drive. The subject property is zoned Military Installation Overlay (MIO), Mixed Use - Transportation Oriented (M-X-T), and One-Family Detached Residential (R-55), per the prior Zoning Ordinance, and is located within the 2010 Approved Subregion 4 Master Plan area. The subject application proposes details of the architectural elements of the 775,000 square feet of warehouse and distribution buildings, and their associated improvements.

The 2010 Approved Subregion 4 Master Plan contains goals and policies related to Historic Preservation (pp. 287-296). However, these are not specific to the subject site or applicable to the proposed development.

A Phase I archeology survey was conducted on a portion of the subject property in 2007. A draft report, Phase I Archaeological Survey of the Glenwood Hills Development, Prince George's County, Maryland, Preliminary Plan Number 4-04081 (PPS 4-04081), was received by the Planning Department and reviewed by the Historic Preservation staff. Two archaeological sites were identified, 18PR838 and 18PR839. Both were identified as twentieth-century farmsteads, with related outbuildings, and no further work on those sites was required.

The subject application also contains Parcels 124 and 125, which were not included in the 2007 Phase I archeology survey. A Phase I archeology survey was conducted on the subject property in November 2022. The study area consisted of approximately 12 acres, between Quarry Avenue and Central Avenue, in Capitol Heights. The subject property was once part of a large tract called Independence, patented to Benjamin Berry in 1783. A total of 218 shovel test pits were excavated within the Study Area. Of these, seven contained historic cultural material resulting in the recovery of 47 artifacts. This artifact scatter was designated archeological site 18PR1238, a twentieth-century domestic site related to two demolished residences along the southern boundary of the study area.

More than half of the site's artifacts are coal fragments. The artifact assemblage does not exhibit vertical or horizontal distribution patterns that would indicate temporally stratified deposits or specific activity areas.

No features were identified. It is likely that the artifacts were displaced during the demolition of the two houses within the site. The lack of identifiable pre-twentieth-century material suggests that the site's occupation does not predate 1900 and, that any potentially intact nineteenth-century contexts have been disturbed.

Site 18PR1238 represents a low-density, twentieth-century domestic site that was impacted by demolition activity in the 2010s. It does not have the potential to contribute meaningful information about historic lifeways in Prince George's County. The archeology consultant recommended that site 18PR1238 is not eligible for listing in the National Register of Historic Places. Therefore, no further work was recommended on site 18PR1238.

Historic Preservation staff concludes that site 18PR1238 lacks integrity, and the ability to contribute significant information on the history of Prince George's County. Therefore, no additional archeological investigations are required.


The subject property does not contain and is not adjacent to, any designated Prince George's County Historic Sites or Resources. The Historic Preservation Section staff recommends approval of DSP-21037-01, Glenwood Hills, with no conditions.



December 16, 2024

MEMORANDUM

TO: Emery Huang, Development Review Division

FROM: Benjamin Ryan, Transportation Planning Section, Countywide Planning Division


VIA: *MS* Noelle Smith, Transportation Planning Section, Countywide Planning Division
Crystal Hancock, Transportation Planning Division, Countywide Planning Division

SUBJECT: **DSP-21037-01, Glenwood Hills**

Proposal:

The subject Detailed Site Plan (DSP) application proposes the construction of five warehouses along the east side of Karen Boulevard totaling 775,000 square feet and a fleet parking and charging area, located along the west side of Karen Boulevard. The site is a part of a larger development located along the south side of Central Avenue, directly across from Pepper Mill Drive, in Capitol Heights. The Transportation Planning Section (TPS) review of this DSP application was evaluated using the standards of Section 27 of the prior Zoning Ordinance.

Prior Conditions of Approval

The site is subject to Conceptual Site Plan (CSP)-88020, and revisions, Preliminary Plan of Subdivision (PPS) 4-21051, and DSP-21037. The site also has two previously approved PPS, 4-94066 and 4-04081. However, adequacy, access, and circulation were re-evaluated and approved with 4-21051, which now supersedes the prior approved PPS.

The relevant transportation conditions of approval related to the subject application are listed below:

CSP-88020-03

15. The applicant and the applicant's heirs, successors, and/or assignees shall construct the following facilities and show these facilities on a pedestrian and bikeway facilities plan as part of the site plan prior to its acceptance:
 - a. A minimum 10-foot-wide shared-use path and/or shared roadway pavement markings and signage along Karen Boulevard, unless modified by the operating agency with written correspondence.
 - b. Standard bicycle lane along Karen Boulevard, in accordance with the American Association of State Highway and Transportation Officials guidelines, unless

modified by the operating agency with written correspondence or in the applicant's approved final plans.

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

Comment: The site plans accurately reflect the facilities. Staff would note that the shared use path required with condition 15-a begins as an eight-foot-wide path at its northernmost point along MD 214, and then transitions to ten-foot-wide path as it moves south along Karen Boulevard. The side path is to be constructed in lieu of the standard bicycle lane to accommodate a separate multimodal path.

4-21051

11. Prior to approval of the detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the pedestrian and bicycle adequacy improvements approved with Preliminary Plan of Subdivision 4-21051, consistent with Section 24-124.01(f) of the prior Prince George's County Subdivision Regulations.

Comment: A bicycle and pedestrian facilities plan was submitted depicting all pedestrian and bicycle movements. The plan accurately displays the ten-foot-wide side path along the site's frontage of MD 214 and along both sides of Karen Boulevard. The plans also include the portion of the Central Avenue Connector Trail (CACT) connecting the subject site to adjacent properties. Although bicycle parking is not shown on the bicycle and pedestrian facilities plan, the locations are shown on the DSP at each warehouse location.

12. The applicant shall provide a network of on-site pedestrian and bicycle facilities and provide a system of streetlights along Karen Boulevard within the limits of the property. All on-site pedestrian/bicycle facilities shall be consistent with Section 24-124.01(c) of

the prior Prince George’s County Subdivision Regulations. The details of the on-site facilities shall be provided as part of the detailed site plan submission.

Comment: The network of onsite pedestrian and bicycle facilities are accurately shown on the DSP. This condition has been met.

13. Prior to approval of the first building permit for the subject property, other than for infrastructure and/or retaining walls, the applicant and the applicant’s heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the prior Prince George’s County Subdivision Regulations (“Required Off-Site Facilities”), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency’s access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:
 - a. Upgrade the signalized intersection at Hill Road/Willow Hill Drive with pedestrian signal poles, pedestrian signal heads, and Americans with Disabilities Act-compliant pedestrian push buttons. This intersection is used by children, pedestrians, and cyclists that access the Peppermill Community Center/Park, as well as the Highland Elementary School and Judith P. Hoyer Montessori School.
 - b. Upgrade the Walker Mill Road/Karen Boulevard signalized intersection with pedestrian signal poles, pedestrian signal heads, and Americans with Disabilities Act-compliant pedestrian push buttons.
 - c. Install a rectangular rapid flashing beacon at the intersection of Shady Glen Drive and Shady Glen Terrace.
 - d. Install a rectangular rapid flashing beacon at the entrance of Walker Mill Middle School, along the existing Karen Boulevard.
 - e. Upgrade the four existing crosswalks at the cross streets along Karen Boulevard to be Americans with Disabilities Act compliant.
 - f. Direct the remaining funds under the cost cap toward the construction of the Segment 4 phase of the Central Avenue Connector Trail project.

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

14. In conformance with the 2009 *Approved Countywide Master Plan of Transportation*, and the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*, the applicant and the applicant’s heirs, successors, and/or assignees shall provide the following master plan facilities and shall depict the following facilities on any detailed site plan prior to its acceptance:
 - a. An 80-foot right-of-way to include bicycle lane and side path facilities along the frontage of Karen Boulevard, unless modified by the operating agency with written correspondence.

- b. Minimum 5-foot-wide sidewalks along both sides of the internal roadways throughout the site, including Americans with Disabilities Act curb ramps and associated crosswalks.
- c. Americans with Disabilities Act curb ramps and crosswalks crossing all vehicular access points.
- d. Long- and short-term bicycle parking within the multifamily buildings and near the building entrances, and short-term bicycle parking provided near the entrances of the retail buildings, in accordance with the American Association of State Highway and Transportation Officials guidelines.

Comment: All facilities are accurately shown on the DSP. The side path is to be constructed in lieu of the standard bicycle lane to accommodate a separate multimodal path. This condition has been met.

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

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

- 16. Prior to issuance of the first building permit within the subject property, other than for infrastructure and/or retaining walls, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. MD 214 (Central Avenue)/Pepper Mill Drive/Karen Boulevard:
 - (1) Install a traffic signal if it is deemed to be warranted and approved for construction by the operating agency.
 - (2) Construction of C-429, Karen Boulevard, within the limits of the site in general conformance to the approved preliminary plan of subdivision.

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

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

Comment: The subject application is not proposed to be phased. The requirements set forth in condition 13 will be required prior to the first building permit. The requirements set forth in condition 14 will be required prior to certification of the subject application.

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

Comment: The site plan displays a total of seven driveways to serve the five proposed warehouses. The applicant provided a driveway access consolidation analysis detailing the typical circulation with two driveways serving each building, allowing the separation of heavy vehicles from passenger vehicles. This analysis indicates that with five warehouses, a total of ten driveways would typically be needed.

All warehouses are located along the east side of Karen Boulevard. The northernmost warehouse (Warehouse #1) and the southernmost warehouse (Warehouse #4) each include two driveway entrances along Karen Boulevard. Staff support the two access points to accommodate separate entrances for trucks and passenger vehicles. Specific to Warehouse #1, staff request that the northern driveway be limited to passenger vehicles and the southern driveway be limited to trucks. Specific to Warehouse #4, staff request that the northern driveway be limited to trucks and the southern driveway be limited to passenger vehicles. Prior to certification of the subject detailed site plan, staff request the applicant submit signage assemblies along northbound and southbound Karen Boulevard to separate the entrances for Warehouse #1 and Warehouse #4 as detailed above. Additionally, staff request the signage assemblies include directional signage for internal circulation to ensure trucks and passenger vehicles remain separated.

Warehouse #5, Warehouse #2, and Warehouse #3 are centrally located along the east side of Karen Boulevard. Warehouse #2 falls in between Warehouse #5 and Warehouse #3. Warehouse #2 shares driveways with Warehouse #3 along the south side of the building, while Warehouse #5 shares the driveway along the north side. Additionally, Warehouse #3 has a driveway that is shown along Karen Boulevard at the southern bounds of the building. The locations of the driveways which serve Warehouse #5, Warehouse #2, and Warehouse #3, are centrally located in close proximity to each other along the east side of Karen Boulevard. These driveways are intended both for passenger vehicles and trucks. However, staff recommend the applicant provide directional signage for circulation through the sites.

Staff find that the applicant has sufficiently consolidated driveways along Karen Boulevard, providing a total of seven driveways versus the standard of two for each building.

Master Plan Compliance

This application is subject to 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*.

Master Plan Roads

The subject property fronts Central Avenue (MD 214) which is designated as a master-planned

arterial road (A-32) with a recommended variable width right-of-way of 120 to 150 feet. Additionally, 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. The latest submission accurately displays the right-of-way for both roads. The roadway dedication shall be in conformance with the approved PPS and accurately depicted on the final plat.

Master Plan Pedestrian and Bike Facilities

The MPOT recommends a bicycle lane and side path along Karen Boulevard. The site is also impacted by the CACT along the northern portion of the site. The MPOT provides policy guidance regarding multimodal transportation and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

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

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

The 2010 *Approved Subregion 4 Master Plan*, also recommends the following policies regarding multi-modal transportation:

Pedestrians, Bicycles, and Trails

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

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

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

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

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

Additionally, the subject site is impacted by the planned CACT. 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. The Department of Parks and Recreation (DPR) is in the process of constructing the CACT which is adjacent to the subject property and is listed as a DPR-priority recreational trail facility. Segment 4 of the overall CACT project is the section that is closest to the subject property. The latest cost estimate from DPR puts that segment at a cost of over one million dollars. Staff would note condition 13-f of 4-21051 directs the remaining funds under the Bicycle and Pedestrian Impact Statement (BPIS) cost cap which would provide approximately \$354,478.29 to be directed to the DPR toward the cost of the Segment 4 phase of the CACT project. This payment is required at the time of first building permit.

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

Transportation Planning Review

Zoning Ordinance Compliance

Section 27-283 of the Prince George's County Zoning Ordinance (Ordinance) provides guidance for detailed site plans. The section references the following design guidelines described in Section 27-274(a):

(2) Parking, loading, and circulation

(I) 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:

(ix) Pedestrian and vehicular routes should generally be separate 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

(xi) Barrier-free pathways to accommodate the handicapped should be provided

(6) Site and streetscape amenities

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

(i) The design of light fixtures, benches, trash receptacles, bicycle racks, and other street furniture should be coordinated to enhance the visual unity of the site.

Comment: As discussed above, Warehouse #1 (northernmost) and the southernmost Warehouse #4 (southernmost) each propose two points of access, to which staff recommends separated trucks and passenger vehicles entrances only. The remaining three warehouses share three consolidated points of access. Within the parking area of each warehouse, the truck court is separated from the passenger vehicles parking area, thereby eliminating internal conflicts. The fleet vehicle charging station is located along the west side of Karen Boulevard, across from Warehouse #3. No structures are proposed on this parcel. The intent of this parking area is not for passenger vehicle parking or heavy truck parking but rather for delivery vehicles to be parked as well as charged using EV charging stations. Staff find that access and circulation to

the proposed warehouses and the fleet vehicle charging station area to be appropriate and fulfills the requirements of a DSP.

Section 27-574(a) discusses parking requirements in the M-X-T Zone and is copied below:

(a) The number of parking spaces required in the M-X-T Zone and in a Metro Planned Community are to be calculated by the applicant and submitted for Planning Board approval at the time of Detailed Site Plan approval.

Comment: A parking analysis was submitted to determine the parking rate for the proposed development and cites section 27-574(b)(1) which states,

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

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

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

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

Parking for warehouse/distribution uses is calculated at three (3) spaces for the first

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

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

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

Warehouse 5/Parcel 2 Total GFA: 64,800 sq. ft. (Max. 1 warehouse unit comprised of 61,000 sq. ft. warehouse and 3,800 office per unit)	56	64	46
Total Maximum Parking Spaces Allowed		822	-
Total Parking spaces provided		-	743

Staff would note that this calculation is based on a hypothetical division of the proposed warehouse/distribution buildings into 17 warehouse units. However, the actual division of parking for each warehouse building may differ from the above table at the time of building permit.

Conclusion

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

1. Prior to the certification of the detailed site plan, the applicant and the applicant’s heirs, successors and/or assigns shall:
 - a. Along northbound and southbound Karen Boulevard, provide signage assemblies at the approach to Warehouse #1 which limits passenger vehicle access to the northern driveway and limits truck access to the southern driveway. Provide signage assemblies within the parking area of Warehouse #1 directing departing passenger vehicles to exit from the northern driveway and departing trucks to exit from the southern driveway.
 - b. Along northbound and southbound Karen Boulevard, provide a signage assembly at the approach to Warehouse #4 which limits truck access to the northern driveway and limits passenger vehicle access to the southern driveway. Provide signage assemblies within the parking area of Warehouse #4 directing departing trucks to exit from the northern driveway and departing passenger vehicles exit from the southern driveway.
 - c. Provide a signage assembly for internal circulation for Warehouse #2, #3 and #5.
 - d. Provide a detail sheet showing all bicycle racks at each building as Inverted-U style (or a similar model that provides two points of contact for a parked bicycle.)
 - e. Revise the parking calculation table of the five warehouse/distribution buildings on the coversheet based on the proposed conceptual division of each building.



November 8, 2024

MEMORANDUM

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

VIA: Mridula Gupta, Acting Planning Supervisor, Subdivision Section *MG*

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

SUBJECT: DSP-21037-01; Glenwood Hills

The property subject to this detailed site plan (DSP) amendment consists of 133.45 acres of land previously platted as the Glenwood Hills subdivision recorded in Plat Book MMB 235 pages 22-40 of the Prince George's County Land Records, and two acreage parcels known as Parcels 124 and 125 recorded in Book 33040 page 581 and Book 33221 page 532 of the Land Records, respectively. This DSP amendment has been submitted for review under the prior Zoning Ordinance and prior Subdivision Regulations, in accordance with Section 27-1704(b) of the Zoning Ordinance. Accordingly, this amendment was reviewed per the standards of the prior Mixed Use Transportation Oriented (M-X-T) Zone, One-Family Detached Residential (R-55) Zone, and Military Installation Overlay (M-I-O) Zone.

DSP-21037 was approved by the Prince George's Planning Board on January 4, 2024 for mixed-use development consisting of 524 multifamily dwelling units, 126 single-family attached dwelling units, and 49,000 square feet of commercial development. DSP also approved 126 lots, 20 residential open space parcels, 2 parcels for mixed-use development, 8 nonresidential open space parcels, and 7 nonresidential development parcels. Infrastructure and rough grading were approved with DSP-21037 for the 14 nonresidential parcels, which are now the subject of this amendment proposing industrial development. Specifically, industrial development is proposed on Parcels 1-6, Block C, and Parcel 1, Block D.

This DSP amendment proposes five warehouse/distribution buildings for 775,000 square feet of industrial development on the property. DSP-21037-01 was accepted for review on October 14, 2024. Comments were previously provided at the SDRC meeting on October 25, 2024. This referral response is based on revised plans and information received on November 5 and November 6, 2024.

The property is subject to Preliminary Plan of Subdivision (PPS) 4-21051, which was approved by the Prince George's County Planning Board on January 19, 2023 (PGCPB Resolution No. 2023-06). This PPS approved 126 lots and 37 parcels for development of 550 multifamily dwelling units, 126 single-family attached dwelling units, 50,000 square feet of commercial development, and 775,000 square feet of industrial development. The proposed site layout is consistent with that approved

under the PPS, and the industrial development proposed with this DSP amendment is within the quantity evaluated at the time of the PPS. A new PPS is not required at this time.

PPS 4-21051 was approved subject to 28 conditions, of which the conditions relevant to the review of this DSP are listed below in **bold** text. Staff analysis of the project's conformance to the conditions follows each one in plain text:

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

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

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

A copy of stormwater management (SWM) concept plan 48714-2021-02 and an associated approval letter were submitted with the application. The approval is dated August 29, 2024, and expires on December 10, 2027. The Environmental Planning Section should review the DSP amendment to determine whether it is in conformance with the SWM concept plan.

4. **Prior to approval, the final plat of subdivision shall include:**

- a. **The granting of public utility easements along the public and private rights-of-way, in accordance with the approved preliminary plan of subdivision.**

The DSP shows public utility easements (PUEs) along the public road frontages of MD 214 and Karen Boulevard, in accordance with the PPS.

- b. **Right-of-way dedication along all roadways in accordance with the approved preliminary plan of subdivision.**

The DSP shows the required dedication for rights-of-way for public streets MD 214 and Karen Boulevard and all private streets in accordance with the PPS.

- e. **Draft access easements or covenants, in accordance with Section 24-128(b)(9) of the prior Prince George's County Subdivision Regulations, for shared access for the nonresidential parcels, shall be submitted to the Development Review Division (DRD) of the Prince George's County Planning Department for review and approval, as determined with the detailed site plan. Upon approval by DRD, the easements or covenants shall be recorded among the Prince George's County Land Records, and the Liber and folio of the document(s) shall be noted on the final plat, prior to plat recordation.**

The DSP shows two access easements to allow shared access to the industrial parcels. One shared access easement is shown for Parcels 2 and 3, Block C, and another easement is proposed between Parcels 3 and 4, Block C. At the time of the PPS, it was anticipated that cross-access connections could be provided in order to

minimize the number of access driveways needed to Karen Boulevard to serve the proposed industrial development. The DSP shows the location of seven driveway aprons on Karen Boulevard, for access to Parcels 2-6, Block C. An analysis for driveway consolidated access has been provided by the applicant, which states that all seven driveways proposed along Karen Boulevard have been consolidated to the maximum extent possible. The Transportation Planning Section should review the DSP and the submitted analysis to evaluate whether the number of driveways can be consolidated further. Provisions for shared access to the nonresidential parcels should be established via the property owners association (POA) covenants. Per this condition, the nonresidential parcels may not be platted until easements or covenants for shared access have been established.

- 11. Prior to approval of the detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the pedestrian and bicycle adequacy improvements approved with Preliminary Plan of Subdivision 4-21051, consistent with Section 24-124.01(f) of the prior Prince George's County Subdivision Regulations.**
- 12. The applicant shall provide a network of on-site pedestrian and bicycle facilities and provide a system of streetlights along Karen Boulevard within the limits of the property. All on-site pedestrian/bicycle facilities shall be consistent with Section 24-124.01(c) of the prior Prince George's County Subdivision Regulations. The details of the on-site facilities shall be provided as part of the detailed site plan submission.**
- 13. Prior to approval of the first building permit for the subject property, other than for infrastructure and/or retaining walls, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the prior Prince George's County Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed upon timetable for construction and completion with the appropriate agency:**
 - a. Upgrade the signalized intersection at Hill Road/Willow Hill Drive with pedestrian signal poles, pedestrian signal heads, and Americans with Disabilities Act-compliant pedestrian push buttons. This intersection is used by children, pedestrians, and cyclists that access the Peppermill Community Center/Park, as well as the Highland Elementary School and Judith P. Hoyer Montessori School.**
 - b. Upgrade the Walker Mill Road/Karen Boulevard signalized intersection with pedestrian signal poles, pedestrian signal heads, and Americans with Disabilities Act-compliant pedestrian push buttons.**
 - c. Install a rectangular rapid flashing beacon at the intersection of Shady Glen Drive and Shady Glen Terrace.**

- d. **Install a rectangular rapid flashing beacon at the entrance of Walker Mill Middle School, along the existing Karen Boulevard.**
- e. **Upgrade the four existing crosswalks at the cross streets along Karen Boulevard to be Americans with Disabilities Act compliant.**
- f. **Direct the remaining funds under the cost cap toward the construction of the Segment 4 phase of the Central Avenue Connector Trail project.**

The original DSP included two exhibits, an On-Site Pedestrian and Bikeway Facilities Plan and an Off-site Pedestrian and Bikeway Facilities Plan, which were intended to address these conditions. These exhibits were, however, not submitted with the subject DSP amendment. The Transportation Planning Section should determine whether Conditions 11, 12, and 13 of the PPS have been previously addressed.

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

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

The DSP appears to depict all of the above required facilities. The Transportation Planning Section should determine whether this condition is met.

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

The development proposed with this DSP is within the type and quantity evaluated under the PPS, therefore this condition should be met. However, this should be confirmed by the Transportation Planning Section.

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

In the applicant's statement of justification for this DSP, they stated that the development is not proposed to be phased. Accordingly, no phasing plan for the transportation improvements required by Conditions 13 and 14 was provided. The transportation improvements required by Conditions 13 and 14 will be required to be built in a single phase.

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

The applicant provided a driveway access consolidation analysis with the DSP amendment in order to address this condition. Two driveways are proposed for Parcel 1, Block C with one proposed building (Warehouse 1) which is isolated from the majority of the industrial development by environmental features. There are four additional buildings (warehouses 2-5) located on Parcels 2-6, Block C. The four warehouses on these parcels use five driveway entrances. Because some of these buildings are oriented to face each other, it may be possible to consolidate access to the parking areas via a single driveway. Additionally, the site design shows that Warehouse 5 (on Parcel 2, Block C) does not have direct access to Karen Boulevard and will rely solely on a driveway connection provided by Warehouse 2's access driveway. Furthermore, two shared-access driveways have been proposed between Parcels 2, 3, and 4, Block C.

The applicant has stated that these buildings have a significant impervious paving area, requiring numerous SWM facilities which are located all around the buildings. The applicant also justifies the proposed 5 driveways, by citing operation needs, emergency access needs, and engineering challenges. The Transportation Planning Section should review all the provided documents and determine conformance of this condition.

19. **Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-066-94-04). The following note shall be placed on the final plat of subdivision:**

"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-066-94-04 or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat

Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

- 20. Prior to issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved. The following note shall be placed on the final plat of subdivision:**

"This plat is subject to the recordation of a Woodland Conservation Easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 Tree Conservation Plan, when approved."

The applicant submitted a Type 2 tree conservation plan, TCP2-038-2023-01 with the subject application. The Environmental Planning Section should review the TCP2 for conformance to the approved TCP1.

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

The Natural Resources Inventory NRI-165-2021-01 was approved on April 28, 2023 prior to the signature approval of the PPS. A revised NRI has been submitted with this DSP amendment. The Environmental Planning Section should review the revised NRI for conformance with this Condition.

Additional Comments:

1. New final plats will be required in order to record the parcels proposed for development in this DSP amendment, prior to approval of building permits.
2. The property has an automatic certificate of adequacy associated with 4-21051. Pursuant to Section 24-4503 of the current Subdivision Regulations, this automatic certificate of adequacy became effective on January 19, 2023, for a period of twelve years, subject to the expiration provisions of Section 24-4503(c).

Recommended conditions of approval:

None.

The referral is provided for the purpose of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. The plans are in conformance with the approved preliminary plan of subdivision. All bearings and distances must be clearly shown on

the DSP amendment and must be consistent with the record plat or permits will be placed on hold. There are no other subdivision issues at this time.



Countywide Planning Division
Environmental Planning Section

301-952-3650

November 11, 2024

MEMORANDUM

TO: Emery Huang, Planner IV, Urban Design Section, DRD
VIA: Tom Burke, Supervisor, Environmental Planning Section, CWPD
FROM: Alex Kirchhof, Planner II, Environmental Planning Section, CWPD AK
SUBJECT: **Glenwood Hills; DSP-21037-01 and TCP2-038-2023-01**

The Environmental Planning Section (EPS) has reviewed the above referenced detailed site plan (DSP-21037-01), and type 2 tree conservation plan (TCP2-038-2023-01), received on October 14, 2024. Comments were provided in a Subdivision and Development Review Committee (SDRC) meeting on October 25, 2024. Revised materials were received on November 5, 2024. Additional revised materials were submitted on November 6 and November 7, 2024. The Environmental Planning Section recommends approval of DSP-21037-01 and TCP2-038-2023-01, that are 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
NRI-165-2021	N/A	Staff	Approved	11/18/2021	N/A
CSP-88020-03	TCPI-066-94-03	Planning Board	Approved	12/8/2022	2022-129

Development Review Case	Associated Tree Conservation Plan	Authority	Status	Action Date	Resolution Number
4-21051	TCP1-066-94-04	Planning Board	Approved	1/19/2023	2023-06
NRI-165-2021-01	N/A	Staff	Approved	4/28/2023	N/A
DSP-21037	TCP2-038-2023	Planning Board	Approved	1/4/2024	2024-004
DSP-21037-01	TCP2-038-2023-01	Planning Board	Pending	Pending	Pending

PROPOSED ACTIVITY

This amendment detailed site plan (DSP) application is for the development of the industrial portion of a mixed-use development.

APPLICABLE ENVIRONMENTAL REGULATIONS

This property is subject to the grandfathering provisions of the 2024 Woodland Conservation Ordinance because the property had a TCP that was accepted for review on or before June 30, 2024. The property must conform to the environmental regulations of the 2010 Woodland Conservation Ordinance and the 2018 Environmental Technical Manual. The property is also subject to the environmental regulations in prior Subtitles 24 and 27 because there is a previously approved preliminary plan of subdivision (4-21051) and detailed site plan (DSP-21037).

SITE DESCRIPTION

This 133.45-acre site is fully wooded and located just south of the intersection of MD 214 (Central Avenue) and C-429 (Karen Boulevard). The site is bounded to the north by MD 214 and is bisected by the proposed Karen Boulevard master-planned collector roadway. The current zoning for the site is Residential, Multifamily-48 (RMF-48) and Residential, Single-Family (RSF-65); however, the applicant has opted to apply the zoning standards to this application that were in effect prior to April 1, 2022, for Mixed Use-Transportation Oriented (M-X-T) and One-Family Detached Residential (R-55) Zones. A review of the available information indicates that streams, wetlands, and steep slopes, occur on the property. There is a potential forest interior dwelling species (FIDS) habitat mapped on-site. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program (MD NHP), there are no rare, threatened, or endangered species on or in the vicinity of this property. The site has one stream system that drains 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 military instillation overlay zone for height. The property is not adjacent to any roadways designated as scenic or historic. The site 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 Map, as designated by *Plan Prince George’s 2035 Approved General Plan* (Plan 2035). According to the 2017 *Approved Countywide Green Infrastructure Plan* (GI 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 Conceptual Site Plan (CSP-88020-03), Preliminary Plan of Subdivision (4-21051), and DSP-21037 supersedes all previous approvals.

Conceptual site plan CSP-88020-03

Conceptual site plan CSP-88020-03 was approved by the Planning Board on December 8, 2022. This CSP was subject to 17 conditions of which four were environmental in nature. Conditions are in **BOLD**, and plaintext provides the response:

- 1. Prior to certificate approval of the conceptual site plan (CSP), the following revisions shall be made, or information shall be provided:**
 - 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".**

Condition 1b and Condition 1c were addressed with certification of the CSP. Condition 1d was addressed with the revised letter of justification submitted with the PPS and approved by the Planning Board with 4-21051.

- 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.**

Condition 2 was addressed prior to certification of the TCP1 associated with the CSP.

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

Condition 3 is addressed with the subject application proposing an amendment to the TCP2 for industrial development.

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.**

Condition 4 will be addressed at time of permit, rough grading, or otherwise.

Preliminary plan of subdivision 4-21051

The preliminary plan of subdivision (PPS) 4-21051 was approved by the Planning Board on January 19, 2023. This PPS was subject to 28 conditions, of which six were environmental in nature. Conditions are in **BOLD**, and the plaintext provides the response:

19. **Development of this subdivision shall be in conformance with an approved Type 1 tree conservation plan (TCP1-066-94-04). The following note shall be placed on the final plat of subdivision:**

“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-066-94-04 or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department.”

20. **Prior to the issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved. The following note shall be placed on the final plat of subdivision:**

“This plat is subject to the recordation of a Woodland Conservation Easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 Tree Conservation Plan, when approved.”

21. **At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area except for any approved impacts 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.”

Conditions 19 through 21 shall be addressed with the final plat review.

22. **Technical corrections to the Type 1 tree conservation plan (TCP1) associated with the conceptual site plan (CSP) shall be reflected on the TCP1 associated with the preliminary plan of subdivision (PPS). The TCP1 associated with the CSP shall be signature approved, prior to signature approval of the TCP1 associated with the PPS.**
23. **The Type 1 tree conservation plan (TCP1) shall meet all the requirements of Subtitle 25, Division 2, and the Environmental Technical Manual, prior to certification, and shall be revised as follows:**
 - a. **The Environmental Planning Section approval block shall be revised to provide the prior approval information of TCP1-066-94.**
 - b. **The following note shall be added under the specimen tree table:**

“NOTE: This plan is in accordance with the following variance from the strict requirements of Subtitle 25-122(b)(1)(G), approved with CSP-88020-03 by the Planning Board on December 8, 2022 for the removal of the following 107 specimen trees: 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.”

Conditions 22 and 23 were addressed with the signature approval of the TCP1 with the PPS.

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

Condition 27 was addressed prior to signature approval of the TCP1.

Detailed site plan DSP-21037

The detailed site plan DSP-21037 was approved by the Planning Board on January 4, 2024. This DSP was subject to eight conditions, of which five were environmental in nature. Conditions are in **BOLD**, and the plaintext provides the response:

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

Condition 2 was addressed with the signature approval of TCP2-038-2023.

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

Condition 3 was addressed with the certification of TCP2-038-2023.

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

Condition 4 was addressed with the certification of TCP2-038-2023. Any revisions to the EMP shall be submitted for review prior to certification of this application.

- 5. Prior to certification, the Type 2 tree conservation plan shall meet all the requirements of Subtitle 25, Division 2 of the Prince George's County Code, and the Environmental Technical Manual (ETM), and shall be revised as follows:**
 - a. Add the standard graphic detail for the permanent tree protection fence from the ETM.**
 - a. Maintain a consistent heading font/form for the general notes section. Revise the off-site woodland conservation notes heading to be consistent with the other headings.**

Condition 5 was addressed with the certification of TCP2-038-2023.

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

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

Condition 6 was addressed with the certification of TCP2-038-2023. Revisions to the easement shall be recorded prior to certification of this application.

ENVIRONMENTAL REVIEW

Natural Resource Inventory/Environmental Features

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

Woodland Conservation

The site contains a total of 119.08 acres of woodlands in the net tract, with 5.51 acres of wooded floodplain. With the passage of the County Bill (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 19.07 acres. The TCP2 proposes clearing 90.67 acres of woodland, 2.30 acres of wooded floodplain, and 0.08-acre off-site woodlands, resulting in a total woodland conservation requirement of 44.12 acres. The woodland conservation requirement is proposed to be met with 27.51 acres of on-site preservation, 3.46 acres of afforestation, and 13.15 acres of off-site credits.

The total woodland clearing proposed on-site has been modified from the prior TCP2. This is partially due to the required revisions to the NRI to account for the increase in floodplain as a result of the one-foot freeboard at DPIE's request. The total clearing on-site shall be reflective of all clearing proposed with this DSP. Technical revisions are required of the TCP2 prior to the certification of the DSP, in conformance with conditions provided at the end of this memorandum.

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

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.

The required findings of Section 25-119(d) were adequately addressed with CSP-88020-03, and the Planning Board approved the variance request for the removal of 107 specimen trees, identified as 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. No additional specimen trees are requested for removal with this application.

Preservation of Regulated Environmental Features/Primary Management Area

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

Section 27-282(e)(10) of the Zoning Ordinance requires that detailed site plan (DSP) applications include: “A statement of justification describing how the proposed design preserves and restores the regulated environmental features to the fullest extent possible.” Section 27-285(b)(4) states, “The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).”

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 the infrastructure required for the reasonable use 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 was 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 the REF must first be avoided, and then minimized.

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

PMA Impact 6 for Stormdrain Outfall

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

PMA Impact 8 for Stormdrain Outfall

Impact 8 was previously approved with CSP-88020-03 for a stormdrain outfall impact totaling 3,079 square feet (0.07 acre). With DSP-21037, an increase of 1,679 square feet (0.04 acre) was requested to establish the non-woody buffer requirement on the stormwater facility, which increased the total PMA impact to 4,758 square feet (0.11 acre). This impact is reflective of the approved stormwater concept plan and was considered necessary for the safe conveyance of stormwater off-site. With DSP-21037-01 this impact is further modified due to the redefined floodplain, resulting in an additional 2,614 square feet (0.06 acre) of impact. This raises the total PMA impact to 7,372 square feet (0.17 acre).

This impact is recommended for approval as proposed.

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

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

Impact 12 Site Access (Temporary)

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

PMA Impact Conclusion

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

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), includes the Adelpia-Holmdel complexes, Adelpia-Holmdel-Urban land complexes, Annapolis fine sandy loam, Collington-Wist complexes, Collington-Wist-Urban land complexes, Croom gravelly sandy loam, Croom-Marr complexes, Marr-Dodon complexes, Marr-Dodon-Urban land complexes, Sassafras-Urban land complexes, Udorthents highway, Widewater, and issue soils. According to available mapping information, unsafe soils containing Marlboro clay or Christiana clay, do not occur on this property. This information is provided for the applicant's benefit.

Stormwater Management

An approved site development concept plan and an approved Stormwater Concept Letter (48714-2021-02) were submitted by the applicant. This letter was reviewed and approved by DPIE on August 29, 2024, and expires on December 10, 2027. At the SDRC meeting, DPIE made a comment that the stormwater facilities shown on the DSP were not consistent with the stormwater concept approval.

After further review of the application, DPIE stated in an email (Abdullah to Reddan dated October 30, 2024) that although the stormwater management concept was deemed not consistent with DSP, after further review the stormwater layout is consistent between both plans. The TCP2 shall be revised to show all stormwater facilities and infrastructure proposed in the industrial portion of the site. No further information pertaining to SWM is required at this time.

SUMMARY OF RECOMMENDED FINDINGS AND CONDITIONS

The Environmental Planning Section recommends approval of Detailed Site Plan (DSP-21037-01) and Type 2 Tree Conservation Plan 038-2023-01, subject to the following findings and conditions:

Recommended Findings:

1. Based on the level of design information submitted with this application, the regulated environmental features are being preserved to the extent practicable. Modifications required by the Prince George's County Soil Conservation District and DPIE have expanded Impacts 6, 8, 9, and 12 by 3,708 square feet (0.09 acre) total. These impacts are necessary for the safe conveyance of stormwater off-site, stormwater maintenance, and site access, and are supported as proposed.
2. No specimen trees are proposed for removal with this application.

Recommended Conditions:

1. The revised NRI-165-2021-02 shall be approved prior to signature approval of Type 2 tree conservation plan TCP2-038-2023-01. The Type 2 tree conservation plan shall be revised accordingly.
2. The approved environmental management plan (EMP) shall be submitted for review prior to signature approval of the Type 2 tree conservation plan (TCP2). The TCP2 shall be in conformance with any conditions set forth by the EMP.
3. The Type 2 tree conservation plan shall meet all the requirements of Subtitle 25, Division 2, and the Environmental Technical Manual (ETM) prior to certification, and shall be revised as follows:
 - a. Revise the Forest Conservation Act reporting table to accurately reflect the total on-site easement (preservation and planting) and the on-site floodplain in easement.
 - b. Revise the note under the woodland conservation summary table to reconcile the totals between the table, woodland conservation worksheet and the forest conservation act reporting table.
4. Prior to the certification of the Type 2 tree conservation plan for this development, documents for the required woodland and wildlife habitat conservation easements shall be prepared and submitted to the Environmental Planning Section (EPS) for review by the Office of Law, and submission to the Office of Land Records for recordation. The following note shall be added to the standard Type 2 Tree Conservation Plan notes on the plan as follows:

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


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



November 12, 2024

MEMORANDUM

TO: Emery Huang, Planner IV, Urban Design Section

FROM: Alice Jacobs, Planning Technician III, Permit Review Section 

SUBJECT: DSP-21037-01 – Glenwood Hills

1. Add height and story to the proposed warehouse buildings.
2. The proposed freestanding sign should also be identified on the site plan sheet.
3. The Permit Review Section offers no further comments on this application at this time, as M-X-T Zoned property development standards are determined by the Planning Board.



MEMORANDUM

DATE: November 12, 2024

TO: T-sheng Huang, Planner IV
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: **DSP-21037-01 Glenwood Hills**

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

PROPOSAL

This application is for an amendment for the addition of warehouse buildings to the industrial portions of the development (PARCELS 1-6 & A; BLOCK C AND PARCELS 1 & A-D; BLOCK D)

BACKGROUND:

The subject property is approximately 133.45 acres located south of Central Avenue (MD214) where it intersects with Peppermill Drive. This property is currently unimproved and forested. The property is subject to the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (Subregion 4 Master Plan); *Plan Prince George's 2035 Approved General 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*. The proposed development is non-residential.

