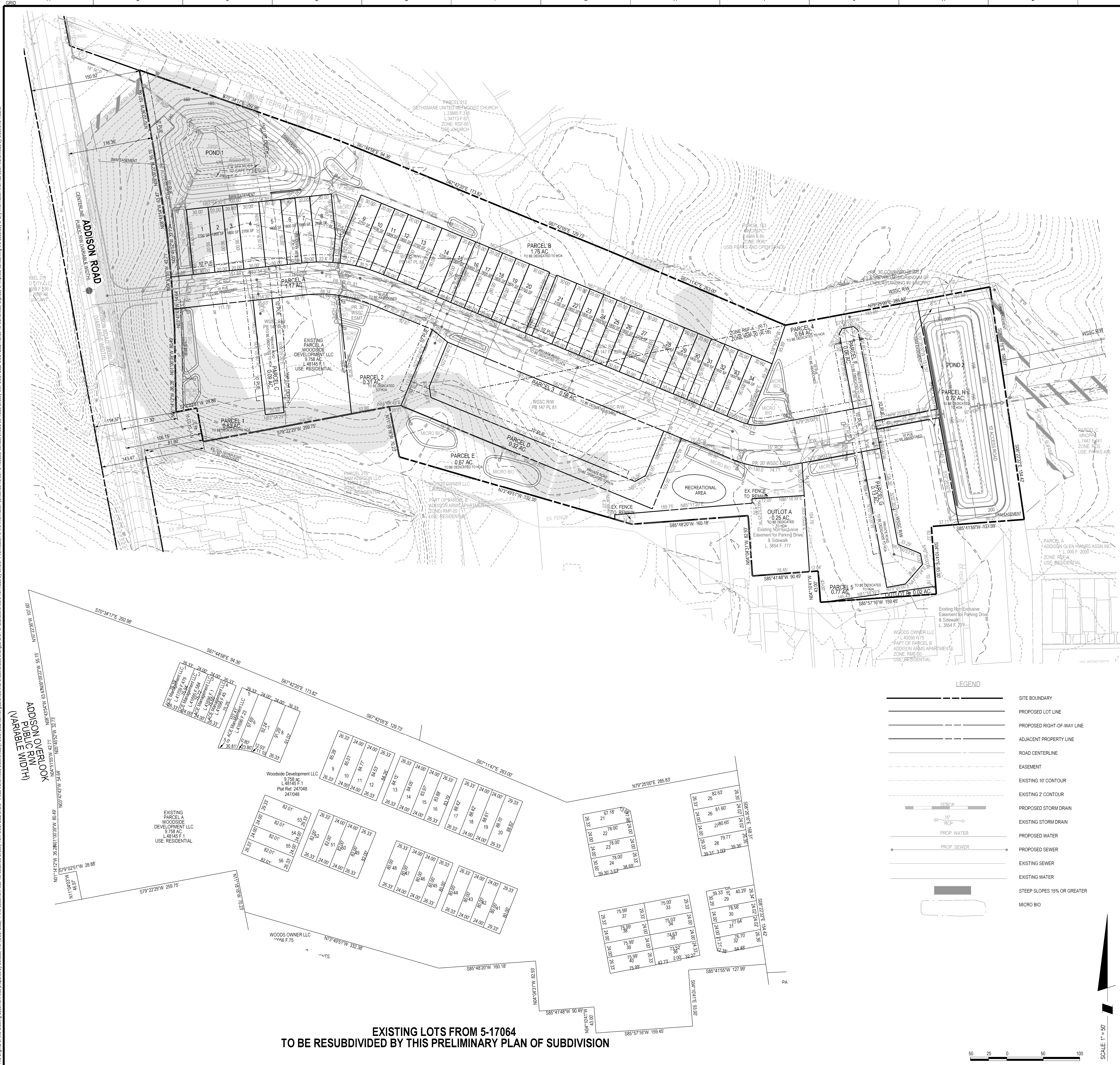


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GENERAL NOTES

- EXISTING PARCEL A: L 48145 F-1: 10.00AC. SJH 247-47 AND SJH 247-48
- TAX MAP & GRID: 73, C3 & D3
- WSSC 200 FT MAP REF: 202506
- PURPOSE OF SUBDIVISION: PROPOSED 2 OUTLOTS, 34 LOTS, AND 12 PARCELS FOR RESIDENTIAL DEVELOPMENT
- PRIOR APPROVALS: DSP-10005, 4-05098, 4-8175, 5-17064 AND 5-17065
- GROSS ACREAGE: 9.758 AC +/-
- NET ACREAGE: 9.758 AC +/-
- NET DEVELOPABLE OUTSIDE OF PMA: 9.758 AC +/-
- ENVIRONMENTAL REGULATED FEATURES: 0.00 AC +/-
- 100 YEAR FLOODPLAIN: 0.00 AC +/-
- TOTAL AREA CALCULATION IN ACRES: 9.758 AC
- ACREAGE OF ROAD DEDICATION: 0.00 AC
- EXISTING ZONING: RSF-A, 4.82 AC
- EXISTING USE: VACANT
- PROPOSED USE OF PROPERTY: RESIDENTIAL
- BREAKDOWN OF PROPOSED DWELLING UNIT BY TYPE: 130 DWELLINGS
34 TOWNHOUSE DWELLING UNITS
96 TWO FAMILY DWELLING UNITS
- DENSITY CALCULATION:
TOTAL: ALLOWED: 363 DU
PROPOSED: 130 DU

Required/Allowed Intensity and Dimensional Standards

Intensity and Dimensional Standards	Required/Allowed (Townhomes)	Required/Allowed (Two-Family Dwelling Units)
Density, max. (dw/ha)	RSF-A: 16.33 (78)	RMF-20: 20.00 (908)
Net lot area, min. (sf)	No Req.	No Req.
Lot width, min. (ft)	20 (1)	20 (1)
Lot width at front street line, min. (ft)	16	16
Lot Coverage, max. (% of net lot area)	45 (2)	45 (2)
Green Area, min. (% of net lot area)	N/A	50
Front yard depth, min. (ft)	15	15
Side yard depth, min. (ft)	8 (3)	8 (3)
Rear yard depth, min. (ft)	20 (4)	20 (4)
Principal structure height, max. (ft)	50	50

Proposed Intensity and Dimensional Standards

Intensity and Dimensional Standards	Proposed (Townhomes)	Proposed (Two-Family Dwelling Units)
Density, max. (dw/ha)	RSF-A: 16.33 (78)	RMF-20: 20.00 (908)
Net lot area, min. (sf)	No Req.	No Req.
Lot width, min. (ft)	20 (1)	20 (1)
Lot width at front street line, min. (ft)	16	16
Lot Coverage, max. (% of net lot area)	45 (2)	45 (2)
Green Area, min. (% of net lot area)	N/A	50
Front yard depth, min. (ft)	15	15
Side yard depth, min. (ft)	8 (3)	8 (3)
Rear yard depth, min. (ft)	20 (4)	20 (4)
Principal structure height, max. (ft)	To be determined at the time of DIT	To be determined at the time of DIT

- MINIMUM LOT SIZE REQUIRED: NO REQUIREMENT
- MINIMUM LOT SIZE PROPOSED: N/A
- MINIMUM LOT WIDTH AT:
FRONT BLDG LINE: 20'
FRONT STREET LINE REQUIRED: 16'
PROPOSED: N/A
- SUSTAINABLE GROWTH TIER: YES, TIER 1
- MILITARY INSTALLATION OVERLAY ZONE:
- EXISTING GROSS FLOOR AREA: N/A
PROPOSED GROSS FLOOR AREA: N/A
- STORMWATER MANAGEMENT CONCEPT # 01785-2023-SDC, APPROVED JULY 28, 2024
- EXISTING WATER/SEWER DESIGNATION: W-3 & S-3
PROPOSED WATER/SEWER DESIGNATION: W-3 & S-3
- METHOD OF SEWAGE DISPOSAL: PUBLIC SEWER LINE
- AVIATION POLICY AREA: N/A
- MANDATORY PARK DEDICATION REQUIREMENT: YES
- CEMETERIES: ON OR CONTIGUOUS TO THE PROPERTY: NO
- HISTORIC SITES ON OR IN THE VICINITY OF THE PROPERTY: NO
- TYPE ONE CONSERVATION PLAN: TCP-1
- WITHIN CHESAPEAKE BAY CRITICAL AREA: NO
- WETLANDS: NO
- STREAMS: NO
- SOILS: CHe: Collingwood-Wist complex
MnC: Mari-Dodon complex
MnD: Mari-Dodon complex
ShB: Sandhills-Upland Land complex
THE SOURCE OF THE SOILS INFORMATION: USDA NRCS WEB SOIL SURVEY (WSS) GENERATED ON NOVEMBER 20, 2023
- IN OR ADJACENT TO AN EASEMENT HELD BY THE MARYLAND ENVIRONMENTAL TRUST, THE MARYLAND AGRICULTURAL LAND PRESERVATION FOUNDATION, OR ANY TRUST ORGANIZATION: NO

LEGEND

- SITE BOUNDARY
- PROPOSED LOT LINE
- PROPOSED RIGHT-OF-WAY LINE
- ADJACENT PROPERTY LINE
- ROAD CENTERLINE
- EASEMENT
- EXISTING 10' CONTOUR
- EXISTING 2' CONTOUR
- PROPOSED STORM DRAIN
- EXISTING STORM DRAIN
- PROPOSED WATER
- PROPOSED SEWER
- EXISTING SEWER
- EXISTING WATER
- STEEP SLOPES 15% OR GREATER
- MICRO BIO

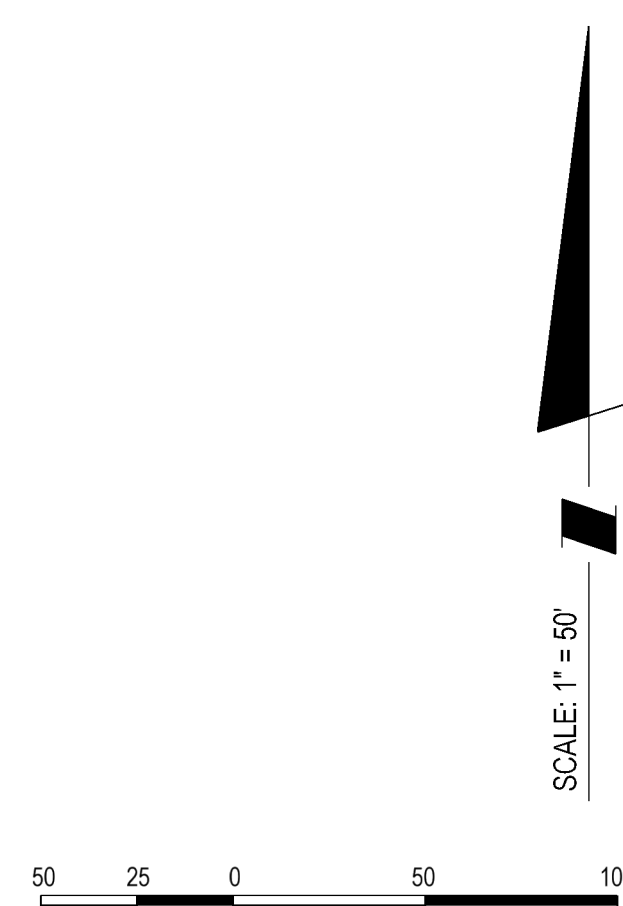
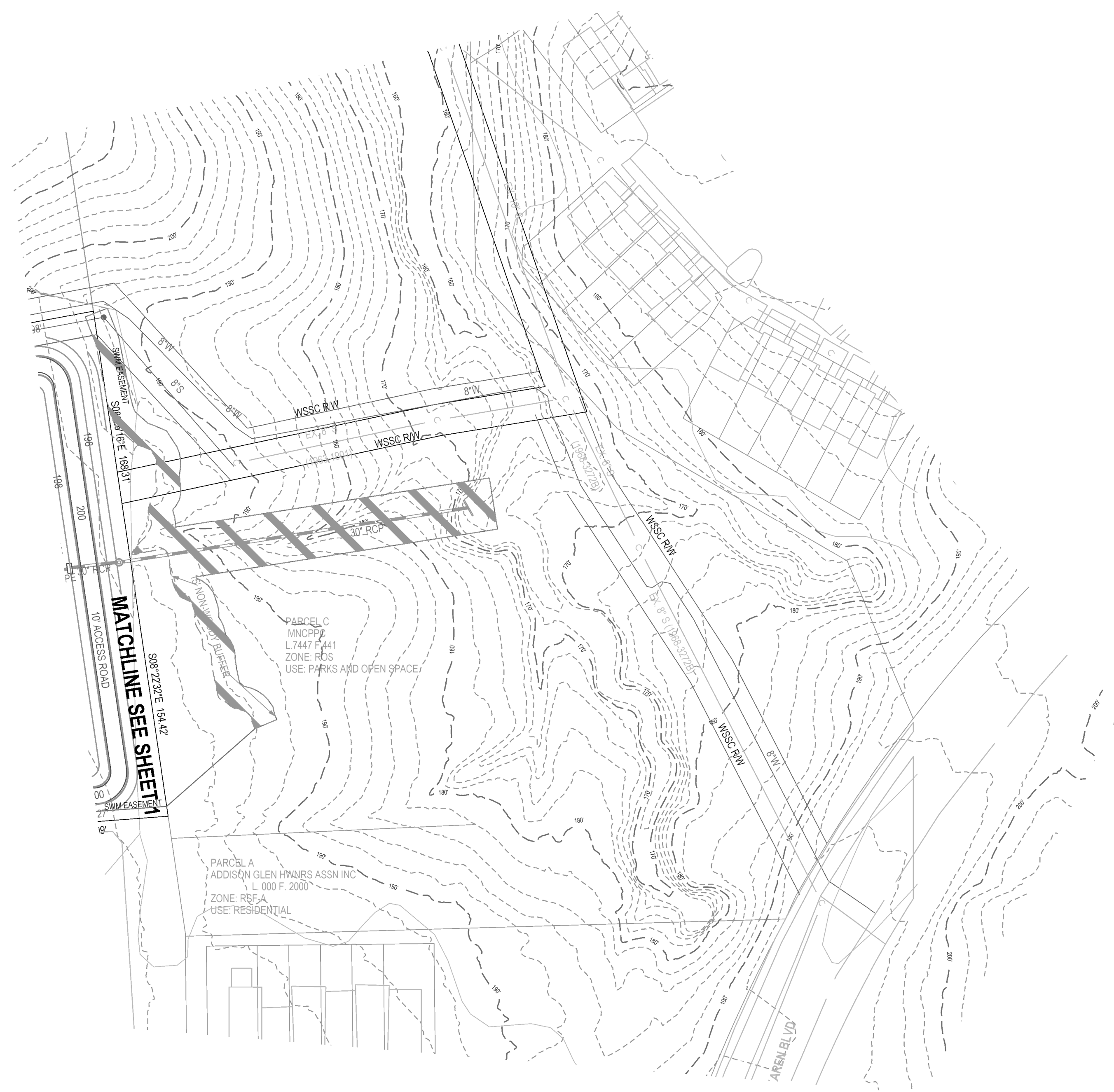
EXISTING LOTS FROM 5-17064
TO BE RESUBDIVIDED BY THIS PRELIMINARY PLAN OF SUBDIVISION

PRELIMINARY PLAN OF SUBDIVISION

PPS-2023-006

ADDISON OVERLOOK
ADDISON OVERLOOK COURT
CAPITOL HEIGHTS 20743

TAX MAP 73, C3 & D3	ZONING CATEGORY: RSF-A & RMF-20
WSSC 200' SHEET 202506	
SITE DATUM HORIZONTAL: _____ VERTICAL: _____	
1" = 50'	DATE: 6/10/2025 DESIGNED: YOR CHECKED: YOR CAD STPS: V8 / NCS
SHEET 1 OF 1	PROJECT NO: 4150-01-00



SOLTESZ, LLC 4300 Forbes Boulevard, Suite 230 Lanham, MD 20706 P. 301.794.7555 F. 301.794.7656 www.solteszco.com			
Engineering Surveying Planning Environmental Sciences			
NO.	REVISIONS	BY	DATE
MISS UTILITY NOTE			
INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND WELL IN ADVANCE OF THE START OF EXCAVATION. CONTACT "MISS UTILITY" AT 1-800-282-7777, 8 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHOEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.			
OWNER / DEVELOPER / APPLICANT			
WOODSIDE DEVELOPMENT LLC 4405 GREENWAY, BALTIMORE, MD 21218 PAT RICKER 240.375.4462 patri@rickerbrothers1988.com			
6/9/2025			
PRELIMINARY PLAN OF SUBDIVISION		ADDISON OVERLOOK ADDISON OVERLOOK COURT CAPITAL HEIGHTS 20743 18TH ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND	
PPS-2023-006			
TAX MAP 73, C3 & D3		ZONING CATEGORY: RSF-A & RMF-20	
WSSC 200' SHEET 202505		DATE: 6/9/2025 DESIGNED: YOR YOR CHECKED: DUB CAD STD.: V8 / NCS VERSION:	
SITE DATUM HORIZONTAL: _____ VERTICAL: _____ 1" = 50' SHEET 1 OF 1			
PROJECT NO. 4150-01-00			

LAW OFFICES
SHIPLEY & HORNE, P.A.