DISCUSSION:

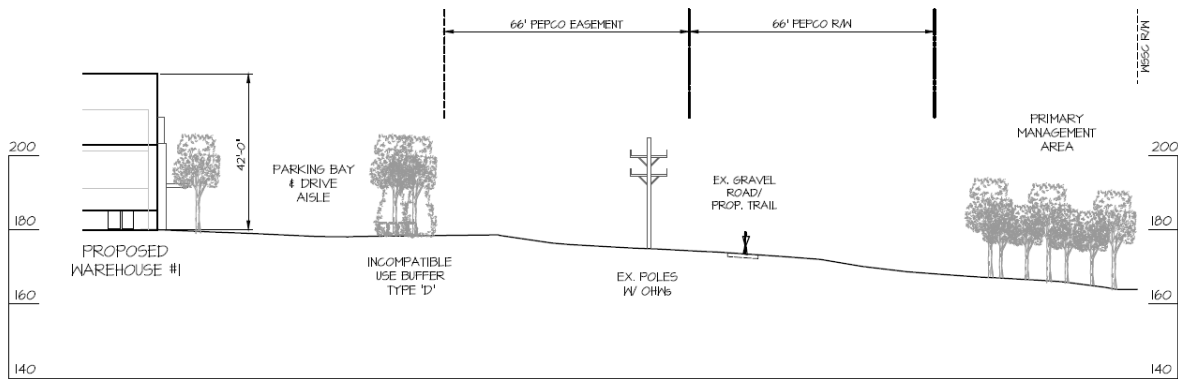
DPR staff has no objections to this amendment. There is a proposed east-west segment of the Central Avenue Connector Trail that traverses the property along the PEPCO Right-of-Way extending west from Central Avenue through the proposed Karen Boulevard east to Shady Glen Road.

The Master Planned Central CACT is adjacent to the subject property and is a prioritized recreational trail facility for DPR. The *Central Avenue Connector Trail 30% Design Project: Preliminary Construction Drawings and Final Report* illustrate Segment 4, PEPCO ROW to Shady

DSP-21037-01
Glenwood Hills

Glen Drive (p. 70) as traversing the PEPCO ROW and WMATA properties extending west from Central Avenue through the proposed Karen Boulevard east to Shady Glen Road. This segment of the trail, which is adjacent to development Blocks A, B, C, and F, is the link between the end of Central Avenue Phase I and the beginning of Phase II. The trail will connect to the proposed public space, development Block A, located west of the Karen Boulevard/ Central Avenue (MD 214) intersection as well as provide linkages to both the multifamily (development Block B) and townhouse dwellings (development Block E).

The applicant is developing and constructing Segment 4 of the Central Avenue Connector Trail (CACT) as a public recreational facility per Planning Board Resolution (PBR) 2023-06, condition 1(a). The applicant provided a cross section illustrating the trail user experience at the easternmost section. DPR staff are satisfied that the view from the proposed CACT trail segment has no adverse impact.



RECOMMENDATION:

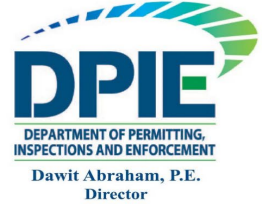
DPR staff recommends approval of Detailed Site Plan amendment DSP-21037-01 Glenwood Hills property to the Planning Board.

cc: Leonard Pettiford



Angela D. Alsobrooks
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT
Department of Permitting, Inspections and Enforcement
Site/Road Plan Review Division



MEMORANDUM

October 30, 2024

TO: Dominique Lockhart, Urban Design Section
Development Review Division, M-NCPPC

FROM: Rey de Guzman, P.E., Associate Director
Site/Road Plan Review Division, DPIE *Reynaldo de Guzman*

Re: Glenwood Hills
DSP-21037-01

CR: MD-214 (Central Avenue) (MDSHA)
CR: Shady Glen Drive (County)

This memorandum is in response to an amendment to add warehouse buildings to the industrial portions of the development (Parcels 1-6 & A; Block C and Parcels 1& A-D, Block D) of the Detailed Site Plan DSP-21037-01 referral. The Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The proposed subdivision is located south of MD-214 (Central Avenue) at the Pepper Mill Drive intersection, approximately 800 feet west of its intersection with Shady Glen Drive.
- The proposed Detailed Site Plan DSP-21037-01 is for multi-family residential, commercial/retail, single-family attached, industrial, and warehouse uses.
- DSP-21037-01 is not consistent with the Site Development Concept Plan 48714-2021. Site Development Concept revision is required.
- There is a County Floodplain at the site with the referenced number FPS 200244.
- Recorded floodplain easement is required.

DPIE Site Road Traffic Comments:

- During the permitting stage, the applicant shall perform sight distance analysis (stopping sight distance & intersection distance) for all access points.
- Central Avenue (MD 214) is not a county-maintained roadway, as such we defer all comments on this road to the Maryland Department of Transportation State Highway Administration (MDOT SHA).

Traffic Impact Analysis (TIA) Comments:

- During the permitting stage, the applicant will be required to provide turning movement traffic volume counts at all access points along Karen Boulevard for analysis of safety issues.

Bicycle Pedestrian Impact Statement (BPIS) Comments:

- Upgrade the signalized intersection with pedestrian signal poles, pedestrian signal heads, and ADA-compliant pedestrian push buttons at the intersection of Hill Road and Willow Hill Drive. This intersection is highly used by children, pedestrians, and cyclists who access the Peppermill Community Center/Park as well as the Highland Elementary School and Judith P. Hoyer Montessori School.
- Upgrade the signalized intersection with pedestrian signal poles, pedestrian signal heads, and ADA-compliant pedestrian push buttons at the intersection of Walker Mill Road and Karen Boulevard.
- Install an RRFB at the intersection of Shady Glen Drive and Shady Glen Terrace.

DPIE Water and Sewer Unit Comments:

- The 2018 Water and Sewer Plan designates Parcel 81 in Water and Sewer Category 3, inside the Sewer Envelope, in the Growth Tier, and within Tier 1 under the Sustainable Growth Act, for development on public sewer.
- The 2018 Water and Sewer Plan designates platted “Glenwood Hills” and Parcels 124 & 125 in Water and Sewer Category 3, inside the Sewer Envelope, in the Growth Tier, and within Tier 1 under the Sustainable Growth Act, approved for development on the public sewer system.
- Water and sewer lines abut and traverse the property. Water and sewer line extensions or onsite systems may be required to service the proposed subdivision and must be approved by the Washington Suburban Sanitary Commission before the recordation of a final plat.

- WSSC Letter of findings DA735Z22 dated January 18, 2023, is on file for this development.
- DPIE has no objection to Detailed Site Plan DSP-21037.

If you have any questions or require additional information, please contact Mr. Steve Snyder, P.E., the District Engineer for the area, at (301) 636.2060.

cc: Rene' Lord-Attivor, Chief Engineering, S/RPRD, DPIE
Mariwan Abdullah, Acting Chief Engineer, P.E S/RPRD, DPIE
Steve Snyder, P.E., District Engineer, S/RPRD, DPIE
Salman Babar, CFM, Engineer, S/RPRD, DPIE
Yonas Tesfai, P.E., Engineer, S/RPRD, DPIE
Daniel Wmariam, Engineer, S/RPRD, DPIE
BE Glenwood LLC 5410 Edson Lane Suite 220 Rockville, MD 20852
Gutschick, Little & Weber, P.A, 3909 National Drive Suite 250, Burtonsville, MD 20866



Todd Reddan <treddan@glwpa.com>

Glenwood Hills SDCP 48714-2021-01

Giles, Mary C. <mcgiles@co.pg.md.us>

Tue, Jan 2, 2024 at 11:47 AM

To: Todd Reddan <treddan@glwpa.com>, "Hancock, Crystal" <crystal.hancock@ppd.mncppc.org>

Cc: "Lord-Attivor, Rene" <rlattivor@co.pg.md.us>, "Quaiyum, Hadi" <HQuaiyum@co.pg.md.us>, "De Guzman, Reynaldo S." <rsdeguzman@co.pg.md.us>, "Beckert, Erv T." <ETBeckert@co.pg.md.us>, "Mazzara, Kate" <KMazzara@co.pg.md.us>, "Snyder, Steven G." <SGSnyder@co.pg.md.us>, "Tayyem, Mahmoud" <mtayyem@co.pg.md.us>

Todd – DPIE and DPWT Traffic engineers met today to discuss Karen Boulevard. DPWT advised that they have had problems with speeding on Shady Glen Drive (a similar nearby road) and as such the two agencies collectively determined that the best road section for Karen Boulevard should include these changes, to achieve traffic calming. We also evaluated the built segments of Karen Boulevard, which do not accommodate in road bike lanes, and therefore it does not make much sense to include in road bike lanes thru Glenwood Hills. As such, at the time of street grade and final grading permits, please design this roadway as follows. Please submit a waiver request to match this roadway section:

- 4 travel lanes- 10' wide
- No inroad bike lanes
- 2 shared use paths adjacent to the roadway – 10' wide
- At each intersection – widen the road to install 6' wide center short islands, and 1 to 2' wide bumpouts adjacent to the curb. These inserted islands/bump outs to calm traffic and provide a safer pedestrian crossing.
- Design horizontal lane shifts to accommodate the 6' wide center islands and the bumpouts, to meet AASHTO requirements.

Crystal – Please note this change that DPIE/DPWT are recommending to Karen Bouelvard through Glenwood Hills (PPS 4-21051).

Thank you.

Mary C. Giles, P.E. | Associate Director – Site Road Plan Review Division
Prince Georges County Department of Permitting Inspections and Enforcement

9400 Peppercorn Place | Suite 230 | Largo, Maryland 20774

Office phone 301 883 5777 | Cell phone 240 400 0323 | Email mcgiles@co.pg.md.us

From: Giles, Mary C. <mcgiles@co.pg.md.us>

Sent: Friday, December 15, 2023 5:14 PM

To: Beckert, Erv T. <ETBeckert@co.pg.md.us>; Quaiyum, Hadi <HQuaiyum@co.pg.md.us>; Gullickson, Amanda M <AMGullickson@co.pg.md.us>

Cc: De Guzman, Reynaldo S. <rsdeguzman@co.pg.md.us>; Abdullah, Mariwan <MAbdullah@co.pg.md.us>; Lord-Attivor, Rene <rlattivor@co.pg.md.us>; Mazzara, Kate <KMazzara@co.pg.md.us>; Hancock, Crystal <crystal.hancock@ppd.mncppc.org>

Subject: FW: Glenwood Hills SDCP 48714-2021-01

Hadi and Erv: Can you review this and provide a quick answer by Wednesday of next week?

Amanda – please schedule a meeting for Thursday of next week to discuss with all on this email.

DPWE is working with the engineer on the Glenwood Hills project. Karen Boulevard goes thru the heart of the project. It is a master planned 4 lane (undivided) collector roadway – DPWT standard 100.03 (attached). This standard calls for four 11’ wide travel lanes, two optional in road 5’ bike lanes and 5’ sidewalks on both sides. They are proposing to construct in road 5’ bike lanes – and – one 8’ wide sidepath instead of the 5’ sidewalk on one side. They are dedicating the 80’ r/w required

MNCPPC is asking them to change the 8’ sidepath to 10’ wide. Does DPWT prefer sidepaths on both sides, and eliminate the in-road bike lanes? If yes to this suggestion, how wide for sidepaths? Already built sections of Karen Boulevard have been built to widths that vary from 45’ to 51’ (not wide enough for in road bike lanes, if using four 11’ travel lanes). The 80’ r/w width is the most that the developer will provide. No more is possible.

Can DPWT advise what your agency would like this road to be built to? I know we often receive your feedback that DPWT has to address speeding after these types of roads are built. That is why we are asking, instead of just implementing the standard exactly per the standard. Please advise.

Note – this site is NOT located in the regional transit district or local centers – so urban road standards are not required.

Thank you.

Mary C. Giles, P.E. | Associate Director – Site Road Plan Review Division
Prince Georges County Department of Permitting Inspections and Enforcement

9400 Peppercorn Place | Suite 230 | Largo, Maryland 20774

Office phone 301 883 5777 | Cell phone 240 400 0323 | Email mcgiles@co.pg.md.us

From: Todd Reddan <treddan@glwpa.com>
Sent: Friday, December 15, 2023 4:26 PM
To: Giles, Mary C. <mcgiles@co.pg.md.us>
Cc: Tim Longfellow <tlongfellow@glwpa.com>; Tom Zyla <tzyla@glwpa.com>
Subject: Re: Glenwood Hills SDCP 48714-2021-01

CAUTION: This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Good afternoon, Mary:

[Quoted text hidden]


[Quoted text hidden]

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4 attachments

 **Sec 100-03 from DPWT Specifications and Standards for Roadways and Bridges.pdf**
226K

 **Cover Sheet Glenwood Hills Site Development Concept Plan.pdf**
3382K

 **Glenwood Hills SWM Concept Approval Letter-2.pdf**
112K

 **Hiker Biker section to Urban 80 ft 100-18 from DPWT Specifications and Standards for Roadways and Bridges (PDF).pdf**
220K



Todd Reddan <treddan@glwpa.com>

Glenwood Hills DSP-21037 DSP comments

Abdullah, Mariwan <MAbdullah@co.pg.md.us>

Wed, Oct 30, 2024 at 11:44 AM

To: Todd Reddan <treddan@glwpa.com>, "De Guzman, Reynaldo S." <rsdeguzman@co.pg.md.us>, "Tayyem, Mahmoud" <mtayyem@co.pg.md.us>

Cc: Tim Longfellow <tlongfellow@glwpa.com>, Tom Aylward <tomaylward3@gmail.com>, Andre Gingles <Andre@ginglesllc.com>, Brian Berman <bberman@bermanenterprises.com>, Tom Zyla <tzyla@glwpa.com>

Good Morning Todd,

Hope all is well,

I provide drafted copy of the comments to MNCPPC. In that response mentioned that the SWMC is not consistent. However, we revisited this comment and confirmed that the site plan is consistent with the revised SWMC #48714-2021-02.

Please let me know if you have further questions.

thanks

From the Desk of:**Mariwan B. Abdullah, P.E****Acting Chief Engineer, Site Road Plan Review Division****Department of Permitting, Inspections and Enforcement****9400 Peppercorn Place, Suite 230, Largo, Maryland 20774****Main: 301-636-2060****Direct: 301-883-5903****Fax: 301-925-8510****Mobile: 240-691-7527****e-mail: mabdullah@co.pg.md.us**

[Naming Convention](#) | [Pay Online](#) | [Eplan Training Video](#) |

<https://momentumhome.princegeorgescountymd.gov/>

[Guest payment - CIVICS \(princegeorgescountymd.gov\)](#)

[Eplan User Guide](#) | [DPIE Forms and Checklists](#) | [DPIE Customer Satisfaction Survey](#)

From: Todd Reddan <treddan@glwpa.com>
Sent: Wednesday, October 30, 2024 7:54 AM
To: Abdullah, Mariwan <MAbdullah@co.pg.md.us>; De Guzman, Reynaldo S. <rsdeguzman@co.pg.md.us>; Tayyem, Mahmoud <mtayyem@co.pg.md.us>
Cc: Tim Longfellow <tlongfellow@glwpa.com>; Tom Aylward <tomaylward3@gmail.com>; Andre Gingles <Andre@ginglesllc.com>; Brian Berman <bberman@bermanenterprises.com>; Tom Zyla <tzyla@glwpa.com>
Subject: Re: Glenwood Hills DSP-21037 DSP comments

CAUTION: This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Mariwan, Rey, Mahmoud.

Can you please update me on this?

On Tue, Oct 29, 2024 at 8:24 AM Todd Reddan <treddan@glwpa.com> wrote:

Good morning Mariwan:

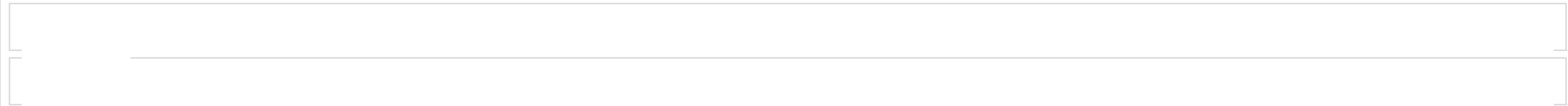
Last week at SDRC for the referenced DSP, you indicated DPIE had comments. And that they were being typed up, I believe. We are in a time crunch where we need to respond to MNCPPC by this Friday to keep the timeline going.

One of those comments had to do with a revised SDCP. We have obtained that recently for the layout that is currently on the DSP.

See plan and letter here.

If you have additional comments, can you share those comments with us today?

Thank you.



Approved Glenwood Hills Site Development Concept Plan-Revision 2.pdf **Error! Filename not specified.**

Todd M. Reddan Concept Letter.pdf **Error! Filename not specified.**

3909 National Dr., Suite 250 | Burtonsville, MD 20866

PH: 301-421-4024 | PH (Baltimore): 410-880-1820

PH (Northern VA): 301-989-2524 | FAX: 301-421-4186

Check out our new website: WWW.GLWPA.COM

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Division of Environmental Health/Disease Control

Date: October 29, 2024

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

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

Re: **Glenwood Hills - DSP-21037-01 (NRI-165-2021-02)**

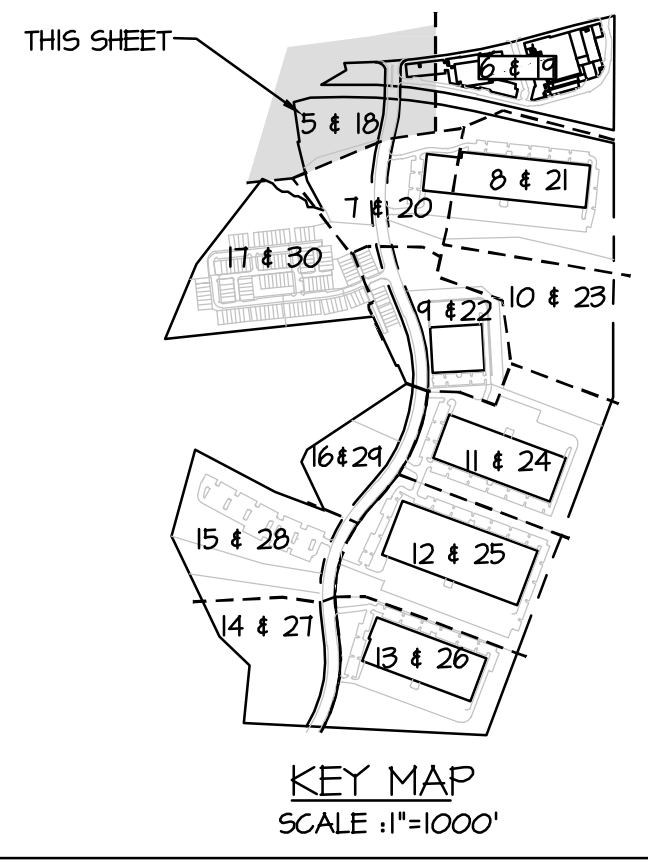
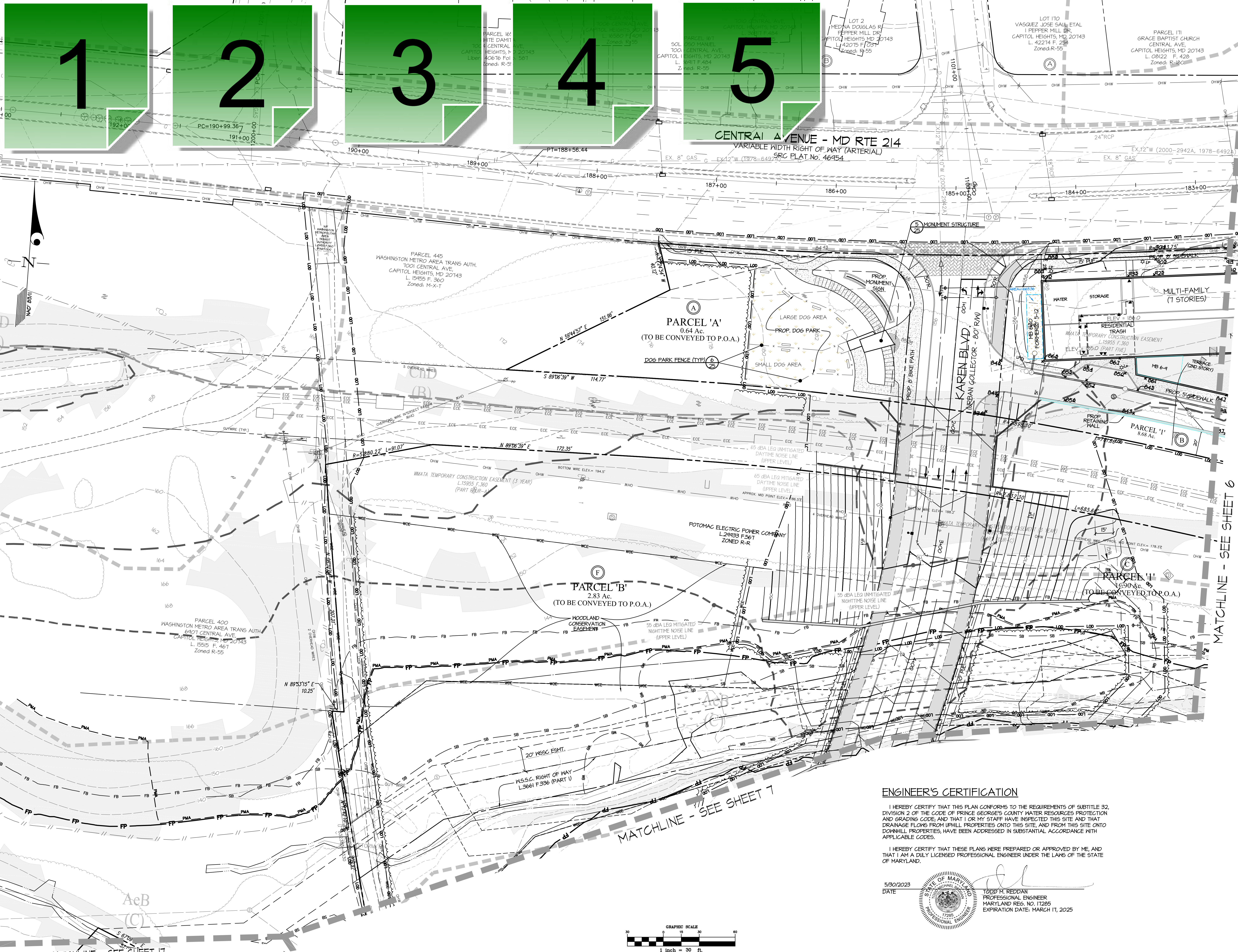
The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan for the Glenwood Hills project located at the intersection of Central avenue and Pepper Mill drive and have the following comments / 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 three carry-out/convenience store food facilities, but no 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.
2. Indicate on the plans connectivity to neighboring communities.
3. During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
4. During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

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



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



- LEGEND**
- EX. CONTOURS
 - EX. BUILDING
 - PROP. 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
 - FLOODPLAIN BUFFER
 - W.L. W.L.
 - W.L. W.L.
 - STREAM
 - STREAM BUFFER
 - PRIMARY MANAGEMENT AREA (PMA)
 - EX. TREELINE
 - PROP. TREELINE
 - SLOPES 15%+
 - EX. TREE
 - ZONING
 - R-55 ZONE
 - MXT ZONE
 - 55 dBA LEG MITIGATED NIGHTTIME NOISE CONTOUR (UPPER LEVEL)
 - 55 dBA LEG UNMITIGATED NIGHTTIME NOISE LINE (UPPER LEVEL)
 - 65 dBA LEG MITIGATED DAYTIME NOISE CONTOUR (UPPER LEVEL)
 - 65 dBA LEG UNMITIGATED DAYTIME NOISE CONTOUR (UPPER LEVEL)

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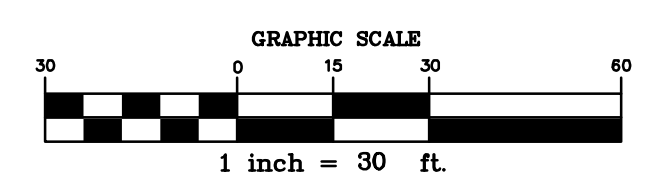
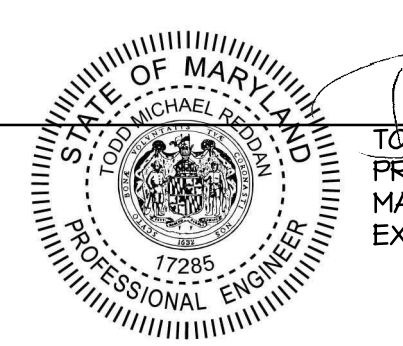
ENGINEER'S CERTIFICATION

I HEREBY CERTIFY THAT THIS PLAN CONFORMS TO THE REQUIREMENTS OF SUBTITLE 32, DIVISION 2 OF THE CODE OF PRINCE GEORGE'S COUNTY WATER RESOURCES PROTECTION AND GRADING CODE; AND THAT I OR MY STAFF HAVE INSPECTED THIS SITE AND THAT DRAINAGE FLOWING FROM UPHILL PROPERTIES ONTO THIS SITE, AND FROM THIS SITE ONTO DOWNHILL PROPERTIES, HAVE BEEN ADDRESSED IN SUBSTANTIAL ACCORDANCE WITH APPLICABLE CODES.

I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

5/30/2023
DATE

TODD M. REDDAN
PROFESSIONAL ENGINEER
MARYLAND REG. NO. 17285
EXPIRATION DATE: MARCH 17, 2025

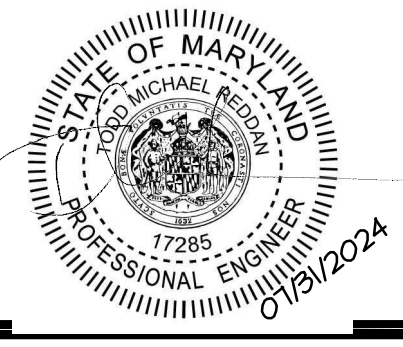


GLW
PLANNING [ENGINEERING] SURVEYING

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PHONE: 301-421-4024 | BALT: 410-880-1850 | DC/VA: 301-489-2524 | FAX: 301-421-4186

DESIGNED BY	DATE	REVISION	BY	APPR.
XXX				
DRAWN BY				
XXX				
CHECKED BY				
TMR				

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
EXPIRATION DATE: MARCH 17, 2025



PREPARED FOR:
GLENWOOD HILLS VENTURE, LLC
5410 EDSON LANE, SUITE 220
ROCKVILLE, MD 20852

ATTN: BRIAN BERMAN

SCALE
1"=30'

DATE
APRIL, 2024

ZONING
M-X-T & R-55

TAX MAP - GRID
73-E1

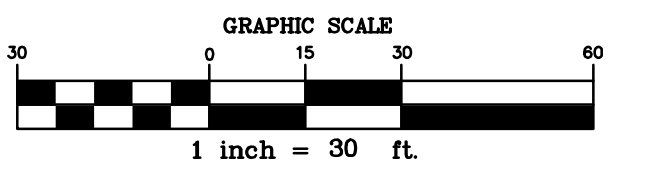
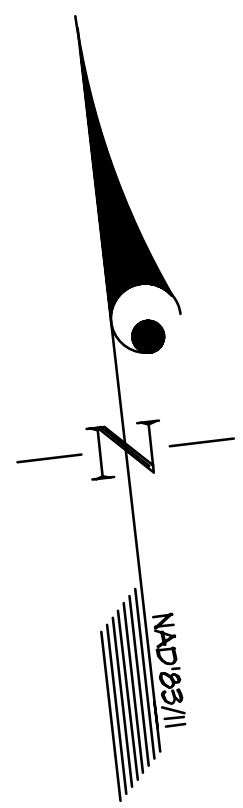
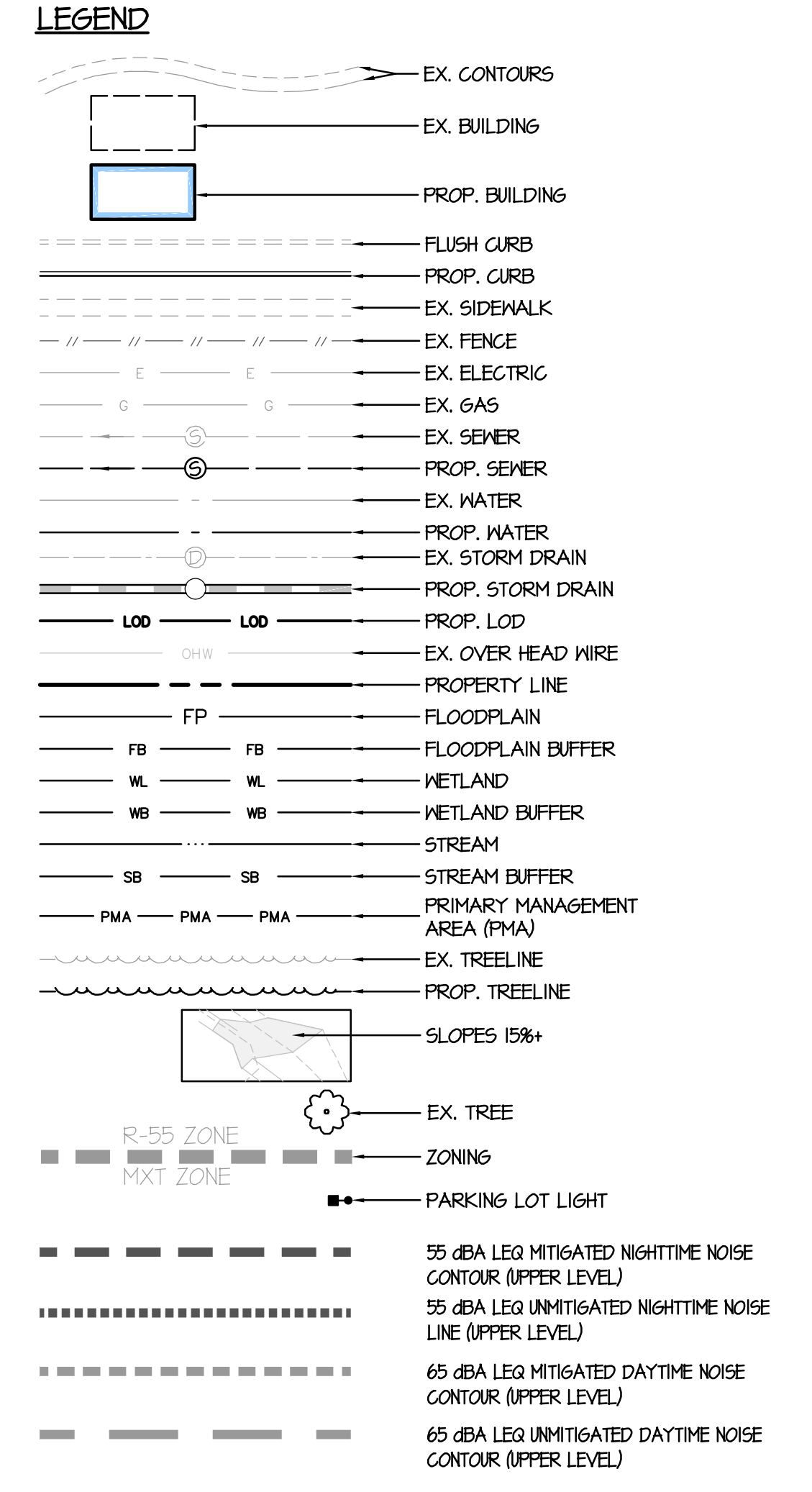
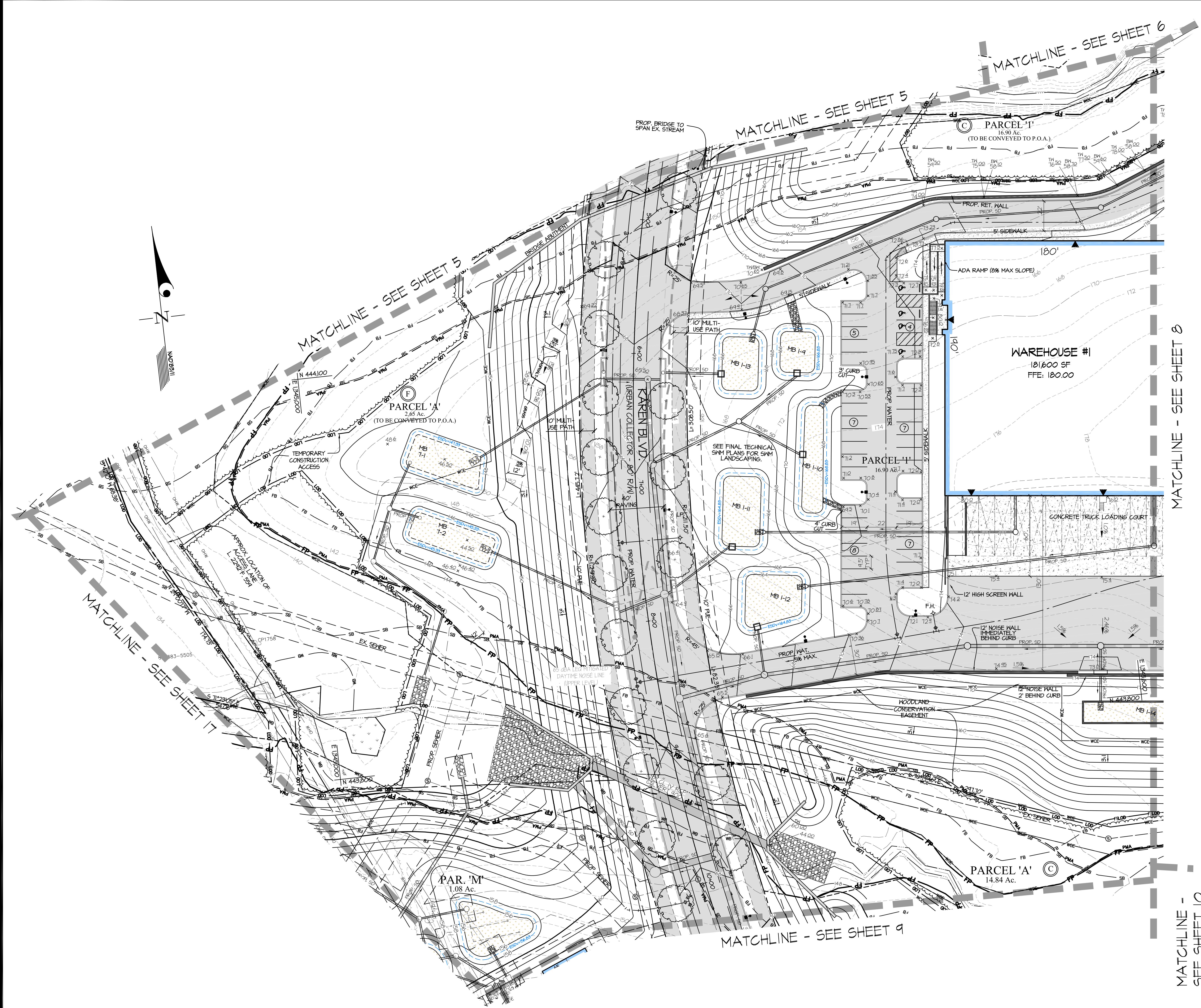
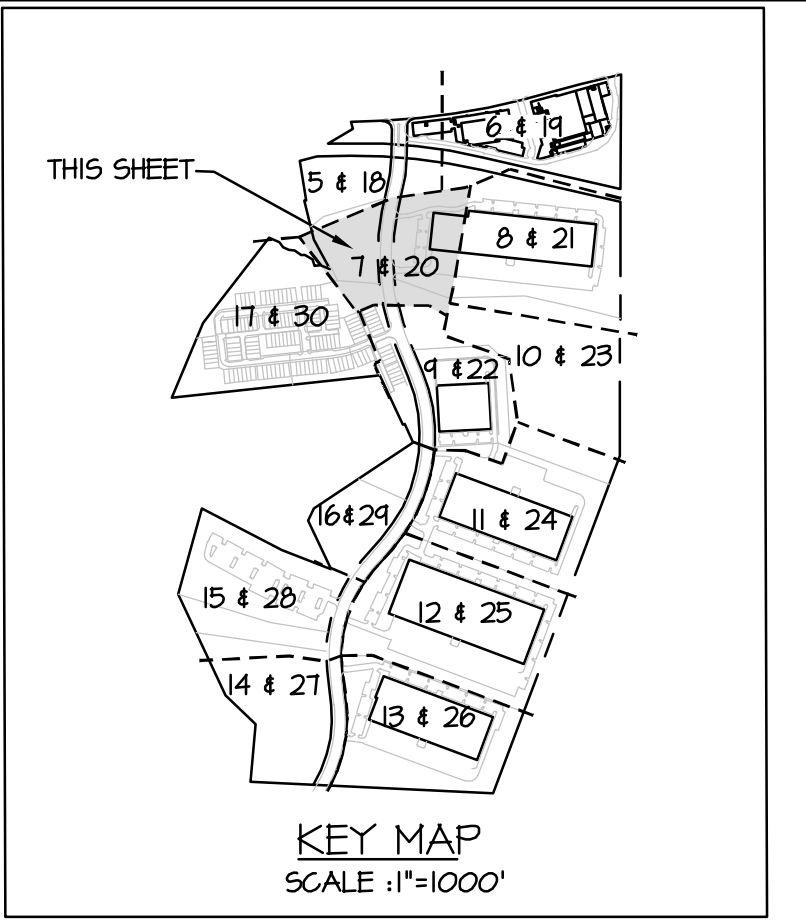
SITE PLAN
GLENWOOD HILLS
PROPOSED PARCELS 1-6 & A-E, BLOCKS A-D;
LOTS 1 - 126, PARCELS A - H, J - N & P - U, BLOCK E AND PARCELS A & B, BLOCK F

SEAT PLEASANT ELECTION DISTRICT No. 18
PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE NO.
22030

SHEET
5 OF 35

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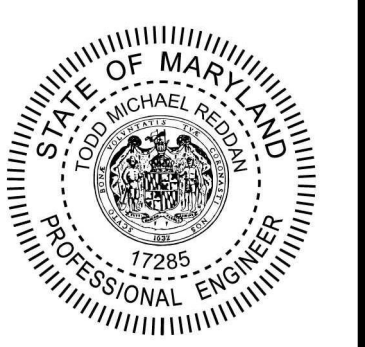
ENGINEER'S CERTIFICATION

I HEREBY CERTIFY THAT THIS PLAN CONFORMS TO THE REQUIREMENTS OF SUBTITLE 32, DIVISION 2 OF THE CODE OF PRINCE GEORGE'S COUNTY WATER RESOURCES PROTECTION AND GRADING CODE, AND THAT I OR MY STAFF HAVE INSPECTED THIS SITE AND THAT DRAINAGE FLOWS FROM UPHILL PROPERTIES ONTO THIS SITE, AND FROM THIS SITE ONTO DOWNHILL PROPERTIES, HAVE BEEN ADDRESSED IN SUBSTANTIAL ACCORDANCE WITH APPLICABLE CODES.