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Bradley S. Farrar
L. Paul Jackson, II*

* Also admitted in the District of Columbia

March 3, 2025

VIA ELECTRONIC DELIVERY

Ms. Mridula Gupta
Acting Supervisor, Subdivision Section
Development Review Division
Prince George's County Planning Department
1616 McCormick Drive
Largo, MD 20774

**RE: ADDISON OVERLOOK – PRELIMINARY PLAN OF
SUBDIVISION (PPS-2023-006) & CERTIFICATE OF ADEQUACY
(ADQ-2023-007)
STATEMENT OF JUSTIFICATION**

Dear Ms. Gupta:

On behalf of our client, Woodside Development, LLC (the "Applicant"), Shipley & Horne, P.A., hereby submits this Statement of Justification in support of a Preliminary Plan of Subdivision (the "PPS") and companion Certificate of Adequacy (the "ADQ"), for the Addison Overlook, townhouse and two-family residential development project. The subject site does not have a property address but is generally located approximately 700 feet northeast of the intersection of Addison Road and Ronald Road.

The PPS covers 9.758 acres within one (1) parcel and 56 lots along Addison Road (the "Property"). As of April 1, 2022, approximately 4.82 acres of the Property has been placed in the Residential, Single-Family – Attached (RSF-A) Zone and another approximate 4.93 acres is within the Residential, Multifamily-20 (RMF-20) Zone. The subject site is located within the Established Communities growth policy area as identified by the 2014 Plan Prince George's 2035 Approved General Plan (the "General Plan"). The Property is also located within the 2010 *Subregion 4 Sector Plan and Sectional Map Amendment* (the "Master Plan").

The Applicant is respectfully requesting that the Planning Board and/or the Planning Director approve PPS-2023-006 and ADQ-2023-007 with one major variation from Section 24-4102(c)(1) to subdivide the existing one (1) parcel and 56 lots into two (2) outlots, twelve (12) parcels, and 34 lots. The Applicant is seeking to construct 34 townhouse residential dwelling units, 96 two-family attached residential dwelling units, and associated infrastructure in accordance with the standards of the RSF-A and RMF-20 Zones of the current Zoning Ordinance. Therefore, this development is proposed to result in the creation of a total of 130 residential dwelling units.

March 3, 2025

PPS-2023-006 & ADQ-2023-007, Addison Overlook

Request for a Preliminary Plan of Subdivision & Certificate of Adequacy

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I. DESCRIPTION OF PROPERTY

1. General Location – Approximately 700 feet northeast of the intersection of Addison Road and Ronald Road. The Property has multiple street addresses with each platted lot (1-56) having a separate address.
2. Existing Lots/Parcel – Lots 1-56 and Parcel A in Plat Book SJH247, Plat Numbers 47 and 48
3. Proposed Lots/Outlots/Parcels – 34 Lots, 2 Outlots, and 12 Parcels
4. Total Gross/Net Acreage – 9.758 Acres
5. Tax Map & Grid – Tax Map 73, Grids C3 & D3
6. Zoning – RSF-A/RMF-20 Zones
7. Proposed Dwelling Units – 130 Residential Dwelling Units; 34 Townhouse Dwelling Units & 96 Two-Family Dwelling Units
8. Proposed Nonresidential Square Footage – N/A

The Property is situated on the east side of Addison Road. Direct vehicular access to the Property is provided from Addison Road, a master plan arterial facility (A-33) with a proposed shared right-of-way of 120-feet and four (4) to six (6) lanes. It is further defined as being located approximately 700 feet northeast of the intersection of Addison Road and Ronald Road, as shown below in ***Exhibit 1***.

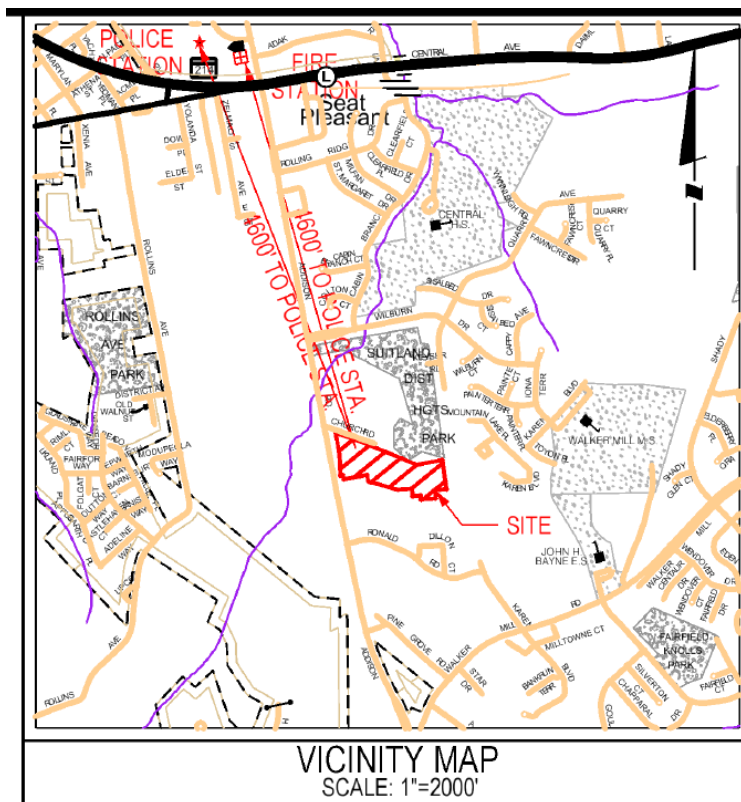


Exhibit 1 – Location of the subject Property (not to scale)

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Request for a Preliminary Plan of Subdivision & Certificate of Adequacy

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II. LOCATION AND SURROUNDING USES:

The development subject to this PPS application is approximately 9.578 acres. The Property is located in the current RSF-A and RMF-20 Zones in Planning Area 75A. An aerial map and zoning map showing the entirety of the subject site are provided below, labeled as ***Exhibits 2 and 3***. The Property is primarily unimproved, with a small portion in the southwestern corner being utilized via an easement for existing parking and companion sidewalk infrastructure for the multifamily apartment facility to the south that is proposed to be designated as two outlots (known as “Outlot A” and “Outlot B”).



Exhibit 2 – Aerial Imagery of the subject Property (not to scale)

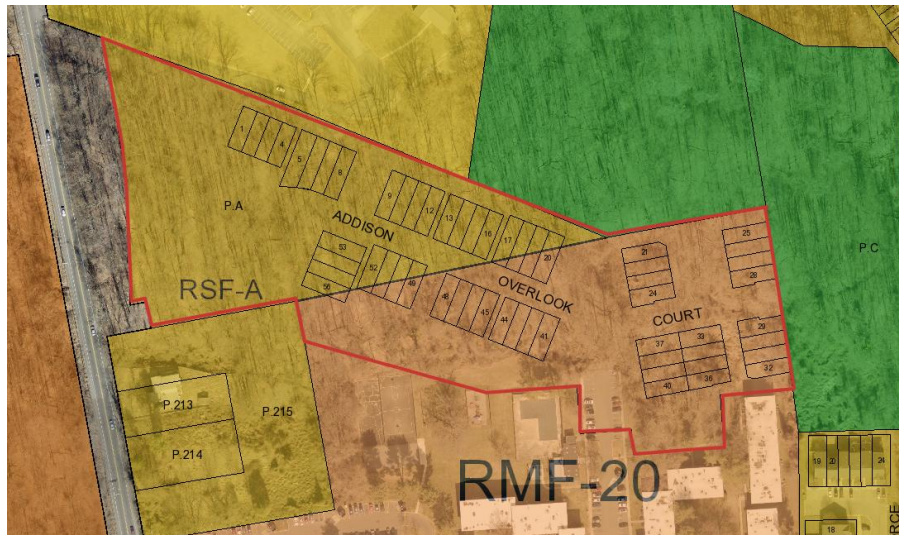


Exhibit 3 – Zoning of the subject Property (not to scale)

Surrounding Land Uses:

The subject Property is surrounded by the following uses:

- North:** North of the Property is land owned by the Seat Pleasant Methodist Church that is utilized as an existing place of worship land use within the Residential, Single-Family – 65 (RSF-65) Zone.
- South:** South of the Property are the Addison Arms Apartments, which are multifamily residential dwelling units located within the RMF-20 Zone.
- East:** East of the Property are parcels owned by The Maryland-National Capital Park and Planning Commission (M-NCPPC) within the Reserved, Open Space (ROS) Zone.
- West:** West of Property is Addison Road with a large vacant wooded parcel beyond within the Residential, Multifamily-48 (RMF-48) Zone.

III. APPLICANT'S PROPOSAL

The Applicant is proposing the development of 34 lots, 2 outlots, and 12 parcels on the Property for the construction of 34 townhouse and 96 two-family residential dwelling units with associated infrastructure via a PPS application with a companion ADQ and major variation from Section 24-4102(c)(1) of the Subdivision Regulations. A single two-way entrance is proposed on Addison Road, which is an arterial roadway, and is justified herein. Ample parking will be provided in accordance with the Standards within Section 27-6300, which will be determined as part of a future detailed site plan (the “DET”). All service, loading, emergency and maintenance vehicles will also have space to maneuver on-site without any backing movements from the public right-of-way. The Applicant also intends to meet all the intensity and dimensional standards of the RSF-A and RMF-20 Zones in the Zoning Ordinance, which shall be reviewed by the County (M-NCPPC) at the time of appropriate entitlement approval.

The Property is approximately 4,000 linear feet south of the Addison Road-Seat Pleasant Metro Station. Currently, a variety of cross-sections of sidewalks exist along Addison Road. Standard sidewalks have been provided in some areas, while other areas are still open section with no sidewalks. Standard sidewalks currently exist to the north and south of the subject site, along the east side of Addison Road. In their review of the prior PPS 4-06098 (PGCPB Resolution No. 07-31), the Prince George’s County Planning Board (the “Planning Board”) recommended the provision of standard five-foot sidewalks along the Property’s entire street frontage of Addison Road, per the concurrence of the Prince George’s County Department of Public Works and Transportation (DPW&T), and along both sides of the proposed internal roads. This is consistent with the development adjacent to the subject site and would facilitate pedestrian movement to the Addison Road Metro Station. The Applicant (as demonstrated herein), also intends to request waivers from the following Part 27-6 Development Standards via the Planning Director at the time

of DET, which are shown below:

- Pedestrian Cross Access (per Section 27-6207(b)(2))
- Bicycle Cross Access (per Section 27-6208(b)(2))

Development Data Summary:

	Existing	Proposed
Current Zone	RSF-A/RMF-20	RSF-A/RMF-20
Use(s)	Undeveloped/Parking Facility & Infrastructure	Townhouse and Two-Family DUs
Gross/Net Acreage:	9.758	9.758
Lot(s)	56	34
Outparcel(s)	0	2
Parcel(s)	1	12
Dwelling Units	0	130
Townhouse DUs	0	34
Two-Family DUs	0	96

IV. HISTORY AND PRIOR APPROVALS

The Property has a significant entitlement/approval history under the prior Subdivision Regulations and Zoning Ordinance. However, the Property was never developed in accordance with these approvals and therefore remains undeveloped, with the exception of an approved easement that allows for the parking of automotive vehicles and sidewalks for the multifamily apartment building to the south of the site. These easements are proposed to be maintained with the development of this site and will occupy a portion of land designated as outparcels, known as Outparcel A and Outparcel B.

Notwithstanding, this PPS will supersede the prior preliminary plan (4-06098) and will be the basis for a future DET to support the development of 130 residential dwelling units, including 34 townhouse dwelling units and 96 two-family dwelling units.

V. GENERAL PLAN AND MASTER PLAN CONFORMANCE

Plan Prince George's 2035 (the "2035 General Plan")

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Request for a Preliminary Plan of Subdivision & Certificate of Adequacy

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The proposed PPS application fulfills the goal of the “Established Communities” Growth tier as it provides context-sensitive infill development. As previously noted, the subject Property has a medium-high density residential zoning designation, and the proposed uses are permitted under the current zoning. The proposed residential use is also consistent with the surrounding area, which includes other townhouse and multifamily uses in close proximity. Prior to the approval of the 2035 General Plan, the subject Property was classified within the “Developed” growth tier within the 2002 General Plan.

The following demonstrates how the proposed subdivision is in substantial harmony with the tier-specific policies established in *Plan Prince George’s 2035*. The land use policies for *Plan Prince George’s 2035* are as follows:

POLICY 1:

Direct a majority of projected new residential and employment growth to the Regional Transit Districts in accordance with the Growth Policy Map and the Growth Management Goals set forth in Table 17.

Goals

- | | |
|--------------|--|
| LU1.1 | <i>To support areas best suited in the near term to become economic engines and models for future development, encourage projected new residential and employment growth to concentrate in the Regional Transit Districts that are designated as Downtowns (see the Strategic Investment Program under the Implementation section).</i> |
| LU1.2 | <i>Revise and update the Zoning Ordinance, Subdivision Ordinance, and other county regulations to ensure they are consistent with and support the Plan 2035 growth management goals, vision, and policies. Conduct a comprehensive analysis of the Zoning Ordinance, including its use tables, zoning districts and densities, and variance criteria.</i> |
| LU1.3 | <i>Evaluate the existing zoning districts in the Regional Transit Districts to ensure that sufficient development capacity is available to meet desired population and employment targets set forth by the Center Classification System (see Table 16).</i> |

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- LU1.4** *Annually review and report on county growth trends to measure progress toward meeting Plan 2035 growth management goals. Identify potential revisions to policies and ordinances to assist with meeting the goals.*
- LU1.5** *Annually review the CIP program to ensure consistency with the Plan 2035 vision, goals, and policies. The Planning Board will review proposed public facility and infrastructure projects and submit its recommendations to the District Council and County Executive for consideration (also see Strategic Investment Program under the Section V: Implementation).*
- LU1.6** *Identify the key capital improvement projects for each of the centers identified in Table 16 that are necessary to promote and facilitate economic and residential development within the center. Identify and coordinate the capital improvement projects with county agencies and key stakeholders. Prepare a summary of the Center Diagnostic score for each center.*

RESPONSE: The proposed development contributes to Policy 1 by facilitating the development recommended for the subject Property in both Plan Prince George’s 2035 and the 2010 Subregion 4 Master Plan and Sectional Map Amendment (the “Master Plan”). This development is entirely consistent with the vision, policies, and strategies contained within Plan Prince George’s 2035. In Plan Prince George’s 2035, the subject Property is within the Established Communities designation on the Growth Policy Map. These are areas outside Centers and Districts that are served by public water and sewer and suitable for low to medium density development. Furthermore, as discussed below, the Master Plan recommends medium-high intensity residential development for the Property at 8 to 20 dwelling units per acre. The development of the Property will result in a total site density of approximately 13.32 dwelling units per acre which will not exceed these master plan recommendations. Plan Prince George’s 2035 projects an additional 12,600 new dwelling units in the Established Communities area(s) (See Plan Prince George’s 2035, Table 17, p. 110). The proposed development of the Property will not exceed these density projections.

POLICY 2:

Limit the expansion of public water and sewer outside the Growth Boundary in Rural and Agricultural Areas.

Goals

LU2.1 *Coordinate the provision of public water and sewer, as outlined in the Public Facilities Element, with the Department of Environmental Resources (DER) and the Washington Suburban Sanitary Commission (WSSC) and in accordance with the Growth Policy Map to ensure that water and sewer facilities are not extended beyond the Growth Boundary. The Growth Boundary should be reviewed on a periodic basis to assess compatibility with Plan 2035 goals.*

LU2.2 *Coordinate amendments to the Growth Boundary with future updates to the Septic Tier Map and the county's Water and Sewer Plan.*

RESPONSE: The Property is located within the growth boundary designated in Plan Prince George's 2035. The Applicant is not seeking to amend nor expand the existing growth boundary, but instead, is seeking approval of a PPS application to develop the Property in accordance with the "Medium-High Density Residential" land use recommendations provided within the Master Plan.

POLICY 3:

Use Plan 2035, including the Growth Policy Map and Center Classification System, to guide the development of land use policies for all future master and sector plans, functional plans, and other county planning documents.

Goals

LU3.1 *Evaluate the Plan 2035 future land use categories and apply to new master plans so that, over time, all plans use a common nomenclature to describe similar land uses. Allow plans to develop common land use subcategories.*

LU3.2 *Review preliminary master plans and rezoning requests to ensure that proposed development is consistent with the Growth Policy Map and the Center Classification System (see Table 16). (see also Section V: under Plan Administration for Amendments and Updates).*

LU3.3 *Review approved master plans to evaluate the consistency of existing Regional Transit Districts and Local Centers with the Center Classification System (see Table 16). To ensure consistency, future master plan revisions and/or rezonings may be warranted.*

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PPS-2023-006 & ADQ-2023-007, Addison Overlook

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RESPONSE: As noted above, the proposal for the development of the subject Property is consistent with the recommendations of Plan Prince George’s 2035 and has been designed to conform with and not exceed the “Medium-High Density Residential” land use recommendation within the Master Plan. The development proposed in this PPS is consistent with recommendations of Plan Prince George’s 2035 for “Established Communities” and the Growth Policy Map.

POLICY 4:

Phase new residential development to coincide with the provision of public facilities and services.

Goals

LU4.1 ***Annually evaluate the county’s residential and employment forecast projections to identify the amount of new land area required to meet demand.***

LU4.2 ***Create a working group to address the magnitude of the residential pipeline in Established Communities and Rural and Agricultural Areas. Potential strategies to reduce the pipeline include amending the County code to limit validity periods, reevaluating approved adequate public facilities for projects that have not provided assurances that public infrastructure will be constructed in a timely manner, and requiring performance bonding prior to recordation of final plat.***

LU4.3 ***Evaluate strategies to phase development countywide. Potential strategies include establishing a residential allocation process.***

RESPONSE: The above Policy 4 goals do not conflict with the proposed development of the Property. The redevelopment of the site is in substantial conformance with all County public facilities testing requirements. Adequate facilities such as roads, public utilities, fire and police response times and schools exist (or will be addressed by the Applicant) to accommodate the development of the Property with residential uses, which are discussed in greater detail in Section VI herein.

POLICY 5:

Implement the Growth Policy Map through coordinated multimodal transportation and mobility planning and programs.

RESPONSE: The redevelopment of the site meets all County public facilities testing requirements, which are discussed in greater detail in Section VI herein. Adequate facilities such as roads, public utilities, fire and police response times and schools exist (or will otherwise be addressed by the Applicant) to accommodate the proposed development. All critical roadway intersections have been studied in the submitted Transportation Impact Study (TIS) and have been deemed adequate to serve the proposed subdivision. The Applicant studied five (5) roadway intersections, all of which have passed the County’s test for operational adequacy.

POLICY 6:

Support new employment growth in Employment Areas in accordance with the Growth Policy Map and the Growth Management Goals (see Table 17).

Goals

LU6.1 ***Align the Economic Development Corporation’s work program with the Growth Policy Map to establish programs and policies to support employment growth in the Employment Areas, with a particular emphasis on the Innovation Corridor (see the Strategic Investment Program under Implementation).***

POLICY 7:

Limit future mixed-use land uses outside of the Regional Transit Districts and Local Centers.

Goals

LU7.1 ***Reevaluate mixed-use land use designations outside of the Regional Transit Districts and Local Centers as master plans are updated.***

LU7.2 ***Consider developing, as part of the Zoning Ordinance update, alternative lower density zoning districts that promote walkability and allow for a mix of uses.***

POLICY 8:

Strengthen and enhance existing residential areas and neighborhoods in the Plan 2035 Established Communities.

Goals

- LU8.1 Coordinate land use planning with county municipalities.***
- LU8.2 Use conservation subdivisions in areas adjacent to Rural and Agricultural Areas to transition density and to encourage preservation of green infrastructure corridors as defined by the county's Green Infrastructure Plan.***
- LU8.3 Encourage municipalities to designate Development Review Districts to promote and preserve the integrity of high-quality and complementary infill development in the Established Communities.***
- LU8.4 Revise and update the Zoning Ordinance, Subdivision Ordinance, and other county regulations to ensure they help protect, strengthen, and revitalize the Established Communities.***
- LU8.5 Continue to coordinate, apply for, and use state and federal programs and resources for neighborhood revitalization and reinvestment of low- and moderate-income communities. Programs and resources include Sustainable Community designations, HUD program funds, and tax incentives.***

RESPONSE: In response to Policy 6, Policy 7, and Policy 8, the proposed development will create local construction jobs and present valuable residential housing opportunities for existing and future residents of Prince George's County. These residents will contribute to the local tax base and economy and bring with them skills and education levels that will make them valuable additions to the local economy and job market. The proposed development of this site as an infill lot in proximity to the Addison Road-Seat Pleasant Metro Station will serve to continue strengthening the availability of housing supply in this vital region of the County. This infill development will also provide a diversity of housing unit types for this region, envisioned with Plan 2035, and emphasizes missing middle housing with the provision of a significant number of two-family dwelling units that do not exist today.

POLICY 9:

Limit the expansion of new commercial zoning outside of the Regional Transit Districts and Local Centers to encourage reinvestment and growth in designated centers and in existing commercial areas.

Goals

- LU9.1** *Evaluate rezoning requests to determine if the location, population projections, and market demand justify an increase in commercially-zoned property.*
- LU9.2** *Develop a countywide strategic plan for future retail development and implement its recommendations through the Zoning Ordinance update, master plan process, and public private partnerships with county agencies. As part of this retail plan, inventory older commercial areas and shopping centers to identify candidates for potential (re)development and rezoning to accommodate residential infill or other neighborhood-serving uses.*

RESPONSE: The Applicant acknowledges the above Policy 9 goals, which relate to commercial zoning, but notes that they do **not** apply to the subject Property (which is zoned residential).

POLICY 10:

Retain Future Water and Sewer Service Areas in water and sewer categories S5 and W5 until additional residential development capacity is needed to meet growth projections.

Goals

- LU10.1** *Evaluate the Future Water and Sewer Service Areas through annual reviews of the residential pipeline and residential development capacity analysis. Establish criteria to determine when land within the Future Water and Sewer Service Areas should be reclassified.*
- LU10.2** *Review the annual water and sewer amendments to retain the S5 and W5 water and sewer categories until additional residential capacity is required and public facilities are in place to serve projected development.*
- LU10.3** *Evaluate Future Water and Sewer Service Areas as potential woodland conservation banks or stormwater management offset areas to meet the requirements of the Watershed Implementation Plan (see the Natural Environment Element).*

RESPONSE: The Applicant acknowledges the above Policy 10 goals and notes that the subject Property is within water and sewer categories W-3 and S-3 and is eligible to proceed with

a PPS application. The development proposed is wholly consistent with the Master Plan’s land use recommendation and will be within the residential growth projections for Established Communities in Plan Prince George’s 2035.

POLICY 11:

Preserve and protect the Rural and Agricultural Areas to conserve agricultural and forest resources.

Goals

- LU11.1** ***Continue to implement the Priority Preservation Plan (PPA) to achieve identified agricultural and forestry land preservation goals and coordinate with the Prince George’s County Soil Conservation District, University of Maryland Extension Service, the agricultural community, residents, and community groups.***
- LU11.2** ***Amend the Zoning Ordinance and Subdivision Ordinance to support agricultural production and forest preservation in the Rural and Agricultural Areas.***
- LU11.3** ***Evaluate the impacts of extractive industries, such as sand and gravel mining, on resource lands, rural character, economic development, and post-reclamation requirements in the Rural and Agricultural Areas. Map remaining sand and gravel natural resources to locate potential future sand and gravel operations, update and revise development standards, and identify postreclamation land uses, including residential development, agriculture, and forestry. Propose comprehensive legislation to revise county codes and identify recommendations for the Zoning Ordinance update.***
- LU11.4** ***To preserve environmentally sensitive land and to encourage development in the Regional Transit Districts, evaluate a transfer of development rights program, density exchanges, or purchase of development rights program for the Rural and Agricultural Areas. Explore opportunities to transfer development rights within areas and to coordinate with the Watershed Implementation Plan and Maryland Accounting for Growth Policy.***

RESPONSE: There are no known portions of the Property classified in the Priority

Preservation Area (PPA) pursuant to the approved *Priority Preservation Area Functional Master Plan*. The Property is located within the Established Communities designation and Environmental Strategy Area 1 of Plan Prince George's 2035. The Property does not contain 100-year floodplain or streams. A signed Natural Resources Inventory Plan, NRI-011-06-01, identifies 56 specimen trees within the limits of the Property.

POLICY 12:

Participate in regional planning activities to enhance collaboration, coordination, and implementation. Regional issues include employment, transportation, sustainability, health, air quality, climate change, workforce and affordable housing, food system planning, infrastructure, water quality, and land use.

Goals

LU12.1 Participate in the Washington Metropolitan Council of Governments' regional planning activities to improve coordination on transit and land use planning. Provide periodic briefings to the Planning Board on regional issues to identify potential land use strategies and programs.

LU12.2 Coordinate with the Washington Metropolitan Council of Governments to develop forecasts for residential and employment growth based on the Plan 2035 vision, goals, and policies. The forecast should include an analysis of the remaining development capacity in Prince George's County based on approved zoning, residential and commercial pipeline development, and the Growth Management Goals (see Table 17).

LU12.3 Collaborate with adjacent jurisdictions and county municipalities to ensure coordinated land use patterns, connected transportation networks, and continuous environmental networks, in particular during the preparation of master, sector, and functional plans.

RESPONSE: The Applicant acknowledges the above Policy 12 goals but notes they do **not** apply to the subject site as they are to be implemented by the Prince George's County Planning Department.

2010 Approved Subregion 4 Master Plan and Sectional Map Amendment (the "Master Plan")

The Property is located within the limits of the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (the "Master Plan"), Planning Area 75A, and is further located in

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Councilmanic District 6 along MD Addison Road. The Master Plan presents several engagement areas with policies and strategies to consider. These engagement areas consist of the following:

- Development Pattern – Land Use and Urban Design
- Living Areas and Industrial Centers
- Centers and Corridors
- Environment
- Transportation Systems
- Public Facilities
- Housing and Neighborhood Conservation
- Historic Preservation
- Urban Design

Development Pattern – Land Use and Urban Design

Within the Master Plan, the Development Pattern – Land Use and Urban Design chapter contains recommended goals, policies, and strategies for development within Prince George’s County. Relevant master plan goal, policies, and/or strategies are provided below, ***highlighted in italic bold***:

The Land Use Plan

Policy 1: Offer a well-balanced mix of housing options for all age groups in a range of price points.

Policy 2: Establish an adequate supply and clear hierarchy of neighborhood, regional, and transit-oriented commercial centers to serve the Subregion 4 area and its surrounding edge communities.

Policy 4: Focus redevelopment and economic development resources to underutilized areas that have the greatest need and potential for optimal reuse or infill development.

RESPONSE: The Applicant has proposed with this PPS application, a residential development with a mixture of dwelling unit types, including townhouses and two-family residences in Zone 3, Living Area E of the Master Plan. This PPS application can be defined as supporting “Medium-High Density Residential Development” which is defined by the Master Plan as being between 8 to 20 dwelling units per acre. In this instance, the proposed total site density is 13.22 dwelling units per acre, which is within the aforementioned range. As the proposed PPS includes two residential dwelling unit types, it would allow for a range of price points. This proposed development will also increase the housing diversity of the surrounding region, which primarily consists of multifamily dwelling units. This site also represents an infill development

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opportunity on Addison Road, that is approximately 4,000 linear feet south of the Addison Road-Seat Pleasant Metro Station. This Property and its location can then serve to enrich the community by providing desired missing middle housing opportunities that are not available in today's unit supply surrounding the Addison Road-Seat Pleasant Metro Station.

Table 14. Generalized Future Land Use Categories

Color	Designation	Description	Density Per Acre
	Mixed-Use	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.	See Center Classification Table
	Commercial	Retail and business areas, including employment uses such as office and service uses. A range of services are provided at the neighborhood to regional level. New commercial areas have access to multimodal transportation options.	N/A
	Industrial/ Employment	Manufacturing and industrial parks, warehouses and distribution. May include other employment, such as office and service uses.	N/A
	Institutional	Uses such as military installations, hospitals, sewage treatment plants, and schools.	N/A
	Residential High	Residential areas exceeding 20 dwelling units per acre. Mix of dwelling unit types, including apartments.	(>20)
	Residential Medium-High	Residential areas between eight and 20 dwelling units per acre. Mix of dwelling unit types, including apartments.	(>8 and <=20)

Proposed Land Use Plan

Policy 7: ***Support additional sites for medium – to high-density residential to serve as transitional property between higher and lower density residential neighborhoods, commercial and industrial areas, and mixed-use areas.***

Policy 10: ***Limit future residential development in the living areas to single-family, townhouse, and low-rise, multifamily development only.***

RESPONSE: As demonstrated previously, the Applicant has proposed with this PPS application, a residential development with a mixture of dwelling unit types, including townhouses and two-family residences in Zone 3, Living Area E of the Master Plan. This development is located directly adjoining Addison Road and provides the desired medium-high density residential development proposed with Policy 7. A strategy of Policy 7 even further envisions the redevelopment of portions of the Addison Road corridor, which would be facilitated with the approval of this PPS application. The type of housing units proposed is also in harmony with Policy 10, wherein development in the Living Area (Living Area E), would be restricted to townhouse and two-family residential dwelling units.