I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

5/30/2023
DATE

TODD M. REDDAN
PROFESSIONAL ENGINEER
MARYLAND REG. NO. 17285
EXPIRATION DATE: MARCH 17, 2025



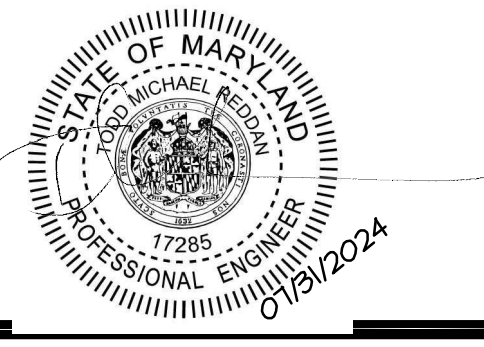
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DESIGNED BY	OT			
DRAWN BY	OT			
CHECKED BY				
TMR	DATE	REVISION	BY	APPR.

PROFESSIONAL CERTIFICATION

I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 17285, EXPIRATION DATE: MARCH 17, 2025.



PREPARED FOR:
GLENWOOD HILLS VENTURE, LLC
5410 EDISON LANE, SUITE 220
ROCKVILLE, MD 20852

ATTN: BRIAN BERMAN

SCALE	1"=30'
DATE	APRIL, 2024
ZONING	M-X-T & R-55
TAX MAP - GRD	73-E1

SITE PLAN

GLENWOOD HILLS
PROPOSED PARCELS 1-6 & A-E, BLOCKS A-D;
LOTS 1 - 126, PARCELS A - H, J - N & P-U, BLOCK E AND PARCELS A & B, BLOCK F

SEAT PLEASANT ELECTION DISTRICT No. 18
PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE NO.
22030

SHEET
7 OF 35

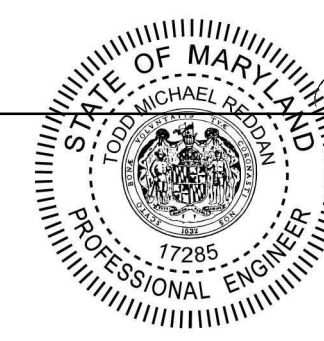
L:\CAD\DRAWINGS\2024\PLANS BY CLIENT\PLANS\05-01 AMEN\2024-07 Site Plan.dwg

ENGINEER'S CERTIFICATION

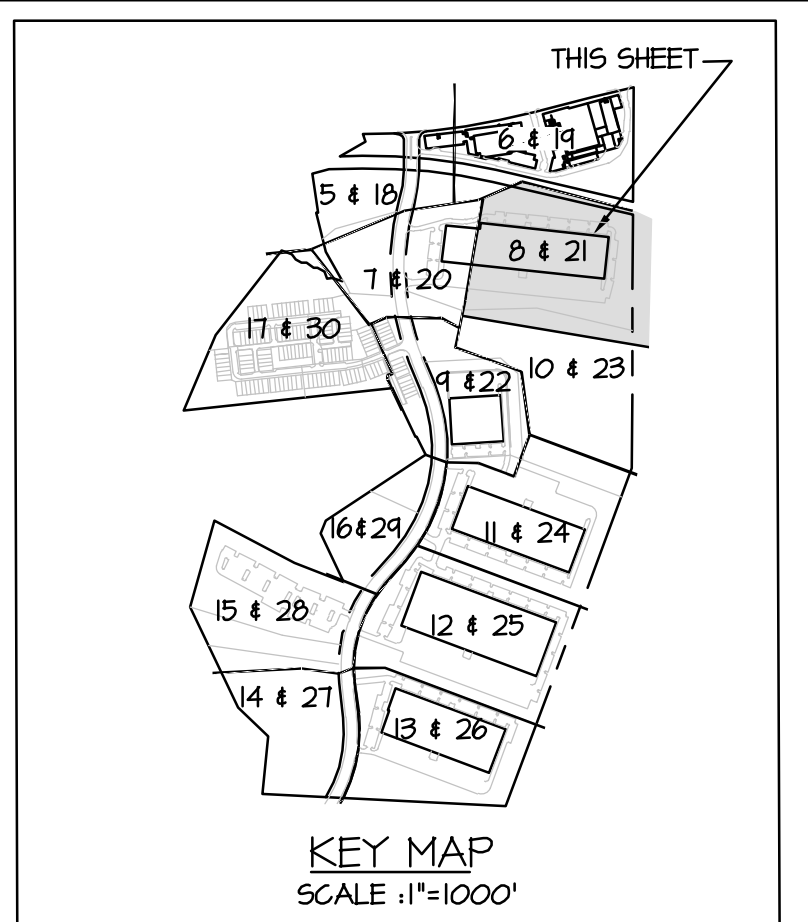
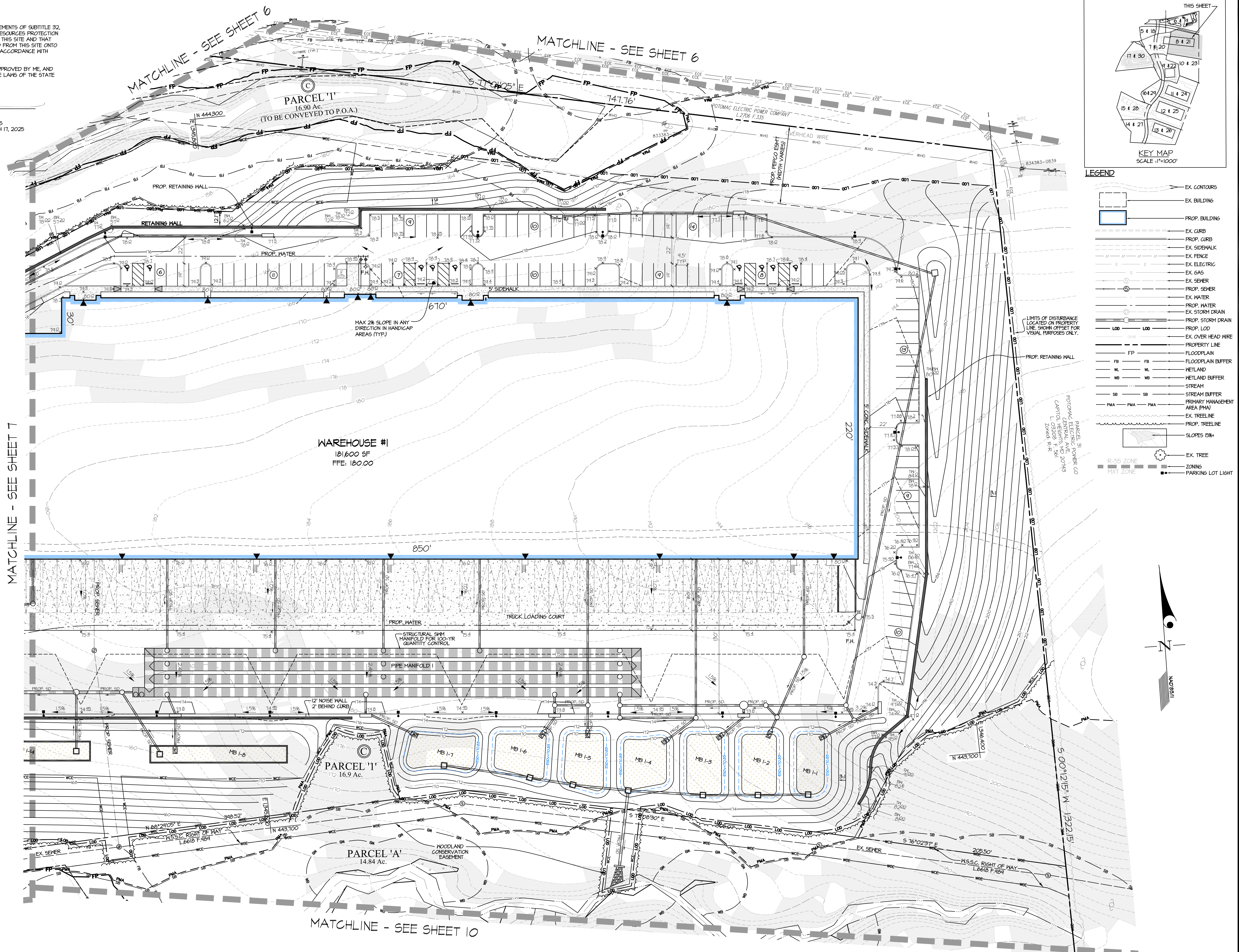
I HEREBY CERTIFY THAT THIS PLAN CONFORMS TO THE REQUIREMENTS OF SUBTITLE 92, DIVISION 2 OF THE CODE OF PRINCE GEORGE'S COUNTY WATER RESOURCES PROTECTION AND GRADING CODE, AND THAT I OR MY STAFF HAVE INSPECTED THIS SITE AND THAT DRAINAGE FLOWS FROM UPHILL PROPERTIES ONTO THIS SITE, AND FROM THIS SITE ONTO DOWNHILL PROPERTIES, HAVE BEEN ADDRESSED IN SUBSTANTIAL ACCORDANCE WITH APPLICABLE CODES.

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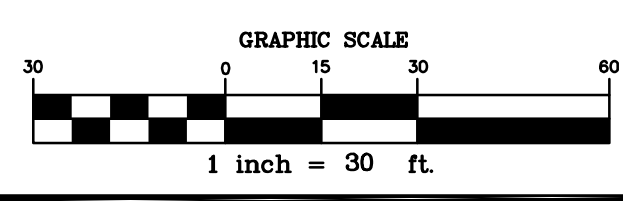
5/30/2023
DATE



TODD M. REDDAN
PROFESSIONAL ENGINEER
MARYLAND REG. NO. 17285
EXPIRATION DATE: MARCH 17, 2025



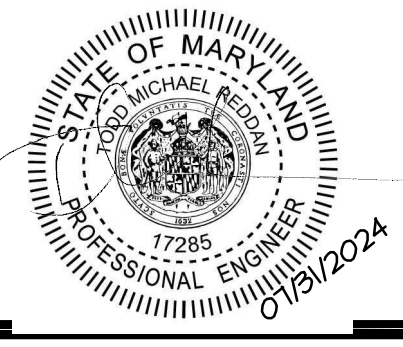
- LEGEND**
- EX CONTOURS
 - EX BUILDING
 - PROP. BUILDING
 - EX CURB
 - PROP. CURB
 - EX SIDEWALK
 - PROP. SIDEWALK
 - EX FENCE
 - EX ELECTRIC
 - EX GAS
 - EX SEWER
 - PROP. SEWER
 - EX WATER
 - PROP. WATER
 - EX STORM DRAIN
 - PROP. STORM DRAIN
 - PROP. LOD
 - EX OVER HEAD WIRE
 - PROPERTY LINE
 - FLOODPLAIN
 - FLOODPLAIN BUFFER
 - WETLAND
 - WETLAND BUFFER
 - STREAM
 - STREAM BUFFER
 - PRIMARY MANAGEMENT AREA (PMA)
 - EX TREELINE
 - PROP. TREELINE
 - SLOPES 15%+
 - EX TREE
 - ZONING
 - PARKING LOT LIGHT



GLW
PLANNING | ENGINEERING | SURVEYING
3809 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20896 | GLWPA.COM
PHONE: 301-421-4024 | BALT: 410-880-1800 | DC/VA: 301-489-2524 | FAX: 301-421-4118

DESIGNED BY	glw			
DRAWN BY	glw			
CHECKED BY	TMR			
DATE		REVISION	BY	APPR.

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 17285, EXPIRATION DATE: MARCH 17, 2025



PREPARED FOR:
GLENWOOD HILLS VENTURE, LLC
5410 EDISON LANE, SUITE 220
ROCKVILLE, MD 20852
ATTN: BRIAN BERMAN

SCALE
1"=30'
DATE
APRIL, 2024

ZONING
M-X-T & R-55
TAX MAP - GRID
73-E1

SITE PLAN
GLENWOOD HILLS
PROPOSED PARCELS I-6 & A-E, BLOCKS A-D;
LOTS 1 - 126, PARCELS A - H, J - N & P-U, BLOCK E AND PARCELS A & B, BLOCK F
SEAT PLEASANT ELECTION DISTRICT No. 18
PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE NO.
22030
SHEET
8 OF 35

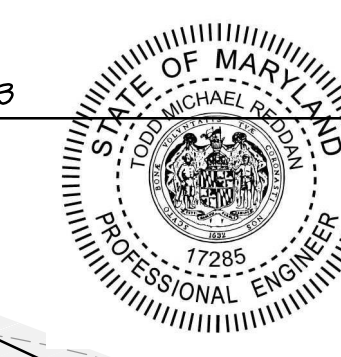
L:\CAD\DRAWINGS\2023\PLANS BY GLW\SITE PLANS\195-01_MERB\22030-08_Site Plan.dwg

ENGINEER'S CERTIFICATION

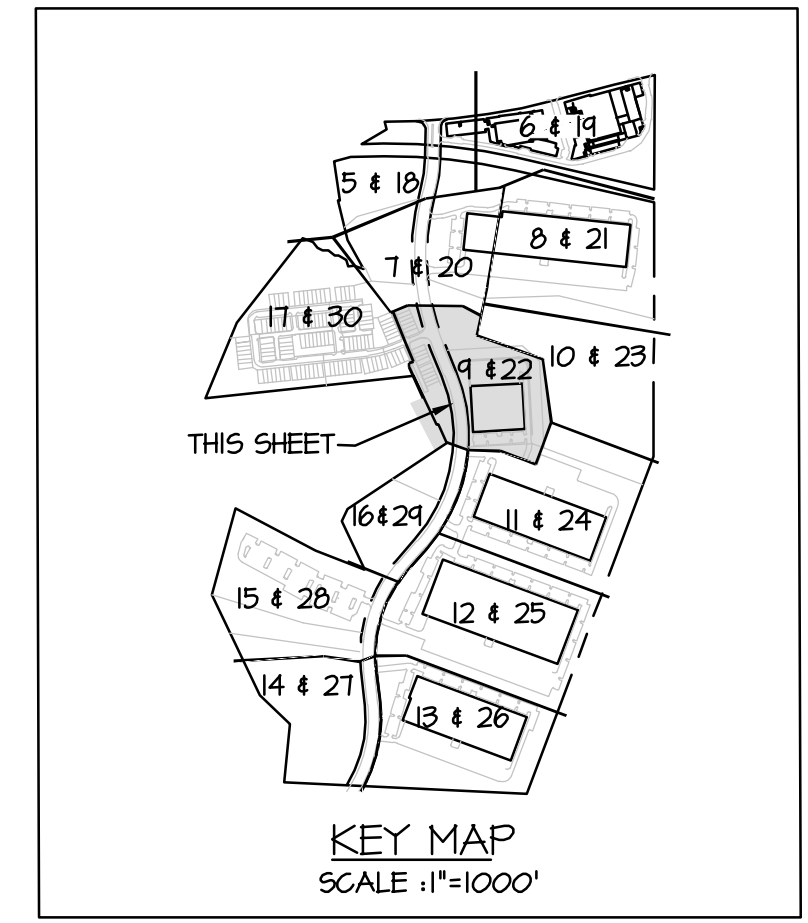
I HEREBY CERTIFY THAT THIS PLAN CONFORMS TO THE REQUIREMENTS OF SUBTITLE 32, DIVISION 2 OF THE CODE OF PRINCE GEORGE'S COUNTY WATER RESOURCES PROTECTION AND GRADING CODE, AND THAT I OR MY STAFF HAVE INSPECTED THIS SITE AND THAT DRAINAGE FLOWS FROM UPHILL PROPERTIES ONTO THIS SITE, AND FROM THIS SITE ONTO DOWNHILL PROPERTIES, HAVE BEEN ADDRESSED IN SUBSTANTIAL ACCORDANCE WITH APPLICABLE CODES.

I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

DATE 5/30/2023



TODD H. REDDAN
PROFESSIONAL ENGINEER
MARYLAND REG. NO. 17285
EXPIRATION DATE: MARCH 17, 2025



LEGEND

- EX. CONTOURS
- EX. BUILDING
- PROP. 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
- FP FLOODPLAIN
- FB FLOODPLAIN BUFFER
- WL WETLAND
- WB WETLAND BUFFER
- SB STREAM
- SB STREAM BUFFER
- PMA PRIMARY MANAGEMENT AREA (PMA)
- EX. TREELINE
- PROP. TREELINE
- SLOPES 15%+
- EX. TREE
- ZONING
- PARKING LOT LIGHT

NOTE:
ALL RESIDENTIAL PARCELS AS NOTED ON THE COVER SHEET WILL BE CONVEYED TO THE PROPERTY OWNERS ASSOCIATION (P.O.A.)

MATCHLINE - SEE SHEET 7

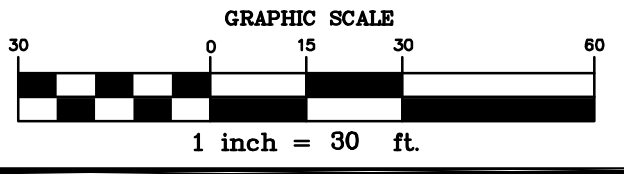
MATCHLINE - SEE SHEET 17

MATCHLINE - SEE SHEET 10

MATCHLINE - SEE SHEET 11

MATCHLINE - SEE SHEET 16

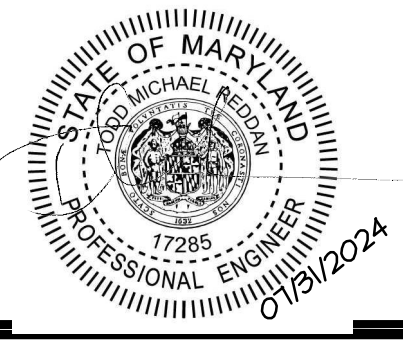
MATCHLINE - SEE SHEET 11



GLW
PLANNING [ENGINEERING] SURVEYING
3809 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20896 | GLWVA.COM
PHONE: 301-421-4024 | BALT: 410-880-1850 | DC/VA: 301-489-2524 | FAX: 301-421-4188

DESIGNED BY	DT	DATE	REVISION	BY	APPR.
DRAWN BY	DT				
CHECKED BY	TMR				

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 17285
EXPIRATION DATE: MARCH 17, 2025



PREPARED FOR:
GLENWOOD HILLS VENTURE, LLC
5410 EDISON LANE, SUITE 220
ROCKVILLE, MD 20852
ATTN: BRIAN BERMAN

SCALE 1"=30'
DATE APRIL, 2024

ZONING M-X-T & R-55
TAX MAP - GRD 73-E1

SITE PLAN
GLENWOOD HILLS
PROPOSED PARCELS 1-6 & A-E, BLOCKS A-D;
LOTS 1 - 126, PARCELS A - H, J - N & P-U, BLOCK E AND PARCELS A & B, BLOCK F
SEAT PLEASANT ELECTION DISTRICT No. 18
PRINCE GEORGE'S COUNTY, MARYLAND

G. L. V. FILE NO. 22030
SHEET 9 OF 35

L:\CAD\DRAWINGS\2023\PLANS BY CLIENT\PLANS\05-01\AMEN\2023-05-01 Site Plans.dwg

ENGINEER'S CERTIFICATION

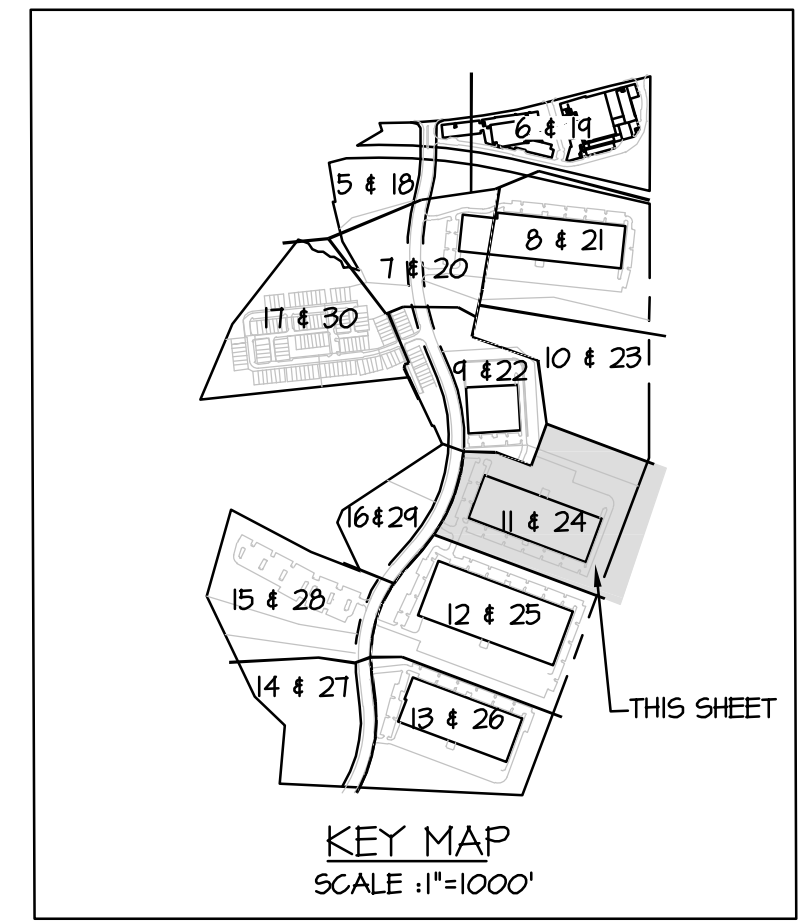
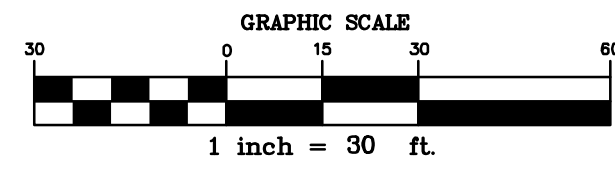
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I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

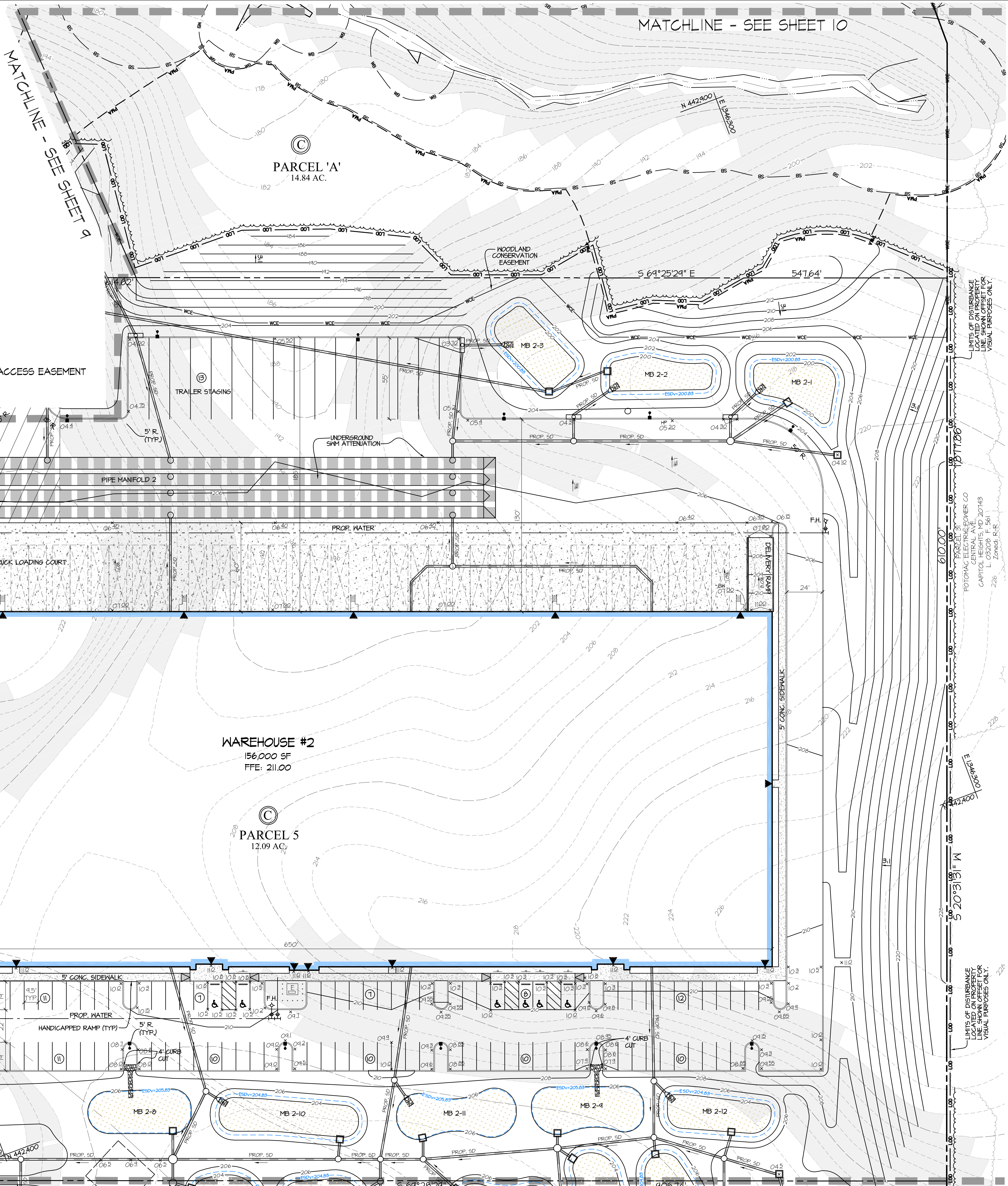
5/30/2023
DATE



TODD M. REDDAN
PROFESSIONAL ENGINEER
MARYLAND REG. NO. 17285
EXPIRATION DATE: MARCH 17, 2025



- LEGEND**
- EX. CONTOURS
 - EX. BUILDING
 - PROP. BUILDING
 - FLUSH 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
 - FLOODPLAIN BUFFER
 - WETLAND
 - WETLAND BUFFER
 - STREAM
 - STREAM BUFFER
 - PRIMARY MANAGEMENT AREA (PMA)
 - EX. TREELINE
 - PROP. TREELINE
 - SLOPES 15%+
 - EX. TREE
 - ZONING
 - PARKING LOT LIGHT



MATCHLINE - SEE SHEET 12

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 17285, EXPIRATION DATE: MARCH 17, 2025



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TAX MAP - GRD
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SITE PLAN
GLENWOOD HILLS
PROPOSED PARCELS 1-6 & A-E, BLOCKS A-D;
LOTS 1 - 126, PARCELS A - H, J - N & P - U, BLOCK E AND PARCELS A & B, BLOCK F

G. L. W. FILE NO.
22030
SHEET
11 OF 35

DESIGNED BY	CHECKED BY	DATE	REVISION	BY	APPR.
OT	TMR				

L:\CAD\DRAWINGS\2023\PLANS BY CLIENT\PLANS BY CLIENT\2023-11 Site Plans.dwg

1 - General Comments

Status as of 10/24/2024 08:33 AM

Type: Department Review

State: DSD - Project Manager

Page: 1

Created by: Matt Snyder

On: 10/24/2024 08:33 AM

Type: Department Review

State: DSD - Project Manager

1. A proposed site development project was previously submitted to WSSC and is a conceptually approved project. See the attached Letter of Findings and Color Sketch for existing WSSC project number DA7350Z22. Contact Matt Snyder at (301) 206-8813 or Matthew.Snyder@WSSCWater.com for information.
2. Submit an Excavation Support System (ESS) Plan to WSSC for review if your project involves subsurface features such as an underground parking garage or a deep excavation which will require tiebacks in the area of existing or proposed WSSC mains. This ESS Plan submission should be made at the time of design plan submission. If, however, the excavation support work will be done before the design plan submission, it will be necessary to submit the plan as a Non-DR Plan to WSSC. No work should be done in the vicinity of WSSC mains until the ESS Plans have been reviewed by WSSC. If no ESS Plans are required for the project, the engineer should provide a letter from the Project Structural Engineer certifying that the building does not require it.
3. Any grading change in pipe loading (including but not limited to proposed fill or excavation), adjustment to manhole rims, fire hydrant relocations, placement of access roads or temporary haul roads, temporary sediment control devices, paving construction or construction related activity of any kind over an existing WSSC water or sewer main or within an existing WSSC right-of-way requires advance approval by WSSC. Any proposed public street grade establishment plan (GEP) with an existing WSSC water or sewer main of any size located within the existing or proposed public street right-of-way requires WSSC approval directly on the original GEP prior to approval of the GEP by the County Department of Public Works and Transportation. Any work (design, inspection, repair, adjustment, relocation or abandonment of existing WSSC facilities) is done at the sole expense of the applicant/builder/developer. Contact WSSC Relocations Section at (301) 206-8672 for review procedures and fee requirements. See WSSC 2017 Pipeline Design Manual, Part Three, Section 5 & Section 11.
4. WSSC facilities/structures cannot be located within a public utility easement (PUE) however WSSC pipelines may cross over a PUE. Revise the plan to relocate any pipeline, valve, fire hydrant, meter vault and any other WSSC facilities/structures outside of the PUE.
5. Site Utility System reviews are required for projects with proposed water connections greater than 2-inch or sewer connections greater than 4-inch. Contact the WSSC Permit Services Section at (301) 206-8650 for submittal requirements or view our website.

----- 0 Replies -----

2 - Water Comments

Status as of 10/24/2024 08:34 AM

Type: Department Review

State: DSD - Project Manager

Page: 1

Created by: Matt Snyder

On: 10/24/2024 08:34 AM

Type: Department Review

State: DSD - Project Manager

1. See the proposed water pipeline alignment shown on the Color Sketch for WSSC Project # DA7350Z22 to supply water service to the development. A water loop is required to provide a second feed for system outage.
2. Water pipelines may need to be revised to avoid environmental, storm water management facilities, ESD Devices, other utilities, landscaping, tree boxes, structures, large storm drains, culverts, etc. Maintain the required horizontal clearances from other utilities, retaining walls, sediment traps, street lights, paving, etc. See WSSC 2017 Pipeline Design Manual Part Three, Section 3; Pipeline Crossings and Clearances.
3. Show and label easement limits on plan for all existing and proposed water mains.
4. Water pipelines 12-inch and smaller must have the greater of: a minimum of 15 feet horizontal separation from any building or dwelling or a 1:1 slope from the bottom of the foundation of the existing or proposed building to the bottom edge of the pipeline trench.
5. When designing roadway grade establishments that cross over bottomless arch bridges - you must provide the required pipeline cover and clearance for proposed water main.
6. Condominiums or Cooperative Ownership Properties that abut a public water main, are constructed as "row style" townhomes (one-unit bottom to top) and utilize a 13D or 13R type fire sprinkler system may be served with individual WSSC Water Service Connection outfitted with and outside meter or curb valve. See WSSC 2021 Plumbing & Fuel Gas Code 111.2.1.8
7. Condominiums in Prince Georges County. Pursuant to State law, condominium or cooperative ownership projects in Prince Georges County (or conversions to condominium or cooperative ownership) may not be served by a master meter. Each unit must have a separate meter, account and shutoff valve in accordance with the WSSC 2021 Plumbing and Fuel Gas Code. See WSSC 2022 Development Service Code 702.5.1
8. In accordance with State law, the Commission shall require individual metering of residential units within a multi-unit condominium or cooperative ownership property located in Prince Georges County. For all other multi-unit properties, WSSC shall allow either "Master Metering" or individual unit metering. Where individual metering is optioned, design and installation shall meet the provisions set forth in Sections 112.5.8.2 and 112.5.8.3 Where required solely by the owner, unit (private) water meters shall be furnished, installed, and maintained by the property owner. WSSC 2021 Plumbing & Fuel Gas Code 112.5.8
9. Where both residential and commercial units in the same building are served by single water service connection or multiple service connections forming into a single system on property, a minimum of two meters shall be installed, as set forth below, to allow for the separate registering or computations of residential unit and commercial unit water consumptions at the building. For mixed-use properties located in Prince Georges County, each residential unit must be metered separately. See 2021 Plumbing & Fuel Gas Code 112.5.8.1
10. The minimum size new water service connection for Group R-3 occupancies shall be 1.5 inches. Water service connections that are already buried may be utilized provided they are deemed adequate to serve the greater demand of either the total proposed fixture load or the fire sprinkler system. See WSSC 2021 WSSC Plumbing & Fuel Gas Code 112.1.1.1
11. OUTSIDE METERS - 3-inch and larger meter settings shall be furnished and installed by the utility contractor in an outside meter vault. Show and label vault and required WSSC easement. WSSC prefers an outside meter in a vault, however and indoor meter may be allowed under certain conditions. See WSSC 2021 Plumbing & Fuel Gas Code 112.5.7 & 603.4.1
12. A single water/sewer service connection for two or more buildings in a single lot/parcel requires a covenant. Should the property be subdivided or sold in the future, individual water/sewer connections for each building will be required.

----- 0 Replies -----

3 - Sewer Comments

Status as of 10/24/2024 08:34 AM

Type: Department Review

State: DSD - Project Manager

Page: 1
 Created by: Matt Snyder
 On: 10/24/2024 08:34 AM
 Type: Department Review
 State: DSD - Project Manager

1. See the proposed sewer pipeline alignment shown on the Color Sketch for WSSC Project # DA7350Z22 to supply sewer service to the development.
2. For sewer pipelines 12-inch and smaller in diameter, provide a minimum separation from a building or dwelling the greater of the following: 15 feet horizontal separation or a distance on a 1:1 slope from the bottom of the foundation of the existing or proposed building or dwelling to the bottom edge of the pipeline trench.
3. Sewer pipelines may need to be revised to avoid environmental, storm water management facilities, ESD Devices, other utilities, landscaping, tree boxes, structures, large storm drains, culverts, etc. Maintain the required horizontal clearances from other utilities, retaining walls, sediment traps, street lights, paving, etc. See WSSC 2017 Pipeline Design Manual Part Three, Section 3; Pipeline Crossings and Clearances.
4. Show and label easement limits on plan for all existing and proposed sewer mains.
5. When establishing roadway grades, ensure design provides the required cover and clearances for proposed sewers that cross over bottomless arch bridges.
6. The sewer main alignment should be revised to avoid deep and/or shallow sewer.
7. If elevations do not allow gravity sewer, onsite pumping with ejector or grinder pumps may be required for sewer service.

----- 0 Replies -----

4 - WSSC Easements

Status as of 10/24/2024 08:35 AM
 Type: Department Review
 State: DSD - Project Manager

Page: 1
 Created by: Matt Snyder
 On: 10/24/2024 08:35 AM
 Type: Department Review
 State: DSD - Project Manager

1. WSSC easements must be free and clear of other utilities, including storm drain systems, ESD devices, gas, electric, telephone, CATV, etc., except for allowed crossings designed in accordance with the WSSC 2017 Pipeline Design Manual. Landscaping and hardscaping are also not allowed without approval. Under certain conditions (and by special request) the items listed above may be permitted within the WSSC easement. However, this will be evaluated on a case-by-case basis and if allowed, will require execution of a special agreement and/or Hold Harmless Agreement between WSSC and the developer.
2. Private Street & Alley Easement Requirements. Service mains proposed for this project are located in roadways that are or may be private. Private water and sewer mains are preferred in private streets and alleys. If the applicant desires public water and sewer mains in these private streets and alleys, then the following criteria must be met:
 - All separation requirements in the WSSC 2017 Pipeline Design Manual (PDM) must be met.
 - A 10-foot Public Utility Easements (PUE) shall be provided on both sides of the private street -and/or alley or space within the private street will be provided to assure PDM separations are met and limiting utility crossings of the WSSC water and sewer lines.
 - Blanket easements for other utilities (gas, electric, telephone, CATV, fiber optic, etc.) within the private street and/or alley parcel will not be allowed. The HOA documents shall not provide for a blanket easement across and under a private street and/or alley parcel.
 - Dry utilities are to be in the PUE or as described above. No dry utilities are to be placed

within the WSSC easement for public water and sewer except to cross perpendicular to the public water and sewer mains.

-- The storm drain system located in a private street and/or alley containing public water and sewer mains shall also be public and maintained by the County.

3. WSSCs minimum easement width for a normal (14-inch diameter or less) pipeline (water or sewer at normal depth) is 20 feet. When both water and sewer (normal diameter and depth) are installed in the same easement, the minimum width is 30 feet. Installation of deep or large water/sewer will require additional easement width.

4. The minimum horizontal clearance from a building to the outside diameter of a WSSC pipeline is 15 feet. The minimum spacing between adjacent buildings with both water and sewer lines between them must be 40 feet. In some cases where connections, fire hydrants, or deep water/sewer lines are involved, additional easement width is required.

5. Balconies or other building appurtenances must not encroach within WSSC easements. Water/Sewer pipeline alignment should maintain a minimum 5-foot horizontal clearance from storm-drain pipeline/structures and other utilities. Review of plan submitted does not meet these requirements.

----- 0 Replies -----

5 - Environmental Comments

Status as of 10/24/2024 08:36 AM

Type: Department Review

State: DSD - Project Manager

Page: 1

Created by: Matt Snyder

On: 10/24/2024 08:36 AM

Type: Department Review

State: DSD - Project Manager

1. Geotechnical and Corrosion Submittal will be required. It appears that possible sources of stray current have been identified within 2,000 feet of this site. See WSSC 2017 Pipeline Design Manual Part Three, Section 20.

2. Environmental Impacts. The proposed water main and outfall sewer impacts wetlands, stream buffers, 100-year flood plain, steep slopes and possibly large trees. Main alignment may need adjustment in the design stage of the WSSC Development Services System Integrity review process. See WSSC 2017 Pipeline Design Manual Part Three, Section 23

3. Proposed pipeline needs to be realigned to avoid or minimize environmental concerns such as: tree save areas, forested areas, rural/rustic roads, blasting areas, utilities, water quality, champion trees, historic or burial properties, landfills or other soil contaminated areas.

4. Wetlands permit will be required for any construction within nontidal wetland areas. See WSSC 2017 Pipeline Design Manual Part Three, Section 23.

5. Pipeline stream crossing. Follow general guidelines for stream crossing cases presented in WSSC 2017 Pipeline Design Manual Part Three, Section 9.