Living Areas and Industrial Centers

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Within the Master Plan, the Living Areas and Industrial Centers chapter contains recommended goals, policies, and strategies for development within Prince George's County. Relevant master plan goal, policies, and/or strategies are provided below, ***highlighted in italic bold, which reference Living Area E (Zone 3) as this is the location wherein the Property is located:***

Living Areas E & F (Zone 3)

Housing and Neighborhood Policy 1:

Establish formal working relationships with human resource administrators to promote living closer to work in order to increase the number of federal employees that live within a three-mile radius of the federal employment centers in Living Areas E and F.

RESPONSE: The Applicant acknowledges this policy and notes that the provision of these additional dwelling units in close proximity to the federal employment centers in Living Areas E and F at various price points will enhance the housing stock in this region. These residents will contribute to the local tax base and economy and bring with them skills and education levels that will make them valuable additions to the local economy and job market.

Environment Policy 1:

Preserve environmental resources.

RESPONSE: The Applicant acknowledges this policy and anticipates continuing to coordinate with M-NCPPC technical staff through the PPS review process to evaluate opportunities to provide ample landscaping and encourage on-site preservation, where permitted and applicable, to enhance the community for residents and provide appropriate visual buffering. This coordination is anticipated to continue with the forthcoming DET application as well.

Public Facilities Policy 1:

Ensure that public facilities are adequate to serve the local population.

RESPONSE: The Applicant acknowledges this policy and notes that the redevelopment of the site is in substantial conformance with all County public facilities testing requirements. Adequate facilities such as roads, public utilities, fire and police response times and schools exist (or will be addressed by the Applicant) to accommodate the development of the Property with residential uses, which are discussed in greater detail in Section VI herein.

Historic Preservation Policy 1:

Preserve local historic sites and resources.

RESPONSE: The Applicant acknowledges this policy but notes that **no** local historic sites or resources are adjacent or to the subject Property.

Transportation Policy 1:
Develop bicycle-friendly roadways to improve connectivity throughout Zone 3.

RESPONSE: The Applicant acknowledges this policy and notes that bicycle infrastructure, including bicycle racks will be provided throughout the site to provide parking and enhance connectivity for residents. The Applicant has also previously dedicated a significant portion of land abutting the site on Addison Road to allow for the future development of a bicycle lane as envisioned by the Master Plan.

Transportation Policy 2:
Improve pedestrian connectivity throughout Zone 3 by installing sidewalks.

RESPONSE: The Applicant acknowledges this policy and notes that the interior private street network will contain ample five-foot wide sidewalks for future residents to easily and conveniently navigate the site. Five-foot sidewalks will also be provided within the Property's previously dedicated frontage on Addison Road to enhance pedestrian connectivity along the arterial roadway as envisioned by the Master Plan.

Centers and Corridors

Within the Master Plan, the Centers and Corridors Centers chapter contains recommended goals, policies, and strategies for development within Prince George's County. However, these goals, policies, and strategies are **not** applicable to the subject site as it is not located within a Center or Corridor as identified by the Master Plan.

Environment

Within the Master Plan, the Environment chapter contains recommended goals, policies, and strategies for development within Prince George's County. Relevant master plan goals and policies are provided below, ***highlighted in italic bold***:

Green Infrastructure

Goals: ***Recognize the importance of connected ecological systems by protecting, preserving, and enhancing the green infrastructure network.***

Implement the subregion plan's desired development pattern while protecting environmentally sensitive features and upholding the intent of the county's environmental policies and regulations.

Policy 1: ***Protect, preserve and enhance the green infrastructure network in Subregion 4.***

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Policy 2: Minimize the impacts of developments on the green infrastructure network and SCAs.

RESPONSE: The Applicant acknowledges the aforementioned goals, policies, and strategies. The Applicant notes that a majority of the Property is in the evaluation area of the 2017 Green Infrastructure Plan.

Evaluation Areas (as defined by the Master Plan and shown in light green) potentially contain environmentally sensitive features, such as interior forests, colonial waterbird nesting sites, and unique habitats, that are not regulated (i.e., not protected) during the land development process. The approved natural resource inventory (NRI-011-06-01) notes there are 56 specimen trees on-site and approximately 9 acres of existing woodland on-site (see below).



The Applicant notes that the narrowness of the Property prevents optimal site design that would allow for the preservation of existing woodland on-site. Starting at the frontage road (Addison Road) the site runs from north to south for a distance of approximately 500 feet. This narrow width does not allow for flexibility in either the site grading or the site infrastructure layout. Without the flexibility normally found in wider sites it is difficult to preserve existing woodland because the site cannot meet the normal requirements for preservation or reforestation, which require a minimum width of 50 feet. If employed along both side Property lines, as is traditional, would minimally result in another loss of 100 feet of Property. This would restrict an already narrow site to the point that standard infrastructure widths could not be maintained and still leave room for loading the single entrance road on both sides, which is the most efficient use of space.

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Additionally, the site is unusually steep with significant topography. The site entrance is at an elevation of 176 feet above mean sea level. It quickly rises to an elevation of 222 feet above mean sea level. To maintain a standard road grade a significant portion of the Property must be “cut”. This requires that the on-site limit of disturbance extends to the edges of the narrow Property to “tie” grades off before they leave the Property. This forces the Applicant to clear more trees than normal, especially given the nature of the master planned roadway being extended to four-six lanes along the site frontage.

As per standard land development and subdivision requirements, the expectation is that a portion of the developing Property will be dedicated to public use for the betterment and improvement of the frontage road. Generally, this dedication is the appropriate distance as measured from the centerline of the existing road such that one-half (1/2) of the future right of way comes from the Property. In this case, the Master Plan envisions a 120-foot-wide right-of-way. In the case of Addison Road, the Conditions of Approval for 4-06098, a previously approved preliminary plan of subdivision, clearly state that the site must dedicate 60 feet from the proposed master plan road centerline which differs from the existing road centerline. No justification is given to support why the resolution was written to shift the burden on the Property. However, it is not hard to imagine that it was likely a result of environmental features (which primarily include the main tributary of the Cabin Branch Stream and its associated floodplain), which are located on the west side of Addison Road, directly across from the Property.

Given the shift, it is clear that the decision was made by the appropriate regulatory agency(s) that the west side of Addison Road is of more environmental significance than the east side. This decision causes more of the road to shift onto the Property and therefore the requirement to meet the woodland conservation threshold on-site is unrealistic given the uniqueness of the Property.

Nevertheless, the Applicant has provided a Type 1 Tree Conservation Plan (TCP1) that provides opportunities for planting ample landscaping on-site to allow for visual barriers between the site and the surrounding properties. These landscape buffers would be located along the perimeter of the site, closest to the regulated environmental features to the northeast of the site on Property owned by M-NCPPC. Furthermore, the Applicant notes that this site is ideal for infill redevelopment, given its location along Addison Road, an arterial roadway, and its provision of multiple housing unit types and prices that meet a diversity of needs and price points. This site is also in proximity to the Addison Road-Seat Pleasant Metro Station within the Capital Beltway and is a component of a priority funding area (MDP). Therefore, for these reasons the Applicant finds that the proposed variance from the on-site woodland conservation threshold meets the qualifications for approval (in which separate justification is included as a component of this PPS application). Furthermore, as no regulated environmental features are identified on the subject Property, no network gaps have been found. However, ample landscape buffering will be provided between the site and neighboring regulated environmental features to the northeast, on land owned by M-NCPPC to ensure their protection to the maximum extent possible.

Water Quality and Stormwater Management

Goals: *Preserve, protect, and enhance surface and ground water features and restore lost ecological function.*

Protect and restore ground water recharge areas, such as wetlands and headwaters areas of streams.

*Reduce dumping in and around streams.
Reduce the negative effects of stormwater runoff.*

Policy 1: *Restore and enhance water quality in areas that have been degraded, and preserve water quality in areas not degraded.*

Policy 2: *Improve the base of information needed for the county to undertake and support stream restoration and mitigation projects.*

Policy 3: *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.*

Policy 4: *Assure that adequate stream buffers are maintained and enhanced and utilize design measures to protect water quality.*

RESPONSE: The Applicant acknowledges the aforementioned goals, policies, and strategies. An approved Site Development Concept Plan (01785-2023-SDC) has been provided and is valid until July 29, 2027. The site development concept plan has been created to collect and convey runoff to an on-site micro-bioretenention treatment system to provide sufficient Environmental Site Design (ESD). This micro-bioretenention system with sixteen (16) basins and two (2) surface retention basins will ensure that stormwater runoff does not degrade the surrounding watershed when leaving the Property and results in 100-year quantity management. On-site landscaping will also be utilized to absorb water prior to its circulation into the micro-bioretenention system. Landscaping shall be provided in compliance with the 2018 *Prince George's County Landscape Manual* (the "Landscape Manual", and the Tree Canopy Coverage Ordinance, at the time of DET submission.

Air Quality and Greenhouse Gas Emissions

Goals: *Improve air quality in Subregion 4.*

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***Improve public awareness of air quality and GHG emissions.
Increase public transportation use and minimize motor vehicle
trips by concentrating growth in centers and along corridors.***

***Increase the use of clean energy sources, such as solar and wind
power.***

***Policy 1: 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.***

RESPONSE: The Applicant acknowledges the aforementioned goals, policy, and strategies. This proposed development will include five-foot sidewalks along Addison Road and on both sides of the primary private street (on Parcel A) to allow for ample circulation for future residents. Future residents are also envisioned to have access to infrastructure to allow for the installation of electric vehicle charging stations in each unit garage within the development, which will reduce GHG emissions. Furthermore, as a infill development project in close proximity to the Addison Road-Seat Pleasant Metro Station, the site has been designed to prioritize access to this major transit station. The Applicant, in its Bicycle and Pedestrian Impact Statement (Prepared by Lenhart Traffic Consulting, Inc), analyzed multiple areas where off-site transit improvements could be made to improve the multi-modal transportation network. The improvements identified included the creation of new bus shelters and thermoplastic continental crosswalks, which will increase the safety of the entire neighborhood.

Noise Intrusion

***Goal: Coordinate land use, economic planning, and environmental
planning to reduce or mitigate the effects of noise pollution.***

***Policy 1: Reduce adverse noise impacts so that the State of
Maryland's noise standards are met.***

RESPONSE: The Applicant acknowledges the aforementioned goal, policy, and strategies. The Applicant that since the Property abuts Addison Road, which is an arterial roadway, a Phase I noise study is required with this PPS application. As the Applicant's noise study submitted with the PPS package demonstrates, all residential lots and uses that have outdoor activity areas will be mitigated to 65 dBA Leq during the hours of 7:00 a.m. and 10:00 p.m. Furthermore, all residential dwelling units, except for the westernmost set of twelve (12) two-family residential dwelling units have outdoor activity areas that will be mitigated to 55 dBA Leq during the hours of 10:00 p.m. to 7:00 a.m. The Applicant notes that these specific twelve (12) two-family residential dwelling units are not proposed to have outdoor activity areas. Instead, the Property's primary outdoor activity areas are centrally located in the site and further away from Addison Road, thus they will be mitigated to 65 dBA Leq during the house of 7:00 a.m. and 10:00

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p.m. and 55 dBA Leq during the hours of 10:00 p.m. to 7:00 a.m. Furthermore, the Phase I noise study determined that transportation-generated noise levels at the future Addison Overlook residential development are addressed according to Prince George's County's noise requirements. Interior noise levels by the year 2034 will remain at or below 45 dBA Leq during both daytime and nighttime hours. In other words, none of the proposed residences will require additional analysis (via a Phase II noise study) to comply with the 45 dBA Leq interior noise level limit.

Green Buildings/Sustainability

Goal: *Encourage the use of green building techniques that reduce energy and resource consumption.*

Policy 1: *Implement environmentally sensitive building techniques as designed by the U.S. Green Building Council.*

Policy 2: *Implement land use policies that encourage infill and support TOD and walkable neighborhoods.*

Policy 3: *Increase the county's capacity to support sustainable development.*

RESPONSE: The Applicant acknowledges the aforementioned goal, policies, and strategies. In accordance with Section 27-61600 of the Zoning Ordinance, the Applicant shall be required to provide four (4) green building points, as more than 25 dwelling units are proposed with this development, at the time of DET.

Chesapeake Bay Critical Area

Goal: *Protect, restore, and enhance the Chesapeake Bay Critical Area.*

Policy 1: *Ensure that the Chesapeake Bay Critical Area is protected to the maximum extent possible through the implementation of water quality and other related measures.*

RESPONSE: The Applicant acknowledges the aforementioned goal, policy, and strategies but notes that the subject Property is **not** within the Chesapeake Bay Critical Area.

Tree Canopy and Green Space

Goals: *Achieve the 2002 General Plan goals of meeting or exceeding 26 percent forest and tree cover in the Developed Tier by 2025.
Improve the connectivity of green space, and enhance and protect*

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existing tree canopy.

Policy 1: *Preserve, restore, and enhance the existing tree canopy.*

Policy 2: *Improve the county's capacity to support increases in the tree canopy.*

RESPONSE: The Applicant acknowledges the aforementioned goals, policies, and strategies. The Prince George's Tree Canopy Coverage Ordinance, Subtitle 25 Division 3, requires the preservation, maintenance, enhancement, and restoration of tree canopy coverage on developed and developing sites for the benefit of County residents and future generations. All activities that are subject to this Division shall provide the tree canopy percentages listed in Table 1 of Section 25-128. As the Property is zoned RSF-A and RMF-20, it is required to provide a minimum of twenty percent (20%) of the net tract area in tree canopy coverage. This requirement will be evaluated with the forthcoming DET submittal.

Transportation Systems

Within the Master Plan, the Transportation Systems chapter contains recommended goals, policies, and strategies for development within Prince George's County. Relevant master plan goal, policies, and/or strategies are provided below, ***highlighted in italic bold***:

Transportation Recommendations

Policy 5: *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.*

Policy 6: *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.*

RESPONSE: The Applicant has provided a traffic study, prepared by Lenhart Traffic demonstrating that the development associated with this PPS application will not cause negative traffic impacts to the surrounding road network. The study notes that no new or extended streets are proposed with this development application, instead one two-way site entrance (via a private roadway) will be utilized to connect the site to Addison Road. All townhouse and two-family garages and driveways will then be connected to this internal private street network. In conclusion, the project will satisfy the Adequate Public Facilities Ordinance (APFO) and no off-site improvements are anticipated. The single two-way site entrance along Addison Road will require permitting from DPIE, and at this time it is anticipated that DPIE will require acceleration and

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deceleration lanes along northbound Addison Road in addition to a southbound left turn lane at the site access.

Furthermore, the Applicant has also submitted a BPIS Study that was also prepared by Lenhart Traffic Consulting, Inc. This BPIS study indicates that the Applicant is providing a robust set of street network improvements with this PPS application. These proposed improvements include the installation of two (2) bus shelters and thermoplastic continental crosswalks as identified by Appendix B in the BPIS Study. If these improvements are not selected or approved, alternative improvements included the provision of further thermoplastic continental crosswalks are identified by Appendix C in the BPIS Study. An internal five-foot wide sidewalk network is also provided within the site to provide ample pedestrian circulation opportunities for future residents, including the connection to proposed sidewalk improvements along Addison Road. Further details of these facilities will be provided at the time of DET.

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

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.