----- 0 Replies -----

6 - WSSC Plan Review Comments

Status as of 10/21/2024 02:14 PM

Type: Prescreen Review

State: Intake

Page: 1

Created by: Dyana Smith
On: 10/21/2024 02:14 PM
Type: Prescreen Review
State: Intake

A001 - DSP-21037

----- 0 Replies -----

7 - WSSC Plan Review Fee

Status as of 10/21/2024 02:14 PM
Type: Prescreen Review
State: Intake

Page: 1
Created by: Dyana Smith
On: 10/21/2024 02:14 PM
Type: Prescreen Review
State: Intake

The Required WSSC Plan review fee of \$1710 has been paid

----- 0 Replies -----

8 - WSSC Standard Comments for all Plans

Status as of 10/21/2024 02:15 PM
Type: Prescreen Review
State: Intake

Page: 1
Created by: Dyana Smith
On: 10/21/2024 02:15 PM
Type: Prescreen Review
State: Intake

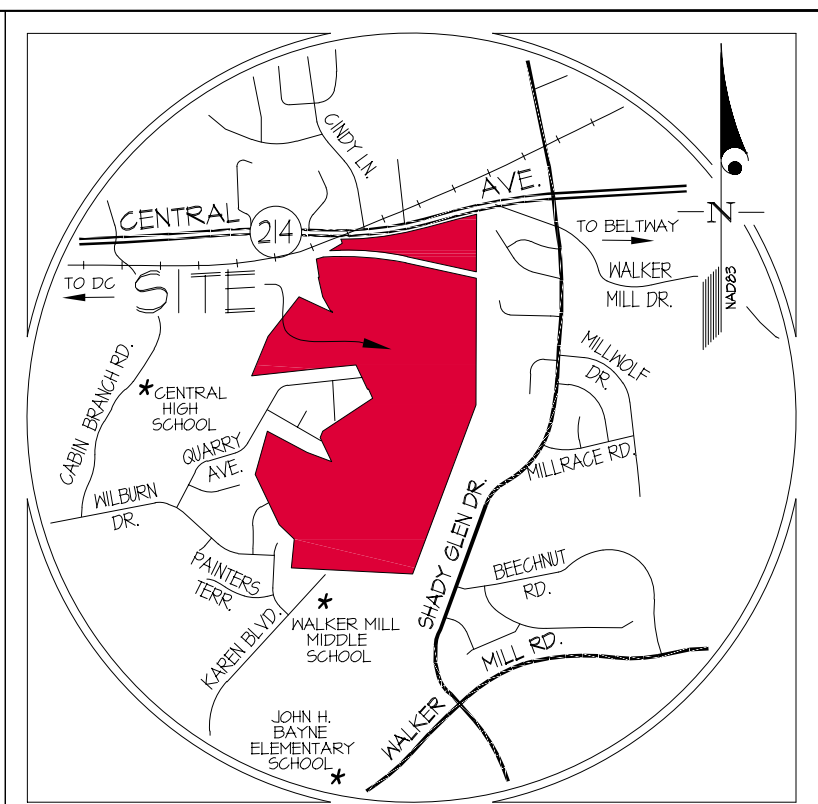
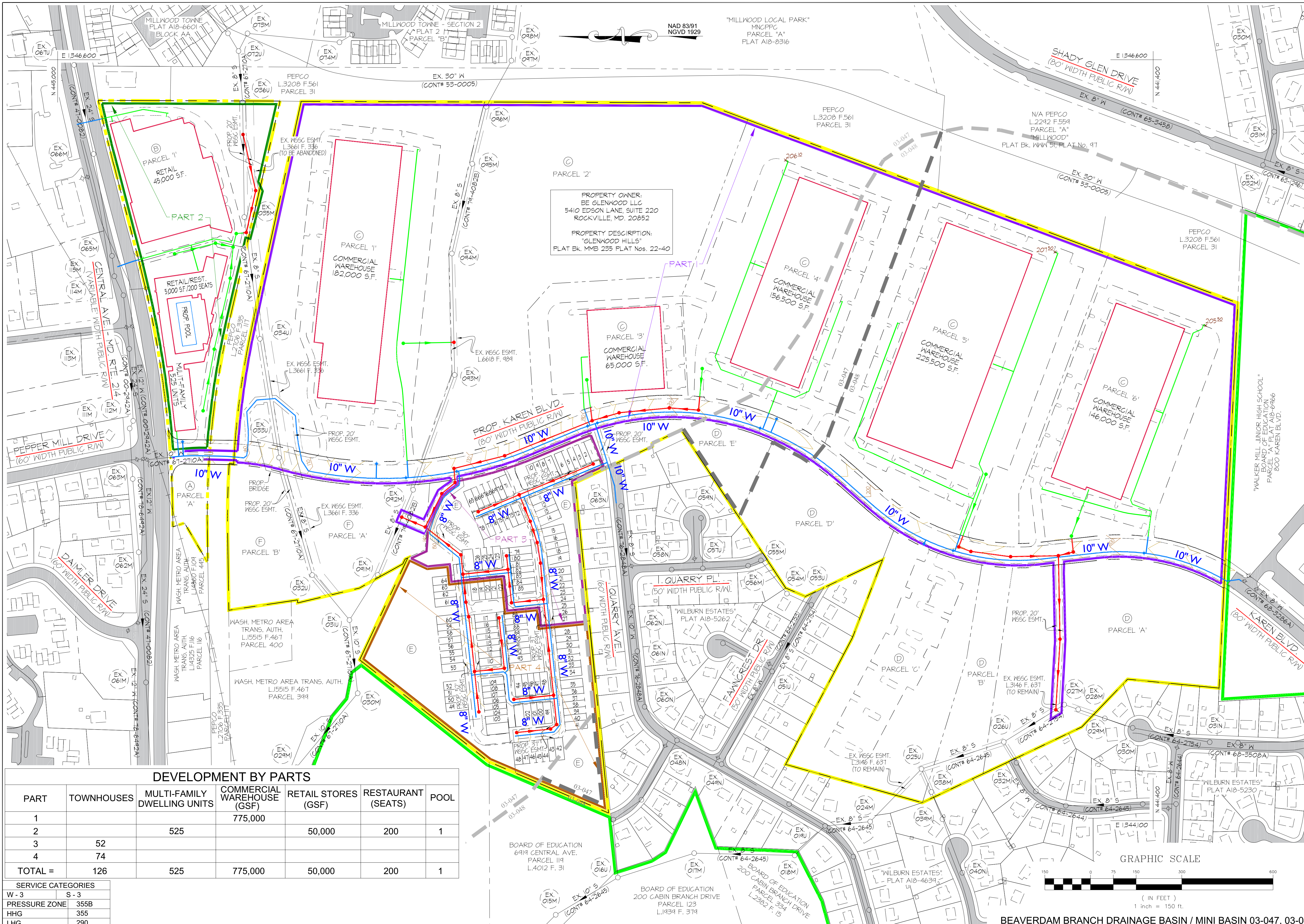
1. WSSC comments are made exclusively for this plan review based on existing system conditions at this time. We will reevaluate the design and system conditions at the time of application for water/sewer service.
2. Coordination with other buried utilities:
 - a. Refer to WSSC Pipeline Design Manual pages G-1 and G-2 for utility coordination requirements.
 - b. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC right-of-way unless specifically approved by WSSC.
 - c. Longitudinal occupancy of WSSC rights-of-way (by other utilities) is not permitted.
 - d. Proposed utility crossings of WSSC pipelines or rights-of-way that do not adhere to WSSC pipeline crossing and clearance standards will be rejected at design plan review. Refer to WSSC Pipeline Design Manual Part Three, Section 3.
 - e. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including, impacts to proposed street, building and utility layouts.
 - f. The applicant must provide a separate Utility Plan to ensure that all existing and proposed site utilities have been properly coordinated with existing and proposed WSSC facilities and rights-of-way.
 - g. Upon completion of the site construction, utilities that are found to be located within WSSCs

rights-of-way (or in conflict with WSSC pipelines) must be removed and relocated at the applicants expense.

3. Forest Conservation Easements are not permitted to overlap WSSC existing or proposed easements. Potential impacts to existing Forest Conservation Easements (due to proposed water and/or sewer systems) must be reviewed and approved by County staff.

4. Unless otherwise noted: ALL extensions of WSSCs system require a request for Hydraulic Planning Analysis and need to follow the System Extension Permit (SEP) process. Contact WSSCs Development Services Center at (301-206-8650) or visit our website at [www.wsscwater.com/Development Services](http://www.wsscwater.com/Development%20Services) for requirements. For information regarding connections or Site Utility (on-site) reviews, you may visit or contact WSSCs Permit Services at (301) 206-4003.

----- 0 Replies -----

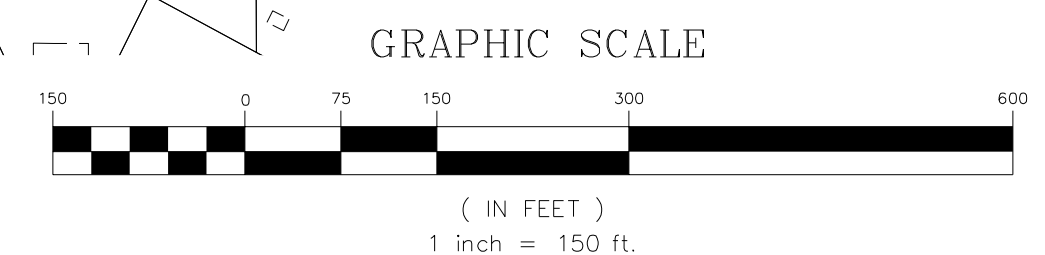


VICINITY MAP
SCALE 1" = 2000'
PG. CO. PAGE 5529 GRID J-9

- LEGEND**
- APPLICANT'S PROPERTY
 - MNCPPC, MARYLAND PARK SERVICE, NATIONAL PARK SERVICE, AND BOARD OF EDUCATION PROPERTY
 - ADJACENT PROPERTIES
 - EXISTING WATER MAINS (CONTRACT # & SIZE)
 - EXISTING SEWER MAINS (CONTRACT # & SIZE)
 - PROPOSED WATER MAINS
 - PROPOSED SEWER MAINS
 - PROPOSED LOW PRESSURE SEWER/ FORCE MAIN
 - PROPOSED ON-SITE WATER & SITE UTILITY CONNECTIONS
 - PROPOSED ON-SITE SEWER & SITE UTILITY CONNECTIONS
 - EXISTING BUILDINGS
 - PROPOSED BUILDINGS
 - STREET NAME ROAD NAMES
 - EXISTING PAVING
 - ESMT
 - PROPOSED 10' CONTOURS
 - PROPOSED 2' CONTOURS
 - EXISTING 10' CONTOURS
 - EXISTING 2' CONTOURS
 - PROPOSED HIGH/LOW POINT ELEVATIONS
 - HPI / LP XXXXX

DEVELOPMENT BY PARTS						
PART	TOWNHOUSES	MULTI-FAMILY DWELLING UNITS	COMMERCIAL WAREHOUSE (GSF)	RETAIL STORES (GSF)	RESTAURANT (SEATS)	POOL
1			775,000			
2		525		50,000	200	1
3	52					
4	74					
TOTAL =	126	525	775,000	50,000	200	1

SERVICE CATEGORIES	
W-3	S-3
PRESSURE ZONE	355B
HHG	355
LHG	290



WASHINGTON SUBURBAN SANITARY COMMISSION



ENGINEER:
NAME: GUTSCHICK, LITTLE & WEBER, P.A.
ADDRESS: 3909 NATIONAL DRIVE, SUITE 250
BURTONSVILLE, MD 20886
PHONE: (301) 421-4024
CONTACT: WILLIAM NEWMAN
EMAIL: WNEWMAN@GLWPA.COM

APPLICANT:
NAME: BE GLENWOOD LLC,
ADDRESS: C/O BERMAN ENTERPRISES
5410 EDSON LANE, SUITE 220
ROCKVILLE, MD 20852
PHONE: (301) 816-1584
CONTACT: BRIAN BERMAN
EMAIL: BBERMAN@BERMANENTERPRISES.COM

BEAVERDAM BRANCH DRAINAGE BASIN / MINI BASIN 03-047, 03-048

HYDRAULIC PLANNING ANALYSIS
GLENWOOD HILLS
PARCELS A-E, BLOCK D; LOTS 1-126, PARCELS A - H, J - N & P - U,
BLOCK E AND PARCELS A & B, BLOCK F

CONTRACT: DA7350Z22
200'S 201 SE 06
201 SE 07
1/13/2023
DSP-21031-01_Backup 132 of 291

APPROVED
MAS
JANUARY 18, 2023

VERIFY SCALE - BAR IS ONE INCH ON ORIGINAL DRAWING 0 1" IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.



COMMISSIONERS
 Fausto R. Bayonet, Chair
 Regina Y. Speed-Bost, Vice Chair
 Howard A. Denis
 Lynette D. Espy-Williams
 T. Eloise Foster
 Mark J. Smith

GENERAL MANAGER
 Kishia L. Powell

January 18, 2023

BE Glenwood LLC
 5410 Edson Lane, Suite 220
 Rockville, MD. 20852

Re: Letter of Findings, WSSC Project No. DA7350Z22, Glenwood Hills

Dear Mr. Berman:

A hydraulic planning analysis has been completed on the Glenwood Hills project. The project has been conceptually approved. Please refer to the enclosed sketch along with the summary table and list of conditions included in this letter, which provide the results of our analysis.

HYDRAULIC SUMMARY TABLE	
Proposed Development: 126 Townhomes, 525 multi-family dwelling units, 200 seat restaurant, 775,000 square foot commercial warehouse, 50,000 square foot retail	
200-ft Sheet: 201SE06, 201SE07, 202SE06, and 202SE07	
SEWER	WATER
WRRF Service Area: Blue Plains	Hydraulic Zone Group: Prince George's High
Mimi-Basin Numbers: 03-047 & 03-048	Pressure Zone: 355B
	High Grade: 365 feet
	Low Grade: 337 feet

The following is a list of conditions that apply to this project and must be met before a Systems Extension Permit (SEP) will be issued.

MANDATORY REFERRAL PROCESS

This project may be subject to the Maryland-National Capital Park and Planning Commission's Mandatory Referral Program, depending on its planned water / sewer infrastructures and associated appurtenances. It is the Applicant's responsibility to contact the appropriate County's Department of Park and Planning for specific guidance and their standards for Mandatory Referral Review. During Phase 2 Design Review, WSSC must be notified, if the project is subject to the Mandatory Referral Process.

CORROSION CONTROL

Based on our review of this site, it appears that sources of stray current have been identified within 2,000 feet of this site.

SANITARY SEWER CONDITIONS

REQUIRED SANITARY SEWER MAIN SIZES

All sewer shall be 8-inch diameter gravity sewer.

SERVICE DEPENDENT ON CONSTRUCTION

Since this project will be built in separate parts, the following table provides information on which parts are dependent on the other parts being constructed and released for service:

Sewer Dependency Chart	
Part	Dependencies
1	None
2	None
3	Part 1
4	Parts 1 & 3

EXTRA-DEPTH SEWER

Due to the grade of the street, it will be necessary to construct extra-deep sewer ranging from 10 to 22 feet. See the latest WSSC Pipeline Design Manual, Section C-2.2, for easement width requirements for deep sewers. Any pipe deeper than 20 feet (trench bottom) will require a special design that takes into consideration future maintenance of the deep sewer.

ENVIRONMENTAL IMPACTS

The proposed sewer main outfall will impact wetlands, stream buffers, 100-year flood plain, steep slopes, and possibly large trees. The alignment may need adjustment during the design stage.

SHOW MINIBASIN BOUNDARY ON DESIGN PLANS

This project will be served by more than one sewer system minibasin. Design plans that encompass more than 1 minibasin should indicate the boundary as shown on the attached sketch.

WATER MAIN EXTENSION CONDITIONS

REQUIRED WATER MAIN SIZES

The diameters of the proposed mains, **8 and 10 inches**, are shown on the attached sketch.

SERVICE DEPENDENT ON OTHER CONSTRUCTION

Since this project will be built in separate parts, the following table provides information on which parts are dependent on the other parts being constructed and released for service:

Water Dependency Chart	
Part	Dependencies
1	None
2	Part 1
3	Part 1
4	Parts 1 & 3

ISOLATION VALVES

Provide enough isolation valves on new mains to provide redundancy. Isolation valves are required on existing public mains when a proposed main connects to an existing public main. Keep valves *Open*. Numbers and exact location of valves will be determined during the Design phase.

EXCESSIVE WATER PRESSURE

Pressure reducing valve/regulator may be required. Static pressure may exceed 80 psi below an elevation of 180 feet.

OUTSIDE METERS

Any residential water service over 300 feet in length will require an outside meter. For commercial water service connections, built to serve a standard or minor site utility (on-site) system over 80 feet in length, WSSC would prefer an outside meter in a vault, however an indoor meter may be allowed under certain conditions.

USE OF MASTER METERS FOR RESIDENTIAL UNITS IN PRINCE GEORGE'S COUNTY

Pursuant to HB218, which was enacted June 1, 2018, condominium or cooperative ownership property projects located in Prince George's County may not be served by a master meter for billing purposes. Each unit shall be provided with a separate billing meter. Any SU, MSU, SEP or Plumbing Plan that has not been submitted prior to this date is required to follow the new law, unless it is associated with a grandfathered HPA or SEP project. See the 2019 WSSC PLUMBING & FUEL GAS CODE for more information.

EASEMENT CONDITIONS

GENERAL

WSSC easements must be free and clear of other utilities, including storm drain systems, ESD devices, gas, electric, telephone, CATV, etc., with the exception of allowed crossings designed in accordance with the WSSC Pipeline Design Manual. Landscaping and Hardscaping are also not allowed without approval. Under certain conditions (and by special request) the items listed above may be permitted within the WSSC easement. However, this will be evaluated on a case by case basis and if allowed, will require execution of a special agreement and/or Hold Harmless Agreement between WSSC and the developer.

PRIVATE STREET & ALLEY EASEMENT REQUIREMENTS

Service mains proposed for this project are in roadways that are or may be private. Private water and sewer mains are preferred in private streets and alleys. If the applicant desires public water and sewer mains in these private streets and alleys, then the following criteria must be met:

- All separation requirements in the latest WSSC Pipeline Design Manual (PDM) must be met.
- A 10 foot Public Utility Easements (PUE) shall be provided on both sides of the private street and/or alley or space within the private street will be provided to assure PDM separations are met and limiting utility crossings of the WSSC water and sewer lines.
- Blanket easements for other utilities (gas, electric, telephone, CATV, fiber optic, etc.) within the private street and/or alley parcel will not be allowed. The HOA documents shall not provide for a blanket easement across and under a private street and/or alley parcel.
- Dry utilities are to be in the PUE or as described above. No dry utilities are to be placed within the WSSC easement for public water and sewer except to cross perpendicular to the public water and sewer mains.
- The storm drain system located in a private street and/or alley containing public water and sewer mains shall also be public and maintained by the County.

COORDINATION WITH OTHER BURIED UTILITIES

Refer to the latest WSSC Pipeline Design Manual Pages G-1 and G-2 for utility coordination requirements. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC easement unless specifically approved by WSSC. Longitudinal occupancy of WSSC easements (by other utilities) is not permitted. Proposed utility crossings of WSSC pipelines or easements that do not adhere to WSSC's pipeline crossing and clearance standards will be rejected at the design plan review phase. Refer to the latest WSSC Pipeline Design Manual Part Three, Section 3. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including impacts to proposed street and building layouts.

The applicant must provide a separate “Utility Plan” to ensure that all existing and proposed site utilities have been properly coordinated with existing and proposed WSSC facilities and easements. Upon completion of the site construction, any utilities that are found to be located within WSSC’s easements (or in conflict with WSSC pipelines) must be removed and relocated at the applicant’s expense.

IMPACTS DUE TO GRADING / PIPE LOADING CHANGES

Any grading, change in pipe loading (including but not limited to proposed fill or excavation), adjustment to manhole rims, fire hydrant relocations, placement of access roads or temporary haul roads, temporary sediment control devices, paving construction or construction related activity of any kind over an existing WSSC water or sewer main or within an existing WSSC easement requires **advance approval** by WSSC. Any proposed public street grade establishment plan (GEP) with an existing WSSC water or sewer main of any size located within the existing or proposed public street easement requires WSSC approval directly on the original GEP **prior to** approval of the GEP by the County Department of Public Works and Transportation. Any work (design, inspection, repair, adjustment, relocation, or abandonment) of existing WSSC facilities is done at the sole expense of the applicant / builder / developer. For Relocations work associated with a Systems Extension Project or a Site Utility Project, contact the Development Services Division. Please arrange for this review before plan submittal. See WSSC Design Manual C-11.

PROVIDE FREE EASEMENT TO WSSC

Easements across your property for water and sewer line placement must be provided at no cost to the WSSC. The Applicant shall execute and deliver on-property easements prior to plan approval in accordance with the Development Services Code, which shall constitute an irrevocable offer by the Applicant to convey all on-property easements to WSSC.

ADHERE TO MINIMUM EASEMENT WIDTHS

The minimum easement width for a normal (14 inches diameter or less) extension, either water or sewer, installed at normal depth is 20 feet. A minimum easement width of 30 feet is required when both normal-diameter water and gravity sewer lines are installed in the same easement at normal depth. Installation of deep or large water and / or sewer mains will require additional easement width. For minimum horizontal separation between a building and a WSSC pipeline, refer to the requirements in the latest WSSC Pipeline Design Manual, Part Three, Section 3.c.2. Based on WSSC requirements, the minimum spacing between adjacent buildings with both water and sewer lines between them should be at least 40 feet and, in some cases, greater when connections, fire hydrants, or deep sewer or water lines are involved. Balconies and other building appurtenances are not to be within the easement. Additionally, water and sewer pipeline alignment should maintain 5 feet horizontal clearance from storm drain pipeline / structures and other utilities.

CONNECTION AND SITE UTILITY CONDITIONS

SERVICE CONNECTION PERMIT FOR NEW AND ABANDONMENT REQUIREMENTS

New service connections and abandonments associated with new, replacement, and/or relocation mains will require individual permit numbers. Newly proposed or Abandonment of Service Connections associated with projects other than System Extension Projects (SEPs) will require individual Service connection permit and/or abandonment permit for each service connection.

MINIMIZE CONNECTION LENGTHS

The length of all connections should be minimized.

SITE UTILITY PROCESS REQUIRED

The Site Utility process is usually required for water lines greater than 2 inches in diameter or sewer lines greater than 4 inches. Contact Permit Services at 301-206-8650 or at www.wssewater.com for more information on electronic submittal of Site Utility plans. Multiple Site Utility plans may be required to serve a site if phasing is required. Partial releases for site utility plans are not permitted

SHARED SERVICE CONNECTIONS SERVING MULTIPLE PROPERTY OWNERS.

A shared service connection may be allowed when multiple properties or buildings are under separate ownership but located on a common tract of land. The arrangement must be recorded in a Shared Site Utility System Agreement and approved by a WSSC Code Official. The following conditions are required for approval by WSSC:

- Recordation of the necessary covenants and easements for maintenance of the shared site utility system.
- An accessible outside water meter for each water service connection. All WSSC water meters serving the shared site utility system shall be billed to a single account.
- Design to facilitate the sharing of water service connection(s) **and** sewer service connection(s); where only the minimum number of services needed shall be allowed.
- Further division of water and sewer billing obligations shall be a private matter between the property owners, lessees, and tenants and may be accomplished through "private" metering.

MULTIPLE BUILDINGS AND COVENANT REQUIREMENT

In general, where multiple properties or buildings under single ownership are served by water and sewer services connections as allowed or required, a multiple building covenant shall be submitted for the Commission's approval. The covenant shall require the property owner to notify the Commission prior to any subdivision or sale of any or all of the properties covered by the multiple building covenant. Such action may require the property owner to obtain separate water and sewer connections or a Shared Site Utility System Agreement.

ENVIRONMENTAL CONDITIONS

The applicant must resolve all environmental issues directly with the Environmental reviewer. All outstanding environmental issues must be resolved prior to the Design Phase.

The next step in the process is Phase 2, Review for System Integrity. Contact Permit Services at 301-206-8650 or at www.wsscwater.com for more information on electronic submittal of System Integrity Review Packages. Should you wish to schedule a pre-design meeting, please contact Matt Snyder at (301) 206-8813 or Matthew.Snyder@WSSCWater.com.

This Letter of Findings will expire if no “actions” are taken by the applicant over the 3-year period following the date of this letter. For definition of “actions”, see the latest Development Services Code, Section 405.1.1.

If you have any questions or concerns, please feel free to contact me at 301-206-8813 or Matthew.Snyder@WSSCWater.com.

Sincerely,

Matthew Snyder

Matt Snyder, PE, PMP

Project Manager

Development Services Division

Enclosures: 150' Approved Sketch, Haz-Screen Response Form

cc: William Newman - Gutschick, Little & Weber, P.A.
Mr. Tom Gingrich (tom.gingrich@wsscwater.com) - Development Design Section Manager
Ms. Shirley Branch (sabbranch@co.pg.md.us) - Department of Permitting, Inspections & Enforcement (DPIE)

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL
2021 Legislative Session

Bill No. CB-51-2021

Chapter No. 40

Proposed and Presented by Council Member Davis

Introduced by Council Member Davis

Co-Sponsors _____

Date of Introduction October 12, 2021

ZONING BILL

1 AN ORDINANCE concerning

2 M-X-T and R-55 Zones

3 For the purpose of permitting certain Warehouse and Distribution uses in the M-X-T (Mixed Use
4 -Transportation-Oriented) Zone of Prince George’s County, and permitting Townhouse uses in
5 the R-55 (One-Family Detached Residential) Zone, under certain circumstances.

6 BY repealing and reenacting with amendments:

7 Sections 27-441, and 27-547,

8 The Zoning Ordinance of Prince George's County, Maryland,

9 being also

10 SUBTITLE 27. ZONING.

11 The Prince George's County Code

12 (2019 Edition; 2020 Supplement).

13 SECTION 1. BE IT ENACTED by the County Council of Prince George's County,
14 Maryland, sitting as the District Council for that part of the Maryland-Washington Regional
15 District in Prince George's County, Maryland, that Sections 27-441, and 27-547 of the Zoning
16 Ordinance of Prince George's County, Maryland, being also Subtitle 27 of the Prince George's
17 County Code, be and the same are hereby repealed and reenacted with the following
18 amendments:

**PART 5. RESIDENTIAL ZONES.
DIVISION 3. USES PERMITTED.**

Sec. 27-441. Uses permitted.

(b) TABLE OF USES.

USE	ZONE								
	R-O-S	O-S	R-A	R-E	R-R	R-80	R-55	R-35	R-20
(7) Residential/Lodging:									
* * * * *	*	*	*	*	*	*	*	*	*
Townhouses	X	P ¹²⁹	X ¹³⁶	X	P ^{79, 120, 123, 126, 127}	P ^{48, 128}	P ^{48, 111, 124, 138, 143}	X ⁴⁸	P ²
* * * * *	*	*	*	*	*	*	*	*	*

143 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.

**PART 10. MIXED USE ZONES.
DIVISION 3. USES PERMITTED.**

Sec. 27-547. Uses permitted.

(b) TABLE OF USES.

USE	ZONE	
	M-X-T	M-X-C
(2) INDUSTRIAL:		
* * * * *	*	*
<u>Warehouse and Distribution</u>	P ²³	X
* * * * *	*	*

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

SECTION 2. BE IT FURTHER ENACTED that this Ordinance shall take effect forty-five (45) calendar days after its adoption.

Adopted this 16th day of November, 2021.

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: _____
Calvin S. Hawkins, II
Chair

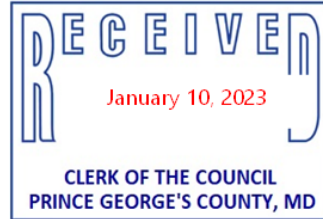
ATTEST:

Donna J. Brown
Clerk of the Council

KEY:
Underscoring indicates language added to existing law.
[Brackets] indicate language deleted from existing law.
Asterisks *** indicate intervening existing Code provisions that remain unchanged.

January 10, 2023

BE Glenwood LLC
5410 Edson Lane, Suite 220
Rockville, MD 20852



Re: Notification of Planning Board Action on
Conceptual Site Plan CSP-88020-03
Glenwood Hills

Dear Applicant:

This is to advise you that, on **January 5, 2023**, the above-referenced Conceptual Site Plan was acted upon by the Prince George's County Planning Board pursuant to the Transitional Provisions of Section 27-1700 of the Prince George's County Zoning Ordinance and in accordance with the attached Resolution.

Pursuant to Section 27-280 of the prior Zoning Ordinance, the Planning Board's decision will become final 30 calendar days after the date of this final notice **January 10, 2023** of the Planning Board's decision, unless:

1. Within the 30 days, a written appeal has been filed with the District Council by the applicant or by an aggrieved person that appeared at the hearing before the Planning Board in person, by an attorney, or in writing and the review is expressly authorized in accordance with Section 25-212 of the Land Use Article of the Annotated Code of Maryland; or
2. Within the 30 days (or other period specified by Section 27-291 of the prior Zoning Ordinance), the District Council decides, on its own motion, to review the action of the Planning Board.

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

Very truly yours,
James R. Hunt, Chief
Development Review Division

By: Mridula Gupta Digitally signed by Mridula Gupta
Date: 2023.01.09 15:40:04 -0500
Reviewer

Attachment: PGCPB Resolution No. **2022-129**

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

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

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

WHEREAS, pursuant to Section 27-1903(c) of the Zoning Ordinance, development applications submitted and accepted as complete before April 1, 2024, may utilize the prior Zoning Ordinance or Subdivision Regulations for development of a property; and

WHEREAS, therefore, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed this application under the Zoning Ordinance in existence prior to April 1, 2022; and

WHEREAS, in consideration of evidence presented at a public hearing on December 8, 2022, regarding Conceptual Site Plan CSP-88020-03 for Glenwood Hills, the Planning Board finds:

1. **Request:** The subject application is a revision to the previously approved conceptual site plan (CSP) for Glenwood Hills to replace 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 adds 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	APPROVED
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	Approved 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	203,000	203,000	50,000
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 Approved:	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.

- 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.
- 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, 1988 (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 approval by the Planning Board.

6. **Design Features:** The application approves 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, within multiple parcels and buildings. The site is

currently vacant. The site will 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 included on the CSP sheets for the townhouse development, the retail/multifamily area, the community entrance, and the industrial use entry feature, including 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 approved 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 approves three types of uses, as required, including residential, commercial/retail, and industrial uses. These 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 approved 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 approves 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. A minimum 20-foot-wide landscape strip shall 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 (TIS) was 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 approved 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, 1988 (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 proposed 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 the Planning Board's analysis. 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 requested that Conditions 1–9 be eliminated, since those conditions were premised on a prior TIS. A new TIS was 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 stated 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.

The TIS submitted as part of the CSP application was reviewed, and it was concluded that existing transportation facilities, when improved with proposed improvements

outlined in the TIS, are sufficient to support the proposed development. All intersections within the study area will operate at acceptable levels, except the Karen Boulevard/ MD 214 intersection, which will require construction of a traffic signal to meet the requirements of the applicable transportation service area. As such, a condition of approval is included in this resolution, which requires that, as part of the approval of the PPS application, the applicant shall submit a full traffic signal warrant analysis for the Karen Boulevard/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, Conditions 1–10 are deleted.

- 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 requested 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 argued 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, the new school further south, and to negate unnecessary pedestrian traffic at the industrial use access point, the applicant proposed an 8-foot sidewalk for the west side of Karen Boulevard.

The Planning Board 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 included in this resolution requiring the applicant to construct adequate pedestrian and bikeway facilities for the development. Therefore, Condition 11 is deleted.

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 requested 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 requested that Conditions 17 and 18 be eliminated, since the number of residential dwellings has been substantially reduced, and the new PPS and DSP propose 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.

Conditions 12–18 are therefore deleted, 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 requested that Conditions 19 and 20 be eliminated, since the Type 1 tree conservation plan (TCP1) and SWM concept plan for the property have 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, deletion of Conditions 19 and 20 is approved.

- 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 requested 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 issuance of the final building permits for the proposed 126 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 127th building permit will still ensure that the mix of uses required in the M-X-T Zone is achieved, the Planning Board agrees with the requested revision. The revised condition has been included in this resolution.

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

The applicant did not request the deletion of Condition 22. However, it is noted 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 approval of any DSP for a development. Therefore, Condition 22 is deleted.

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 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 were 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. It is noted that NRI-165-2021 was received with the CSP application, along with TCP1-066-94-03. Appropriate conditions of approval are included with this CSP, based upon a review of the NRI and TCP1. Therefore, the Planning Board 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 requested the deletion of Condition 24. In justification of their request, the applicant stated 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.

It is noted 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, deletion of this condition is approved.

- 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 requested the deletion of Conditions 25–29, as the residential component has changed significantly and the applicant will be proposing the elements and development standards on a future 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 approved with the current CSP amendment. It is also noted that 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, deletion of Condition 25 is approved.

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

Condition 28 requires certain issues related to architecture, signage, lighting, landscaping, parking, and pedestrian connections for the proposed mixed-use development. Each of these issues have been reviewed, and conditions related to entrance features, signage, lighting, and paving are being carried forward, since they are still relevant to the development approved 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 TCPI (TCPI-066-94-02) and Type 2 tree conservation plan (TCP2-049-07). This 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 TCPI 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 TCPI, prior to certification of the CSP, in conformance with the conditions of this approval.
 - 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 CSP. 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 requested 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
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

Industrial Area Construction Impacts:				
Tree #	DBH	Common Name	Condition	Reason for Removal
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
163	39"	Tulip Poplar	Good	Constr. of Warehouse #1
178	32"/27.5"	Tulip Poplar	Good	Constr. for SWM facility

Industrial Area Construction Impacts:				
Tree #	DBH	Common Name	Condition	Reason for Removal
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
179	31"	Tulip Poplar	Good	Master-Planned Roadway
180	31 "	Chestnut Oak	Good	Master-Planned Roadway

Note: *Diameter at breast height

Evaluation

The removal of 107 specimen trees requested by the applicant is approved, 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 PPS 4-94066.

Summary of Areas

This CSP approves a mixed-use development consisting of residential, commercial, retail, and industrial development, as well as 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 identified 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 does 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. The requested variance for the removal of 107 specimen trees, for construction of a mixed-use development is approved.

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 is 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:** This CSP 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**—The Planning Board has reviewed and adopts the memorandum dated November 2, 2022 (Stabler to Gupta), which included 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 CSP 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 Archaeological 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 CSP 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**—The Planning Board has reviewed and adopts the memorandum dated November 4, 2022 (Bishop to Gupta), which concluded 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 site 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**—The Planning Board has reviewed and adopts the memorandum dated November 14, 2022 (Smith to Gupta), which concluded that multimodal transportation facilities exist to serve the proposed development, as required under Subtitle 27, and will conform to the MPOT and the Subregion 4 Master Plan and SMA.

Prior Conditions of Approval

The site has prior approved CSP, PPS, and DSP applications. The subject CSP amends or removes 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 CSP 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 CSP 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. It is acknowledged that, at the time of PPS, the appropriate right-of-way dedication will be addressed. The applicant shall 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.

The property frontage of MD 214 shall 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 required 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 required 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 submitted a full TIS. This study was 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.***

The TIS that was submitted as part of the CSP application was reviewed. The TIS shows that all intersections within the study area will operate at acceptable levels, except the Karen Boulevard/MD 214 intersection, which will require construction of a traffic signal to meet the requirements of the area transportation service area. As such, a condition of approval is included in this resolution which requires 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, existing transportation facilities, when improved with improvements outlined in the TIS, are sufficient to support the approved development and meet the requirements of Section 27-546(d)(9).

Site Circulation

The CSP proposes sidewalks throughout the site and along the property frontage to detail an interconnected system that provides general circulation for pedestrians. Internal connections are required to be 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.

A condition of approval is included in this resolution which requires 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 CSP 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. It is required that all pedestrian and bicycle facilities be provided and included on subsequent site plans. The overall circulation and proposed roadway configurations are acceptable.

- d. **Subdivision**—The Planning Board has reviewed and adopts the memorandum dated November 8, 2022 (Vatandoost to Gupta), which stated 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**—The Planning Board has reviewed and adopts the memorandum dated November 14, 2022 (Kirchhof to Gupta), which provided comments summarized, as follows.

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	Approved	12/08/2022	2022-129
4-21051	TCPI-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 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 CSP 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.

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 proposed a total of 12 impacts to the PMA, and a brief description of each impact. The Planning Board approves Impacts 1–3 and 5–12, and determined that the evaluation of Impact 4 shall 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 approved.

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 approved.

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 approved.

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 approved. 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. This impact shall be evaluated with a subsequent application (DSP). This impact is partially approved for 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 approved.

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 approved.

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 approved.

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 approved.

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 stream 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 approved.

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 approved.

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 approved.

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 approved.

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 approved to the PMA area with this CSP. Impacts 1, 2, 3, 5, 6, 7, 8, 9, 10, 11, and 12 are approved. Impact 4 is partially approved for development of Karen Boulevard. The portion of Impact 4 associated with the development pad shall be identified as “4a” and shall 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 CSP. 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)**—DPIE did not offer comments on the subject application.
- g. **Prince George’s County Health Department**—The Planning Board has reviewed and adopts the memorandum dated October 4, 2022 (Adepoju to Gupta), which provided several comments on this CSP. 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 of this approval, 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)**—The Planning Board has reviewed and adopts the memorandum dated November 7, 2022 (Thompson to Gupta), which 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 sought to amend or eliminate several conditions of 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 requested to amend Condition 13 to reflect the provision of recreational facilities conveyed to a homeowners association or M-NCPPC. 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. The provision of recreation amenities shall be 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. This segment shall be 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 requested the elimination of Conditions 17 and 18. The applicant will 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. 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.

At the time of PPS review, the applicant shall evaluate on-site recreation facilities, including outdoor active and passive amenities, and 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)**—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. No correspondence has been received from any of the adjacent municipalities.
12. As required by Section 27-276(b)(1) of the prior Zoning Ordinance, with the conditions of approval, this 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.
13. 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 proposed to the regulated environmental features on the subject property are approved with this CSP. Impacts 1–3 and 5–12 are approved. Impact 4 is partially approved for development of Karen Boulevard. The remainder of Impact 4 shall be evaluated with a subsequent application.

14. 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.
15. **Planning Board Hearing:** The Planning Board held a public hearing on this application on December 8, 2022. At the hearing, and in rendering its decision, the Board considered all written and oral testimony, along with all exhibits submitted according to the Board’s procedures. During the hearing, in response to Commissioner Doerner’s question, the applicant provided additional information to justify their request to remove 107 specimen trees. The applicant’s representative explained that placement of the development was made, while still providing the buffers required by CB-51-2021, which allowed additional employment uses on this site. In addition, the site was historically used for farming, and trees that have grown there are the result of ceasing of the farming activity. The site has also been used for illegal dumping in the past, and many trees have grown around these dump sites. Several of the specimen trees proposed for removal are located in these dump sites, which will be required to be remediated to make these areas appropriate for development. The applicant’s representative also explained the engineering factors which needed to be considered to minimize limits of disturbance. The most critical factor was the location and alignment of Karen Boulevard, which needed to accommodate existing physical and environmental constraints, while providing necessary connections, minimize environmental impacts, and reduce the number of specimen trees to be removed. The applicant further explained the unique conditions on the site, including topography and associated grading which informed the alignment of Karen Boulevard. The applicant stated that the industrial uses have been located in areas which were already cleared and graded for farming. The other areas of mature forest stands were selected to be preserved as woodlands. The applicant concluded that they have taken all design steps to minimize the removal of specimen trees, to the maximum extent that they could, given the site constraints.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George’s County Code, the Prince George’s County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Type 1 Tree Conservation Plan TCP1-066-94-03, and APPROVED a Variance to Section 25-122(b)(1)(G), and further APPROVED Conceptual Site Plan CSP-88020-03 for the above-described land, subject to the following conditions:

1. Prior to certificate approval of the conceptual site plan (CSP), the following revisions shall be made, or information shall be provided:
 - a. 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 issuance of any grading permit, including for rough grading, a Type 2 tree conservation plan shall be approved.
4. Prior to issuance of any permits which impact wetlands, wetland buffers, streams, or waters of the United States, the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.
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 the 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 final Phase I archeological report by the Prince George's County Planning Department, if it is determined that potentially significant archeological resources exist in the project area, prior to Planning Board approval of the grading permit which includes Parcels 124 and 125, the applicant shall provide a plan for:
 - a. Evaluating the resource at the Phase II level, or
 - b. Avoiding and preserving the resource in place.
12. If a Phase II and/or Phase III archeological evaluation or mitigation is necessary, the applicant shall provide a final report detailing the Phase II and/or Phase III investigations and ensure that all artifacts are curated in a proper manner, prior to any ground disturbance or approval of any grading permits which includes Parcels 124 and 125.
13. Prior to approval 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 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. A minimum 10-foot-wide shared-use path and/or shared roadway pavement markings and signage along Karen Boulevard, unless modified by the operating agency with written correspondence.
 - b. Standard bicycle lane along Karen Boulevard, in accordance with the American Association of State Highway and Transportation Officials guidelines, unless modified by the operating agency with written correspondence or in the applicant's approved final plans.
 - c. The minimum 5-foot-wide sidewalk along both sides of all internal roadways throughout the site and associated Americans with Disabilities Act curb ramps and crosswalks.
 - d. Americans with Disabilities Act-compliant curb ramps and crosswalks crossing all vehicular access points.
 - e. Designated pathways for pedestrians through surface parking lots.
 - f. Streetscape amenities are to be accessible and functional throughout the site to accommodate the mixed-use community.
 - g. Long-term bicycle parking within the multifamily building and short-term bicycle near the building entrance, in accordance with the American Association of State Highway and Transportation Officials guidelines.
 - h. Short-term bicycle for the commercial and industrial areas at a location convenient to the buildings, in accordance with the American Association of State Highway and Transportation Officials guidelines.
 - i. Dedicated parking spaces for rideshare activities.
16. Prior to issuance of a building permit for the 127th 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 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.