RESPONSE: The provided BPIS study that was prepared by Lenhart Traffic Consulting, Inc., indicates that the Applicant is providing a robust set of street network improvements with this PPS application. These proposed improvements include the installation of two (2) bus shelters and thermoplastic continental crosswalks as identified by Appendix B in the BPIS Study. If these improvements are not selected or approved, alternative improvements included the provision of further thermoplastic continental crosswalks are identified by Appendix C in the BPIS Study. An internal five-foot wide sidewalk network is also provided within the site to provide ample pedestrian circulation opportunities for future residents, including the connection to proposed sidewalk improvements along Addison Road. Further details of these facilities will be provided at the time of DET.

Public Facilities

The Applicant notes that the subject Property has adequate public facilities for the proposed 130 residential dwelling units with its location in W/S Category 3 and its proximity to emergency service stations and parks.

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Housing and Neighborhood Conservation

Within the Master Plan, the Housing and Neighborhood Conservation chapter contains recommended goals, policies, and strategies for development within Prince George's County. Relevant master plan goal, policies, and/or strategies are provided below, ***highlighted in italic bold***:

Housing Stabilization and Neighborhood Conservation

Policy 2: Ensure that infill is compatible with surrounding neighborhoods.

Policy 9: Commit to providing for the housing needs of the population of Subregion 4 and creating harmonious communities for people of all income levels through community building.

RESPONSE: The Applicant acknowledges the aforementioned goals, policies, and strategies and notes the proposed development will present valuable residential housing opportunities for existing and future residents of Prince George's County. These residents will contribute to the local tax base and economy and bring with them skills and education levels that will make them valuable additions to the local economy and job market. The proposed development of this site as an infill lot in proximity to the Addison Road-Seat Pleasant Metro Station will serve to continue strengthening the availability of housing supply in this vital region of the County. This infill development will also provide a diversity of housing unit types for this region, envisioned with Plan 2035, and emphasizes missing middle housing with the provision of a significant number of two-family dwelling units that do not exist today.

Historic Preservation

Within the Master Plan, the Historic Preservation chapter contains recommended goals, policies, and strategies for development within Prince George's County. However, these goals, policies, and strategies are **not** applicable to the subject site as it is not adjacent to any historic or cultural resources identified for preservation by the Master Plan.

Urban Design

Within the Master Plan, the Urban Design chapter contains recommended goals, policies, and strategies for development within Prince George's County. However, these goals, policies, and strategies are **not** applicable to the subject site as it is not located within an "Opportunity Concept Area" as designated by Map 12-1 on page 299 of the Subregion 4 Master Plan.

Woodland and Wildlife Habitat Conservation Ordinance

The Property is subject to the 2024 Woodland and Wildlife Habitat Conservation Ordinance. As such, the Applicant has filed a TCP1 as part of this PPS submittal package in accordance with the 2024 Woodland and Wildlife Habitat Conservation Ordinance.

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County's Ten-Year Water and Sewerage Plan

The 2010 Water Resources Functional Master Plan amends the 2002 General Plan and provides growth guidance expressed as goals, policies, and strategies to address water quality impacts associated with land use in the County. The Plan references the Ten-year Water and Sewer Plan and addresses specifically: Drinking Water Supply, Water Treatment, and Stormwater Management. The subject Property is within water and sewer categories W-3 and S-3 and is eligible to proceed with a PPS application.

VI. GENERAL CRITERIA FOR SUBDIVISION APPROVAL

The Applicant has submitted an application that is in conformance with the Subtitle 24 Subdivision Regulations as shown on the provided PPS plan and demonstrated below.

Sec. 24-4100 Planning and Design

Preliminary plan of subdivision (minor and major) and final plats shall comply with the standards in this section.

24-4101. General

(a) Zoning Ordinance Standards

All preliminary plans of subdivision and final plats shall comply with all applicable standards in Subtitle 27: Zoning Ordinance, Part 6: Development Standards, of the County Code. All information and support materials needed to demonstrate compliance with this Section shall be provided by the subdivider.

RESPONSE: The Applicant acknowledges this regulation and notes that the PPS application complies with all applicable standards in Subtitle 27, Part 6 of the County Code, as shown herein within Section IX of this statement of justification.

(b) Conform to Comprehensive Master Plan

(1) *Preliminary plans of subdivision (minor and major) and final plats shall be consistent with the General Plan and shall conform to all applicable Area Master Plans, Sector Plans, or Functional Master Plans, and as referenced in Sections 24-3402(d) and 24-3402(e) of this Subtitle.*

(2) *Should a new Area Master Plan, Sector Plan, and/or Functional Master Plan be approved, affecting a property with an approved preliminary plan of subdivision (major or minor), but prior to approval of a final plat, the approved preliminary plan application shall control in the event of any*

conflict between the newly approved Area Master Plan, Sector Plan, and/or Functional Master Plan.

- (3) ***Should an Area Master Plan, Sector Plan, and/or Functional Master Plan affecting the subject property be in direct conflict with any provision of the County Zoning Ordinance that is applicable to said property – such that the current comprehensive plan and requirements of the Ordinance cannot be reconciled, and/or the District Council has not imposed the respectively corresponding zoning proposal for the area of the subject property – then the provisions of the County Zoning Ordinance shall supersede the recommendations set forth in any applicable Area Master Plan, Sector Plan, and/or Functional Master Plan for the subject property. Notwithstanding any other requirement of this Subtitle, the Planning Board may approve a subdivision application that conforms with land use policy recommendations for centers in the current General Plan for the physical development of land in the County. In such cases, however, the Planning Board shall make specific findings as to the irreconcilable conflict(s).***

RESPONSE: The Applicant acknowledges these regulations and notes that conformance with the General Plan and applicable Master Plan is demonstrated, as shown herein within Section V of this statement of justification.

(c) ***Unsafe Land***

- (1) ***The Planning Director or Planning Board, as appropriate, shall restrict or prohibit the subdivision of land found to be unsafe for development. The restriction or prohibition may be due to a) natural conditions, including but not limited to flooding, erosive stream action, high water table, unstable soils, severe slopes or soils that are unstable either because they are highly erodible or prone to significant movement or deformation (Factor of Safety < 1.5), or b) man-made conditions on the land, including but not limited to unstable fills or slopes.***
- (2) ***All subdivisions shall conform to the following:***
- (A) ***When a preliminary assessment of a site, PGAtlas.com, the USDA Web Soil Survey (<http://websoilsurvey.nrcs.usda.gov>), a geotechnical engineering report, or past activity of a nearby permit indicates that a portion of the land may be unsafe, a detailed geotechnical engineering evaluation of the land shall be prepared by a registered professional geotechnical engineer and submitted for review during the subdivision process. The limits of unsafe land shall be delineated by the registered professional***

geotechnical engineer and reviewed by M-NCPPC and DPIE. If the land is determined unsafe, it may be platted as part of a lot or parcel in which there is sufficient land to erect a building within the building lines established by the zone in which the land is located. There shall be an additional 25-foot setback between that building and the unsafe area, which shall be identified on the final plat with a building restriction line. These shall also be present on all site plans.

- (B) If the unsafe land has become safe for building construction, upon appropriate findings or proposed mitigations that are acceptable to the County, the building restriction line may be removed by the recording of a new final plat approved by the Planning Board.*
- (C) When the applicant proposes mitigations or remedial actions to correct or alleviate unsafe soil conditions, the proposal shall be referred to DPIE for a determination of whether such measures are sufficient to protect the safety of its future use. The proposal may be approved along with the platting of such land, upon recommendation of a registered professional geotechnical engineer and DPIE, provided that covenants are attached to incorporate the remedial actions and ensure safe soil conditions.*
- (D) The owner of any land on which unsafe conditions have been found to exist is generally required to notify any potential purchaser of such conditions.*

RESPONSE: The Applicant acknowledges these regulations and notes that as demonstrated by the approved Natural Resource Inventory, NRI-011-06-01, and proposed TCP1, the area of development on the Property is not in an area subject to flooding, erosive stream action, high water table, unstable or highly erosive soils, sever slopes, unstable fill or slopes. According to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, soils present include Collingwood-Wist Complex, 15-25% slopes, Collingwood-Wist Complex 2-5% slopes, Marr-Dodon Complex, 5-15% slopes, and Sassafras-Urban Land Complex, 5-15% slopes. According to available information, no unsafe soils containing Marlboro and Christian Clays are found to occur on this site. Thus, sections 24-4104(c)(2)(A)-(D) do **not** apply.

(d) Land in Reservation

When indicated by an applicable Area Master Plan, Sector Plan, Functional Master Plan, or the General Plan, or when requested by a public agency, land may be placed in reservation, in accordance with Section 24-3405, Reservations.

RESPONSE: The Applicant acknowledges this regulation but notes that it is **not**

applicable to this PPS application as no land is proposed to be placed in reservation.

24-4102. Lot Standards

(a) Conformance with Zoning Ordinance

All lots in a subdivision shall be in conformance with all of the lot standards and requirements of Subtitle 27: Zoning Ordinance, applicable to the land subject to the subdivision. (See PART 27-4: Zones and Zone Regulations, of Subtitle 27: Zoning Ordinance).

RESPONSE: The Applicant acknowledges this regulation and notes, as demonstrated in the table below and the provided PPS, that this application complies with all lot standards in the Zoning Ordinance.

Required/Allowed Intensity and Dimensional Standards

Intensity and Dimensional Standards	Required/Allowed (Townhouses)		Required/Allowed (Two-Family Dwelling Units)	
	RSF-A	RMF-20	RSF-A	RMF-20
Density, max. (du/ac)	16.33	20.00	32.66	40.00
Net lot area, min. (sf)	No Req.	No Req.	No Req.	No Req.
Lot width, min (ft)	20 (1)	20 (1)	60 (5)	60 (5) (7)
Lot width at front street line, min (ft)	16	16	48 (6)	48 (6)
Lot Coverage, max (% of net lot area)	45 (2)	40 (2)	45 (2)	35 (2)
Green Area, min (% of net lot area)	N/A	50	N/A	N/A
Front yard depth, min (ft)	15	15	15	15
Side yard depth, min (ft)	8 (3)	8 (3)	8 (3)	8 (3)
Rear yard depth, min (ft)	20 (4)	20	20 (4)	20
Principal structure height, max (ft)	50	50	50	50

- (1) Applicable to the individual lots under townhouse units. The minimum lot width for the development lot as a whole shall be 100 feet.
- (2) Applicable to lot coverage of the development as a whole rather than individual dwelling units.
- (3) Applicable to the buildings on the edges of the development lot as a whole. Within the development lot as a whole, a minimum separation of 8 feet is required between buildings.
- (4) May be reduced to 0 feet when a 20-foot-wide or wider alley is provided, or to a range between 5 and 10 feet when an alley less than 20 feet in width is provided.

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- (5) May be reduced to 20 feet when building vertically stacked dwelling units.
- (6) May be reduced to 16 feet when building vertically stacked dwelling units.
- (7) 80 feet on corner lots.

(b) Minimum Lot Area Standards for Individual Systems

If a proposed subdivision is situated in a portion of the County not planned to be served by public water and/or sewer facilities, lots shall be designed to comply with the minimum lot area standards for individual systems in Subtitle 22: On-Site Sewage Disposal Systems, of the County Code, and the Ten Year Water and Sewerage Plan.

RESPONSE: The Applicant acknowledges this regulation but notes it is **not** applicable as the subject site will be served by public water and sewer.

(c) Minimum Lot Depth

- (1) Lots or parcels used for residential purposes adjacent to existing or planned streets classified as arterials shall be platted with a minimum depth of 150 feet.***
- (2) Lots or parcels used for residential purposes adjacent to existing or planned streets classified as expressways or freeways shall be platted with a minimum depth of 300 feet.***
- (3) Adequate protection and screening from traffic nuisances shall be provided in accordance with the requirements of the Landscape Manual.***

VARIATION REQUEST RESPONSE: The Applicant acknowledges these regulations and has requested a major variation from the requirement of providing a 150-foot lot depth for Lots 1-4 and twelve (12) two-family dwelling units on Parcel 1, which will be utilized for residential uses adjacent to an existing arterial roadway (Addison Road) as shown on the provided PPS and TCP1 plans. The Applicant notes that all other parcels and lots proposed comply with the minimum lot depth standard of Section 24-4102(c)(1) of the Subdivision Regulations. An analysis of this particular major variation request is provided below, which is eligible to proceed in accordance with Section 23-3403(b)(1)(A) of the Subdivision Regulations:

Section 24-3403. Variation

(a) Purpose

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

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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, Annotated Code of Maryland; 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:

RESPONSE: The granting of the provided variance request is consistent with the relevant purposes of the Subdivision Regulations and will not harm the public interest as explained herein. Moreover, denial of the instant major variation request will certainly create practical difficulties for the Applicant in its pursuit to develop the site with a mixture of residential uses, which are permitted by right in the underlying zoning. It is important to note that Maryland courts have long distinguished variations (or variances) based on “area” versus “use.” *McLean v. Soley*, 270 Md. 208, 215, 310 A.2d 783, 787 (1973); see also, *Zengerle v. Board of County Commissioners for Frederick County*, 262Md. 1, 276 A.2d 646 (1971). The Court of Special Appeals described the differences between the two types of requests in the following manner:

An “[A]rea variance” (a variance from area, height, density, setback, or sideline restrictions, such as a variance from the distance required between buildings) and not a “use variance” (a variance which permits a use other than that permitted in the particular district by the ordinance, such as a variance for an office or commercial use in a zone restricted to residential uses). *Anderson v. Board of Appeals*, 22 Md. App. 28, 37-38, 322 A.2d 220, 225-26.

This distinction is significant as the type of variation (i.e. “area” or “use”) dictates the extent an applicant has to demonstrate practical difficulty or undue/extraordinary hardship resulting from the strict application of the relevant ordinance. The Maryland Court of Appeals held in *Richard Roeser Profl Builder v. Anne Arundel County*, 368 Md. 294 (2002) that most jurisdictions, including Maryland, have adopted the position that when reviewing an “area variance” the lesser standard of “practical difficulty” should be used, and when “use variances” are sought, the more strict “undue hardship” standard should be utilized.

In this instant matter, the Applicant is requesting an “area” variation from the standards in Section 24-4102(c)(1) of the Subdivision Regulations requiring that all residential lots and parcels (in this case townhouse lots and a parcel for two-family development) adjacent to a roadway classified as an arterial, have a depth of 150 feet. The subject Property is uniquely situated along Addison Road, which is classified as a Master Planned Arterial Road and requires a 150-foot minimum lot depth for residential lots and parcels. There are +/- 1.60 acres of the subject Property that fall within the 150-foot lot/parcel depth requirement for residential uses along Addison Road, which is approximately 17 percent of the site. More specifically, only Lots 1-4 and twelve (12) two-family dwelling units located on Parcel 1 are within the 150-foot depth requirement. Providing a major variation from this requirement allows the formation of a well-designed and interconnected community with a variety of residential uses, with ample setback from the existing roadway in its current configuration.

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The “practical difficulty” in this case results from the site constraints within the subject Property. The primary site constraint is the excess right-of-way dedication, which was provided with the previously preliminary plan of subdivision case, 4-06098. The establishment of this excess dedication prohibits the proposed lotting and parceling pattern whilst conforming with the 150-foot minimum residential lot depth requirement adjacent to an arterial roadway. The adjacent arterial roadway, Addison Road, is proposed to have a total right-of-way of 120 feet. This would result in necessary dedication of 60 feet from the current centerline to allow for the expansion of the roadway from two lanes to four-six lanes. However, the prior preliminary plan of subdivision case, 4-06098 dedicated approximately double the required right-of-way at approximately 116 feet. With this dedication now complete, the Applicant is required to analyze the 150-foot lot depth from the latest established right-of-way boundary, which is approximately 116 feet from the existing centerline. If the prior dedication had not previously occurred, the Applicant contends that all the proposed lots and proposed two-family dwelling units would meet the lot depth standard from the existing right-of-way. The Applicant then further notes that the narrowness of the subject site further restricts where residential dwelling units can be located and the inability to utilize almost one-fifth of the Property for this purpose would result in significant hardship. The Applicant therefore is restricted in creating a compact development closer to Addison Road, with emphasis placed on ensuring all residents have adequate protection and screening from traffic nuisances associated with the nearby roadway in conformance with Section 24-4102(c) of the Subdivision Regulations.