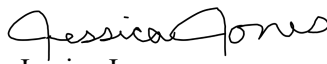
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *

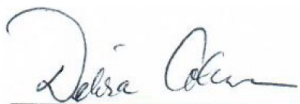
This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Doerner, seconded by Commissioner Geraldo, with Commissioners Doerner, Geraldo, and Shapiro voting in favor of the motion, and with Commissioners Bailey and Washington absent at its regular meeting held on Thursday, December 8, 2022, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 5th day of January 2023.

Peter A. Shapiro
Chairman


By Jessica Jones
Planning Board Administrator

PAS:JJ:MG:rpg


Approved for Legal Sufficiency
M-NCPPC Office of General
Counsel

Dated 12/29/22

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CASE NO: CSP-88020-03
CASE NAME: GLENWOOD HILLS
PARTY OF RECORD: 10
PB DATE: 1-5-2023



MR.BRADLEY HEARD
GCHIC
415 ZELMA AVENUE
CAPITOL HEIGHTS MD 20743
(CASE NUMBER: CSP-88020-03)

DR.DOUGLAS EDWARDS PHD
COALITION OF CENTRAL PRINCE GEORGE'S
COUNTY COMMUNITY ORGANI
708 QUARRY AVENUE
CAPITOL HEIGHTS MD 20743
(CASE NUMBER: CSP-88020-03)

BELINDA QUEEN
CENTRAL COALITION OF PGC & RESIDENTS ON
KAREN BLVD
906 KAREN BOULEVARD
CAPITOL HEIGHTS MD 20743
(CASE NUMBER: CSP-88020-03)

THOMAS ZYLA
GUTSCHICK, LITTLE & WEBER
3909 NATIONAL DRIVE SUITE 250
BURTONSVILLE MD 20866
(CASE NUMBER: CSP-88020-03)

TIM LONGFELLOW
GLW
3909 NATIONAL DRIVE SUITE 250
BURTONSVILLE MD 20866
(CASE NUMBER: CSP-88020-03)

TODD REDDAN
GLW
3909 NATIONAL DRIVE
BURTONSVILLE MD 20866
(CASE NUMBER: CSP-88020-03)

MRS.GLORIA L MILLER
6907 FAWNCREST DRIVE 6907 FAWNCREST
DRIVE
CAPITOL HEIGHTS MD 20743
(CASE NUMBER: CSP-88020-03)

ANDRE GINGLES
GINGLES, LLC
14401 SWEITZER LANE SUITE 570
LAUREL MD 20707
(CASE NUMBER: CSP-88020-03)

MR.MARK FALZONE
SCENIC PRINCE GEORGE'S
6229 WALBRIDGE STREET
CAPITOL HEIGHTS MD 20743
(CASE NUMBER: CSP-88020-03)

THOMAS AYLWARDIII
THOMAS J. AYLWARD III, TA CONSULTING
406 TREMONT STREET
CHATTANOOGA TN 37405
(CASE NUMBER: CSP-88020-03)

February 14, 2023

BE Glenwood LLC
5410 Edson Lane Suite 220
Rockville, MD 20852

Re: Notification of Planning Board Action on
Preliminary Plan of Subdivision 4-21051
Glenwood Hills

Dear Applicant:

This is to advise you that, on **February 9, 2023**, the above-referenced Preliminary Plan of Subdivision was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to Section 23-401 of the Land Use Article of the Maryland Code, a petition for judicial review of the Planning Board's action must be filed with the Circuit Court for Prince George's County, Maryland within 30 calendar days after the date of this final notice (**February 14, 2023**). Please direct questions regarding this matter to Ms. Mahasin El Amin, Clerk of the Circuit Court, at 301-952-3318.

Sincerely,
James R. Hunt, Chief
Development Review Division

By: Eddie
Reviewer

Diaz-Campbell,
Eddie

Digitally signed by Diaz-Campbell, Eddie
Date: 2023.02.10 13:02:06 -05'00'

Attachment: PGCPB Resolution No. **2023-06**
cc: Persons of Record

R E S O L U T I O N

WHEREAS, Glenwood Hills Venture LLC is the owner of a 133.45-acre parcel of land known as the Glenwood Hills subdivision and Parcels 124 and 125, said property being in the 18th Election District of Prince George's County, Maryland, and being zoned Residential, Multifamily-48 (RMF-48) and Residential, Single-Family-65 (RSF-65), and partially subject to the Military Installation Overlay (MIO) Zone; and

WHEREAS, on October 10, 2022, BE Glenwood LLC filed an application for approval of a Preliminary Plan of Subdivision for 126 lots and 37 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-21051 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 January 19, 2023; and

WHEREAS, new Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code went into effect on April 1, 2022; and

WHEREAS, pursuant to Section 1703(b) of the Prince George's County Subdivision Regulations, subdivision applications submitted under a valid conceptual site plan approved under the prior Zoning Ordinance must be reviewed and decided in accordance with the Subdivision Regulations in existence at the time of the approval of the conceptual site plan; and

WHEREAS, therefore, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed the application under the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code in existence prior to April 1, 2022; and

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

WHEREAS, on January 19, 2023, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Type 1 Tree Conservation Plan TCP1-066-94-04, and further APPROVED Preliminary Plan of Subdivision 4-21051, including Variations from Sections 24-128(b)(7)(A) and 24-121(a)(3), for 126 lots and 37 parcels with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision (PPS), the plan shall be revised, as follows:
 - a. Add a note on the PPS to state that the mandatory dedication of parkland requirement is being addressed by providing on-site recreation facilities and the design and construction of, or a contribution in an amount not to exceed 50 percent of the on-site recreational facilities valuation to, Segment 4 of the Central Avenue Connector Trail for Service Area 5, to meet the recreational needs of the projected population.
 - b. Show the dimensions of the MD 214 (Central Avenue) (A-32) right-of-way and show any dedication along the property's frontage to facilitate the master plan ultimate right-of-way.
 - c. Update the general notes to show the allocation of right-of-way dedication for all the master plan roadways within the limits of the site.
 - d. Change the designation of Parcel C, Block D to Parcel 1, Block D, as the parcel is not a property owners association parcel. Revise the designations of the lettered parcels in Block D to ensure no letters are skipped.
 - e. Update General Note 23 to indicate the approval date of the stormwater management concept plan (November 16, 2022).
 - f. Update General Note 40 to add information on the second Phase 1 archaeological study completed in November 2022.
 - g. Update General Notes 43 and 44 to show the final revision dates of the traffic impact analysis and the bicycle and pedestrian impact statement.
 - h. Correct General Note 46 to indicate that cross vehicular access easements will be required by Section 24-128(b)(9) of the prior Prince George's County Subdivision Regulations, for Parcels 2-6, Block C only.
2. A substantial revision to the proposed uses on-site, which affects Subtitle 24 adequacy findings, shall require the approval of a new preliminary plan of subdivision, prior to approval of any building permits.
3. Development of this site shall be in conformance with Stormwater Management Concept Plan 48714-2021-1 and any subsequent revisions.
4. Prior to approval, the final plat of subdivision shall include:
 - a. The granting of public utility easements along the public and private rights-of-way, in accordance with the approved preliminary plan of subdivision.

- b. Right-of-way dedication along all roadways in accordance with the approved preliminary plan of subdivision.
 - c. A note reflecting the granting of a variation with the preliminary plan of subdivision, from Section 24-128(b)(7)(A) of the prior Prince George's County Subdivision Regulations, to allow Lots 1–10 and 65–126, Block E to be served by alleys while fronting on private streets or open space. (Note: the lot numbering stated herein shall be adjusted in accordance with any renumbering of the same lots.)
 - d. A note reflecting the granting of a variation with the preliminary plan of subdivision, from Section 24-121(a)(3) of the prior Prince George's County Subdivision Regulations, to allow two access driveways to MD 214 (Central Avenue).
 - e. Draft access easements or covenants, in accordance with Section 24-128(b)(9) of the prior Prince George's County Subdivision Regulations, for shared access for the nonresidential parcels, shall be submitted to the Development Review Division (DRD) of the Prince George's County Planning Department for review and approval, as determined with the detailed site plan. Upon approval by DRD, the easements or covenants shall be recorded among the Prince George's County Land Records, and the Liber and folio of the document(s) shall be noted on the final plat, prior to plat recordation.
5. In accordance with Section 24-135(b) of the prior Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for, and provide, adequate on-site recreational facilities.
 6. The on-site recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department, for adequacy and proper siting, in accordance with the Park and Recreation Facilities Guidelines, with the review of the site plan. Triggers for construction shall be determined at the time of site plan review.
 7. Prior to submission of the final plat of subdivision for any residential lot/parcel, the applicant and the applicant's heirs, successors, and/or assignees shall submit three original executed private recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department, for construction of on-site recreational facilities, for approval. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records, and the Liber and folio of the RFA shall be noted on the final plat, prior to plat recordation.
 8. Prior to approval of residential building permits for the development, the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of the on-site recreational facilities.

9. Prior to submission of the final plat of subdivision for any residential lot/parcel, the applicant and the applicant's heirs, successors, and/or assignees shall submit three original executed public recreational facilities agreements (RFAs) to the Prince George's County Department of Parks and Recreation, Park Planning and Development Division, for construction of off-site recreational facilities (a portion of Segment 4 of the Central Avenue Connector Trail), for approval. Upon approval by PP&D staff, the RFA shall be recorded among the Prince George's County Land Records and the Liber and folio of the RFA shall be noted on the final plat prior to plat recordation. The public RFA shall establish the timing for the construction of the off-site recreational facilities.
10. Prior to approval of building permits for residential development, and provided the applicant and the Prince George's County Department of Parks and Recreation (DPR) are in concurrence that all necessary agreements, easements, and permits to allow construction of the Segment 4 portion of the Central Avenue Connector Trail on Potomac Electric Power Company and/or Washington Metropolitan Area Transit Authority property have been secured, the applicant shall submit a performance bond, letter of credit, or other suitable financial guarantees to DPR for its contributions, per Conditions 1a and 16f, and construct Segment 4 with those and other funds to be supplemented by DPR, as deemed necessary for the design and construction, following the 30 percent design documents of the *Central Avenue Connector Trail 30% Design Project: Preliminary Construction drawings and Final Report* (Appendix G). If, at the time the applicant is seeking permits for residential development, DPR and the applicant are not in concurrence that all necessary agreements, easements, and permits have been secured, the applicant's contribution of the amount to DPR shall suffice to satisfy its remaining mandatory recreation and bicycle and pedestrian impact statement requirements for financial contributions toward the Segment 4 Central Avenue Connector Trail.
11. Prior to approval of the detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the pedestrian and bicycle adequacy improvements approved with Preliminary Plan of Subdivision 4-21051, consistent with Section 24-124.01(f) of the prior Prince George's County Subdivision Regulations.
12. The applicant shall provide a network of on-site pedestrian and bicycle facilities and provide a system of streetlights along Karen Boulevard within the limits of the property. All on-site pedestrian/bicycle facilities shall be consistent with Section 24-124.01(c) of the prior Prince George's County Subdivision Regulations. The details of the on-site facilities shall be provided as part of the detailed site plan submission.
13. Prior to approval of the first building permit for the subject property, other than for infrastructure and/or retaining walls, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the prior Prince George's County Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

- a. Upgrade the signalized intersection at Hill Road/Willow Hill Drive with pedestrian signal poles, pedestrian signal heads, and Americans with Disabilities Act-compliant pedestrian push buttons. This intersection is used by children, pedestrians, and cyclists that access the Peppermill Community Center/Park, as well as the Highland Elementary School and Judith P. Hoyer Montessori School.
 - b. Upgrade the Walker Mill Road/Karen Boulevard signalized intersection with pedestrian signal poles, pedestrian signal heads, and Americans with Disabilities Act-compliant pedestrian push buttons.
 - c. Install a rectangular rapid flashing beacon at the intersection of Shady Glen Drive and Shady Glen Terrace.
 - d. Install a rectangular rapid flashing beacon at the entrance of Walker Mill Middle School, along the existing Karen Boulevard.
 - e. Upgrade the four existing crosswalks at the cross streets along Karen Boulevard to be Americans with Disabilities Act compliant.
 - f. Direct the remaining funds under the cost cap toward the construction of the Segment 4 phase of the Central Avenue Connector Trail project.
14. In conformance with the 2009 *Approved Countywide Master Plan of Transportation*, and the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following master plan facilities and shall depict the following facilities on any detailed site plan prior to its acceptance:
- a. An 80-foot right-of-way to include bicycle lane and sidepath facilities along the frontage of Karen Boulevard, unless modified by the operating agency with written correspondence.
 - b. Minimum 5-foot-wide sidewalks along both sides of the internal roadways throughout the site, including Americans with Disabilities Act curb ramps and associated crosswalks.
 - c. Americans with Disabilities Act curb ramps and crosswalks crossing all vehicular access points.
 - d. Long- and short-term bicycle parking within the multifamily buildings and near the building entrances, and short-term bicycle parking provided near the entrances of the retail buildings, in accordance with the American Association of State Highway and Transportation Officials guidelines.

15. Total development within the subject property shall be limited to uses which generate no more than 729 AM peak hour trips and 836 PM peak hour trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.
16. Prior to issuance of the first building permit within the subject property, other than for infrastructure and/or retaining walls, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. MD 214 (Central Avenue)/Pepper Mill Drive/Karen Boulevard:
 - (1) Install a traffic signal if it is deemed to be warranted and approved for construction by the operating agency.
 - (2) Construction of C-429, Karen Boulevard, within the limits of the site in general conformance to the approved preliminary plan of subdivision.
17. If the development is phased, the applicant shall provide a phasing plan (with supplemental operational analysis and adequate justification) as part of each site plan submission, to show the phasing of transportation improvements provided in Conditions 13 and 14 with the phased development of the site. A determination shall be made at that time as to when said improvements shall have full financial assurances and have been permitted for construction through the operating agency's access permit process.
18. New site driveways along Karen Boulevard shall be consolidated to the extent possible, and intra-parcel connections and shared access easements shall be provided between parcels in accordance with Section 24-128(b)(9) of the prior Prince George's County Subdivision Regulations, in order to facilitate safe operations along the future Karen Boulevard. The applicant and the applicant's heirs, successors, and/or assigns shall demonstrate the feasibility of consolidated driveways and evaluate the future operations of the consolidated driveways with subsequent site plan applications.
19. Development of this subdivision shall be in conformance with an approved Type 1 tree conservation plan (TCP1-066-94-04). The following note shall be placed on the final plat of subdivision:

“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-066-94-04 or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation

Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department.”

20. Prior to the issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved. The following note shall be placed on the final plat of subdivision:

“This plat is subject to the recordation of a Woodland Conservation Easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 Tree Conservation Plan, when approved.”

21. At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area except for any approved impacts 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.”

22. Technical corrections to the Type 1 tree conservation plan (TCP1) associated with the conceptual site plan (CSP) shall be reflected on the TCP1 associated with the preliminary plan of subdivision (PPS). The TCP1 associated with the CSP shall be signature approved, prior to signature approval of the TCP1 associated with the PPS.

23. The Type 1 tree conservation plan (TCP1) shall meet all the requirements of Subtitle 25, Division 2, and the Environmental Technical Manual, prior to certification, and shall be revised as follows:

a. The Environmental Planning Section approval block shall be revised to provide the prior approval information of TCP1-066-94.

b. The following note shall be added under the specimen tree table:

“NOTE: This plan is in accordance with the following variance from the strict requirements of Subtitle 25-122(b)(1)(G), approved with CSP-88020-03 by the Planning Board on December 8, 2022 for the removal of the following 107 specimen trees: 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.”

24. Prior to approval of a final plat, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that a property owners association has been established for the subdivision. The draft covenants shall be submitted to the Subdivision Section of the Development Review Division, to ensure that the rights of the Maryland-National Capital Park

and Planning Commission are included. The Liber/folio of the declaration of covenants shall be noted on the final plat, prior to recordation.

25. Prior to approval of building permits, other than for infrastructure and/or retaining walls, the applicant and the applicant's heirs, successors, and/or assignees shall convey to the property owners association land, as identified on the approved preliminary plan of subdivision. Land to be conveyed shall be subject to the following:
 - a. A copy of the recorded deed for the property to be conveyed shall be submitted to the Subdivision Section of the Development Review Division.
 - b. All waste matter of any kind shall be removed from the property, 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 conveyed land shall not suffer the disposition of construction materials or soil filling, other than the placement of fill material associated with permitted grading operations that are consistent with the permit and minimum soil class requirements, discarded plant materials, refuse, or similar waste matter.
 - d. Any disturbance of land to be conveyed to the association shall be in accordance with an approved site plan and tree conservation plan. 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.
 - e. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to the association. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by the Development Review Division of the Prince George's County Planning Department.
 - f. The Prince George's County Planning Board, or its designee, shall be satisfied that there are adequate provisions to ensure retention and future maintenance of the property to be conveyed.
26. Prior to approval of a detailed site plan for the parcels abutting MD 214 (Central Avenue), the applicant and the applicant's heirs, successors, and/or assignees shall submit a revised noise analysis based on the final site layout and building architecture that demonstrates the interior of dwelling units will be mitigated to 45 dBA Ldn or less and that outdoor activity areas will be mitigate to 65 dBA Ldn or less.
27. Prior to signature approval of the preliminary plan of subdivision or acceptance of the detailed site plan, whichever comes first, the applicant shall update the natural resources inventory to identify the areas of debris, in accordance with the Phase I and II environmental site assessment or the most current delineation. The forest stand delineations shall also be reevaluated to determine if the areas containing debris still qualify as woodlands.

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

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

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.
2. **Background**—The site is located south of MD 214 (Central Avenue), at its intersection with Pepper Mill Drive. The majority of the property is known as the Glenwood Hills subdivision and is recorded in Plat Book MMB 235 pages 22–40; however, the property also includes two acreage parcels known as Parcels 124 and 125, which are not the subject of any prior plat. These two parcels are recorded in the Prince George's County Land Records in Liber 33040 folio 581 and Liber 33221 folio 532, respectively. The property totals 133.45 acres. The property is within the Residential, Multifamily-48 (RMF-48) and the Residential, Single-Family-65 (RSF-65) Zones, and it is partially subject to the Military Installation Overlay (MIO) Zone for height. However, the property is subject to a prior conceptual site plan (CSP). Therefore, this preliminary plan of subdivision (PPS) was reviewed in accordance with the prior Prince George's County Zoning Ordinance and prior Prince George's County Subdivision Regulations, as required by Section 24-1703(b) of the Subdivision Regulations. Under the prior Zoning Ordinance, the site was within the Mixed Use-Transportation Oriented (M-X-T) Zone, the One-Family Detached Residential (R-55) Zone, and the Military Installation Overlay (M-I-O) Zone, which were effective prior to April 1, 2022. The 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (master plan) is applicable to this development. The site is currently vacant and wooded.

This PPS allows subdivision of the property into 126 lots and 37 parcels, for development of 550 multifamily dwelling units, 126 single-family attached (townhouse) dwelling units, 50,000 square feet of commercial development, and 775,000 square feet of industrial development. The 37 parcels include 20 parcels associated with the townhouse development, 3 parcels associated with the multifamily and commercial development, and 14 parcels associated with the industrial development, and they include both parcels for development and parcels which will be conveyed to a property owners association (POA). The POA will cover the whole development.

The M-X-T-zoned portion of the site is subject to a prior PPS, 4-04081 (PGCPB Resolution No. 04-252), which was approved on October 28, 2004, for 316 lots and 19 parcels to support 594 dwelling units and 203,000 square feet of commercial development. However, a new PPS is required at this time for the creation of additional parcels, adding more land area to the development that was not subject to the previous PPS, and for substantial revisions to the site layout. The current PPS supersedes 4-04081, in its entirety.

The property is subject to CSP-88020-03, which was approved on December 8, 2022. The development included with this PPS is consistent with the approved CSP. The development also benefits from the approval of Prince George's County Council Bill CB-51-2021, which revised Section 27-441 of the prior Zoning Ordinance, to permit townhouse uses in the R-55 Zone under certain circumstances, and revised Section 27-547 of the prior Zoning Ordinance to permit certain warehouse and distribution uses in the M-X-T Zone under certain circumstances.

The northernmost section of the site is separated from the rest of the site by a strip of land owned by the Potomac Electric Power Company (PEPCO). This land is currently used as right-of-way for overhead power transmission lines but is also anticipated to be the future right-of-way for the Central Avenue Connector Trail, a master-planned trail. The anticipated future right-of-way for the Central Avenue Connector Trail continues west past the western edge of the site onto land owned by the Washington Metropolitan Area Transit Authority (WMATA), before meeting MD 214; and continues east past the eastern edge of the site onto land owned by the Millwood Community Association, a homeowners association (HOA) for a local subdivision, before meeting Shady Glen Drive. With this PPS, the applicant is required to contribute to the construction of a section of the Central Avenue Connector Trail, from MD 214 east to the western boundary of the Millwood Community Association property, on land owned by WMATA and PEPCO. The applicant shall either construct the trail as part of meeting the requirements of mandatory dedication of parkland and bicycle and pedestrian facilities (Sections 24-135 and 24-121.01 of the prior Subdivision Regulations) or shall make a monetary contribution to the Prince George's County Department of Parks and Recreation (DPR), for the purpose of constructing the trail. DPR will construct the trail on the Millwood Community Association land, in order to ensure a complete trail segment connecting between MD 214 and Shady Glen Drive. Details of this requirement are contained in the Parks and Recreation and Transportation findings of this resolution.

The applicant filed a request for a variation from Section 24-121(a)(3) of the prior Subdivision Regulations, to allow two points of direct driveway access to MD 214, an arterial roadway. These driveways will serve the multifamily and commercial portion of the development located on Parcels 1 and 2, Block B. Though access to Parcel 1 is provided from an internal street (Karen Boulevard) as required by this section, additional access is proposed to enable the vehicular circulation system proposed for these two parcels. This request is discussed further in the Site Access and Layout finding of this resolution.

The applicant also filed a request for a variation from Section 24-128(b)(7)(A) of the prior Subdivision Regulations, to allow the use of alleys to serve lots within the townhouse portion of the development, where the lots front on private streets or open space rather than public rights-of-way. This request is discussed further in the Site Access and Layout finding of this resolution.

3. **Setting**—The subject site is located on Tax Map 66 in Grids E-4 and F-4 and on Tax Map 73 in Grids D-1, D-2, E-1, E-2, and F-1. The site is within Planning Area 75A. North of the site is MD 214; the site has approximately 1,100 linear feet of frontage on this master-planned arterial

roadway. Across MD 214 is vacant land and a church in the Residential Multifamily – 20 Zone, and single-family detached dwellings in the RSF-65 Zone.

The property is bounded on the east by land in the Residential, Rural (RR) Zone; land in the Residential Single Family–95 (RSF-95) Zone; and land in the RMF-48 Zone, all of which is owned by PEPCO and used for overhead power transmission lines and a substation. Across this PEPCO-owned land is the Millwood Towne subdivision in the Residential, Single-Family–Attached Zone and the Millwood Neighborhood Recreation Center, owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC), in the RSF-95 Zone.

The property is bounded on the south by Walker Mill Middle School in the RSF-65 Zone. To the west of the property lies residential development consisting of single-family detached dwellings, along with Central High School, both of which are also in the RSF-65 Zone.

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 MIO Zone for height. The App/Dep Clearance (50:1) – North End and Transitional Surface (7:1) – Left Runway areas affect the subject site. The boundaries of the MIO Zone, including its sub-zones, are identical to those of the M-I-O Zone, which was in effect prior to April 1, 2022. This PPS was evaluated according to the standards of the prior M-I-O Zone.

4. **Development Data Summary**—The following information relates to the subject PPS and the approved development.

	EXISTING	APPROVED
Zones	RMF-48/RSF-65/MIO	RMF-48/RSF-65/MIO (reviewed per prior M-X-T, R-55, and M-I-O standards)
Use(s)	Vacant	Single-family attached, multifamily, commercial, industrial
Acreage	133.45	133.45
Parcels	21	37
Lots	316	126
Dwelling Units	0	676
Non-residential GFA	0	825,000 sq. ft.
Variance	No	No
Variation	Yes (Sections 24-130 and 24-121(a)(3))	Yes (Sections 24-128(b)(7)(A) and 24-121(a)(3))

Pursuant to Section 24-119(d)(2) of the prior Subdivision Regulations, this case was heard at the Subdivision and Development Review Committee (SDRC) meeting on October 28, 2022. The requested variations from Sections 24-128(b)(7)(A) and 24-121(a)(3) were accepted on October 10, 2022 along with the PPS, and also heard at the SDRC meeting on October 28, 2022, as required by Section 24-113(b) of the prior Subdivision Regulations.

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 detailed site plans (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. However, development has not taken place in accordance with these approvals at this time.

The subject PPS supersedes 4-04081, for resubdivision of the site. It is noted that, as part of this resubdivision, the existing dedicated public rights-of-way which were platted, but never developed, are to be vacated to accommodate the layout shown in this PPS, including adjustment to the alignment of Karen Boulevard. The applicant has filed a minor vacation petition (V-21008) to vacate the existing dedicated public rights-of-way, which is pending approval following approval of this PPS, to complete the new lotting pattern. Following approval of this PPS, a new DSP and final plat will be required, and the vacation petition must be approved prior to final platting.

The Planning Board approved CSP-88020-03, subject to 17 conditions, on December 8, 2022 (PGCPB Resolution No. 2022-129). This CSP amendment added Parcels 124 and 125 to the subject site and replaced all prior approved development with development of 550 multifamily

dwelling units, 126 single-family attached (townhouse) dwelling units, 50,000 square feet of commercial development, and 775,000 square feet of industrial development. The development included in the subject PPS is consistent with this CSP approval. Of the 17 conditions of approval of CSP-88020-03, the following are relevant to the review of this PPS:

- 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.**

A combination of private on-site recreational facilities and the Central Avenue Connector Trail are to be provided to fulfill the mandatory dedication of parkland requirement, as discussed further in the Parks and Recreation finding of this resolution.

- 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 of the first detailed site plan, if significant archeology 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.

In fulfillment of Conditions 10–13, Phase I archeological investigations were conducted, and a Phase I report was submitted with this PPS. No meaningful information was recovered and no further investigations are required, as discussed further in the Historic Preservation finding of this resolution.

- 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.**

A traffic study submitted with this PPS did include a signal warrant analysis, and signalization was found to be warranted. The applicant will be required to install a traffic signal, as a condition of approval.

6. **Community Planning**—The 2014 *Plan Prince George’s 2035 Approved General Plan* (Plan 2035), and conformance with the master plan, is evaluated as follows:

Plan 2035

This PPS is located within the Established Communities growth 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 master plan recommends that the site be used for mixed-use residential, and that a portion be used for private open space (page 62). However, this is no longer applicable due to CB-51-2021.

It is noted that CB-51-2021 includes specific requirements and that the M-X-T Zone regulations be applied to townhouses within the R-55 Zone, that industrial uses not exceed 60 percent of the gross acreage of the land, and that the industrial development must be separated from any existing or proposed residential development by a minimum of 75 feet. This will be further 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.

Pursuant to Section 24-121(a)(5) of the prior Subdivision Regulations, this PPS is not required to conform to the master plan because, on October 12, 2021, the District Council passed CB-51-2021 which permitted warehouse and distribution uses in the M-X-T Zone and townhouses in the R-55 Zone, under certain circumstances.

Sectional Map Amendment/Zoning

The master plan retained the M-X-T Zone, and a portion of the site in the R-55 Zone. On November 29, 2021, the District Council approved Prince George's County Council Resolution CR-136-2021, the Countywide Sectional Map Amendment ("CMA"), which reclassified the subject property from the M-X-T and R-55 Zones to RMF-48 and RSF-65 Zones effective April 1, 2022. However, this PPS was reviewed according to the prior M-X-T and R-55 zoning.

Aviation/Military Installation Overlay Zone

This PPS is partially located within the Military Installation Overlay (MIO) Zone. Pursuant to Section 27-548.54(e)(2)(D), Maximum Height Requirement, of the prior Zoning Ordinance, all structures in this development 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.

7. **Stormwater Management**—An application for a major subdivision must include an approved stormwater management (SWM) concept plan, or indication that an application for such approval has been filed with the appropriate agency or the municipality having approval authority. An approved SWM concept plan and letter (48714-2021-1) were submitted by the applicant dated November 29, 2022. This letter was reviewed and approved by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) and approved on November 16, 2022, with an expiration of December 10, 2024.

Development of the site, in conformance with the SWM concept approval and any subsequent revisions, to ensure that no on-site or downstream flooding occurs, satisfies the requirements of Section 24-130 of the prior Subdivision Regulations.

8. **Parks and Recreation**—This PPS has been reviewed for conformance with the requirements and recommendations of the master plan, the 2013 *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*, the 2017 *Land Preservation, Parks and Recreation Plan for Prince George's County*, and Sections 24-134 and 24-135 of the prior Subdivision Regulations (Subtitle 24), as they pertain to public parks and recreation and facilities.

The development aligns with the master plan's intention to improve upon the existing neighborhood and community parks while providing facilities that meet the changing needs of the community.

Park and Recreation amenities serving the subject property include Millwood Park which is 0.64 mile from the development and the Walker Mill Regional Park, located within 1.54 miles of the development. The applicant, with this PPS, proposed to provide on-site recreation to meet the mandatory dedication of parkland requirement. CSP-88020-03, recently approved by the Planning Board, illustrates areas along Karen Boulevard – the area west of the Karen Boulevard/MD 214 intersection, within the multifamily/retail east of that intersection, and within Development Block E – as locations for on-site outdoor recreational amenities and facilities. In accordance with Condition 9 of CSP-88020-03, the provision of on-site recreation amenities is found to be acceptable to meet the mandatory dedication of parkland requirements of Sections 24-134 and

24-135, if the applicant also contributes to construction of a portion of Segment 4 of the Central Avenue Connector Trail, adjacent to the subject property, as a public recreational facility. This contribution will equally contribute to meeting the requirements of mandatory dedication.

The master-planned Central Avenue Connector Trail is adjacent to the subject property and is a prioritized recreational trail facility for DPR. The *Central Avenue Connector Trail 30% Design Project: Preliminary Construction Drawings and Final Report* illustrates Segment 4, PEPCO right-of-way to Shady Glen Drive (page 70), as traversing WMATA, PEPCO, and Millwood Community Association properties, extending west from MD 214 through Karen Boulevard east to Shady Glen Road. This segment of the trail, which is adjacent to development Blocks A, B, C, and F, is the link between the end of Central Avenue Phase I and the beginning of Phase II. The trail will connect to the public space in development Block A, located west of the Karen Boulevard/MD 214 intersection, and provide linkages to both the multifamily (development Block B) and townhouse dwellings (development Block E) via the required sidepath along Karen Boulevard. The estimated cost to construct Segment 4 of the Central Avenue Connector Trail is approximately 1,160,484 dollars (in 2019 dollars).

With this PPS, the applicant is required to contribute to construction of a portion of Segment 4, which will extend east from MD 214 to the western boundary of the Millwood Community Association land, on land owned by WMATA and PEPCO. This requirement is pursuant to Section 24-135(b)(1) of the prior Subdivision Regulations, which requires that any recreational facilities provided instead of land or fees be superior or equivalent to those that would have been provided under the provisions of mandatory dedication. The trail segment is the superior alternative for meeting mandatory dedication in part because a fee-in-lieu for this site would be of low value, and in part because any land dedicated would not be adjacent to existing public parkland, and so would be unsuitable for incorporation into the public park system. However, the trail segment is also the superior alternative because, as part of the overall Central Avenue Connector Trail, it will act as a recreational amenity connecting the residents of the development to existing public parks in the area, as well as to public transit options which can take the residents to regional park and recreation facilities throughout the County.

The PPS includes a variety of conceptual private on-site recreational facilities, including a shelter, playgrounds, and sitting areas within the townhouse development (an estimated value of 157,373.50 dollars) and fitness rooms, lounges, public courtyards, and roof terraces within the multifamily development (an estimated value of 1,068,100 dollars). While these private facilities are useful because they serve as immediately accessible recreation facilities for the residents, they should supplement, rather than substitute, the public recreation facilities in the area. Based on the value of private facilities proposed, the applicant has proffered private recreation facilities far in excess of what would be needed to meet the residents' on-site needs. In order to meet the residents' overall recreational needs, the applicant shall provide up to 50 percent of the required recreational facilities valuation towards the Central Avenue Connector Trail segment, preferably by directly providing the design and construction of the trail segment, but in the alternative by providing a monetary contribution to DPR for its construction. The DSP shall determine which of the above listed private facilities are necessary to meet the residents' on-site needs and propose these, together with the trail segment contribution, to meet the requirements of mandatory

dedication. Any excess on-site facilities may still be proposed at the applicant's discretion. The PPS shows adequate area allocated for all private facilities which could be provided. Private facilities used to meet the mandatory dedication requirement shall be subject to a private recreational facilities agreement (RFA), as well as a bond or other suitable guarantee for construction.

DPR staff met with Transportation Planning Section staff and has had ongoing meetings with the applicant representatives to discuss implementing the Central Avenue Connector Trail. The trail segment requires the concurrence of WMATA and PEPCO, for construction of the trail on their land. M-NCPPC has a blanket agreement with PEPCO to develop natural surface trails within PEPCO owned/operated rights-of-way and, based on this existing working relationship, DPR staff anticipates that concurrence with PEPCO to construct the hard-surface trail will be achieved before construction of the development begins. It is noted that the applicant is already in discussion with PEPCO to dedicate the right-of-way of Karen Boulevard through their land; DPR and the applicant may use these discussions to further discuss the design and construction of the trail with PEPCO. DPR has also determined that they will construct the remaining portion of Segment 4 on the Millwood Community Association land (with the HOA's concurrence) to connect the trail segment to Shady Glen Drive, using funds budgeted for the trail in DPR's Capital Improvement Program.

The details of the agreement between DPR and the applicant, to construct the trail segment, shall be determined in a public RFA, along with the timing for construction. A draft of the public RFA shall be provided for review, at the time of the DSP. If, at the time the applicant is seeking permits for residential development, they are not in agreement with DPR that all necessary agreements, easements, and permits to allow construction of the portion of Segment 4 on PEPCO and/or WMATA property have been secured (including the necessary agreements to build on the agencies' property), the applicant's monetary contribution towards construction of the Central Avenue Connector Trail shall serve to meet the requirements of mandatory dedication.

It was further determined that the applicant could allocate both bicycle and pedestrian impact statement (BPIS) funds and funds for recreational facilities for the development and construction of the Central Avenue Connector Trail. BPIS funds shall be allocated to the trail construction after the applicant has funded the identified projects from DPIE and the Maryland State Highway Administration (SHA), as further discussed in the Transportation finding. As with the contribution for mandatory dedication, the funds contributed through BPIS shall be used directly by the applicant for trail construction, unless the necessary agreements, easements, and permits have not been secured at the time the applicant is seeking residential building permits, in which case the applicant may provide the funds as a monetary contribution to DPR.

Based on the preceding findings, the provision of mandatory dedication of parkland, Section 24-134, will be met through the provision of on-site and off-site recreational facilities, in accordance with Section 24-135(b).

9. **Transportation**—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), the master plan, and the Subdivision Regulations to provide the appropriate transportation recommendations.

Conformance With Applicable Plans

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. MD 214 also includes a master plan recommended bicycle lane facility. The latest PPS submission shows the extent of MD 214 along the property's frontage, labeled as a variable width right-of-way, but does not provide the exact width of the roadway or any necessary dedication along the frontage to facilitate the master plan ultimate right-of-way. The subject property also includes the master-planned collector roadway Karen Boulevard (C-429), for which the MPOT recommends an 80-foot right-of-way to include bicycle lane and sidepath facilities along the frontage. The latest PPS submission shows the extent of Karen Boulevard as an 80-foot right-of-way within the limits of the site consistent with the master plan recommendation. However, the PPS indicates roadway dedication of 6.61 acres, but does not specify how the roadway dedication will be allocated between the recommended master plan rights-of-way. As a condition of approval, the PPS shall be modified to show the dimensions of the A-32 (MD 214) right-of-way and show any dedication along the property's frontage that is needed to facilitate the master plan ultimate right-of-way. In addition, the note section of the PPS shall be updated to show the allocation of right-of-way dedication for all the master plan roadways within the limits of the site.

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 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*.

The Complete Street policies, in part, also recommend a landscape amenity panel to facilitate separation between sidewalks and the road, by buffering pedestrians from the vehicular travel lanes. This is a safety mechanism that is appropriate, given the high volume of vehicle and pedestrian trips generated by the site. Implementation of a minimum 5-foot-wide landscape strip

is a standard requirement governed by the operating agency for landscape strips along public streets, and by the 2010 *Prince George's County Landscape Manual* (Landscape Manual) for landscape strips along private streets. The PPS provides a street cross section for Karen Boulevard which includes the landscape strip. The private streets within the townhouse portion of the development also include landscape strips which will be reviewed in further detail at the time of DSP, for conformance to Section 4.10 of the Landscape Manual.

This development is also subject to the master plan, which 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. The segment of the Central Avenue Connector Trail affecting the site is identified as Segment 4, and traverses WMATA, PEPCO, and Millwood Community Association property, extending west from MD 214 through Karen Boulevard east to Shady Glen Road.