The aforementioned site constraints limit the areas where lots can be established. The hardship/practical difficulties related to the aforementioned site constraints would be largely eliminated if the Applicant could utilize a combination of building techniques in accordance with the findings of the Phase I Noise study, landscaping, fencing, and/or the establishment of a building restriction line. The Applicant has and will further demonstrate that adequate protection will be met and that a major variation should be granted by the Planning Board. If the major variation were not allowed, it is not possible for the Applicant to create an efficient subdivision layout with all lots and parcels proposing residential uses having a depth of at least 150 feet from the adjacent arterial roadway, Addison Road.

In addition to the statements above, Section 24-4303(f) of the Subdivision Regulations requires the following findings be made in approving any variation request.

- (1) *The granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to other property;***

RESPONSE: Granting the requested major variation to required lot depth will not be detrimental in any way to the public health or welfare or be injurious to other property. As explained above, the previously approved dedication and physical site constraints of the subject Property severely constrain design alternatives and unit yield for providing lots and parcels with a minimum 150-foot depth. This situation creates an untenable situation whereby the Applicant would experience extraordinary hardship and practical difficulties in developing the Property with a mixture of residential uses, as permitted by right in the RSF-A and RMF-20 Zones. In fact, strict

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compliance with the requirements of Section 24-4102(c) could cause practical difficulties for the Applicant to develop the Property as proposed. The RSF-A and RMF-20 Zones allow medium-high density residential uses by right (and in this case on a site that is in somewhat close proximity to a developed metro station, Addison Road-Seat Pleasant) but the lot depth regulations inhibit the ability to properly implement these recommendations on a Property that is severely constrained by shape, size, and previously dedicated area.

The Applicant further contends that the purpose of the lot depth requirement provided in Section 24-4102(c) of the Subdivision Regulations is to ensure that there is enough space to provide adequate protection and screening from traffic nuisances associated with adjoining or adjacent rights-of-way. These nuisances may include noise, vibration, light, etc. On this Property, the Applicant contends that these measures can be located on Parcels that will be owned by the proposed HOA between the Property boundary and any proposed dwelling units.

The primary nuisance associated with roadways, noise, was addressed by the Applicant via its Phase I noise study (as described herein), which indicated that all residential lots and uses that have outdoor activity areas will be mitigated to 65 dBA Leq during the hours of 7:00 a.m. and 10:00 p.m. Furthermore, all residential dwelling units, except for the westernmost set of twelve (12) two-family residential dwelling units have outdoor activity areas that will be mitigated to 55 dBA Leq during the hours of 10:00 p.m. to 7:00 a.m. The Applicant notes that these specific twelve (12) two-family residential dwelling units are not proposed to have outdoor activity areas. Instead, the Property's primary outdoor activity areas are centrally located in the site and further away from Addison Road, thus they will be mitigated to 65 dBA Leq during the hours of 7:00 a.m. and 10:00 p.m. and 55 dBA Leq during the hours of 10:00 p.m. to 7:00 a.m. Furthermore, the Phase I noise study determined that transportation-generated noise levels at the future Addison Overlook residential development are addressed according to Prince George's County's noise requirements. Interior noise levels by the year 2034 will remain at or below 45 dBA Leq during both daytime and nighttime hours. Other nuisances associated with rights-of-way, such as lighting, will be addressed at the time of DET through screening, planting, and other techniques as required by the Landscape Manual.

The Applicant thereby contends that this major variation request will not have detrimental impacts to public health, safety, or welfare. The Applicant asserts that the location of the proposed lots and parcels with residential uses from the existing constructed right-of-way and the future proposed arterial boundary is sufficiently far. The Applicant further contends that as no noise mitigation is required from the Phase I noise study, that the proposed HOA parcels can mitigate any right-of-way nuisances without the need for a 150-foot depth standard. These nuisance mitigation measures would thereby provide the same or better protection than strict conformance with the 150-foot depth standard. The Applicant further notes that the granting of this major variation would not be injurious to other properties as the scope is limited to only the establishment of this subdivision.

- (2) *The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;***

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RESPONSE: The Applicant contends that the site is unique given its extreme previous right-of-way dedication, that is almost twice the requirement for an arterial total 120-foot roadway, its narrow shape, and topography. The right-of-way dedication is particularly unique to this Property as its right-of-way dedication far exceeds any previously approved projects within 0.25 miles of the site along the Addison Road corridor. The adjacent arterial roadway, Addison Road, is proposed to have a total right-of-way of 120 feet. This would result in necessary dedication of 60 feet from the current centerline to allow for the expansion of the roadway from two lanes to four-six lanes. However, the prior preliminary plan of subdivision case, 4-06098 dedicated approximately double the required right-of-way at approximately 116 feet. With this dedication now complete, the Applicant is required to analyze the 150-foot lot depth from the latest established right-of-way boundary, which is approximately 116 feet from the existing centerline. If the prior dedication had not previously occurred, the Applicant contends that all the proposed lots and proposed two-family dwelling units would meet the lot depth standard from the existing right-of-way.

There are +/- 1.60 acres of the subject Property that fall within the 150-foot lot/parcel depth requirement for residential uses along Addison Road, which is approximately 17 percent of the site. More specifically, only Lots 1-4 and twelve (12) two-family dwelling units located on Parcel 1 are within the 150-foot depth requirement. Providing a major variation from this requirement allows the formation of a well-designed and interconnected community with a variety of residential uses, with ample setback from the existing roadway in its current configuration. Therefore, strict conformance with the 150-foot depth standard would reduce the developable area of the site by approximately one-fifth, which provides a significant constraint for development and hardship for the Applicant.

The Applicant further notes that the site is extremely narrow and has significant topographically features. In examining the site, the Applicant notes that the Property is approximately 350 feet wide and 1,150 feet long. These site dimensions necessitate a lotting and parceling pattern that limits the ability to locate residences further away from the existing significant right-of-way dedication line along Addison Road, while conforming with the required intensity and dimensional standards of two zones, the RSF-A and RMF-20 Zones with two residential uses. Additionally, the site is unusually steep with significant topography. The site entrance is at an elevation of 176 feet above mean sea level. It quickly rises to an elevation of 222 feet above mean sea level. To maintain a standard road grade a significant portion of the Property must be “cut”. This requires that the on-site limit of disturbance extends to the edges of the narrow Property to “tie” grades off before they leave the site.

Essentially, there are no other properties within the County’s urban area, located abutting Addison Road, in close proximity to the Addison Road-Seat Pleasant Metro Area that are similarly constrained by existing dedication, shape, and topographical features. As these factors are unique to the Property and form the condition upon which this major variation is based, the Applicant contends that this criterion for approval is met.

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- (3) *The variation does not constitute a violation of any other applicable law, ordinance, or regulation;*

RESPONSE: The approval of a major variation to Section 24-4102(c) is unique to the Subdivision Regulations and under the sole authority of the Planning Board. This major variation is also eligible to be filed in accordance with Section 24-3403(b)(1)(A) of the Subdivision Regulations. Therefore, the major variation does not constitute a violation of any other law, ordinance, or regulation. Furthermore, since the Applicant will be required to obtain approval of a DET prior to obtaining any building permits, the approval of this major variation request will not further constitute a violation of other applicable laws.

- (4) *Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out;*

RESPONSE: The physical characteristics of the site and their impact on the site layout have been stated above, particularly in Section 24-3403(a) and findings 1 and 2 in Section 24-3403(f). These characteristics include existing right-of-way dedication, the narrowness of the site, and the topographic concerns that form the basis of this major variation request. If the strict regulation of the 150-foot depth standard was enforced, the Applicant would be required to remove Lots 1-4 and at least twelve (12) of the two-family dwelling units located on Parcel 1, if not more due to the proposed development pattern. This would be a significant loss of unit yield and an increase in development costs, which would place a particular hardship on the Applicant. Furthermore, as stated in finding 1 in Section 24-3403(f), this open space would not be necessary to provide mitigation of traffic nuisances for the remaining residential lots and uses. Thus, this criterion should be determined to be met as compliance with the 150-foot depth standard would present a particularly hardship to the owner.

- (5) *In the RMF-12, RMF-20, and RMF-48 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 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.*

RESPONSE: The Applicant acknowledges this requirement and notes that while the Property is located in both the RSF-A and RMF-20 Zones, as no multifamily dwelling units are proposed, this regulation is **not** applicable to this major variation request.

CONCLUSION: Based on the provided analysis above, the Applicant respectfully requests that the Planning Board approve a major variation to the 150-foot lot depth requirement in Section 24-4102(c)(1) of the Subdivision Regulations for Lots 1-4 and twelve (12) two-family dwelling units on Parcel 1, which are located adjacent to an existing arterial roadway, Addison

Road.

(d) Lot Design Standards

- (1) Buildings and driveways shall be sited to maintain the existing grade as much as possible.**
- (2) A variety of lot sizes and lot widths are encouraged within groupings of dwellings in order to prevent visual monotony, when appropriate.**

RESPONSE: The Applicant acknowledges these regulations and notes that the site has been laid out to balance cut and fill as much as possible and tie into grade at the road rights-of-way, thereby reducing the limits of disturbance while maintaining building slabs, parking and pedestrian circulation, and efficient grading. A variety of lot widths and sizes based on the type of dwelling unit proposed is also provided to allow for multiple architectural elevations throughout the site, which will be further illustrated with a future DET application.

(e) Condominium Development

Condominium townhouses shall be designed to conform to the lot standards of these Regulations and Subtitle 27: Zoning Ordinance, for possible future conversion to fee simple lots.

RESPONSE: The Applicant acknowledges this regulation and notes that the condominium two-family dwelling units have been designed to conform to the lot standards within the Zoning Ordinance for possible future conversion to fee simple lots.

(f) Outlots and Outparcels

Provision shall be made for the eventual ownership of outlots and outparcels by incorporating them into platted lots or into adjacent parcels, or by other appropriate means.

RESPONSE: The Applicant acknowledges this regulation and notes that the two proposed Outlots (Outlots A and B) shall have a provision for the eventual ownership of these lots by incorporating them into platted lots or into adjacent parcels, or by other appropriate means.

(g) Located Wholly Within County

All lots shall be designed to be located wholly within the County.

RESPONSE: The Applicant acknowledges this regulation and notes that all proposed lots are located wholly within the County.

24-4103. Layout Design Guidelines

To the maximum extent practicable, subdivisions shall be designed to:

- (a) Site internal streets to maintain the existing grade.***

RESPONSE: The Applicant acknowledges this regulation and notes that the internal private streets have been designed to maintain the existing grades to the greatest extent practicable. However, the site is unusually steep with significant topography. The site entrance is at an elevation of 176 feet above mean sea level and quickly rises to an elevation of 222 feet. In order to maintain a standard road grade a significant portion of the Property must be “cut”. This requires that the on-site limit of disturbance extends to the edges of the narrow Property to “tie” grades off before they leave the Property. Given these significant topographic challenges, it is difficult to maintain existing grades, as they would not meet County standards for slopes in all circumstances.

- (b) Ensure the spatial relationships, including between the lots and the street, recreation areas, alleys, and development on abutting lots, create the most beneficial relationship for the residents and occupants of the subdivision and abutting properties.***

RESPONSE: The Applicant acknowledges this regulation and notes that the site has been designed to ensure there is proper buffering between the neighboring properties containing higher density residential or institutional uses and the proposed development, which will be further demonstrated with the forthcoming DET submission.

- (c) Arrange lotting patterns to avoid the stacking of dwelling units, one behind the other, creating a flag lot relationship.***

RESPONSE: The Applicant acknowledges this regulation and notes that the lotting pattern has been designed to avoid the stacking of dwelling units via flag lots. All stacked dwelling units proposed via two-family residential units will utilize a vertical configuration.

- (d) Arrange lots to avoid the fronts of dwelling units facing the rear and sides of dwelling units on adjoining lots.***

RESPONSE: The Applicant acknowledges this regulation and notes that the lotting pattern has been designed to avoid the fronts of dwelling units facing the rear and sides of dwelling units on adjoining lots.

- (e) Arrange lotting patterns to avoid narrow unusable common ownership parcels.***

RESPONSE: The Applicant acknowledges this regulation and notes that the lotting pattern has been designed avoid narrow unusable common ownership parcels, wherein each parcel exceeds the minimum size requirements.

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- (f) *Ensure infill lotting patterns are context-sensitive to the existing established neighborhood.***

RESPONSE: The Applicant acknowledges this regulation and notes the lotting pattern is consistent with the requirements of the RSF-A and RMF-20 Zones. The subject PPS proposes townhouse and two-family dwelling units that will help to address the growing need for quality residential housing options in the region at a variety of price points. Such residential uses will contain superior architecture that is consistent and compatible with the surrounding community, which shall be analyzed with the forthcoming DET submission.

- (g) *Arrange and sufficiently set back lots and the siting of buildings to preserve views of the site characteristics from streets and abutting lands.***

RESPONSE: The Applicant acknowledges this regulation and notes that the setbacks proposed are either consistent with or exceed the regulations of the RSF-A and RMF-20 Zones, which preserve the viewshed along Addison Road, which shall be enhanced with the provision of the five-foot wide sidewalk.

- (h) *Provide lot access from interior streets and easements.***

RESPONSE: The Applicant acknowledges this regulation and notes that all proposed lots and condominium two-family dwelling units will be accessed from interior private streets, which have been designed in accordance with the regulations in Section 24-4204. The development then proposes one, two-way site entrance from an internal private street to Addison Road.

- (i) *Terminate culs-de-sac at locations that will provide for a standard lotting pattern around the end of the cul-de-sac in relationship to the property line and abutting lots. Such culs-de-sac may also be permitted to provide a right-of-way for pedestrian and bicycle access pursuant to Section 27-6206(g), Pedestrian Connections, of Subtitle 27: Zoning Ordinance.***

RESPONSE: The Applicant acknowledges this regulation but notes that **no** culs-de-sacs are proposed as part of this PPS application.

- (j) *Avoid grading that would result in retaining walls on private lots. Retaining walls should be located within common areas, or where common areas are not proposed, adequate access for maintenance shall be provided.***

RESPONSE: The Applicant acknowledges this regulation and notes that **no** retaining walls are currently proposed or are located on private lots. However, if retaining walls were to be proposed, details would be required prior to the approval of a DET application.

- (k) *Preserve trees on steep slopes and meet the woodland conservation threshold on-site.***

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RESPONSE: The Applicant acknowledges this regulation and has provided justification as a component of this PPS application, via a variance request, demonstrating the factors that make conforming with the woodland conservation threshold on-site infeasible and impracticable.

Nevertheless, the Applicant has provided a TCP1 that provides opportunities for planting ample landscaping on-site to allow for visual barriers between the site and the surrounding properties. These landscape buffers would be located along the perimeter of the site, closest to the regulated environmental features to the northeast of the site on land owned by M-NCPPC. Furthermore, the Applicant notes that this site is ideal for infill redevelopment, given its location along Addison Road, an arterial roadway, and its provision of multiple housing unit types and prices that meet a diversity of needs and price points. This site is also in proximity to the Addison Road-Seat Pleasant Metro Station within the Capital Beltway and is a component of a priority funding area (MDP). Therefore, for these reasons the Applicant finds that the proposed variance from the on-site woodland conservation threshold meets the qualifications for approval (in which separate justification is included as a component of this PPS application). Furthermore, as no regulated environmental features are identified on the subject Property, no network gaps have been found. However, ample landscape buffering will be provided between the site and neighboring regulated environmental features to the northeast, on land owned by M-NCPPC to ensure their protection to the maximum extent possible.