The submitted plans include an 8-foot-wide sidepath along MD 214 consistent with CSP-88020-03. A bicycle lane and a minimum 10-foot-wide sidepath are also required 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 required along all internal roadways that are not designated as master-planned facilities. All pedestrian pathways are to include Americans with Disabilities Act (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

The subject site is located within the M-X-T Zone. The Zoning Ordinances 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 Bicycle and Pedestrian Impacts:

This development is located within The Central Avenue Corridor, and therefore, is subject to Section 24-124.01 of the prior Subdivision Regulations and the “Transportation Review Guidelines – Part 2.”

The cost cap for the development’s off-site facilities, adjusted for inflation, is calculated as \$614,638.15.

Off-site Adequacy

The applicant has provided a BPIS to demonstrate pedestrian and bicycle adequacy per Section 24-124.01. Based on recommendations from DPIE, as well as SHA, the applicant shall provide the following improvements:

- Upgrade the signalized intersection at Hill Road/Willow Hill Drive with pedestrian signal poles, pedestrian signal heads, and ADA compliant pedestrian push buttons. This intersection is used by children, pedestrians, and cyclists that access the Peppermill Community Center/Park as well as the Highland Elementary School and Judith P. Hoyer Montessori School. **Estimated Cost = \$52,259.93**
- Upgrade the Walker Mill Road/Karen Boulevard signalized intersection with pedestrian signal poles, pedestrian signal heads, and ADA compliant pedestrian push buttons. **Estimated Cost = \$47,259.93**
- Install a rectangular rapid flashing beacon at the intersection of Shady Glen Drive and Shady Glen Terrace. **Estimated Cost = \$56,400.00**
- Install a rectangular rapid flashing beacon at the entrance of Walker Mill Middle School along the existing Karen Boulevard. **Estimated Cost = \$56,400.00**
- Existing crosswalks along the cross streets (along Karen Boulevard) are not ADA compliant. The upgrade of these four locations shall be included in the possible improvement list. **Estimated Cost = \$47,840.00**

The total estimated cost for the above improvements is **\$260,159.86**.

In addition, DPR is in the process of constructing the Central Avenue Connector Trail, which is adjacent to the subject property and is listed as a DPR priority recreational trail facility. Segment 4 of the overall trail project is the section that is closest to the subject property. The latest cost estimate from DPR puts that segment at a cost of over one million dollars. Construction of the trail will also help mitigate site-generated pedestrian and bicycle impacts, consistent with the provision provided in Section 24-124.01. The remaining funds, under the cost cap (approximately \$354,478.29), shall be directed towards construction of the portion of Segment 4 described in the Parks and Recreation finding. As with the contribution made to the Central Avenue Connector Trail, to meet the requirements of mandatory dedication, the funds contributed through BPIS shall be used directly by the applicant for trail construction, unless the necessary agreements, easements, and permits to build the trail have not been secured at the time the applicant is seeking residential building permits, in which case, the applicant may provide the funds as a monetary contribution to DPR.

On-site Adequacy

On-site pedestrian and bicycle adequacy facilities are also required pursuant to Section 24-124.01(b). The BPIS indicates that the site will be served by a series of interconnected pedestrian facilities and on-road bicycle facilities that will allow pedestrian and bicycle users to safely navigate the site and reach destinations outside of the site. The BPIS also indicates that a network of streetlights will be provided along the entirety of the future Karen Boulevard within the limits of the site to facilitate safe and enhanced mobility for all users. The latest PPS submission shows that the layout and design of the internal network will accommodate these pedestrian and bicycle facilities.

It is noted that Condition 15 of the approved CSP-88020-03 (PGCPB Resolution No. 2022-129) requires the applicant to construct a series of on-site bicycle and pedestrian related improvements, and to show those improvements on the DSP. With the benefit of a revised BPIS study and a revised traffic study, all of those improvements have been incorporated in conditions of approval of this PPS.

Demonstrated Nexus

The identified off-site improvements will improve pedestrian connectivity to the surrounding area and will accommodate the planned Central Avenue Connector Trail as well as associated improvements to adjacent road network. The off-site improvements are also within the estimated cost cap per Section 24-124.01(c).

Pursuant to Section 24-124.01, there is a demonstrated nexus between the off-site facilities and improvements for the development and nearby destinations.

Traffic Evaluation

The development is projected to generate greater than 50 trips in either peak hour, requiring the submission of a traffic impact study which was as part of the evaluation of transportation adequacy. The findings outlined below are based upon a review of the materials and analyses

conducted, consistent with the “Transportation Review Guidelines – 2022 Supplement,” otherwise termed the “Guidelines.”

Analysis of Traffic Impacts

The subject property is currently unimproved and is located within Transportation Service Area 1, as defined in Plan 2035. As such, the subject property is evaluated according to the following standards:

Links and Signalized Intersections: Level of Service E, with signalized intersections operating at a critical lane volume of 1,600 or less. Mitigation per Section 24-124(a)(6) of the prior Subdivision Regulations, is permitted at signalized intersections within any transportation service area subject to meeting the geographical criteria in the “Guidelines”.

Unsignalized Intersections: A three-part process is employed for two-way stop-controlled intersections: (a) vehicle delay is computed in all movements using the Highway Capacity Manual (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the critical lane volume is computed.

For all-way stop-controlled intersections a two-part process is employed: (a) vehicle delay is computed in all movements using the Highway Capacity Manual (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the critical lane volume is computed.

The table below shows the intersections deemed to be critical, as well as the levels of service representing existing conditions.

EXISTING CONDITIONS		
Intersections	AM	PM
	(Level of Service / critical lane volume)	(Level of Service / critical lane volume)
MD 214 & Addison Road	B/1022	C/1169
MD 214 & Pepper Mill Drive-Site Access	A/766	A/651
MD 214 & Hill Road-Shady Glen Drive	B/1041	B/1101
Walker Mill & Hill Road-Shady Glen Drive	A/503	A/825
Walker Mill & Addison Road	A/977	C/1277
MD 214 & Morgan Blvd.-Ritchie Road	B/1020	E/1476
MD 214 & Brightseat Road-Hampton Park Blvd.	A/838	C/1273
Walker Mill Road & Karen Blvd.	A/473	A/596

The traffic impact study identified 7 background developments whose impact would affect some or all the study intersections. In addition, a growth of 0.5 percent over two years was also applied to the traffic volumes along MD 214. A second analysis was done to evaluate the impact of the background developments. The analysis revealed the following results:

BACKGROUND CONDITIONS		
Intersections	AM	PM
	(Level of Service / critical lane volume)	(Level of Service / critical lane volume)
MD 214 & Addison Road	B/1065	D/1362
MD 214 & Pepper Mill Drive-Site Access	A/974	A/826
MD 214 & Hill Road-Shady Glen Drive	B/1116	B/1184
Walker Mill & Hill Road-Shady Glen Drive	A/575	A/879
Walker Mill & Addison Road	B/1049	D/1382
MD 214 & Morgan Blvd.-Ritchie Road	B/1071	E/1545
MD 214 & Brightseat Road-Hampton Park Blvd.	A/882	C/1336
Walker Mill Road & Karen Blvd.	A/650	A/714

Trip Generation

As mentioned, the PPS is for subdivision of land for residential, warehousing and retail uses. The table below summarizes trip generation for the site and is used in reviewing traffic and developing a trip cap for the site:

TRIP GENERATION SUMMARY							
Proposed uses	Units	AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Garden Apartments	550	57	229	286	215	115	330
<i>Less internal capture</i>		-1	-7	-8	-63	-26	-89
Total Apartments		56	222	278	152	89	241
Townhouses	126	18	70	88	66	35	101
<i>Less internal capture</i>		-0	-2	-2	-17	-7	-24
Total Townhouses		18	68	86	49	28	77
Warehousing	775,000 sq. ft.	248	62	310	62	248	310
<i>Less internal capture</i>		-16	-17	-33	-11	-24	-35
Total Warehousing		232	45	277	51	224	275
Shopping Plaza	50,000 sq. ft.	110	67	177	241	261	502
<i>Less internal capture</i>		-20	-11	-31	-43	-72	-115
<i>Less pass-by</i>		-36	-22	-58	-79	-76	-155
Total Shopping		54	34	88	119	113	232
Total Development		360	369	729	379	457	836
Trip Cap Recommendation		729			836		

A third analysis depicting total conditions was done which included site traffic plus background conditions. That analysis revealed the following results:

TOTAL CONDITIONS		
Intersections	AM	PM
	(Level of Service / critical lane volume)	(Level of Service / critical lane volume)
MD 214 & Addison Road	B/1102	D/1434
MD 214 & Pepper Mill Drive-Site Access	B/1116	D/1313
MD 214 & Hill Road-Shady Glen Drive	C/1175	C/1238
Walker Mill & Hill Road-Shady Glen Drive	A/646	A/930
Walker Mill & Addison Road	B/1065	D/1428
MD 214 & Morgan Blvd.-Ritchie Road	B/1106	E/1592
MD 214 & Brightseat Road-Hampton Park Blvd.	A/917	D/1383
Walker Mill Road & Karen Blvd.	A/756	A/843

The results under total traffic conditions show that all external intersections will all operate adequately except for the MD 214/Pepper Mill Drive/Future Site Access which fails the three-step test for transportation adequacy for unsignalized intersections. The traffic impact study indicates that a new traffic signal is needed to offset the site impacts and includes a signal warrant analysis which demonstrates that a signal will be warranted in total future conditions. As a condition of approval, the applicant shall provide a traffic signal at the MD 214/Pepper Mill Drive/Future Site Access consistent with SHA standards. The traffic impact study also shows that the Karen Boulevard extension within the limits of the site will need to be completely constructed to meet transportation adequacy, as the roadway will provide additional options to distribute site traffic which will relieve congestion on the existing road network. Lastly, the traffic impact study evaluated 12 potential access points along the future Karen Boulevard. All unsignalized intersections were found to operate well below the allowable 50-second acceptable threshold. As a condition of approval, the applicant shall consolidate driveways along Karen Boulevard, to the extent possible, and provide intra-parcel connections between parcels, as well as associated easements pursuant to Section 24-128(b)(9) of the prior Subdivision Regulations, to facilitate safe operations along the master plan roadway. It is noted that the plan drawings depict 10 access points along Karen Boulevard compared to the 12 evaluated in the traffic impact study, which may be an appropriate consolidation. The applicant shall demonstrate the feasibility and evaluate the operational implications of consolidated driveways with subsequent site plan applications.

All aspects of the site access and layout are deemed to be acceptable, as discussed further in the finding below. More details regarding on-site facilities for bicyclist and pedestrians will be provided at the time of DSP.

Based on the findings presented above, multimodal transportation facilities will exist to serve the subdivision, as required under Subtitle 24, and will conform to the MPOT and master plan.

10. **Site Access and Layout**—The PPS includes multifamily and commercial parcels fronting on MD 214, a master-planned arterial right-of-way. This development area is isolated and triangular, with its shortest side fronting on Karen Boulevard and longest frontage on MD 214. The development area is constrained to its current location by a PEPCO right-of-way to the south. A variation request for access to the subject site via MD 214 was submitted and was reviewed as part of the PPS application. Section 24-121(a)(3) requires that lots proposed on land adjacent to an existing or proposed planned roadway of arterial or higher classification be designed to front on either an interior street or service roadway. While rear parcel access is provided from Karen Boulevard, on-site access and circulation is dependent on two additional right-in/right-out access driveways to MD 214.

Variation from Section 24-121(a)(3)

Pursuant to Section 24-113 of the prior Subdivision Regulations, the below listed criteria must be met for the variation to be approved. The criteria, with comments, are noted below:

- (a) **Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative**

proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle and Section 9-206 of the Environment Article; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon the evidence presented to it in each specific case that:

- (i) The granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to other property;**

The portion of MD 214 that fronts the subject site is a six-lane divided arterial roadway. The applicant is proposing to construct two access driveways along MD 214 which will provide access to all vehicles accessing the multifamily and commercial portion of the site. Proposed road frontage improvements along Karen Boulevard will maintain sight lines which provide for safe movements into and out of the proposed development while maintaining free-flow for other vehicular traffic passing by the proposed development. The two (2) access driveways to the multi-family/retail center will be limited to right-in and right-out movements as a result of the existing median in MD 214, which precludes the left turn movements that tend to create queuing issues and conflict movements. Approval of the variation, for access to MD 214, will allow motorists to enter and exit the site while minimizing the need to directly access Karen Boulevard, thereby maximizing traffic operations. The granting of the variation will also improve public safety by providing multiple opportunities to access the site. One example of this benefit would be if the entrance on Karen Boulevard is blocked due to an accident, then emergency equipment will have access to the site via the MD 214 access points if the medical emergency or fire event were on-site. Access to the site was evaluated as part of the traffic impact study submitted by the applicant and the result of the traffic analysis shows that the site access will not result in inadequate traffic operations, and therefore, will not be detrimental to the public safety, health, welfare, or injurious to other properties.

- (ii) The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;**

The multifamily/commercial site is a triangular shaped property sandwiched between MD 214 and a PEPCO right-of-way, with most of its street frontage on an arterial roadway and the remaining frontage too short to provide for additional access onto Karen Boulevard, a condition not applicable generally to other properties. Internal circulation of a proposed commercial development is a key to the success of the project. While the project could direct all traffic to one access on Karen Boulevard, it would create an unsafe condition on Karen Boulevard and undesirable congestion on-site which could lead to safety concerns. It is critically

important from an emergency access, traffic safety and circulation standpoint to provide additional access points to this property. It is impossible to add another access point from Karen Boulevard to serve the property due to the proximity of the intersection with MD 214. The location of the access points will be coordinated with SHA, along with additional road frontage improvements which will promote benefits to public safety, health, and welfare. Allowing the proposed access points to MD 214 will allow the purposes of Section 24-121(a) of the prior Subdivision Regulations to be served to a greater extent than strict compliance with the regulation.

(iii) The variation does not constitute a violation of any other applicable law, ordinance, or regulation; and

The SHA Access Management Guidelines were reviewed, to determine if the proposed access from an arterial roadway meets state requirements. Section 1.3.1.B of the SHA Access Management Guidelines, copied below, is relevant to the variation:

1.3.1.B. Commercial Sites - Short Frontage – Commercial sites with under 400 feet of frontage will be limited to a single point of access, unless otherwise warranted by demonstrated traffic operations or site circulation considerations.

The site has more than 400 feet of frontage on MD 214, and therefore, more than one access is permissible. The applicant will be required to design and locate the access under coordination with SHA, through their permitting process.

There are no other known applicable laws, ordinances, or regulations which will be violated with the approval of this variation, and the Planning Board's approval of a variation does not preclude final design and permitting approvals that may be required by SHA. Therefore, this criterion is met.

(iv) 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;

Due to the unique shape of this property, along with the existing environmental features and PEPCO right-of-way along the southern portion of the property, only one entrance is possible along Karen Boulevard. The shape of the property is long and triangular with limited frontage of only about 130 feet of frontage on Karen Boulevard, allowing for limited access due to its proximity to its intersection with MD 214.

The majority of the property frontage is along MD 214 with nearly 1,000 feet of usable frontage. Strict adherence to the guidelines would not allow access on MD 214 which would result in only one access to the site (via Karen Boulevard). Furthermore, a single access to the site via Karen Boulevard would result in on-site circulation to/from the single access point that increases congestion and on-site conflicts between vehicles and pedestrians, creating a particular hardship to the property owner. Approval of the variation to allow access to MD 214 will improve safety, as it relates to emergency access, on-site circulation, and will also provide a redundancy that improves traffic operations at the access points.

- (v) **In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where multifamily dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113(a), above, the percentage of dwelling units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George's County Code.**

The site is subject to review under the prior M-X-T and R-55 Zones. Therefore, this criterion is not applicable.

The site is unique to the surrounding properties, and the variation request is supported by the required findings. Pursuant to Section 24-113(a) of the prior Subdivision Regulations, the Planning Board may approve a variation when it finds that extraordinary hardship or practical difficulties may result from strict compliance with the Subdivision Regulations, and/or when it finds that the purposes of the Subdivision Regulations may be served to a greater extent by an alternative proposal, provided that the variation does not have the effect of nullifying the intent and purpose of the Subdivision Regulations. Because the site plan demonstrates adequate access for residents, visitors, and emergency services, the applicant may indeed encounter a practical difficulty if strict compliance with the Subdivision Regulations were required, as the limited access would cause undue congestion at the intersection of MD 214 and Karen Boulevard. Further, approval of the variation will not have the effect of nullifying the intent and purpose of the Subdivision Regulations, but instead will result in a better outcome than could be achieved through strict compliance with the Subdivision Regulations, due to the variation allowing for site access that achieves the circulation necessary to serve the development. Therefore, the variation to allow two right-in/right-out driveways to MD 214 is approved.

All commercial and industrial parcels within the subdivision have been designed with frontage on and the opportunity for direct access to public streets. However, as indicated in the transportation finding above, parcel access along Karen Boulevard shall be consolidated to the extent feasible and easements established for shared access. The PPS includes single-family attached (townhouse) lots served by a network of private streets and alleys connecting the development pod to Karen Boulevard. A mixture of front and rear access is provided for the townhouse lots, with access to some lots provided by private streets in front of the lots and access to other lots provided by private alleys at the rears of the lots. Alleys longer than 150 feet, with no through

access, must provide a turnaround for fire apparatus, unless access can be provided from a public street.

Variation from Section 24-128(b)(7)(A)

The use of private alleys to serve townhouse development in the M-X-T Zone is permitted, in accordance with Section 24-128(b)(7)(A), with the stipulation that when alleys are used to serve townhouse lots the lots must also front on a public street. However, in this case, certain lots front on private streets or open space instead. Specifically, townhouse Lots 1-10 and 65-126, Block E, are served by private alleys and do not have frontage on a public street. Instead, Lots 1-10, 65-78, 86-98, and 123-126 front on open space, and Lots 79-85 and 99-122 front on private streets.

In order to permit the use of alleys to serve these lots, the applicant requested a variation from Section 24-128(b)(7)(A).

Section 24-113 requires that the following criteria be met for the Planning Board to approve a variation. The criteria are in **BOLD** text below, while findings for each criterion are in plain text.

- (a) **Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle and Section 9-206 of the Environment Article; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon the evidence presented to it in each specific case that:**
- (i) **The granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to other property.**

The Subdivision Regulations generally require frontage on public streets to ensure adequate access and public safety. The affected lots will have rear-loaded garage unit, which allow vehicles to access each unit from the alleys rather than directly from public streets. The alleys connect to the private streets for full circulation. In addition, all alleys serving lots which front on private open spaces have pavement at least 22 feet wide. The alleys will allow adequate access for emergency vehicles, as all alleys where such vehicles must utilize the alleys are no greater than 150 feet in length. The design separates vehicular traffic using the alleys from pedestrian traffic using the sidewalks in front of the units, thereby reducing the number of sidewalk/driveway crossings, and improving safety for residents and visitors. This better achieves the purpose of the Subdivision Regulations that land be subdivided in such a way that it can be used safely for building purposes without danger to health, safety, and welfare.

(ii) The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties.

The property is unique in that it is significantly sized, including being located inside the beltway; being close to a metro station; and having the condition of a townhouse residential development area bounded by an existing school on the on the western boundary, existing single-family detached houses on the southern boundary, a master-planned collector road on the eastern boundary, and environmental features along the northern boundary. The townhouse development area is appropriately located near the abutting existing residential development and school. The secondary streets to serve the townhouse development area, extending from the public master-planned collector road, are to be private. While in theory, additional public streets could be provided in lieu of the private streets, there would be no advantage to doing this. Rather, the private streets act as a logical extension of the public streets, reduce the infrastructure impact of providing wider public streets, reduce the road maintenance burden of the operating agency, and allow greater flexibility in the design of the subdivision (for instance, by allowing some townhouse lots to have front access onto the private streets). In addition, the street grid allows for the placement of a variety of open spaces within the development block. From the standpoint of future homeowners, some may find the lots fronting on these open spaces to be more desirable than the lots fronting on the streets. The development pattern is a unique condition on which the variation is based, is unique to the property for which the variation is sought, and is not applicable generally to other properties.

(iii) The variation does not constitute a violation of any other applicable law, ordinance, or regulation.

There are no known applicable laws, ordinances, or regulations that will be violated if this variation is granted. The approval of a variation is under the sole authority of the Planning Board. This request was referred to the road operating agency and the Prince George's County Fire Department for review and comments, neither of which have objected to this request.

(iv) 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.

Due to the particular physical surroundings of the property as describe in criterion 2 above, an undue hardship to the owner would be created if the strict letter of these regulations is carried out. The prohibition of private streets and alleys to serve townhouse units deprives the applicant of the ability to create

townhouse lots and pedestrian oriented communities, with integrated open spaces and recreation areas, as envisioned with CB-51-2021. If the strict letter of Section 24-128(b)(7)(A) were to be carried out, the applicant would need to significantly alter this development pattern, to include additional public streets and further constrain the lot placement. This would constitute a particular hardship to the owner rather than a mere inconvenience, given that, as established above, there would be no particular benefit which would accrue to the development from this alteration. Due to the constraints provided by the physical surroundings, a grid pattern of private streets and alleys is the most efficient way of attaining the approved density of the site, and a different development pattern that conforms to Section 24-128(b)(7)(A), even one that is still a grid, may be less efficient. Therefore, because of the particular physical surroundings of this specific property, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of the regulations is carried out.

- (v) **In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where multifamily dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113(a), above, the percentage of dwelling units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George's County Code.**

This property is not in any of the above listed zones. Therefore, this criterion does not apply.

The site is unique to the surrounding properties, and the variation request is supported by the required findings. Pursuant to Section 24-113(a), the Planning Board may approve a variation when it finds that extraordinary hardship or practical difficulties may result from strict compliance with the Subdivision Regulations, and/or when it finds that the purposes of the Subdivision Regulations may be served to a greater extent by an alternative proposal, provided that the variation does not have the effect of nullifying the intent and purpose of the Subdivision Regulations. Because the site plan demonstrates adequate access for residents, visitors, and emergency services, the applicant may indeed encounter a practical difficulty if strict compliance with the Subdivision Regulations were required, as the applicant would need to make significant changes to their site design that would be neither needed to gain better access, nor guaranteed to actually have a better result. Further, approval of the variation will not have the effect of nullifying the intent and purpose of the Subdivision Regulations, but instead will result in a better outcome than could be achieved through strict compliance with the Subdivision Regulations, due to the variation allowing for a site layout that places much of the responsibility for the streets on the homeowners association and gives some of the lots frontage on desirable open spaces. Therefore, the variation to allow the above-listed lots to be served by alleys without fronting on a public street is approved.

11. **Schools**—This PPS was reviewed for impact on school facilities, in accordance with Section 24-122.02 of the prior Subdivision Regulations, and in accordance with Prince George’s County Council Resolutions CR-23-2001 and CR-38-2002, *Amended Adequate Public Facilities Regulations for Schools*. Per Section 24-122.02(a)(2), the subdivision is considered adequate when the future student enrollment does not exceed 105 percent of the state-rated capacity. The subject property is located within Cluster 3, as identified in the *Pupil Yield Factors and Public-School Clusters 2021 Update*. An analysis was conducted, and the results are as follows:

Impact on Affected Public School Clusters by Dwelling Units

	Affected School Cluster		
	Elementary School Cluster 3	Middle School Cluster 3	High School Cluster 3
Multifamily (MF) Dwelling Units	550 DU	550 DU	550 DU
Pupil Yield Factor (PYF) –MF	0.119	0.070	0.081
Multifamily Enrollment	65	39	45
Single family Attached (SFA) Dwelling Units	126 DU	126 DU	126 DU
Pupil Yield Factor (PYF) – SFA	0.104	0.072	0.091
Single family Attached Enrollment	13	9	11
Future Subdivision Enrollment	78	48	56
Adjusted Student Enrollment 9/30/21	7214	2978	3660
Total Future Student Enrollment	7292	3026	3716
State Rated Capacity	10508	3320	4713
Percent Capacity	69%	91%	79%

Per Section 24-114.01, School Planning Capacity Analysis, of the prior Subdivision Regulations, this adequacy analysis was completed for planning purposes to assess the need for new or expanded school facilities; it is not a condition of approval for a subdivision.

Section 10-192.01 of the Prince George’s County Code establishes school surcharges and an annual adjustment for inflation, unrelated to the provision of Subtitle 24. The current (FY 23) amount is \$11,020 per dwelling if a building is located between I-95/495 (Capital Beltway) and the District of Columbia; \$11,020 per dwelling if the building is included within a basic plan or CSP that abuts an existing or planned mass transit rail station site operated by WMATA; or \$18,900 per dwelling for all other buildings. This project is located outside the Capital Beltway; thus, the surcharge fee is \$11,020 per dwelling unit. This fee is to be paid to DPIE at time of issuance of each building permit.

This PPS is found to conform to the master plan recommendations for schools, as discussed in the Public Facilities finding below.

12. **Public Facilities**—In accordance with Section 24-122.01 of the prior Subdivision Regulations, water and sewerage, fire and rescue, and police facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section dated December 16, 2022 (Ray to Diaz-Campbell), incorporated by reference herein.

Applicable Plan Conformance

This PPS was reviewed for conformance to the master plan, in accordance with Section 24-121(a)(5). The master plan identifies the need for public facilities and public facility adequacy in several plan visions and policies:

- Public facilities are planned to support, protect, and educate the current and future residents of the subregion (page 52)
- Plan and provide public facilities to support and be incorporated into the Developed Tier’s development pattern (page 58)
- Ensure that public facilities are adequate to serve the local population (page 84)

The development will not impede achievement of any of the above-referenced vision and policy statements. The master plan does not propose any police, fire and emergency medical service facilities, schools, parks, or libraries on the subject property. As discussed in the memorandum referenced above, the public facility analysis has determined that the studied facilities are adequate to serve the development.

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

13. **Use Conversion**—The total development included in this PPS is for 126 lots and 36 parcels for development of 676 dwelling units and 825,000 square feet of commercial and industrial development in the R-55, M-X-T, and M-I-O Zones. If a substantial revision to the mix of uses on the subject property is proposed that affects Subtitle 24 adequacy findings, as set forth in the resolution of approval and reflected on the PPS, that revision of the mix of uses shall require approval of a new PPS, prior to approval of any building permits.
14. **Public Utility Easement**—In accordance with Section 24-122(a) of the prior Subdivision Regulations, when utility easements are required by a public company, the subdivider shall include the following statement in the dedication documents recorded on the final plat:

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

The standard requirement for public utility easements (PUEs) is 10 feet wide along both sides of all public rights-of-way. The subject site fronts on MD 214 and contains the public right-of-way of Karen Boulevard. The PPS shows the required PUEs along both sides of these public rights-of-way. It is noted that the PUEs along MD 214 are shown to be 15 feet wide.

In addition, Section 24-128(b)(12) of the prior Subdivision Regulations requires that all private streets have a 10-foot-wide PUE along at least one side of the right-of-way. The PPS includes private street within the single-family attached portion of the development. The applicant submitted a utility plan which highlights the PUEs and shows their locations, along at least one side of the private roads, and that continuity will be provided to serve each lot.

15. **Historic**—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 Prince George's County Planning Department and was reviewed by Historic Preservation Section 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 PPS also contains Parcels 124 and 125, which were not included in the prior Phase I archeology survey. A Phase I archeology survey was conducted on the subject property in November 2022. The study area consisted of approximately 12 acres between Quarry Avenue and MD 214 in Capitol Heights. The subject property was once part of a large tract called Independence, patented to Benjamin Berry in 1783. A total of 218 shovel test pits were excavated within the Study Area. Of these, seven contained historic cultural material resulting in the recovery of 47 artifacts. This artifact scatter was designated archeological Site 18PR1238, a 20th century domestic site related to two demolished residences along the southern boundary of the study area. More than half of the site's artifacts are coal fragments. The artifact assemblage does not exhibit vertical or horizontal distribution patterns that would indicate temporally stratified deposits or specific activity areas. No features were identified. It is likely that the artifacts were displaced during the demolition of the two houses within the site. The lack of identifiable pre-twentieth-century material suggests that the site's occupation does not predate 1900 or that any potentially intact nineteenth-century contexts have been disturbed.

Site 18PR1238 represents a low-density twentieth-century domestic site that was impacted by demolition activity in the 2010s. It does not have the potential to contribute meaningful information about historic lifeways in Prince George's County. The archeology consultant recommended that Site 18PR1238 is not eligible for inclusion in the National Register of Historic Preservation. Therefore, no further work was recommended on Site 18PR1238. Site 18PR1238 lacks integrity and the ability to contribute significant information on the history of Prince George's County. Therefore, no additional archeological investigations are required.

The master plan contains goals and policies related to Historic Preservation (pages 287–296). However, these are not specific to the subject site or applicable to the development.

16. **Environmental**—The subject PPS (4-21051) and Type 1 Tree Conservation Plan (TCP1-066-94-04) were received on October 10, 2022. Comments were provided in a SDRC meeting on October 28, 2022. Revised materials were received on December 12 and 14 of 2022. The following applications and associated plans were previously reviewed 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	Approved	12/8/2022	2022-129
4-21051	TCPI-066-94-04	Planning Board	Approved	1/19/2023	2023-06

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

Environmental Site Description

This 133.45-acre site is fully wooded and located just south of the MD 214 and Karen Boulevard intersection. 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 drains towards Cabin Branch. The site is located within the Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map of Plan 2035. According to the 2017 *Countywide Green Infrastructure Plan of the Approved Prince George’s County Resource Conservation Plan: A Countywide Functional Master Plan* (Green Infrastructure Plan), the site contains regulated and evaluation areas.

Conformance with the Master Plan and Green Infrastructure Plan

The master plan does not indicate any environmental issues associated with this property. The environmental requirements for woodland preservation and SWM are addressed in the Environmental Review section below.

The Environmental Infrastructure section of the master plan contains goals, policies, and strategies. The following guidelines are determined to be applicable to the current project. The text in **BOLD** is the text from the master plan and the plain text provides comments on plan conformance.

Policy 1: Protect, preserve, and enhance the green infrastructure network in Subregion 4.

According to the approved Natural Resources Inventory NRI-165-2021, the site contains regulated environmental features within or adjacent to the subject property. The entire site is within the green infrastructure network and contains regulated areas and evaluation areas. The regulated areas are found along the on-site stream system and the TCP1 shows woodland in the area as being saved. Reforestation is shown in the evaluation area. The on-site evaluation areas are shown to be impacted as these are the upland developable areas.

Policy 2: Minimize the impacts of development on the green infrastructure network and SCA's.

Development is focused in the most developable area of the site, outside of the primary management area (PMA). There are impacts proposed for a master-planned roadway and SWM. Impacts were evaluated with the associated CSP amendment, with the exception of revisions to Impact 4 which are discussed in the Environmental Review section of this finding.

Policy 3: Restore and enhance water quality in areas that have been degraded, and preserve water quality in areas not degraded.

The project includes micro bioretention, Contech Filterra inlets, and bioswales to handle SWM for the entire project. The SWM Concept Plan (48714-2021-1) was approved by DPIE on November 16, 2022.

Policy 4: Improve the base information needed for the County to undertake and support stream restoration and mitigation projects.

The site has an approved NRI that details the existing conditions of the site. The subject property has multiple stream systems on-site and the TCP1 proposes to impact this stream system for the master-planned roadway and utility connections to existing lines. The site is fully wooded and contains steep slopes, 100-year floodplain, and wetlands. These features are shown on the NRI and fully reflected on the TCP1, which retains these sensitive areas within woodland conservation. No stream restoration or mitigation is included as part of this PPS.

Policy 5: Require on-site management of stormwater through the use of environmentally sensitive stormwater management techniques (i.e., fully implement the requirements of ESD) for all development and redevelopment projects.

The project includes micro bioretention, Contech Filterra inlets, and bioswales to handle SWM for the entire project. The SWM Concept Plan (48714-2021-1) was approved by DPIE on November 16, 2022.

Policy 6: Assure that adequate stream buffers are maintained and enhanced and utilized design measures to protect water quality.

The subject property is maintaining the existing wooded stream buffer. The impacts to the stream buffer are the proposed SWM outfalls, utility connection, and the master-planned roadway. These impacts were addressed at the time of CSP and are minimized to the extent practicable. The applicant is proposing woodland conservation throughout the site to retain and protect these sensitive areas.

Policy 7: Reduce air pollution to support public health and wellness by placing a high priority on transit-oriented development and transportation demand management (TDM) projects and programs.

Air quality is a regional issue that is currently being addressed by the Council of Governments.

Policy 8: Reduce adverse noise impacts so that the State of Maryland's noise standards are met.

The project includes construction of a mixed-use development, consisting of residential, commercial, and industrial uses, with roads and SWM facilities. The site has frontage on MD 214 and Karen Boulevard, of which MD 214 is identified as an arterial roadway, with Karen Boulevard as a collector roadway. Noise generated by a site is further reviewed by DPIE, in accordance with the Prince George's County Code requirements contained in Subtitle 19. Noise impacts from the adjacent roadway on the residential dwellings is discussed further in the Urban Design finding of this resolution.

Policy 9: Implement environmentally sensitive building techniques that reduce overall energy consumption.

The development applications for the subject property which require architectural approval shall incorporate green building techniques and the use of environmentally sensitive building techniques to reduce overall energy consumption. The use of green building techniques and energy conservation techniques is encouraged to be implemented to the greatest extent possible.

Policy 10: Implement land use policies that encourage infill and support TOD and walkable neighborhoods.

This site is not an infill site and not within a Plan 2035 transit center.

Policy 12: Ensure that the Chesapeake Bay Critical Area is protected to the maximum extent possible through the implementation of water quality and other related measures.

The subject property is not located in the Chesapeake Bay Critical Area.

Policy 13: Preserve, restore, and enhance the existing tree canopy.

See Policy 14.

Policy 14: Improve the county's capacity to support increases in the tree canopy.

Subtitle 25, Division 3, requires the site to provide 10 percent of tree canopy coverage (TCC). TCC will be addressed at the time of DSP review. Woodland conservation is discussed in the Environmental Review section of this finding.

The site contains evaluation areas and regulated areas of the Green Infrastructure Plan. This site is wooded with several major on-site stream systems that bisect the site and flows off-site to the east.

The Green Infrastructure Plan was approved with the adoption of the *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan (CR-11-2017)* on March 7, 2017. According to the approved plan, the site contains regulated and evaluation areas.

The following policies and strategies are applicable to the subject PPS. The text in **BOLD** is from the master plan and the plain text provides comments on plan conformance.

POLICY 1: Preserve, enhance, and restore the green infrastructure network and its ecological functions while supporting the desired development pattern of Plan Prince George's 2035.

1.1 Ensure that areas of connectivity and ecological functions are maintained, restored, and/or established by:

- a. **Using the designated green infrastructure network as a guide to decision-making and using it as an amenity in the site design and development review processes.**
- b. **Protecting plant, fish, and wildlife habitats and maximizing the retention and/or restoration of the ecological potential of the landscape by prioritizing healthy, connected ecosystems for conservation.**
- c. **Protecting existing resources when constructing stormwater management features and when providing mitigation for impacts.**

- d. Recognizing the ecosystem services provided by diverse land uses, such as woodlands, wetlands, meadows, urban forests, farms and grasslands within the green infrastructure network and work toward maintaining or restoring connections between these.**

1.2 Ensure that Sensitive Species Project Review Areas and Special Conservation Areas (SCAs), and the critical ecological systems supporting them, are preserved, enhanced, connected, restored, and protected.

- a. Identify critical ecological systems and ensure they are preserved and/or protected during the site design and development review processes.**

The property is in the Potomac River basin but is not within a Tier II catchment area. The site contains several stream systems, associated wetlands, and 100-year floodplain which are within the regulated area with some in the evaluation area of the network. The current plan preserves the majority of the stream system within an area of woodland conservation. Impacts are proposed to the PMA for a master-planned roadway identified as Karen Boulevard.

POLICY 2: Support implementation of the 2017 GI Plan throughout the planning process.

- 2.4 Identify Network Gaps when reviewing land development applications and determine the best method to bridge the gap: preservation of existing forests, vegetation, and/or landscape features, and/ or planting of a new corridor with reforestation, landscaping and/or street trees.**
- 2.5 Continue to require mitigation during the development review process for impacts to regulated environmental features, with preference given to locations on-site, within the same watershed as the development creating the impact, and within the green infrastructure network.**
- 2.6 Strategically locate off-site mitigation to restore, enhance and/or protect the green infrastructure network and protect existing resources while providing mitigation.**

The PPS indicates that the regulated systems on-site will be preserved to the extent practicable. The TCP1 shows the woodland conservation requirement to be met with 28.04 acres of on-site preservation, 3.63 acres of reforestation, and 10.76 acres of off-site credits.

POLICY 3: Ensure public expenditures for staffing, programs, and infrastructure support the implementation of the 2017 GI Plan.

3.3 Design transportation systems to minimize fragmentation and maintain the ecological functioning of the green infrastructure network.

- a. Provide wildlife and water-based fauna with safe passage under or across roads, sidewalks, and trails as appropriate. Consider the use of arched or bottomless culverts or bridges when existing structures are replaced, or new roads are constructed.**

Minor fragmentation of regulated environmental features is provided with this PPS; however, these areas are located where the stream crossing and bridge abutment are needed for the master-planned roadway. The environmentally sensitive areas on-site are being preserved to the extent practicable.

- b. Locate trail systems outside the regulated environmental features and their buffers to the fullest extent possible. Where trails must be located within a regulated buffer, they must be designed to minimize clearing and grading and to use low impact surfaces.**

A trail system is proposed off-site within the adjacent PEPCO right-of-way and is not considered part of the environmental review.

POLICY 4: Provide the necessary tools for implementation of the 2017 GI Plan.

4.2 Continue to require the placement of conservation easements over areas of regulated environmental features, preserved or planted forests, appropriate portions of land contributing to Special Conservation Areas, and other lands containing sensitive features.

On-site woodland conservation shall be placed in woodland and wildlife habitat conservation easements, prior to the certification of the Type 2 tree conservation plan.

POLICY 5: Improve water quality through stream restoration, stormwater management, water resource protection, and strategic conservation of natural lands.

5.8 Limit the placement of stormwater structures within the boundaries of regulated environmental features and their buffers to outfall pipes or other features that cannot be located elsewhere.

5.9 Prioritize the preservation and replanting of vegetation along streams and wetlands to create and expand forested stream buffers to improve water quality.

The development proposal has received SWM concept approval dated November 16, 2022. The submitted approved SWM concept plan (48714-2021-1) shows the use of micro bioretention, Contech Filterra inlets, and bioswales to meet the current requirements of environmental site design to the maximum extent practicable. No SWM features aside from outfalls are being placed within the PMA.

POLICY 7: Preserve, enhance, connect, restore, and preserve forest and tree canopy coverage.

General Strategies for Increasing Forest and Tree Canopy Coverage

- 7.1 Continue to maximize on-site woodland conservation and limit the use of off-site banking and the use of fee-in-lieu.**
- 7.2 Protect, restore, and require the use of native plants. Prioritize the use of species with higher ecological values and plant species that are adaptable to climate change.**
- 7.4 Ensure that trees that are preserved or planted are provided appropriate soils and adequate canopy and root space to continue growth and reach maturity. Where appropriate, ensure that soil treatments and/ or amendments are used.**

The TCP1 provides 24 percent of the gross tract area in woodland conservation. Retention of existing woodlands and planting of native species on-site is required by both the Environmental Technical Manual and the 2010 *Prince George's County Landscape Manual* (Landscape Manual). TCC requirements will be evaluated at the time of DSP review.

Forest Canopy Strategies

- 7.12 Discourage the creation of new forest edges by requiring edge treatments such as the planting of shade trees in areas where new forest edges are proposed to reduce the growth of invasive plants.**
- 7.13 Continue to prioritize the protection and maintenance of connected, closed canopy forests during the development review process, especially in areas where FIDS habitat is present or within Sensitive Species Project Review Areas.**
- 7.18 Ensure that new, more compact developments contain an appropriate percentage of green and open spaces that serve multiple functions such as reducing urban temperatures, providing open space, and stormwater management.**

Clearing of woodland is included with the subject PPS. Woodland conservation is designed to minimize fragmentation and reinforce new forest edges. This site does have potential forest interior dwelling species. However, this area is surrounded by residential development. Green corridors are to be retained and green space is encouraged to serve multiple eco-services.

POLICY 12: Provide adequate protection and screening from noise and vibration.

12.2 Ensure new development is designed so that dwellings or other places where people sleep are located outside designated noise corridors. Alternatively, mitigation in the form of earthen berms, plant materials, fencing, or building construction methods and materials may be used.

Protection of dwellings from noise is discussed further in the Urban Design finding of this resolution.

Environmental Review

Natural Resource Inventory/Environmental Features

NRI-165-2021 was submitted with the PPS. The site is fully wooded and contains regulated environmental features, steep slopes, streams, wetlands, and their associated buffers, which comprise the 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. Type 1 Tree Conservation Plan TCP1-066-94-04 was submitted with the PPS.

The site contains a total of 120.86 acres of woodlands, with 4.28 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 Zone 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 shows clearing of 91.69 acres of woodland resulting in a total woodland conservation requirement of 42.43 acres. The woodland conservation requirement is to be met with 28.04 acres of on-site preservation, 3.63 acres of afforestation, and 10.76 acres of off-site credits. Technical revisions are required to the TCP1 prior to signature approval of the PPS in conformance with the conditions provided in this resolution.

Specimen Trees

Section 25-122(b)(1)(G) of the WCO requires that "Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an

appropriate percentage of the critical root zone in keeping with the tree's condition and the species' ability to survive construction as provided in the Technical Manual." The Code, however, is not inflexible.

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

The required findings of Section 25-119(d) were adequately addressed with CSP-88020-03, and the Planning Board approved the variance request for the removal of 107 specimen trees, identified as 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. No additional specimen trees are requested for removal with this PPS.

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 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 the infrastructure required for the reasonable use, and efficient development of the subject property, or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for SWM facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. SWM outfalls may also be

considered necessary impacts if the site was 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 the CSP amendment, which included a total of 12 impacts to the PMA. Under that review, Impact 4 was partially supported pending additional support from the applicant. No modifications are proposed to Impacts 1–3 or 5–12; only Impact 4 is modified under this PPS.

Impact 4 Karen Boulevard Construction

The revised Impact 4 includes 50,791 square feet (1.16 acres) of PMA impacts for development of Karen Boulevard, including a culvert, headwalls, a 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 was supported, as it is required for site access and was approved with the CSP.

Impact 4a Storm drain Outfall, Driveway Access, and Stormwater Management

Impact 4a includes 9,491 square feet (0.22 acre) of PMA impacts for a SWM outfall, driveway access, and a portion of a micro-bioretenion feature. The revised exhibit provided breaks this impact out from the above-mentioned Impact 4, as this impact is associated with the adjacent development pod. The placement of this micro-bioretenion feature is shown on the approved SWM concept plan (48714-2021-1).

Primary Management Area Impact Summary

This site features multiple areas of PMA (26.71 acres total) consisting of steep slopes, wetlands, 100-year floodplain, and streams. One impact was proposed to the PMA area with this PPS. Impacts 1–3 and 5–12 were approved with the CSP. Impact 4 was partially approved by the CSP for the portion of development associated with Karen Boulevard. With this PPS, the portion of Impact 4 associated with the development pod was identified as Impact 4a and is approved, as proposed.

Based on the level of design information submitted with this PPS, Impact 4a is proposed to the regulated environmental features on the subject property and is approved with this PPS. Impact 4a is for the site access of the southernmost industrial development pod.

Soils

The predominant soils found to occur according to the United States Department of Agriculture Natural Resource Conservation Service Web Soil Survey, includes the Adelpia-Holmdel complexes, Adelpia-Holmdel-Urban land complexes, Annapolis fine sandy loam, Collington-Wist complexes, Collington-Wist-Urban land complexes, Croom gravelly sandy loam, Croom-Marr complexes, Marr-Dodon complexes, Marr-Dodon-Urban land complexes, Sassafras-Urban

land complexes, Udorthents highway, 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.

Buried Debris and Waste Matter on the Property

On January 13, 2023, a Phase I and II environmental site assessment was received from the applicant. The assessment shows three areas of buried debris on-site. DPIE has required the debris to be removed through the site's SWM approval letter dated November 16, 2022.

Some of the debris areas are within the PMA and wooded areas. At this time, it is unclear what methodology will be used to remove the debris. The applicant has not requested any impacts to the PMA, for removal of debris. If impacts to the PMA are necessary to remove the debris, the applicant will have to submit a request for these impacts to the Prince George's County Planning Director. The justification of this request should include what methodology will be used to remove the debris; the methodology used must preserve and/or restore the PMA, to the fullest extent possible.

Prior to signature approval of the PPS or acceptance of the DSP, whichever comes first, the applicant shall update the NRI to identify the areas of debris, in accordance with the Phase I and II assessment or the most current delineation. The forest stand delineations shall also be reevaluated, to determine if the areas containing debris still qualify as woodlands.

Based on the foregoing findings, the PPS conforms to the relevant environmental policies of the master plan and Green Infrastructure Plan and the relevant environmental requirements of Subtitles 24 and 25.

17. **Urban Design**—Development in the prior M-X-T Zone requires a DSP, at which time development must show compliance with the Zoning Ordinance.

Conformance with the Requirements of the Prince George's County Zoning Ordinance

The applicant is proposing a mixed-use development consisting of residential dwelling units, as well as commercial and industrial development. DSP-21037 has been submitted for review and is currently in pre-acceptance. At the time of DSP review, the applicant will be required to demonstrate conformance with the applicable requirements of the Zoning Ordinance including, but not limited to, the following:

- Sections 27-544, 27-546, and 27-548 requirements for the M-X-T Zone, as applicable,
- Part 11 Off-Street Parking and Loading, and
- Part 12 Signs.

Conformance with the Tree Canopy Coverage Ordinance

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that propose more than 5,000 square feet of gross floor area or disturbance and require a grading permit. Properties that are within the prior M-X-T Zone are required to provide a minimum of ten percent of the gross

tract area, which equals to approximately 13.35 acres for this property, to be covered by tree canopy. Conformance with this requirement will be evaluated at the time of DSP.

Conformance with the Requirements of the 2010 Prince George’s County Landscape Manual

The development is subject to the Landscape Manual, including 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; and Section 4.10 Street Trees Along Private Streets. Conformance with landscaping requirements will be evaluated at the time of DSP.

Noise Impacts from Adjacent Roadways

The subject development abuts and proposes residential dwellings (multifamily) proximate to MD 214, an arterial right-of-way. Arterial rights-of-way are known noise generators which should be evaluated for impacts on residential development. A noise analysis dated August 31, 2022, was submitted with the PPS which evaluated modeled noise levels from MD 214 (based on SHA data), as well as projected noise levels based on future traffic conditions with the addition of Karen Boulevard. The noise analysis shows that the proposed multifamily buildings’ north, east and west elevations, and an outdoor activity along MD 214, will be impacted by lower and upper-level noise exceeding 65 dBA Ldn. The analysis concludes that further analysis will be required when building architecture is proposed in order to determine any upgraded building materials that will be needed and where. A 6-foot noise barrier was also determined to be needed in order to mitigate the courtyard facing MD 214 from noise impacts. However, this shall also be determined at the time of DSP when the location of building and outdoor activity areas is finalized. The recreation area on Block A was also not mentioned in the noise study and will need analysis. Accordingly, further noise analysis and mitigation shall be provided at the time of submittal of the DSP.

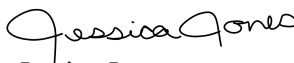
BE IT FURTHER RESOLVED, that an appeal of the Planning Board’s action must be filed with Circuit Court for Prince George’s County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner, and Shapiro voting in favor of the motion at its regular meeting held on Thursday, January 19, 2023, in Upper Marlboro, Maryland.

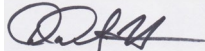
Adopted by the Prince George's County Planning Board this 9th day of February 2023.

Peter A. Shapiro
Chairman


By Jessica Jones
Planning Board Administrator

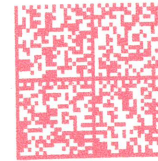
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APPROVED AS TO LEGAL SUFFICIENCY



David S. Warner
M-NCPPC Legal Department
Date: February 1, 2023

CASE NO: 4-21051
CASE NAME: GLENWOOD HILLS: MULTI-
FAMILY RESIDENTIAL, RETAIL, SINGLE
FAMILY ATTACHED
PARTY OF RECORD: 18
PB DATE: 2-9-2023



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MR.BRADLEY HEARD
GCHIC
415 ZELMA AVENUE
CAPITOL HEIGHTS MD 20743
(CASE NUMBER: 4-21051)

MS.BARBARA SERMONS
310 QUARRY AVENUE
CAPITOL HEIGHTS MD 20743
(CASE NUMBER: 4-21051)

MS.BONNIE S SULLIVAN
310 QUARRY AVENUE
CAPITOL HEIGHTS MD 20743
(CASE NUMBER: 4-21051)

MRS.ANNIE J SHELLMAN
309 QUARRY AVENUE
CAPITOL HEIGHTS MD 20743
(CASE NUMBER: 4-21051)

BELINDA QUEEN
DISTRICT 3,& 8 COFFEE CIRCLE
906 KAREN BOULEVARD
CAPITOL HEIGHTS MD 20743
(CASE NUMBER: 4-21051)

MS.CHERYLE M TILGHMAN
405 FAWNCREST COURT/S
CAPITOL HEIGHTS MD 20743
(CASE NUMBER: 4-21051)

THOMAS ZYLA
GUTSCHICK, LITTLE & WEBER
3909 NATIONAL DRIVE SUITE 250
BURTONSVILLE MD 20866
(CASE NUMBER: 4-21051)

TIM LONGFELLOW
GUTSCHICK, LITTLE & WEBER, P.A.
3909 NATIONAL DRIVE
BURTONSVILLE MD 20866
(CASE NUMBER: 4-21051)

TODD REDDAN
3909 NATIONAL DRIVE
BURTONSVILLE MD 20866
(CASE NUMBER: 4-21051)

TONI CHEATHAM
6703 SISALBED DRIVE
CAPITOL HEIGHTS MD 20743
(CASE NUMBER: 4-21051)

GUTSCHICK, LITTLE & WEBER, P.A.
250 NATIONAL DRIVE SUITE 250
BURTONSVILLE MD 20866
(CASE NUMBER: 4-21051)

MRS.GLORIA L MILLER
6907 6907 FAWNCREST DRIVE DRIVE 6907
FAWNCREST DRIVE
CAPITOL HEIGHTS MD 20743
(CASE NUMBER: 4-21051)

RUTH GROVER
5727 RIDGE VIEW DRIVE
ALEXANDRIA VA 22310
(CASE NUMBER: 4-21051)

BE GLENWOOD LLC
5410 EDSON LANE SUITE 220
ROCKVILLE MD 20852
(CASE NUMBER: 4-21051)

BRIAN BERMAN
BERMAN ENTERPRISES
5410 EDSON LANE SUITE 220
ROCKVILLE MD 20852
(CASE NUMBER: 4-21051)

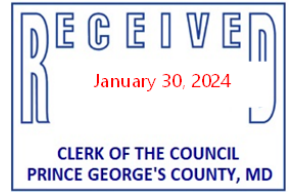
ANDRE GINGLES
GINGLES, LLC
14401 SWEITZER LANE SUITE 570
LAUREL MD 20707
(CASE NUMBER: 4-21051)

MR.MARK FALZONE
SCENIC PRINCE GEORGE'S
6229 WALBRIDGE STREET
CAPITOL HEIGHTS MD 20743
(CASE NUMBER: 4-21051)

THOMAS AYLWARD
THOMAS J. AYLWARD III, ARCHITECT
406 TREMONT STREET
CHATTANOOGA TN 37405
(CASE NUMBER: 4-21051)



January 30, 2024



Glenwood Hills Venture, LLC
5410 Edson Lane, Suite No. 220
Rockville, MD 20852

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

Dear Applicant:

This is to advise you that, on **January 25, 2024**, the above-referenced Detailed Site Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to Section 27-3605 of the Prince George's County Zoning Ordinance, the Planning Board's decision will become final 30 calendar days after the date of this final notice (**January 30, 2024**) of the Planning Board's decision, unless:

1. Within the 30 days, a written appeal has been filed with the District Council by the applicant or by an aggrieved person that appeared at the hearing before the Planning Board in person, by an attorney, or in writing and the review is expressly authorized in accordance with Section 25-212 of the Land Use Article of the Annotated Code of Maryland; or
2. Within the 30 days (or other period specified by Section 27-3301(c) of the Zoning Ordinance), the District Council decides, on its own motion, to review the action of the Planning Board.

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

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

Sincerely,
James R. Hunt, Chief
Development Review Division

By: *Hyojung Garland*
Reviewer

Attachment: PGCPB Resolution No. **2024-004**

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

PGCPB No. 2024-004

File No. DSP-21037

R E S O L U T I O N

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

WHEREAS, the applicant, Glenwood Hills Venture, LLC, submitted an application for approval of a detailed site plan; and

WHEREAS, pursuant to Section 27-1704 of the Zoning Ordinance, certain development applications which have a valid approval before April 1, 2022, may proceed to the next steps in the approval process under the Zoning Ordinance under which it received its initial approval; and

WHEREAS, therefore, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed this application under the Zoning Ordinance in existence prior to April 1, 2022; and

WHEREAS, in consideration of evidence presented at a public hearing on January 4, 2024, regarding Detailed Site Plan DSP-21037 for Glenwood Hills, the Planning Board finds:

1. **Request:** This detailed site plan (DSP) requests approval of development for multifamily residential and single-family attached (townhouse) dwellings, and retail uses. The plans submitted note 775,000 square feet of industrial development is also proposed and included in the overall gross floor area (GFA) calculations. However, no industrial development is shown on the DSP, and no architecture for industrial buildings has been provided. The DSP includes grading and limited infrastructure for the future anticipated industrial area only. Prior to certification, the DSP should be revised to correct references and GFA calculations to remove the industrial development. The mixed-use pod is proposed between the east-west Potomac Electric Power Company (PEPCO) right-of-way and MD 214 (Central Avenue), and will include 49,000 square feet of retail space, with 524 multifamily residential dwelling units (300 units in the east mixed-use building and 224 units in the west mixed-use building), with structured parking. West of the proposed Karen Boulevard, 126 townhouses are proposed around two on-site community amenity spaces. South of the east-west PEPCO right-of-way will be a significant employment use of 775,000 square feet (future industrial area) situated east of the proposed Karen Boulevard, and west of a north-south PEPCO right-of-way, along its entire easterly border.

2. **Development Data Summary:**

	EXISTING	EVALUATED
Zone	M-X-T/R-55/M-I-O	M-X-T/R-55/M-I-O
Use	Vacant	Single-family Attached Residential, Multifamily Residential, Retail, and Industrial
Total Gross Acreage	133.45	133.45
Floor Area Ratio (FAR)	0	0.31
Residential Square Footage (sq. ft.) GFA	0	224,500 sq. ft.
Single-Family Attached Dwelling Units	0	126
Multifamily Dwelling Units	0	524
Total Dwelling Units	0	650
Single-Family Parking Spaces	0	548
Garage Parking Spaces	0	937

3. **Location:** The subject property is located south of Central Avenue, approximately 700 feet west of its intersection with Shady Glen Drive. The property is bisected by a 66-foot-wide PEPCO right-of-way, in the Residential, Rural (RR) Zone, which traverses in an east-west direction, approximately 250 feet south of Central Avenue. Similar to the subject property, the adjoining properties to the north, east, and south are also located in the Military Installation Overlay (MIO) Zone for height. The Approach/Departure Clearance (50:1)–North End and Transitional Surface (7:1)–Left Runway areas affect the subject site. The boundaries of the MIO Zone, including its sub-zones, are identical to those of the Military Installation Overlay (M-I-O) Zone, which was in effect prior to April 1, 2022. This DSP was evaluated according to the standards of the prior M-I-O Zone.

4. **Surrounding Uses:** North of the site is Central Avenue; the site has approximately 1,100 linear feet of frontage on this master-planned arterial roadway. Across Central Avenue is vacant land and a church in the Residential, Multifamily–20 Zone, and single-family detached dwellings in the Residential, Single-Family-65 (RSF-65) Zone.

The property is bounded on the east by land in the RR Zone; land in the Residential, Single-Family–95 (RSF-95) Zone; and land in the Residential, Multifamily-48 Zone, all of which is owned by PEPCO and used for overhead power transmission lines and a substation. Across this PEPCO-owned land is the Millwood Towne subdivision in the Residential, Single-Family–Attached Zone, and the Millwood Neighborhood Recreation Center, owned by the Maryland-National Capital Park and Planning Commission, in the RSF-95 Zone.

The property is bounded on the south by Walker Mill Middle School, in the RSF-65 Zone. To the west of the property lies residential development consisting of single-family detached dwellings, along with Central High School, both of which are also in the RSF-65 Zone.

5. **Previous Approvals:**

Development Review Case No.	Approval Date	Resolution No.	Note
CSP-88020	9/8/1988	88-303	A 121.42-acre portion of the subject property: 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. Never pursued.
CSP-88020-01	3/3/1994	93-269(A)	785 dwelling units and 203,000 square feet of office/retail space.
4-94066	11/10/1994	94-351	418 lots and 9 parcels for mixed-use development. Approved but again did not proceed.
CSP-88020-02	7/15/2004	04-170	597 dwelling units and 203,000 square feet of office/retail space.
4-04081	10/28/2004	04-252	Superseded 4-94066 and approved 316 lots and 19 parcels for development of 594 dwelling units and 203,000 square feet of office/retail use.
DSP-07003	10/11/2007	07-165	Approved for Phase I development
DSP-07046	4/3/2008	08-48	Approved for Phase II development
DSP-07048	4/3/2008	08-49	Approved for Phase III development
DSP-07003-01	5/25/2010	COA	
<i>CB-51-2021: Amended Section 27-441 of the prior Zoning Ordinance, to permit townhouse uses in the R-55 Zone under certain circumstances</i>			
CSP-88020-03	12/8/2022	2022-129	133.45-acre subject property which now includes 12.03 acres of R-55 zoned land. Approved 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.
4-21051	1/19/2023	2023-06	Supersedes 4-04081, 12.03-acre R-55 zoned parcel brought in for townhouses development. Approved 126 lots and 37 parcels for development of up to 550 multifamily dwelling units, 126 single-family attached dwelling units, up to 50,000 square feet of commercial development, and 775,000 square feet of industrial development.

Note: Bold text indicates applicable previous approvals for this DSP.

A 121.42-acre portion of the subject property was rezoned to the Mixed Use-Transportation Oriented (M-X-T) Zone in the 1985 *Approved Master Plan for Suitland-District Heights and Vicinity, Planning Areas 75A and 75B*. Conceptual Site Plan CSP-88020, entitled Meridian, was approved by the Prince George’s County Planning Board on September 8, 1988 (PGCPB Resolution No. 88-303). This 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 this CSP never came to fruition, and subsequent approvals were never pursued.

CSP-88020 was amended and renamed Glenwood Hills and was approved by the Planning Board on March 3, 1994. The amended CSP-88020-01 was approved with 785 dwelling units and 203,000 square feet of office/retail space. On November 10, 1994, the Planning Board approved Preliminary Plan of Subdivision (PPS) 4-94066 (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). 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 22–40. However, development did not take place in accordance with these approvals.

On December 8, 2022, the Planning Board approved CSP-88020-03 (PGCPB Resolution No. 2022-129), subject to 17 conditions. This CSP amendment added R-55-zoned Parcels 124 and 125 to the subject site and replaced all prior approved development with mixed-use development of 550 multifamily dwelling units, 126 single-family attached (townhouse) dwelling units, 50,000 square feet of commercial development, and 775,000 square feet of industrial development. The development proposed by the subject DSP is consistent with this CSP approval. Of the 17 conditions approved under CSP-88020-03, those relevant to the review of this DSP are analyzed herein.

The property is subject to PPS 4-21051, which was approved by the Planning Board on January 19, 2023 (PGCPB Resolution No. 2023-06). This PPS approved 126 lots and 37 parcels for development of up to 550 multifamily dwelling units, 126 single-family attached dwelling units (on a 12.03-acre tract located east of the original property, in the R-55 Zone), up to 50,000 square feet of commercial development, and 775,000 square feet of industrial development.

PPS 4-21051 supersedes 4-04081 for resubdivision of the site. It is noted that, as part of this resubdivision, the existing dedicated public rights-of-way which were platted, but never developed, are to be vacated to accommodate the layout shown in PPS 4-21051, including adjustment to the alignment of Karen Boulevard. The applicant has filed a minor Vacation Petition, V-21008, to vacate the prior dedicated public rights-of-way to complete the new lotting pattern.

6. **Design Features:** This approved DSP includes open space at the heart of the community, surrounded by retail and multifamily residential uses. The approved modern architecture style will enhance the community's look and feel, and the buildings will be highly visible as a visual icon from Central Avenue and the regional scale Central Avenue Connector Trail (CACT). Therefore, providing high quality architecture is critical. The central plaza space between two high-rises provides several types of activity spaces. This plaza space, surrounded by high quality architecture, can attract users from the CACT and is expected to provide a key resting point.

Two open spaces in the townhouse community will provide a community living room for social interaction. These are away from Central Avenue, but are well connected with Karen Boulevard through multi-modal transportation infrastructure.

Architecture

The glass façade treatment and cantilever design of the multifamily buildings provide ample transparency on the street level for pedestrians. An upgraded townhouse design has been provided after several iterations. To provide quality architecture for the community, the architectural design uses various materials on the façade, and provides multiple architectural features such as bay windows, gables, varied façades, and undulation.

Recreational Facilities

In the multi-family building, a roof terrace with a swimming pool, fitness room, lounge, and bike room are provided. In the townhouse community, a playground and sitting area with gazebo are provided.

Lighting

The applicant specifies partially shielded lighting within the development and proposes lighting in open spaces and along streetscapes, to promote safe vehicular and pedestrian movements. The photometric plan submitted with the DSP shows appropriate lighting levels along streetscapes, with minimal spillover into the adjacent residential properties.

Signage

The Planning Board approved a separate sign plan for on-site signage, in accordance with Part 12 of the prior Prince George's County Zoning Ordinance, and is approved by the Planning Board, as part of a DSP approval in a M-X-T Zone, per Section 27-548(c) of the prior Zoning Ordinance.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** Per Section 27-285 of the prior Zoning Ordinance, the Planning Board is required to evaluate the following findings when reviewing a DSP application.

Section 27-285 - Planning Board procedures.

(b) Required findings.

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

This DSP demonstrates a reasonable alternative for satisfying the site design guidelines. A detailed analysis is included herein.

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

A CSP was required for the subject property and conformance with the applicable CSP-88020-03 is analyzed herein.

- (3) **The Planning Board may approve a Detailed Site Plan for Infrastructure if it finds that the plan satisfies the site design guidelines as contained in Section 27-274, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.**

A DSP for infrastructure is approved for a portion of the subject property and is further analyzed herein.

- (4) **The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

Section 24-130(b)(5) of the prior Prince George's County Subdivision Regulations was analyzed during the PPS review and found to be in compliance.

Section 27-285(b)(1) of the prior Zoning Ordinance necessitates an analysis of the site design guidelines contained in Section 27-274 of the prior Zoning Ordinance. The Planning Board provided the following analysis:

Subdivision 2. - Requirements For Conceptual Site Plans.

Section 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.

The DSP promotes the purposes of the CSP because the development by the subject DSP is consistent with the CSP approval.

(2) Parking, loading, and circulation.

(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:

- (ix) Pedestrian and vehicular routes should generally be separate 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**
- (xi) Barrier-free pathways to accommodate the handicapped should be provided**

(6) Site and streetscape amenities

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

- (i) The design of light fixtures, benches, trash receptacles, bicycle racks, and other street furniture should be coordinated to enhance the visual unity of the site.**

The applicant proposes three points of vehicle access for the site, all of which originate along Central Avenue. The western and primary point of access is located at the intersection of Central Avenue and Karen Boulevard (C-429). This portion of Karen Boulevard has yet to be constructed. Two additional points of vehicle access are located east of the primary access point. Karen Boulevard runs north-south through the site and provides vehicular, as well as bicycle and pedestrian access to the townhouse and industrial portion of the development. When Karen Boulevard is fully constructed throughout the site, it will connect with the portion of Karen Boulevard which has been constructed, which is located directly adjacent to Walker Mill Middle School (800 Karen Boulevard, Tax I.D. No. 1992486). The internal access road serving the retail and multifamily part of the development originates along the unconstructed portion of Karen Boulevard, directly south of its intersection with Central Avenue. This roadway runs

east-west through this portion of the development and culminates at the eastern bounds of the subject site.

Improved sidewalks are shown along almost all frontages of the site. A condition is provided herein, to provide marked crosswalks throughout the site, at all pedestrian connection points. These crosswalks will help to connect gaps in the sidewalk network while bringing attention to motorists that pedestrians may be crossing.

Internal and external bicycle parking is indicated on the bicycle and pedestrian facilities plan and the DSP. The bicycle and pedestrian facilities plan shows the location of two internal bicycle parking rooms for the two multifamily buildings. The western multifamily building provides 48 internal bicycle parking spaces, and the eastern multifamily building provides 12 internal bicycle parking spaces. The Planning Board finds the amount of internal bicycle parking to be suitable for the approved development. However, the location of these bicycle parking rooms is not shown on the DSP. A condition is provided herein requiring the applicant to update the DSP to indicate the specific location of the bicycle parking rooms. In addition, the bicycle and pedestrian facilities plan indicates the location of external bicycle parking, with two locations at the retail portion of the development and an additional external bicycle parking location shown on Parcel N, within the townhouse portion of the development. The applicant's detail sheet indicates a loop style bicycle rack at the three external bicycle parking locations. A condition is provided herein requiring the applicant to update the detail sheet on the DSP, to change the loop bicycle rack to an inverted U-style bicycle rack or a similar model that provides two points of contact for a parked bicycle. The applicant's bicycle and pedestrian facilities plan indicates that eight bicycle parking spaces will be provided at each external bicycle parking location, which the Planning Board finds sufficient. Inverted U-style bicycle racks each provide parking for two bicycles. A condition is provided herein that four inverted U-style bicycle racks be provided at each external bicycle parking area.

Subdivision 1. - M-X-T Zone (Mixed Use - Transportation Oriented).

Section 27-546. - Site plans.

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

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

The approved DSP is in conformance with the provided regulations of the M-X-T Zone, as demonstrated herein. A discussion of the purposes of the M-X-T Zone, as described in Section 27-542(a) of the prior Zoning Ordinance, is described below. This DSP, 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 and the 2010 Approved Subregion 4 Master Plan and Sectional Map Amendment (master plan).

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

The DSP is in conformance with the design intent recommended by the master plan by providing a multi-modal living environment with mixed use, which promotes various activities.

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

The approved multifamily building provides ample transparency on the street level and engages pedestrians and the community. This visual transparency will rejuvenate the surrounding community, which is needed.

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

The approved townhouse architecture style will blend with existing developments and also bring an updated look.

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

The DSP provides compact mixed-use (especially vertical versus horizontal mixed use) development near the metro station which demonstrates cohesive development.

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

There is no formal construction phasing proposed. However, per the PPS condition, Karen Boulevard is expected to be constructed first, and depending on market conditions, either the mixed-use area or the townhouse community

will follow. The prioritized Karen Boulevard construction will allow for each subsequent area of development to be self-sufficient.

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

The approved pedestrian network, as illustrated on the on-site pedestrian and bicycle network and facilities plan, integrates with the multimodal facilities on Karen Boulevard. As noted above, conditions have been provided herein requiring the applicant to provide additional crosswalks between the private roadways and alleys within the development, to enhance safety and connectivity in general.

- (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**

High-quality urban design is provided along the streetscapes and in the recreational facilities on-site. Benches, bicycle racks, and on-site multigenerational recreation facilities provide amenities integrated throughout the community.

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

This item was evaluated during review and approval of the CSP. No further analysis is required.

- (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).

A finding of adequacy was made on January 19, 2023, at the time of approval of PPS 4-21051. Therefore, this section is not applicable.

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

The subject property measures 133.45 acres and does not meet the above acreage threshold. Therefore, this requirement is not applicable.

The DSP application has been reviewed for compliance with the requirements of the M-X-T, R-55, and M-I-O Zones of the prior Zoning Ordinance.

Section 27-548. - M-X-T Zone.

- (a) **Maximum floor area ratio (FAR):**
- (1) **Without the use of the optional method of development—0.40 FAR; and**
- (2) **With the use of the optional method of development—8.00 FAR.**

The approved floor area ratio (FAR) for this DSP is 0.31, and the applicant has indicated that the project does not utilize the optional method of development.

- (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.**

This DSP is comprised of several lots and approved residential and retail uses within the two buildings fronting Central Avenue.

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

The site plan provides the location, coverage, and height of all improvements, in accordance with this requirement.

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

This DSP conforms with the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), as demonstrated in this resolution. The DSP also conforms with all the requirements of the Prince George's County Tree Canopy Coverage Ordinance, as demonstrated in this resolution.

- (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 DSP is consistent with this provision. The residential areas within the M-X-T Zone have been computed into the FAR and the garage parking area has been excluded from the same.

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

This requirement is not applicable to this development proposal, as this application does not propose private structures within the air space above, or in the ground below, public rights-of-way.

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

This DSP application provides each lot with access to an adjacent private street or alley, in accordance with Subtitle 24 of the Prince George's County Code, and as further approved with PPS 4-21051.

- (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.

Other townhouse-related regulations are reviewed under Section 27-548(h) of the prior Zoning Ordinance, due to Prince George's County Council Bill CB-51-2021.

The approved minimum lot size for the townhouses is 1,460 square feet and the submitted architectural plans demonstrate compliance with this requirement. The maximum number of dwelling units approved within a building group is eight. The approved minimum width of all dwelling units is 20 feet, and the minimum amount of living space is 1,652 square feet.

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

Neither of the two multifamily buildings exceed 110 feet in height. Their heights range between 50–90 feet depending on ground elevation.

- (j) **As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance). Notwithstanding any other provision of this Code, this regulation shall not apply to property subject to the provisions of Section 27-544(f)(2)(I), above.**

The application is based on design guidelines and standards, according to the recommendations in the masterplan.

Section 27-430. - R-55 Zone (One-Family Detached Residential)

- (c) **Regulations.**
 - (1) **Additional regulations concerning the location, size, and other provisions for all buildings and structures in the R-55 Zone are as provided for in Divisions 1 and 5 of this Part, the Regulations Tables (Division 4 of this Part), General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.**

Division 1. - GENERAL

Sec. 27-420. - Fences and walls.

- (a) **Unless otherwise provided, fences and walls (including retaining walls) more than six (6) feet high shall not be located in any required yard, and shall meet the setback requirements for main buildings. (See Figure 42.) On lots consisting of one (1) acre or less, fences in the front yard shall not be more than four (4) feet high unless a variance is approved by the Board of Appeals. In the case of a corner lot consisting of one (1) acre or less, fences in the front yard or side yard shall not be more than four (4) feet high unless a variance is approved by the Board of Appeals. Fences constructed pursuant to a validly issued building permit prior to October 1, 2008, shall not be deemed nonconforming; however, replacement of an existing fence must comply with the four (4) foot limitation.**

No wall or fence higher than six feet is located within the setback area.

Sec. 27-421. - Corner lot obstructions.

On a corner lot, no visual obstruction more than three (3) feet high (above the curb level) shall be located within the triangle formed by the intersection of the street lines and points on the street lines twenty-five (25) feet from the intersection. (See Figure 43.)

The provided monument sign at the intersection of Karen Boulevard and Central Avenue is outside of the sight line and does not cause any visual obstruction.

Sec. 27-421.01. - Frontage.

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. Additional provisions are contained in Sections 27-431(d) and (e) and 27-433(e) and (f).

All townhouses have vehicular access to a street or alley access behind. Therefore, the DSP complies with this requirement.

Division 4. - REGULATIONS

Sec. 27-442. - Regulations

(b) TABLE I - NET LOT AREA (Minimum in Square Feet)

There is no net lot area required for townhouses. Therefore, the DSP complies with this requirement.

PART 10C. - Military Installation Overlay Zone

Glenwood Hills is located in the upper reaches of the overlay zone for height restrictions from Joint Base Andrews (see Figure 2). Based on the Approach/Departure Clearance Surface (50:1) - North End identifier label, the height restriction is based on an imaginary 50:1 line from the end of the runway north. See Map 4-1 on page 87 of the Joint Base Andrews Naval Air Facility Washington Joint Land Use Study (JBA Study). The map shows and explains the structure height restrictions for Zone B.

The approved mixed-use buildings along Central Avenue are in excess of 23,300 linear feet (or more than 4.4 miles) away from the end of the runway. Hence, the height restriction calculated for the area of the tallest buildings would be at 50:1, approximately 466 feet. The applicant's architectural plans show the tallest buildings (the two mixed-use structures) are 76 feet and 87 feet high, respectively—well below the applicable height restriction. In addition, when the analysis of the subject property's 212-foot elevation is considered versus the elevation of 278 feet at Joint Base Andrews, the buildings will only be 10–21 feet high relative to the end of the Joint Base Andrews runway elevation.

Section 27-548.53. - Applicability.

Glenwood Hills is within the area for height limitations at the upper reaches, but is outside of the M-I-O Zone for noise intensity (See Figures A and B of Section 27-548.58 of the prior Zoning Ordinance). The applicant provides the information for property building heights approved on the DSP.

Section 27-548.54. - Requirements for Heights.

Based upon the regulatory formulas for distance and locations of buildings, the development's approved building heights are substantially less than any height limitations for the property. The approved buildings do not include any substantial additions to the top of the buildings, such as monopoles or towers, that would significantly alter the calculations shown on the plan.

Section 27-548.55. - Requirements for Noise.

Based upon Figure B, the property subject to the DSP is not within the limits for which noise intensity is to be measured or addressed.

Section 27-548.56. - Requirement for Part 10C.

The applicant's approved development is not in conflict with the list of Prohibited Uses, nor Limited Permitted Uses expressed in paragraphs (a) and (b) of this section because the DSP property is not within the "Safety Zones"—collectively the Accident Potential Zones and Clear Zones.

Section 27-548.57. - Referrals to Joint Base Andrews.

This requirement will be handled by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) as building permits for the development are submitted for review.

Section 27-548.58. - Modification of Prohibited or Limited Permitted Uses.

Modification of Prohibited or Limited Permitted Uses: As noted previously, the DSP property is not within the Accident Potential Zones and hence this section is not applicable.

8. **Conceptual Site Plan CSP-88020-03:** Section 27-285(b)(2) of the prior Zoning Ordinance necessitates an analysis of the applicable CSP. The approved **CSP-88020-03 superseded all prior CSP approvals.** The conditions relevant to the review of this DSP are listed below in **bold** text. The Planning Board's analysis of the project's conformance to the conditions follows each one in plain text:

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

The approved DSP includes grocery store space as one of the retail programs. The area lacks fresh food options and will benefit from a grocery store that carries fresh fruit and vegetables rather than only processed food.

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

The circulation demonstrates a major pedestrian connection through Karen Boulevard using an 8-foot side path on the west side and a 5-foot sidewalk on the east side. These facilities lead to the multiple bus stops along Central Avenue and to the Addison Road-Seat Pleasant Metro Station. In addition, the CACT on the Potomac Electric Power Company (PEPCO) easement will connect multiple metro stations by providing biking and walking opportunities.

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

The DSP provides infrastructure and grading for the industrial use area, but the landscape plan is not provided. This condition will be enforced when the DSP for the full development of the industrial buildings is submitted.

- 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 the Development Review Division, for adequacy and proper siting, prior to approval of the detailed site plan by the Prince George's County Planning Board.**

The private recreational facilities are in compliance with the standards outlined in the Park and Recreation Facilities Guidelines. The amount provided is adequate and the triggering timing for the construction completion is provided as a condition herein.

- 13. Prior to approval 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.**

A Phase I archeology survey was conducted on a portion of the subject property in 2007 and again in November 2022. Multiple sites were identified including 18PR838 and 18PR839. However, the Planning Board concluded that those sites lack integrity and the ability to contribute significant information on the history of Prince George's County. Therefore, no further work was required on those sites.

- 15. The applicant and the applicant's heirs, successors, and/or assignees shall construct the following facilities and show these facilities on a pedestrian and bikeway facilities plan as part of the site plan prior to its acceptance:**
 - a. A minimum 10-foot-wide shared-use path and/or shared roadway pavement markings and signage along Karen Boulevard, unless modified by the operating agency with written correspondence.**

An 8-foot side path is provided on the west side of Karen Boulevard. Therefore, a condition is included herein to display the shared-use path along Karen Boulevard as being 10 feet wide, unless modified by the operating agency, with written correspondence.

- b. Standard bicycle lane along Karen Boulevard, in accordance with the American Association of State Highway and Transportation Officials guidelines, unless modified by the operating agency with written correspondence or in the applicant's approved final plans.**

Two 5-foot one-way bike lanes are provided, one on each side of Karen Boulevard, totaling 10 feet of bike lanes on this road.

- c. The minimum 5-foot-wide sidewalk along both sides of all internal roadways throughout the site and associated Americans with Disabilities Act curb ramps and crosswalks.**

A 5-foot-wide sidewalk along both sides of all internal roadways is provided throughout the site and a condition is provided herein to ensure the provision of crosswalks.

- d. Americans with Disabilities Act-compliant curb ramps and crosswalks crossing all vehicular access points.**

Americans with Disabilities Act curb ramps are provided throughout the site, however, marked crosswalks are not depicted, and are required. Therefore, a condition is provided herein.

- e. Designated pathways for pedestrians through surface parking lots.**

There are no surface parking lots in the DSP. The parking is designed to be either inside garages or on-street parking.

- f. Streetscape amenities are to be accessible and functional throughout the site to accommodate the mixed-use community.**

The streetscape amenities such as benches and tables are easily accessible in the public plaza and complement activities from mixed use.

- g. Long-term bicycle parking within the multifamily building and short-term bicycle near the building entrance, in accordance with the American Association of State Highway and Transportation Officials guidelines.**

The facilities plan shows the location of the long-term bicycle parking. However, the Planning Board requests that the details of the long-term bicycle parking be provided with the plan sheets, to satisfy PPS Condition 14d. Therefore, a condition is provided herein.