- (l) ***Locate noise fencing or walls within common areas or within homeowners' association easements on private lots when homeowners' association land is not proposed. A 10-foot-wide clear zone for maintenance and inspection around the fence or wall shall be provided. The minimum net lot area shall be provided outside the easement area.***

RESPONSE: The Applicant acknowledges this regulation but notes as demonstrated within the provided Phase I noise study, no noise fencing or walls are required as a component of this PPS application.

- (m) ***Lighting techniques shall comply with Section 27-6700, Exterior Lighting, of Subtitle 27: Zoning Ordinance. In addition, lighting should be designed to decrease adverse impacts on the adjoining and abutting lands.***

RESPONSE: The Applicant acknowledges this regulation and notes that any proposed lighting will be demonstrated prior to the approval of a DET application in conformance with Section 27-6700 of the Zoning Ordinance.

- (n) ***Avoid public use easements for infrastructure, including sidewalks.***

RESPONSE: The Applicant acknowledges this regulation and notes that the placement of infrastructure elements, with the exception of very limited underground utility lines, has been minimized within public use easements as a component of this PPS application.

24-4104. Grading

The submission of general grading plans and a Tree Conservation Plan Type 1 (TCP-1) is required for both minor and major subdivisions in order to efficiently plan the subdivision layout, which includes but is not limited to stormwater management, street grades, tree preservation, water and sewerage, and parkland. The submission of a general grading plan, at two-foot contours, shall be required with an application for a preliminary plan of major subdivision and may be required for a preliminary plan of minor subdivision, unless waived by the Planning Director.

RESPONSE: The Applicant acknowledges this regulation and notes that a TCP1 has been submitted with this PPS application. This plan includes two-foot contours, stormwater management areas, internal street grades, tree preservation, and water and sewer layout.

24-4105. Historic Resources and Sites

(a) Purpose

The purpose of this Section is to preserve historic resources and sites to:

- (1) Protect the County's cultural heritage;*
- (2) Increase public awareness of the County's history; and*
- (3) Provide for the continued use of still-valuable historic resources and sites.*

RESPONSE: The Applicant acknowledges the purposes of the section but notes that **no** historic resources or sites are on or adjacent to the Property.

However, as an aside the Planning Department previously reviewed this Property for archeological resources under prior Preliminary Plan 4-04173 and recommended a Phase I archeological survey be conducted. A Phase I archeological survey was conducted under prior Preliminary Plan 4-04173, which satisfied the County's requirements. The Planning Department concurred that no further archeological work is needed. The Planning Department accepted the final report on the archeological survey, *A Phase I Archeological Survey of the Proposed Quincy Commons Subdivision: A 10.56-Acre Development Property Located on Addison Road In Prince George's County, Maryland (Development Case No. 4-04173)*. This survey also included the 4.93 acres within Preliminary Plan 4-06098.

(b) General Standards

- (1) Significant archeological sites identified in accordance with the Planning Board Guidelines for Archeological Review shall be preserved in place, to the extent practicable.*

- (2) *The flexibility inherent in these Regulations shall be used to protect historic resources and sites, including optional methods of development where appropriate, to design subdivisions that minimize the impact of a subdivision on historic resources and sites and promote the restoration and continued use of such resources.*
- (3) *The lotting pattern of a proposed subdivision containing historic resources and sites shall be laid out to promote the long-term maintenance and access to the historic resources.*
- (4) *A proposed subdivision containing or adjacent to a historic resource or site shall comply with the following standards:*
 - (A) *Lots shall be designed to minimize adverse impacts of new construction on the historic resource;*
 - (B) *Natural features (such as trees and vegetation) which contribute to the preservation of a historic resource or provide a buffer between the historic resource and new development, shall be retained; and*
 - (C) *Protective techniques (such as limits of disturbance, building restriction lines, and buffers) shall be used.*
- (5) *A plan for development may be required to be submitted with an application for a subdivision for the purpose of evaluating the effect of the orientation, mass, height, materials, and design of the proposed development on the environmental setting to protect the integrity of the historic resource.*

RESPONSE: The Applicant acknowledges these regulations but notes that they do **not** apply to this PPS application as no historic resources or sites are on or adjacent to the Property.

24-4106. Cemeteries

- (a) *A proposed preliminary plan for subdivision (minor or major) which includes a cemetery within the site, when there are no plans to relocate the human remains to an existing cemetery, shall comply with the following standards:*
 - (1) *The placement of lot lines shall promote long-term maintenance of the cemetery and protection of existing elements.*
 - (2) *The layout shall promote the long-term maintenance and access to the cemetery.*

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- (3) *Fence or walls constructed of stone, brick, metal, or wood shall delineate the cemetery boundaries.*
- (4) *If the cemetery is not conveyed and accepted into public ownership, it shall be protected by agreements sufficient to assure its future maintenance and protection. This shall include but not be limited to a fund in an amount sufficient to provide income for the perpetual maintenance of the cemetery. These arrangements shall ensure that stones or markers are in their original location. Covenants or other agreements shall include a determination of the following:*

 - (A) *Current and proposed land ownership;*
 - (B) *Responsibility for maintenance;*
 - (C) *A maintenance plan and schedule;*
 - (D) *Adequate access; and*
 - (E) *Any other specifications deemed necessary to assure its future maintenance by the Planning Director.*
- (5) *Appropriate measures shall be provided to protect the cemetery during the development process.*
- (6) *The Planning Director shall maintain a registry of cemeteries identified during the subdivision review process.*
- (b) *Any cemetery approved in accordance with this Section that does not comply with the use regulations in PART 27-5: Use Regulations, of the Zoning Ordinance shall be deemed to be a certified nonconforming use unless otherwise specified by the Planning Board.*

RESPONSE: The Applicant acknowledges these regulations but notes that they do **not** apply to this PPS application as no cemeteries are on or adjacent to the Property.

Sec. 24-4200 Transportation, Pedestrian, Bikeway, and Circulation Standards

24-4201. General Street Design Standards

Preliminary plans of subdivision (minor or major) and final plats shall comply with the following standards:

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- (a) *A subdivision may be served by public and private streets, and in rural areas, access easements.*

RESPONSE: The Applicant acknowledges this regulation and notes that all lots and parcels are proposed to be served by private streets.

- (b) *The rights-of-way of all highways, streets, trails, and transit facilities shown on the General Plan, Functional Master Plans, and the applicable Area Master Plan or Sector Plan shall be shown on the preliminary plan of subdivision and, when reserved or dedicated, shown on the final plat.*

RESPONSE: The Applicant acknowledges this regulation and notes that the applicable General Plan and Master Plan facilities, including previously dedicated land along Addison Road have been provided on the PPS. These facilities include a five-foot wide sidewalk along the Property's previously dedicated roadway frontage on Addison Road, with ADA accessible crosswalks between the proposed site entrance. Bicycle racks will be provided in proximity to recreation areas within the subdivision (with specifications to be provided at time of DET submission).

- (c) *All streets proposed for dedication to public use shall comply with the standards in:*
- (1) *Section 27-6200, Roadway Access, Mobility, and Circulation, and all other applicable standards in Subtitle 27: Zoning Ordinance;*
 - (2) *Subtitle 23: Roads and Sidewalk, of the County Code;*
 - (3) *These Regulations;*
 - (4) *The Specifications and Standards for Roadways and Bridges;*
 - (5) *The standards of the State Highway Administration for state facilities; and*
 - (6) *Applicable regulations of municipalities having jurisdiction.*

RESPONSE: The Applicant acknowledges these regulations and notes that all proposed private streets have been designed in accordance with these requirements.

- (d) *All proposed streets shall comply with the standards in Section 27-6206: Vehicular Access and Circulation, of the Zoning Ordinance, and be continuous and in alignment with existing or platted streets in adjoining subdivisions so as to create a street network that is functional and easily understandable. Generally, streets should cross other streets at right angles. The applicant may petition the*

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Planning Director or review body deciding a parent application to waive or modify cross-access requirements between developments pursuant to Section 27-6206(e)(2)(C) of Subtitle 27: Zoning Ordinance of the Prince George's County Code.

RESPONSE: The Applicant acknowledges this regulation and notes that the proposed private streets comply with all applicable standards in Section 27-6206 of the Zoning Ordinance, as demonstrated herein within Section IX.

- (e) The topography and drainage of land shall be considered in the design of streets. If necessary to demonstrate such consideration, rough street grading plans may be required.***

RESPONSE: The Applicant acknowledges this regulation and notes that the topography and drainage of land was considered with the design of the proposed private streets as illustrated within the TCP1 and Site Development Concept Plan.

- (f) All internal subdivision streets shall be wholly within the County and shall not be designed to directly connect to an adjacent county unless the applicant has obtained the prior written approval of the District Council and the appropriate land use authority of the adjacent county.***
- (1) An applicant shall file a written request for such approval with the Clerk of the District Council. The District Council shall either approve or disapprove the request within 45 days from the date of filing. Failure of the District Council to act within the 45-day period shall constitute an approval of the request. For purposes of this provision, an internal subdivision street shall be deemed to be a public street having a right-of-way width of 80 feet or less.***
- (2) The District Council shall not allow the proposed street connection to an adjacent county unless it finds that delivery of public safety services, utility services, and tax collection will be timely and adequate for the lots in Prince George's County.***

RESPONSE: The Applicant acknowledges this regulation and notes that all proposed private subdivision streets are wholly within the County.

- (g) All private streets shall be of sufficient width to accommodate the requirements of the Landscape Manual.***

RESPONSE: The Applicant acknowledges this regulation and notes that the proposed private streets have been designed to accommodate the requirements of the Landscape Manual.

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24-4202. Vehicular Access and Circulation

- (a) *A preliminary plan of subdivision (minor or major) shall comply with the street connectivity, access, traffic calming, block design, and all other applicable standards in Section 27-6206, Vehicular Access and Circulation, of Subtitle 27: Zoning Ordinance.*

RESPONSE: The Applicant acknowledges this regulation and notes that the PPS application complies with all applicable standards in Section 27-6206 of the Zoning Ordinance, as shown herein within Section IX.

- (b) *As used in this Section, a planned street or transit right-of-way shall mean a street or right-of-way shown in a currently approved State Highway Plan, the General Plan, the County's Master Plan of Transportation, or the applicable Area Master Plan or Sector Plan. If a service road is used, it shall connect, where feasible, with a local interior collector street with the point of intersection located at least 200 feet away from the intersection of any street or collector or higher classification.*

RESPONSE: The Applicant acknowledges this regulation and notes that the PPS application considers the use of private streets to serve all proposed lots and condominium dwelling units on parcels within this subdivision. Driveways directly from these lots or condominium dwelling units on parcels shall connect to private streets, which in turn exit the site directly on Addison Road, via one two-way site access point.

24-4203. Pedestrian Access and Circulation

- (a) *Preliminary plans for subdivision (minor or major) and final plats shall comply with the applicable pedestrian access and circulation standards in Section 27-6207, Pedestrian Access and Circulation, of Subtitle 27: Zoning Ordinance.*

RESPONSE: The Applicant acknowledges this regulation and notes that the PPS application complies with all applicable standards in Subtitle 27-6207 of the Zoning Ordinance, as shown herein within Section IX.

- (b) *Sidewalks and crosswalks shall comply with the Prince George's County Specifications and Standards for Roadways and Bridges, the standards of the State Highway Administration for state facilities, or applicable regulations of municipalities having jurisdiction.*

RESPONSE: The Applicant acknowledges this regulation and notes that all sidewalks and crosswalks shall comply accordingly.

24-4204. Private Streets and Easements

(a) General

Unless exempted in accordance with Section 24-4204(b) below, no subdivision shall be approved with a private street, right-of-way, or easement as the means of vehicular access to any lot, unless the private street, right-of-way, or easement is built to conform to the standards in Subtitle 23: Roads and Sidewalks, of the County Code.

RESPONSE: The Applicant acknowledges this regulation and notes that the subject site qualifies for an exemption and is eligible to be approved with private streets, as shown below.

(b) Exemptions

(1) A preliminary plan of subdivision (minor or major) containing private streets, rights-of-way, alleys, and/or easements that do not conform to the standards of Subtitle 23: Roads and Sidewalks may be approved under the following conditions:

(D) In any zone where townhouse or two-family dwellings are permitted, except within the Transit-Oriented/Activity Center base and Transit-Oriented/Activity Center Planned Development zones, the Planning Board may approve the use of private streets and alleys provided:

(i) The pavement width of private streets shall not be less than twenty-two (22) feet in width;

(ii) The pavement width of private alleys shall not be less than eighteen (18) feet in width; and

(iii) Subsections (i) and (ii) above shall only be applicable provided that the accessibility of the private streets and alleys to emergency equipment is ensured by the County Fire Chief or the Chief's designee.

RESPONSE: The Applicant acknowledges this exemption requirement and notes it is applicable to this PPS application, which proposes townhouse and two-family residential dwelling units. These residential dwelling unit types are both permitted by right in the RSF-A and RMF-20 Zones, wherein the Property is located. All proposed private streets (which are located on five (5) parcels) shall be at least twenty-two (22) feet wide in accordance with these regulations. All proposed private streets will also be designed to ensure that adequate access for emergency equipment is provided and shall be reviewed by the County Fire Chief or the Chief's designee.

24-4205. Public Utility Easements

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All roads (public or private) shall have a public utility easement at least ten feet in width. For Redevelopment and Revitalization projects, the public utility easement may be reduced by the Planning Director for good cause, after due consideration of any adverse impacts. The public utility easement shall be located outside the sidewalk, where a sidewalk is constructed or these Regulations or Subtitle 27: Zoning Ordinance require a sidewalk, and shall be contiguous to the right-of-way.

RESPONSE: The Applicant acknowledges this regulation and notes that ten (10) foot wide public utility easements are provided contiguous to all proposed private streets and are located outside of all sidewalks.

Sec. 24-4300 Environmental Standards

24-4301. General

Environmental features which are impossible or difficult to reproduce, such as floodplain, wetlands, streams, steep slopes, woodlands, and specimen trees, shall be protected.

RESPONSE: The Applicant acknowledges this regulation and notes that the Property is located within the Environmental Strategy Area 1 of Plan Prince George's 2035. The Property does not contain any regulated environmental features, 100-year floodplain or streams. A signed Natural Resources Inventory Plan, NRI-011-06-01, identifies 56 specimen trees within the limits of the Property. A TCP1 has been provided that either demonstrates conformance to the requirements of the 2024 Woodland and Wildlife Habitat Conservation Ordinance or requests variances accordingly.

24-4302. 100-Year Floodplain

- (a) ***To ensure land is platted in a manner that protects the public against loss of life or property due to the 100-year flood, while minimizing the public and private costs of flood control measures, all subdivisions shall comply with the following standards:***
- (1) ***Except as provided in Sections 24-4302(a)(2) and 24-4302(a)(3) below, lots shall comply with the minimum net lot area required in PART 27-4: Zones and Zone Regulations, of Subtitle 27: Zoning Ordinance, exclusive of any land area within the 100-year floodplain.***
 - (2) ***Where any lot contains a 100-year floodplain area in the AR and AG zones, there shall be a minimum of 40,000 contiguous square feet of area within the lot exclusive of any land within the 100-year floodplain.***
 - (3) ***In the RE and RR zones, any area of a lot in excess of 20,000 contiguous square feet may be in the 100-year floodplain for the purposes of***

compliance with Section 24-4204, Private Streets and Easements, provided that the lot is to be served by a public water and sewer system, and is in a water and sewer service area Category One, Two, Three, or Four at the time of its approval.