- h. Short-term bicycle for the commercial and industrial areas at a location convenient to the buildings, in accordance with the American Association of State Highway and Transportation Officials guidelines.**

The facilities plan shows the location of the short-term bicycle parking. However, an alternative design (loop-style bicycle rack vs. inverted-U style bicycle rack) model is decided and conditioned herein.

- i. **Dedicated parking spaces for rideshare activities.**
Dedicated parking spaces for rideshare activities are not provided. Therefore, a condition is included herein. In addition, multimodal opportunities may become appropriate at locations proximate to this area, as the project develops and service provider opportunities arise within the area.

17. Prior to approval of a detailed site plan, the following issues shall be addressed:

- a. **Entrance features shall be submitted for review and shall be appropriately coordinated in design and location.**

A monument sign with illumination is provided at the intersection of Karen Boulevard and Central Avenue, which will create a strong community identity.

- 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.**

The listed prohibitions are observed in this DSP.

- c. **Lighting fixtures throughout the development shall be coordinated in design.**

Modern style lighting fixtures are provided throughout the development.

- 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.**

Special paving materials are not provided; therefore, a condition is included herein to label them on the plan.

9. **Preliminary Plan of Subdivision 4-21051:** PPS 4-21051 was approved subject to 28 conditions. The conditions relevant to the review of this DSP are listed below in **bold** text. The Planning Board's analysis of the project's conformance to the conditions follows each one in plain text.

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

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

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

A copy of SWM Concept Plan 48714-2021-1 and an associated approval letter were submitted with the DSP application. The approval is dated November 16, 2022, and expires on December 10, 2024.

4. Prior to approval, the final plat of subdivision shall include:

a. The granting of public utility easements along the public and private rights-of-way, in accordance with the approved preliminary plan of subdivision.

The DSP shows public utility easements (PUEs) along the public road frontages of Central Avenue and Karen Boulevard, in accordance with the PPS. The DSP also shows sufficient PUEs within the townhouse development to serve the single-family attached units. These PUEs are not fully compliant with Section 24-128(b)(12) of the prior Subdivision Regulations, which requires a PUE along at least one side of all private roads. Private Road A lacks a PUE where it turns a corner in the northwest portion of the townhouse development; this would need to be provided either on Parcel K between Lots 48 and 49, or on Parcel T next to Lot 103. Private Road A also lacks a PUE for a short distance (about 15 feet) near its intersection with Karen Boulevard; this could be provided either on Parcel A near Lot 71, or on Parcel H near the SWM feature. A condition is provided herein to show the missing PUEs.

b. Right-of-way dedication along all roadways in accordance with the approved preliminary plan of subdivision.

The DSP includes dedication of rights-of-way for public streets Central Avenue and Karen Boulevard and all private streets in accordance with the PPS.

e. Draft access easements or covenants, in accordance with Section 24-128(b)(9) of the prior Prince George's County Subdivision Regulations, for shared access for the nonresidential parcels, shall be submitted to the Development Review Division (DRD) of the Prince George's County Planning Department for review and approval, as determined with the detailed site plan. Upon approval by DRD, the easements or covenants shall be recorded among the Prince George's County Land Records, and the Liber and folio of the document(s) shall be noted on the final plat, prior to plat recordation.

The DSP does not show any access easement(s) to allow shared access to the nonresidential parcels. At the time of the PPS, it was anticipated that cross access connections could be provided to serve Parcels 2-6, Block C, in order to minimize the number of access driveways needed to Karen Boulevard to serve the industrial development. The DSP shows the location of five driveway aprons on Karen Boulevard, for access to Parcels 2-6. Based upon their location, Parcels 2, 3, and 4 will be accessed through shared driveways. However, no access easements are shown for these parcels, nor are access easements shown for any of the other parcels. An evaluation of consolidated access has not been provided. While the statement of justification (SOJ) submitted by the applicant states that “All of the driveways proposed along Karen Boulevard have been consolidated to the extent possible, and shared access easements are proposed for the driveways between parcels,” no further justification or evaluation of the proposed driveways was provided, and the DSP does not show shared access easements. It would not be appropriate to determine the boundaries of any easements with the current DSP, as it does not propose any development on these parcels. Driveway aprons should not be constructed until further evaluation of the consolidated access locations is provided. The location and boundaries of any shared access and access easements should be determined with a future DSP amendment for the development of the nonresidential parcels. Therefore, a condition is provided herein, to remove the driveway aprons from this DSP and show them on future DSP applications. Provisions for shared access to the nonresidential parcels may also be established via the property owner’s association covenants. Per this condition, the nonresidential parcels may not be platted until easements or covenants for shared access have been established. A condition is provided herein to revise the DSP prior to certification, to show Parcels 2-6 as future development parcels.

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

The DSP provides a variety of on-site private recreational facilities to serve the residential portions of the development, including fitness rooms, lounges, and roof terraces for the mixed-use buildings, and a playground, gazebo, and sitting areas for the townhouse development.

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

At the time of the PPS, it was found that the DSP should determine what private facilities are necessary to meet residents’ on-site recreation needs and propose these, together with

a contribution to the Prince George's County Department of Parks and Recreation (DPR) for construction of the CACT, to meet the requirements of mandatory parkland dedication (PGCPB Resolution No. 2023-06, Finding 8). The contribution for construction of the CACT was required to be up to 50 percent of the required value of recreational facilities. It was further found that additional on-site facilities exceeding the required value may still be proposed by the applicant. The total required value of facilities for this application, based on 126 attached units and 524 multifamily units, would be \$625,850, resulting in a required contribution of \$312,925 towards construction of the CACT and an equal required value for the on-site private recreational facilities. The value of private recreational facilities proposed by the applicant is \$1,345,100, according to the Recreational Facilities Calculation table on Sheet 24 of the DSP. This exceeds the required value and is acceptable.

The DSP must also determine the proposed timing for construction of the on-site recreational facilities. The facilities integral to the mixed-use buildings will be constructed concurrently with those buildings and are proposed to be complete prior to the final use and occupancy permit for each building. According to the Recreational Facilities Calculation table, for the townhouse development the facilities on Parcels N, R, and K are proposed to be complete prior to the townhouse development's 56th building permit, prior to its 96th building permit, and prior to its 126th use and occupancy permit, respectively.

There is a separate list on Sheet 24 of Proposed Private Recreational Facilities, which gives a detailed breakdown of the proposed facilities for the townhouse development. However, the total value of facilities in this table (\$157,373) does not match the total value of facilities given in the Recreational Facilities Calculation table (\$250,000). A condition is provided herein that prior to certification of the DSP, these values should be reconciled. In addition, the application includes a separate document entitled "Glenwood Hills: Recreation Facilities & Cost" dated November 18, 2022, which gives a detailed breakdown of the proposed facilities for the multifamily development. This detailed breakdown should be incorporated into the DSP, and the values in it reconciled with those on the DSP, prior to certification of the DSP. The DSP and the separate document agree that the total value of the facilities for the west mixed-use building will be \$480,000. However, the document says that the total value of the facilities for the east building will be \$588,100, while the DSP says the total value will be \$615,100.

9. **Prior to submission of the final plat of subdivision for any residential lot/parcel, the applicant and the applicant's heirs, successors, and/or assignees shall submit three original executed public recreational facilities agreements (RFAs) to the Prince George's County Department of Parks and Recreation, Park Planning and Development Division, for construction of off-site recreational facilities (a portion of Segment 4 of the Central Avenue Connector Trail), for approval. Upon approval by PP&D staff, the RFA shall be recorded among the Prince George's County Land Records and the Liber and folio of the RFA shall be noted on the final plat prior to plat recordation. The public RFA shall establish the timing for the construction of the off-site recreational facilities.**

Though this condition requires that a public recreational facilities agreement (RFA) for the CACT be submitted at the time of the final plat for any residential lot or parcel, the PPS also conditions that a draft of the RFA be submitted with the DSP (Condition 28). The PPS found that the RFA should determine the timing for construction of the trail segment (PGCPB Resolution No. 2023-06, Finding 8). A draft of the public RFA was submitted with the DSP; this draft proposes that construction will commence prior to issuance of the 127th residential building permit, contingent on the Maryland-National Capital Park and Planning Commission providing information and supplemental funds needed to construct the trail, and that construction will be completed prior to the issuance of the permit reflecting 60 percent of the total residential building permits within Glenwood Hills. This proposed schedule may need to be clarified since the intent is that the trail will be complete prior to 60 percent of the dwelling units being constructed, but because most of the units are multifamily, 60 percent of the total number of units will not match 60 percent of the number of building permits. DPR should determine whether the proposed RFA, including the proposed timing for construction of the trail, is acceptable.

- 10. Prior to approval of building permits for residential development, and provided the applicant and the Prince George’s County Department of Parks and Recreation (DPR) are in concurrence that all necessary agreements, easements, and permits to allow construction of the Segment 4 portion of the Central Avenue Connector Trail on Potomac Electric Power Company and/or Washington Metropolitan Area Transit Authority property have been secured, the applicant shall submit a performance bond, letter of credit, or other suitable financial guarantees to DPR for its contributions, per Conditions 1a and 16f, and construct Segment 4 with those and other funds to be supplemented by DPR, as deemed necessary for the design and construction, following the 30 percent design documents of the *Central Avenue Connector Trail 30% Design Project: Preliminary Construction drawings and Final Report (Appendix G)*. If, at the time the applicant is seeking permits for residential development, DPR and the applicant are not in concurrence that all necessary agreements, easements, and permits have been secured, the applicant’s contribution of the amount to DPR shall suffice to satisfy its remaining mandatory recreation and bicycle and pedestrian impact statement requirements for financial contributions toward the Segment 4 Central Avenue Connector Trail.**

At this time, the Planning Board is not aware whether the necessary agreements, easements, and permits are in place to allow construction of a segment of the CACT within the PEPCO right-of-way. If these are not in place by the time the applicant is seeking building permits for residential development, the applicant will be required to make a financial contribution to support future construction of the trail segment instead of constructing the trail segment itself, accounting for both mandatory dedication of parkland and bicycle and pedestrian impact statement (BPIS) contributions, per Conditions 1a and 13f of the PPS, respectively. DPR should advise on whether formal discussions with PEPCO have occurred to facilitate construction of the trail segment on their land.

11. **Prior to approval of the detailed site plan, the applicant and the applicant’s heirs, successors, and/or assignees shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the pedestrian and bicycle adequacy improvements approved with Preliminary Plan of Subdivision 4-21051, consistent with Section 24-124.01(f) of the prior Prince George’s County Subdivision Regulations.**

The applicant’s submission contains a bicycle and pedestrian facilities plan indicating improvements associated with PPS 4-21051. Specifically, the plan accurately indicates the 8-foot-wide side path along the site’s frontage of Central Avenue and the west side of Karen Boulevard, as well as the 5-foot-wide sidewalk along the east side of Karen Boulevard. The plans also include the portion of the CACT which connects the subject site to adjacent properties.

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

The applicant’s On-Site Pedestrian and Bikeway Facilities Plan depicts the on-site facilities intended to meet this condition, which include 5-foot-wide on-road bike lanes along Karen Boulevard, 8-foot-wide shared-use paths along Karen Boulevard and Central Avenue, and 5-foot-wide sidewalks and streetlights along Karen Boulevard. The applicant’s submission accurately reflects Condition 12 of PPS 4-21051.

13. **Prior to approval of the first building permit for the subject property, other than for infrastructure and/or retaining walls, the applicant and the applicant’s heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the prior Prince George’s County Subdivision Regulations (“Required Off-Site Facilities”), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency’s access permit process, and (c) an agreed upon timetable for construction and completion with the appropriate agency:**

- a. **Upgrade the signalized intersection at Hill Road/Willow Hill Drive with pedestrian signal poles, pedestrian signal heads, and Americans with Disabilities Act-compliant pedestrian push buttons. This intersection is used by children, pedestrians, and cyclists that access the Peppermill Community Center/Park, as well as the Highland Elementary School and Judith P. Hoyer Montessori School.**

- b. Upgrade the Walker Mill Road/Karen Boulevard signalized intersection with pedestrian signal poles, pedestrian signal heads, and Americans with Disabilities Act-compliant pedestrian push buttons.**
- c. Install a rectangular rapid flashing beacon at the intersection of Shady Glen Drive and Shady Glen Terrace.**
- d. Install a rectangular rapid flashing beacon at the entrance of Walker Mill Middle School, along the existing Karen Boulevard.**
- e. Upgrade the four existing crosswalks at the cross streets along Karen Boulevard to be Americans with Disabilities Act compliant.**
- f. Direct the remaining funds under the cost cap toward the construction of the Segment 4 phase of the Central Avenue Connector Trail project.**

The improvements required by Conditions 13a to 13e above are shown on the applicant's Off-site Pedestrian and Bikeway Facilities Plan. The CACT (Condition 13f) is depicted on the on-site Pedestrian and Bikeway Facilities Plan despite being an off-site improvement. The PPS calculated the BPIS cost cap as being \$614,638 and estimated that the funds which could be directed to the construction of CACT would be approximately \$354,478. The above referenced condition will be addressed at the time of building permit, unless modified by the operating agency, with written correspondence.

- 14. In conformance with the 2009 *Approved Countywide Master Plan of Transportation*, and the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following master plan facilities and shall depict the following facilities on any detailed site plan prior to its acceptance:**
- a. An 80-foot right-of-way to include bicycle lane and sidepath facilities along the frontage of Karen Boulevard, unless modified by the operating agency with written correspondence.**
 - b. Minimum 5-foot-wide sidewalks along both sides of the internal roadways throughout the site, including Americans with Disabilities Act curb ramps and associated crosswalks.**
 - c. Americans with Disabilities Act curb ramps and crosswalks crossing all vehicular access points.**
 - d. Long- and short-term bicycle parking within the multifamily buildings and near the building entrances, and short-term bicycle parking provided near the entrances of the retail buildings, in accordance with the American Association of State Highway and Transportation Officials guidelines.**

The submitted bicycle and facilities plan includes the bicycle lane along Karen Boulevard, satisfying Condition 14a. A 5-foot-wide sidewalk is included along the internal roadways. However, pedestrian connections are not provided along the easternmost roadway that serves the retail and multifamily buildings. Pedestrian circulation is not encouraged due to the loading areas; therefore, Condition 14b is satisfied. Americans with Disabilities Act curb ramps are provided throughout the site, however, marked crosswalks are not depicted, and are required. Therefore, a condition is provided herein to show marked crosswalks on the plan. Lastly, the facilities plan shows the location of the short and long-term bicycle parking. A condition is provided herein to show the details of the long-term bicycle parking on the plan sheets to satisfy Condition 14d.

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

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

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

The applicant's SOJ for this DSP indicates that the development is not proposed to be phased. Accordingly, no phasing plan for the transportation improvements required by Conditions 13 and 14 was provided. The industrial development may still be constructed later than the residential and commercial development, given that the current DSP does not propose any industrial development. However, the transportation improvements required by Conditions 13 and 14 will be required to be built in a single phase.

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

This condition should be evaluated with a future DSP amendment which proposes industrial development taking access from Karen Boulevard. The mixed-use and townhouse components of the development each propose one entrance from Karen Boulevard, and it was not anticipated at the time of the PPS that these entrances would be subject to consolidation.

The DSP shows the location of five driveway aprons on Karen Boulevard, for access to the future Parcels 2-6. Based upon their location, Parcels 2, 3, and 4 will be accessed through two shared driveways located on Parcel 3. Parcels 5 and 6 are provided with individual driveways. However, at this time, the applicant has not demonstrated the feasibility of the consolidated driveways, given that this DSP does not propose development of the industrial parcels. Furthermore, it has not been demonstrated that the access points have been consolidated to the maximum extent possible, as required by this condition. Subsequent DSP applications will need to be filed, which show the site layout for development of Parcels 2-6. Therefore, the Planning Board finds that the appropriate time to show the location of the access driveways, and to provide information regarding the feasibility of their consolidation, is with the next DSP, when layouts are proposed for the end user buildings and their associated parking and driveway areas, based on their circulation needs. With future DSPs, the applicant should provide circulation plans, sight distance analyses, and other relevant information to support the proposed driveways. Accordingly, a condition is provided herein to remove the access driveways to Parcels 2-6 from this DSP, to be shown with future DSPs when they can be appropriately reviewed for conformance with this condition.

The DSP also shows detailed grading for Parcels 2-6, which includes rough outlines for future building pad sites, retaining wall, SWM facilities, and outlines for access driveways. The proposed grading shown for these future driveways does not take into account that the ultimate site layout and location of the driveways may be different than that used to create this grading plan. Specifically, the grading between Parcels 3 and 4, and between Parcels 5 and 6, creates swales which would preclude adjustment to the location of access driveways and ability for parcel cross access near these swales. In addition, a SWM facility is located between Parcels 4 and 5, close to the right-of-way for Karen Boulevard, which restricts future design and location of access driveways along Karen Boulevard. While all grading need not be removed for these parcels, a condition is provided herein to modify the DSP to remove or revise grading and infrastructure improvements that would preclude the future potential of cross access between Parcels 2-6 and/or result in substantial changes to the grading proposal put forth on the DSP sought for approval at this time.

- 19. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-066-94-04). The following note shall be placed on the final plat of subdivision:**

“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-066-94-04 or most recent revision), or as

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

- 20. Prior to issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved. The following note shall be placed on the final plat of subdivision:**

"This plat is subject to the recordation of a Woodland Conservation Easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 Tree Conservation Plan, when approved."

The applicant submitted a Type 2 Tree Conservation Plan, TCP2-038-2023, with the subject application. This condition shall be addressed with the final plat review.

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

The applicant submitted a revised noise analysis in accordance with this condition. At staff's request, the revised noise analysis follows the Prince George's County Planning Department's most recent guidelines for evaluating noise under the current Zoning Ordinance. Specifically, the noise was evaluated separately during the hours of 7am to 10pm (daytime) and 10pm to 7am (nighttime) for outdoor activity areas, with the goal of demonstrating that noise will be mitigated in outdoor activity areas to no more than 65 dBA equivalent continuous sound level (Leq) during daytime hours and no more than 55 dBA Leq during nighttime hours. This differs from prior Planning Department guidelines which evaluated noise over a 24hour period to ensure mitigation to below 65 dBA day-night average sound level (Ldn). The noise study also evaluated indoor noise with the goal of ensuring that interior noise is mitigated to be no more than 45 dBA Leq.

The noise study found one outdoor activity area, for the multifamily development, which will need noise mitigation in order to meet the recent requirements. This area is a north-facing upper courtyard in the east mixed-use building which will require a 7-foot-tall noise barrier. The noise study did not find any significant noise impacts on the townhouse development.

Staff previously had concerns about a possible outdoor activity area on Parcel A, Block F, on the west side of Karen Boulevard. The DSP shows a monument structure with bicycle parking and water fountains on this parcel, next to a monument sign. This structure would provide some amenities to bicyclists on the Karen Boulevard shared-use path, Central Avenue shared-use path, and CACT, but would not rise to the level of an outdoor activity area because use of these amenities would be limited to brief periods of time when bicyclists are parking their bicycles. Accordingly, no noise mitigation is needed for this area.

The noise study also found that although well-developed architectural drawings for the mixed-use buildings are not yet available, it is likely that exterior walls with a Sound Transmission Class (STC) rating above 50 and windows rated above 30 STC will be needed for units on the north elevation. To ensure that this is done, at the time of each building permit for the mixed-use buildings, the permit should include a certification by a professional engineer with competency in acoustical analysis, stating that the building shell or structure has been designed to reduce interior noise levels in the multifamily units to 45 dBA Ldn or less. For the interior noise levels, mitigation to below 45 dBA Ldn is desirable over 45 dBA Leq because Ldn averaging imposes a 10 decibel (dB) penalty to nighttime noise levels which Leq averaging does not.

A condition is provided herein that, prior to certification, the DSP shall be revised to remove the four 65 dBA Ldn noise lines and replace them with the unmitigated and mitigated 65 dBA Leq and 55 dBA Leq noise lines, at the upper level.

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

This condition was addressed prior to signature approval of the Type 1 tree conservation plan (TCP1).

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

A draft of the public RFA for the CACT was submitted as required and is further discussed under Condition 9 above.

- 10. 2010 Prince George's County Landscape Manual:** The application is subject to the requirements of Section 4.1-2, Residential Requirements for Townhouses; Section 4.2-1, Requirements for Landscape Strips Along Streets; Section 4.7-1, Buffering Incompatible Uses; Section 4.9-1, Sustainable Landscaping Requirements; and Section 4.10, Street Trees Along

Private Streets, of the **Landscape Manual**. The landscape plan provided with the subject DSP contains the required schedules demonstrating that the requirements have been met.

11. **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 because the property is greater than 40,000 square feet in size and contains more than 10,000 square feet of existing woodland. TCP2-038-2023 was submitted for review with the DSP application.

The site contains a total of 120.86 acres of woodlands, with 4.28 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 Zone regulations, including the regulations for the woodland conservation thresholds. The site has a woodland conservation threshold of 15 percent, or 19.29 acres. The TCP2 proposes to clear 91.09 acres of woodland, 1.68 acres of wooded floodplain, and 0.08 acre of off-site woodlands, resulting in a total woodland conservation requirement of 43.83 acres. The woodland conservation requirement is approved to be met with 28.23 acres of on-site preservation, 3.64 acres of afforestation, and 11.96 acres of off-site credits.

Less woodland clearing is approved on-site, in comparison to the TCP1. It is unclear if the increase in clearing is due to the request to expand primary management area (PMA) Impacts 6 and 8, and if this difference is accounted for in this modified total. The total clearing on-site shall be reflective of all clearing approved with this DSP. Technical revisions are required to the TCP2 prior to the certification of the DSP, in conformance with the conditions provided herein.

In May 2022, an environmental site assessment was conducted on-site which identified numerous surface and subsurface waste matter and contaminated soils. This document was prepared by Geo-Technology Associates, Inc, and highlights that an environmental management plan (EMP) will be prepared for the site, which is currently in review. In conjunction with the review of the PPS and this DSP, Environmental Planning Section staff received correspondence from the following agencies involved in the review of the EMP: The Maryland Department of the Environment, Prince George's County Health Department, Prince George's County Soil Conservation District, and DPIE. As part of the EMP review, these agencies may require additional work through the establishment of conditions. These conditions may include additional clearing, grading, or mitigation activities. At this time, the final approved EMP has not been submitted for review. Environmental Planning Section staff shall review the EMP for conformance prior to the certification of the TCP2, including the limits of disturbance (LOD) and any conditions or requirements set forth by other operating agencies that could potentially affect the regulated environmental features (REF) or the approved woodland conservation.

12. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that propose more than 5,000 square feet of gross floor area or disturbance and require a grading permit. The tree canopy coverage is based on the gross tract area and is required to provide a minimum of 10 percent in the M-X-T Zone. The subject DSP provides the required schedule which demonstrates conformance to these requirements through existing trees and the provision of new plantings on the subject property.

13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized below. The Planning Board has reviewed and adopted the respective comments and have incorporated the same herein by reference:
- a. **Community Planning**—In a memorandum dated October 30, 2023 (Bishop to Garland), the DSP is consistent with a variety of goals, strategies, and policies, including those regarding community development, green infrastructures, and transportation connectivity.
 - b. **Subdivision**—In a memorandum dated December 6, 2023 (Diaz-Campbell to Garland), several key issues are noted and included as conditions herein.
 - c. **Transportation Planning**—In a memorandum dated November 30, 2023 (Ryan to Garland), it was noted that the plan is acceptable and meets the findings required for a DSP, as described in the prior Zoning Ordinance and the applicable prior conditions of approval associated with the subject property.
 - d. **Environmental Planning**—In a memorandum dated December 1, 2023 (Kirchhof to Garland), it was noted that based on the level of design information submitted with this application, the REFs are being preserved to the extent practicable. Modifications required by the Prince George’s County Soil Conservation District have expanded Impacts 6 and 8 by 2,450 square feet (0.06 acre) total. These impacts are necessary for the safe conveyance of stormwater off-site and are approved. No specimen trees are proposed for removal with this 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 Adelphia-Holmdel complexes, Adelphia-Holmdel-Urban land complexes, Annapolis fine sandy loam, Collington-Wist complexes, Collington-Wist-Urban land complexes, Croom gravelly sandy loam, Croom-Marr complexes, Marr-Dodon complexes, Marr-Dodon-Urban land complexes, Sassafras-Urban land complexes, Udorthents highway, Widewater, and issue soils. According to available mapping information, unsafe soils containing Marlboro clay or Christiana clay do not occur on this property. This information is provided for the applicant’s benefit.

Stormwater Management

An approved site development concept plan and SWM Concept Letter (48714-2021-1) were submitted by the applicant dated November 29, 2022. This letter was reviewed and approved by DPIE on November 16, 2022, and expires on December 10, 2024. All erosion and sediment control devices and SWM devices shown within the industrial portion of the site are conceptual in nature and shall be fully evaluated with a subsequent DSP. All erosion and sediment control devices including earth dikes, traps, and basins shall be contained within the LOD shown. Any impacts beyond the LOD shown on this plan will require a revision to the TCP2, associated with a DSP revision evaluated by the Planning Board.

- e. **Historic Preservation**—In a memorandum dated October 11, 2023 (Stabler, Smith, and Chisholm to Lockhart), it was noted that the subject property does not contain and is not adjacent to any designated Prince George’s County historic sites or resources. The DSP was recommended for approval, with no conditions.
 - f. **Permit Review**—In a memorandum dated October 13, 2023 (Jacobs to Lockhart), several comments were provided, but no conditions were offered.
 - g. **Prince George’s County Department of Parks and Recreation (DPR)**—DPR staff provided a memorandum dated December 1, 2023 (Thompson to Garland). After the referral memorandum was written, per the follow up discussion with DPR and the applicant to retain approved PPS conditions, a selected condition was included herein.
 - h. **Prince George’s County Fire/EMS Department**—In an email with no date information (Reilly to Lockhart), it was noted that the length of a dead-end alley should not exceed longer than 150 feet and fire department connections should be no more than 200 feet from a proposed fire hydrant.
 - i. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—As of the writing of this resolution, no comments were offered.
 - j. **Washington Suburban Sanitary Commission (WSSC)**—In an email dated October 25, 2023 (from Snyder to Garland), comments regarding technical corrections were provided.
 - k. **Prince George’s County Health Department**—As of the writing of this resolution, no comments were offered.
 - l. **Prince George’s County Housing and Community Development Department**—At the time of the writing of this resolution, no comments were offered.
14. **Community Feedback:** At the time of the writing of this resolution, the Planning Department did not receive any written correspondence from the community on this subject application.
15. **Public Hearing**—At the public hearing held on January 4, 2024, the Planning Board heard testimony on the subject application. No members of the public signed up to speak. The Planning Board discussed dog parks and electric vehicle (EV) charging station matters. Therefore, two additional conditions are included herein, as discussed in Finding 8 in this resolution.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George’s County Code, the Prince George’s County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Type 2 Tree Conservation Plan TCP2-038-2023, and further APPROVED Detailed Site Plan DSP-21037 for the above-described land, subject to the following conditions:

1. Prior to certification of the detailed site plan (DSP), the DSP shall be modified as follows:
 - a. On Sheet 24, in the Recreational Facilities Calculation table, revise the total number of multifamily units proposed from 550 to 524.
 - b. On Sheet 24, in the Recreational Facilities Calculation table and in the Private Recreational Facilities Calculations table (for the townhouse development), correct the value of the recreation facilities required for the townhouses to \$133,955, using a population per dwelling unit by planning area of 2.82.
 - c. On Sheet 24, in the Recreational Facilities Calculation table, revise the value of the recreation facilities required for the multifamily dwellings to \$491,894, based on 524 multifamily dwellings and a population per dwelling unit by planning area of 2.49.
 - d. On Sheet 24, or on another sheet, if necessary, add the detailed breakdown of recreation facilities for the multifamily development contained in the Glenwood Hills: Recreation Facilities & Cost document dated November 18, 2022. Ensure the value of facilities provided for the east and west buildings is consistent with the value of facilities provided in the Recreational Facilities Calculation table.
 - e. Ensure the detailed breakdown of recreational facilities for the townhouse development contained in the Proposed Private Recreational Facilities table is consistent with the total value for the townhouse recreation facilities given in the Recreational Facilities Calculation table.
 - f. Revise the DSP to remove the four 65 dBA Ldn noise lines and replace them with the unmitigated and mitigated 65 dBA Leq and 55 dBA Leq noise lines, at the upper level.
 - g. Add a note below the parcel tables on the coversheet to indicate that the acronym "P.O.A." stands for Property Owners Association.
 - h. Revise the Site Data column and the parking calculations on the coversheet, as necessary, to reflect the correct square footage of retail development proposed.
 - i. In the townhouse portion of the development (Block E), provide a 10-foot-wide public utility easement along at least one side of Private Road A, on Parcel K and/or Parcel T.
 - j. In the townhouse portion of the development, provide a 10-foot-wide public utility easement along at least one side of Private Road A, at its intersection with Karen Boulevard, either on Parcel A or Parcel H.
 - k. Revise labels for Parcels 2-6, Block C, to denote them as future development parcels, and revise associated notes and calculations to remove the gross floor area which is not shown with this detailed site plan.

- l. Remove the driveway entrances shown on Parcels 2-6, Block C. A maximum of three temporary construction driveway entrances may be shown to these parcels, collectively, for site grading purposes.
- m. Remove or revise grading and infrastructure improvements that would preclude the future potential of cross access and/or result in substantial future changes to the grading, to accommodate potential consolidated driveways and cross access between Parcels 2-6, Block C.
- n. Add the following general note to the coversheet:

“Grading approved with this detailed site plan (DSP) on Parcels 2-6, Block C, shall not prohibit future determination of regrading necessary to accommodate consolidated driveway access and/or cross access connectivity at the time of any future DSP amendment for development of these parcels, if found to be appropriate in accordance with the Condition 18 of Preliminary Plan of Subdivision 4-21051.”
- o. Provide marked crosswalks at all pedestrian connection points throughout the site, to provide continuous pathways through the site.
- p. Display the location and details of the internal bicycle parking rooms at each multifamily building.
- q. Remove the loop-style bicycle rack and replace it with a minimum of four inverted U-style bicycle racks or a similar model that provides two points of contact for a parked bicycle.
- r. Add a table of development standards to the site plan for fences, decks, and sheds for the townhouses.
- s. Note the construction timing of the sitting area on Parcel K as the 111th building permit.
- t. Label special paving materials in appropriate areas such as the entrance to the subdivision from MD 214 (Central Avenue), the central recreation area, the entrance to the multifamily development, and the commercial/retail development.
- u. Update the plans to display the shared-use path along Karen Boulevard as being 10 feet wide, unless modified by the operating agency, with written correspondence.
- v. Update the plans to provide parking spaces for rideshare activities at the retail and multifamily part of the development.

- w. Update the plans and provide details of the dog park, to be located within the applicant's proposed entrance feature area shown on the DSP at the intersection of MD 214 (Central Avenue) and proposed Karen Boulevard, to be reviewed and approved by the Urban Design Section as designee of the Planning Board.
 - x. Update the plans to include electric vehicle (EV) charging stations within various levels of the mixed-use buildings or proximate to such buildings, if such stations are on the ground level.
2. The total woodland clearing associated with Detailed Site Plan DSP-21037 shall include the clearing requested with the revised primary management area Impacts 6 and 8.
 3. The detailed site plan and Type 2 tree conservation plan shall show proposed conceptual sediment control devices, infrastructure, and stormwater facilities within the industrial area, demonstrating conformance with the approved stormwater concept plan and sediment and erosion control plan, or any subsequent revisions of the aforementioned plans.
 4. The approved environmental management plan (EMP) shall be submitted for review prior to signature approval of the Type 2 tree conservation plan (TCP2). The TCP2 shall be in conformance with any conditions set forth by the EMP.
 5. Prior to certification, the Type 2 tree conservation plan shall meet all the requirements of Subtitle 25, Division 2 of the Prince George's County Code, and the Environmental Technical Manual (ETM), and shall be revised as follows:
 - a. Add the standard graphic detail for the permanent tree protection fence from the ETM.
 - a. Maintain a consistent heading font/form for the general notes section. Revise the off-site woodland conservation notes heading to be consistent with the other headings.
 6. Prior to certification of the Type 2 tree conservation plan (TCP2) for this site, documents for the required woodland conservation easements shall be prepared and submitted to the Environmental Planning Section, for review by the Office of Law and submission to the Office of Land Records for recordation. The following note shall be added to the standard TCP2 notes on the plan as follows:

“Woodlands preserved, planted, or regenerated in fulfillment of woodland conservation requirements on-site have been placed in a woodland and wildlife habitat conservation easement recorded in the Prince George's County Land Records at Liber _____ Folio _____. Revisions to this TCP2 may require a revision to the recorded easement.”
 7. Prior to approval of a building permit for any building identified on the detailed site plan as being affected by daytime noise levels of above 65 dBA Leq, and/or nighttime noise levels of above 55 dBA Leq, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permit, stating that the building shell or structure has been designed to reduce interior noise levels in the dwellings to 45 dBA Ldn or less.

8. Prior to issuance of the final certificate of occupancy for each multifamily building, the applicant shall demonstrate that all interior and exterior on-site recreational facilities associated with said building have been fully constructed and are operational.

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

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, and Shapiro voting in favor of the motion, and with Commissioner Doerner absent at its regular meeting held on Thursday, January 4, 2024, in Upper Marlboro, Maryland.

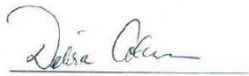
Adopted by the Prince George's County Planning Board this 25th day of January 2024.

Peter A. Shapiro
Chairman



By Jessica Jones
Planning Board Administrator

PAS:JJ:HG:rpg



Approved for Legal Sufficiency
M-NCPPC Office of General
Counsel

1/22/24



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CASE NO: DSP-21037
 CASE NAME: GLENWOOD HILLS
 PARTY OF RECORD: 19
 PB DATE: 1-25-2024

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 Abc

MEL FRANKLIN
 AT-LARGE MEMBER
 1301 MCCORMICK DRIVE, 2ND FLOOR WAYNE K.
 CURRY ADMINISTRATION BUILDING
 LARGO MD 20774
 (CASE NUMBER: DSP-21037)

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BELINDA QUEEN
 DISTRICT 3, & 8 COFFEE CIRCLE
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MS. KIMBERLY MILES
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 LARGO MD 20774
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DR. WALTER AND LINDA J REDMOND JR.
 FORESTVILLE ESTATES CIVIC ASSO
 2005 OVERTON DRIVE 2005 OVERTON DRIVE
 FORESTVILLE
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 (CASE NUMBER: DSP-21037)

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ANDRE GINGLES
GINGLES, LLC
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LAUREL MD 20707
(CASE NUMBER: DSP-21037)

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CLHATCHER LLC
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LAUREL MD 20707
(CASE NUMBER: DSP-21037)

BG GLENWOOD LLC
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(CASE NUMBER: DSP-21037)

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406 TREMONT STREET
CHATTANOOGA TN 37405
(CASE NUMBER: DSP-21037)

Additional Back-up

For

**DSP-21037-01
Glenwood Hills**

PGCPB Agenda: January 9, 2025
PGCPB Item #: #10
Application: Glenwood Hills, DSP-21037-01
Reviewer Name: Te-Sheng (Emery) Huang

APPLICANT’S EXHIBIT
PROPOSED REVISIONS TO STAFF REPORT

The Applicant proposes all new language **bold underlined in blue** and all deleted language *italicized stricken through in red*.

RECOMMENDATION

Staff recommends **APPROVAL** of the PPS, subject to the following conditions:

1. Prior to certification, the applicant and the applicant’s heirs, successors, and /or assignees shall revise the detailed site plan (DSP) as follows, or provide the specific documentation:
 - d. Add the following information to the site data on the coversheet:
 - (4) The proposed electric vehicle charging area on Parcel 1, Block D is for charging fleet vehicles associated with the warehouse/distribution development and is used neither for parking nor loading **unless revised via future detailed site plan amendment**.

Thomas J. Aylward III, RA
TA CONSULTING

TA Consulting was formed in 2020 to assist Property Owners and Contractors in the development of state-of-the-art Industrial facilities. A 1980 Graduate of the University of Maryland School of Architecture, Thomas (Tom) Aylward has been a Registered Architect in the State of Maryland since 1982. By applying the knowledge collected over the past 43 years to the evolving industrial market I'm able to offer project specific input from several perspectives.

25 years of architectural practice, the last 21 of those years as a principal of a firm, Stephens Aylward & Associates (SSA), which specialized in commercial / industrial architecture. During this time Tilt-up Construction methodologies were introduced to the mid-Atlantic market. Along with many other changes in the industrial supply chains, buildings have adapted to better serve the users. This evolution has impacted the structure of the buildings and the site layouts. Nuances of the tilt-up construction method revealed what could be achieved by this method that could not be accomplished as efficiently in other construction methods. With over 20 million SF of industrial space designed by SAA for the general market, private and national companies and institutional portfolios over a roughly 21-year span many lessons have been learned.

In 2005 I joined Jackson Shaw of Dallas, Texas. Jackson-Shaw had been a client of our architectural firm. The new career direction was to manage the development of industrial parks on existing lots and raw land. The buildings needed to be the best buildings and site layouts in the marketplace to make successful projects. The national footprint of this company brought the best ideas from across the country to this region to be tested and used as appropriate. In 15 years, we developed 3 industrial parks in Prince George's County on 231 acres of land. 14 buildings totaling over 1.2 million SF of space. Purchasers of the fully leased space included; individual companies, WRIT, PGIM, Morgan Stanley and others. The work involved master planning/site planning, entitlements, coordination of civil and architectural teams to achieve the best products. Once permits were in hand construction management included infrastructure and building site coordination. Work with the local jurisdiction is always critical to a successful project, helping all parties understand the applicable codes and building standards.

TA Consulting has enabled my participation with individual building teams to ensure that the maximum benefit for the owner, user & community can be derived from a given site and building. I continue to pursue the best tilt-up construction techniques and apply those to every project as appropriate. Construction Management is a role which pulls all parties of a construction project together to maximize the efficiencies inherent in coordinated construction.

Recent Projects include:

- 2009 – 2016 THE BRICKYARD – a 10 building industrial park of almost 1 million SF of space. Buildings range from 24 to 36 feet clear and 24,000 to 218,000 SF. The residential portion was planned for over 1200 units of multi-family, townhouse and single family residential.

- 2011 – 2019 ANDREWS FEDERAL CAMPUS – a 4 building industrial park for PGIM (two of the building sites were sold to users, Architect of the Capitol and WMATA, who built their own projects) 175,000 SF for Iron Mountain and 180,000 SF multi-tenant building which includes Home Depot. 24 feet and 30 feet clear.
- 2021 – Industrial warehouse repositioning for SUDLER Companies. A 100,000 SF 1970's building with the redesign of the site was able to add stormwater management and a state-of-the-art truck plaza and dock doors to what had been a blank warehouse wall with limited functionality. Completed in December 2022, quickly fully leased.
- 2021-24 – a ground up 102,000 SF 36' clear warehouse on a 7.44-acre site in an existing industrial park. Shell construction completed October 2023, tenant fit-up now underway with occupancy projected for February 2024.