- (4) The floodplain areas shall be delineated in accordance with Subtitle 32, Division 4, the Floodplain Ordinance, of the County Code.*
- (5) A 25-foot setback from the floodplain shall be established for dwelling units as a building restriction line.*
- (6) In the event that the proposed subdivision is located partially or fully within an area covered by an officially adopted comprehensive watershed management plan, the proposed subdivision shall conform to such plan.*
- (b) In the case of a proposed subdivision which includes a 100-year floodplain area along a stream, unless such area is to become a public park or recreation area maintained by a public entity, the area shall be denoted upon the final plat as a floodplain easement. Such easement shall include provisions for ingress and egress, where practicable. The floodplain easement area may be used, if necessary, for utility lines and/or stormwater drainage facilities, open-type fencing, or passive recreation, provided that no structures are built that would interfere with the flood conveyance capacity of such easement area.*
- (c) The 100-year floodplain associated with a watercourse having less than 50 acres of watershed upstream may be excluded from the floodplain area computation, subject to approval in accordance with the requirements of Subtitle 32, Division 4, the Floodplain Ordinance, of the County Code.*

RESPONSE: The Applicant acknowledges these regulations but notes they are **not** applicable as no 100-year floodplain is located on the subject Property.

24-4303. Stream, Wetland, and Water Quality Protection and Stormwater Management

- (a) Subdivisions shall be designed to minimize the effects of development on land, streams, and wetlands, to assist in the attainment and maintenance of water quality standards, and to preserve and enhance the environmental quality of stream valleys.*
- (b) A preliminary plan of subdivision (minor or major) shall not be approved until evidence is submitted that a stormwater management concept has been approved by DPIE or the municipality having approval authority, if the municipality has approval authority. Submittal materials shall include evidence that the applicable site development concept has been approved.*

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RESPONSE: The Applicant acknowledges these regulations and notes that an approved Site Development Concept Plan (01785-2023-SDC) has been provided and is valid until July 29, 2027. The site development concept plan has been created to collect and convey runoff to an on-site micro-bioretenention treatment system to provide sufficient Environmental Site Design (ESD). This micro-bioretenention system with sixteen (16) basins and two (2) surface retention basins will ensure that stormwater runoff does not degrade the surrounding watershed when leaving the Property and results in 100-year quantity management. On-site landscaping will also be utilized to absorb water prior to its circulation into the micro-bioretenention system. Landscaping shall be provided in compliance with the Landscape Manual, and the Tree Canopy Coverage Ordinance, at the time of DET submission.

- (c) ***Regulated stream buffers shall comply with the requirements in Table 24-4303(c): Regulated Stream Buffers.***

RESPONSE: The Applicant acknowledges this regulation but notes that **no** regulated streams exist on the subject site. Therefore, the regulated stream buffer standards are not applicable to the Property.

- (d) ***To ensure the purpose and intent of this Section is advanced, a proposed subdivision (minor or major) shall comply with the following:***
(1) ***The preliminary plan of subdivision (minor or major) shall demonstrate adequate control of increased run-off.***

RESPONSE: The Applicant acknowledges these regulations and notes that an approved Site Development Concept Plan (01785-2023-SDC) has been provided and is valid until July 29, 2027. The site development concept plan has been created to collect and convey runoff to an on-site micro-bioretenention treatment system to provide sufficient Environmental Site Design (ESD).

- (2) ***Stormwater control shall be provided on-site unless, upon recommendation from the County, it is demonstrated equally effective stormwater controls can be provided off-site.***

RESPONSE: The Applicant acknowledges this regulation and notes that all stormwater management control is provided within the limits of the subject site.

- (3) ***Environmental site design (ESD) techniques are encouraged, where appropriate.***

RESPONSE: The Applicant acknowledges this regulation and notes that an approved Site Development Concept Plan (01785-2023-SDC) has been provided and is valid until July 29, 2027. The site development concept plan has been created to collect and convey runoff to an on-site micro-bioretenention treatment system to provide sufficient Environmental Site Design (ESD). This micro-bioretenention system with sixteen (16) basins and two (2) surface retention basins will ensure that stormwater runoff does not degrade the surrounding watershed when leaving the Property and

results in 100-year quantity management.

- (4) *Where land is partially or totally within an area subject to an adopted Watershed Plan, the subdivision conforms to such plan.*

RESPONSE: The Applicant acknowledges this regulation but notes it does **not** appear to be applicable as the Property is not the subject of a Watershed Plan.

- (5) *Where land is located outside the Chesapeake Bay Critical Area Overlay (CBCAO) zones, the preliminary plan of subdivision (minor or major) and all plans associated with the application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state, to the fullest extent possible, consistent with the Environmental Technical Manual established in accordance with Subtitle 25: Trees and Vegetation, of the County Code. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required in accordance with Subtitle 27: Zoning Ordinance, of the County Code, for the reasonable development of the lot outside the regulated feature.*

RESPONSE: The Applicant acknowledges this regulation but notes that no regulated environmental features within primary management area (PMA) exist on the subject Property.

- (6) *All regulated environmental features shall be placed in a conservation easement and identified on the final plat.*

RESPONSE: The Applicant acknowledges this regulation but notes it is **not** applicable to this PPS application as no regulated environmental features within primary management area (PMA) exist on the subject Property.

- (7) *The approval of a Concept Grading, Erosion, and Sediment Control Plan (CS) by the Soil Conservation District, shall be required prior to final approval of the preliminary plan of subdivision (minor or major) if required by Subtitle 32: Water Resources Protection and Grading Code, of this Code.*

RESPONSE: The Applicant acknowledges this regulation and notes that the proposed development will be in compliance with the above requirement, and shall be required to obtain an approved Grading, Erosion, and Sediment Control Plan prior to issuance of any grading permits. In accordance with this regulation, the Applicant has submitted a draft of the Conceptual Grading, Erosion, and Sediment Control Plan as a component of this PPS submittal.

24-4304. Woodland and Wildlife Habitat Conservation, Tree Preservation, Clearing, and Replacement

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- (a) *Except for land located in the Chesapeake Bay Critical Area Overlay (CBCAO) zones, development shall comply with the provisions for woodland and wildlife habitat conservation and tree preservation established in Division 2 of Subtitle 25: Woodland and Wildlife Habitat Conservation Ordinance, of the County Code, and the tree canopy requirements of Division 3 of Subtitle 25: Tree Canopy Coverage Ordinance, of the County Code.*

RESPONSE: The Applicant acknowledges this regulation and has provided a TCP1 to demonstrate conformance with the applicable requirements of Subtitle 25, including any requested variances from the 2024 Woodland and Wildlife Habitat Conservation Ordinance. Conformance with the applicable requirements of tree canopy coverage will be demonstrated with the forthcoming DET submission.

- (b) *For land located in the CBCAO zones, all provisions regarding vegetation shall comply with the requirements of Subtitles 5B: Chesapeake Bay Critical Area, and Subtitle 27: Zoning Ordinance, of the County Code.*

RESPONSE: The Applicant acknowledges this regulation but notes it is **not** applicable as the Property is not located within a CBCAO Zone.

Sec. 24-4400 Public Facility Standards

24-4401.

Preliminary plans of subdivision (minor or major) and final plats of subdivision (minor or major) must be designed to show all utility easements necessary to serve anticipated development on the land being subdivided, consistent with the recommendations and standards relevant to public utility companies. When utility easements are required by a public utility company, the subdivider shall include the following statement in the dedication documents:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748.”

RESPONSE: The Applicant acknowledges this regulation and notes that all utility easements will be prepared accordingly.

24-4402.

Land for public facilities shown on the General Plan, a Functional Master Plan, the applicable Area Master Plan or Sector Plan, or a watershed plan shall be reserved, dedicated, or otherwise provided for.

RESPONSE: The Applicant acknowledges this regulation and has labeled any land designated for public facilities accordingly on the PPS.

24-4403.

Stormwater management facilities, existing or proposed as part of the development, shall have sufficient capacity to convey surface water runoff.

RESPONSE: The Applicant acknowledges these regulations and notes that an approved Site Development Concept Plan (01785-2023-SDC) has been provided and is valid until July 29, 2027. The site development concept plan has been created to collect and convey runoff to an on-site micro-bioretenention treatment system to provide sufficient Environmental Site Design (ESD). This micro-bioretenention system with sixteen (16) basins and two (2) surface retention basins will ensure that stormwater runoff does not degrade the surrounding watershed when leaving the Property and results in 100-year quantity management. On-site landscaping will also be utilized to absorb water prior to its circulation into the micro-bioretenention system. Landscaping shall be provided in compliance with the Landscape Manual, and the Tree Canopy Coverage Ordinance, at the time of DET submission.

24-4404.

In accordance with the Sustainable Growth and Agricultural Preservation Act (Map 3 of Plan 2035 Prince George's County Sustainable Growth and Agricultural Preservation Act of 2012 (SB236) Map, Adopted November 20th, 2012, as may be amended from time to time), the water and sewer standard for residential subdivisions is:

- (a) A subdivision in the Sustainable Growth Tier I in the General Plan or applicable Functional Master Plan shall be served by public sewer.***
- (b) A subdivision in the Sustainable Growth Tier II in the General Plan or applicable Functional Master Plan shall be served by public sewer, except for a minor subdivision which may be served by on-site sewerage disposal systems.***
- (c) A subdivision in the Sustainable Growth Tier III in the General Plan or applicable Functional Master Plan shall be served by on-site sewerage disposal systems.***
- (d) A subdivision in the Sustainable Growth Tier IV in the General Plan or applicable Functional Master Plan shall be served by on-site sewerage disposal systems. A residential major subdivision served by on-site sewer disposal systems is not permitted.***

RESPONSE: The Applicant acknowledges this regulation and notes that the Property is in Sustainable Growth Tier I in the General Plan.

24-4405.

For purposes of determining whether water and sewerage complies with the standards of this Section, the location of the property within the appropriate service area of the Ten Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage and compliance with the standards for the provision of public sewer and water.

RESPONSE: The Applicant acknowledges this regulation and notes that the subject Property is within water and sewer categories W-3 and S-3 and is eligible to proceed with a PPS application.

24-4406.

If a water storage tank is proposed to be located on the site of a proposed development, the subdivision shall include reservation of land or an easement for the storage tank and an access easement so that emergency vehicles can adequately use the water storage tank in times of emergency.

RESPONSE: The Applicant acknowledges this regulation but notes it is **not** applicable to this PPS application as no water storage tanks are proposed to serve this subdivision.

Sec. 24-4500 Public Facility Adequacy

24-4502. Applicability

(b) Applicability of Public Facility Adequacy Standards

- (1) This Section establishes public facility adequacy standards. They are summarized in Table 24-4502: Summary of Public Facility Adequacy Standards. The standards are established in Sections 24-4504, Public Facility Adequacy-Generally, through Section 24-4510, Schools Adequacy, below.**

Facility	Area of Applicability	Level of Service	Compliance
Transportation	Service Area 1	LOS "E" (CLV of 1451-1600).	Under Existing, Background and Total Conditions, all signalized intersections required to be studied by the Applicant operate with a CLV of 1,600 or less. • Under Existing, Background and Total Conditions, all unsignalized

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			study intersections required to be studied by the Applicant pass the first step of the unsignalized adequacy testing. Further details can be found in the Traffic Impact Analysis, prepared by Lenhart Traffic Consulting, Inc., which is included as a component of this PPS application.
Pedestrian and Bikeway Adequacy	RMF-20 Zone	Adequate pedestrian and bikeway facilities needed to serve the development exist or are constructed by the applicant.	As a portion of the Property is in the RMF-20 Zone, the Applicant has provided a BPIS Study, prepared by Lenhart Traffic Consulting, Inc., which recommends several off-site improvements be constructed to fulfill this adequacy requirement.
Parks and Recreation	RSF-A & RMF-20 Zones	15 acres per 1,000 residents.	Nearby Parks & Recreation Facilities include, Millwood Park, Rollins Avenue Park, Suitland-District Heights Park, and the Walker Mill Regional Park. The Applicant would further assert that DPR acknowledged with its approval of 4-06098 under the prior Subdivision Regulations that adequate park facilities exist to serve this proposed development. Compliance with the mandatory parkland dedication requirement is proposed to met through the provision of on-site recreational facilities in accordance with Section 24-4601(b)(4)(C) of the Subdivision Regulations.
Police	Residential Development	Response times for service are within ten (10) minutes for emergency calls and twenty-five (25) minutes	Per the most recent average rolling response times available at MNCPPC, response times for District VIII, Westphalia are 7:00

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		total for non-emergency calls, in each police district.	minutes for emergency and 13:00 minutes for non-emergency calls.
Fire & Rescue	All locations	Seven (7) minutes travel time for any residential uses.	The closest Fire Department Station is the Seat Pleasant Volunteer Fire Department, which is 0.9 miles (approximately 2-minute drive) from the Property.
Schools	Residential development	Students will not exceed 105% of state-rated capacity or demonstrate mitigation in accordance with Section 24-4510(c).	The Property is served by John H Bayne Elementary, Walker Mill Middle, and Central High, all of which are operating below the 105% capacity threshold, according to the 2024 enrollment reports.

Sec. 24-4600 Parklands and Recreation Facilities

24-4601. Mandatory Dedication of Parkland

(b) Applicability

(4) As an alternative to the dedication of land in accordance with Section 24-4601(b)(3), Amount of Park and Recreation Land Required, above, any of the following, either singly or in combination, shall satisfy the requirements of this Section.

(C) Recreational facilities may be provided instead of land or in-lieu fees in any Residential zone, provided that a plan for such recreational facilities is approved by the Planning Board after determining that:

(i) Such facilities will be equivalent or superior in value, to the land, improvements, or facilities that would have been provided under this Section; and

(ii) The facilities will be properly developed and maintained to the benefit of future residents of the subdivision through covenants, a recreational maintenance agreement, or other appropriate means, and that such instrument is legally binding upon the subdivider and the subdivider's heirs, successors, and assigns, and that such instrument is

enforceable; and

- (iii) No permit for construction or occupancy of dwellings shall be issued unless the Planning Board is satisfied that the facilities have been, or will be, provided at the appropriate state of development.***

RESPONSE: The Applicant acknowledges these regulations and intends to comply with the above requirements by offering an alternative of on-site recreational facilities with this PPS application in accordance with the County's *Parks and Recreation Guidelines*. The Applicant has included a proposed recreation facilities cost estimate as a component of this PPS application that indicates the general type, price, and location of recreation facilities to be provided. More specific details of these facilities will be provided with the forthcoming DET submission but will generally include programmed open space with a pavilion and a playground. Final programming of such amenity spaces will happen at the time of DET.

Sec. 24-4700 Conservation Subdivision Standards

RESPONSE: The Applicant acknowledges these regulations but notes that they are **not** applicable to this PPS application as a conservation subdivision is not proposed for the subject site.

VII. CONFORMANCE WITH THE STANDARDS OF RESIDENTIAL BASE ZONES, THE RSF-A ZONE, AND RMF-20 ZONE

The subject application conforms to the applicable purposes of the Residential Base Zones as follows:

Section 27-4202. Residential Base Zones

(a) General Purposes of Residential Base Zones

The Residential base zones established in this Section are intended to provide a comfortable, healthy, safe, and pleasant environment in which to live and recreate. More specifically, they are intended to:

- (1) Provide appropriately located lands for residential development that are consistent with the goals and policies of the General Plan and the applicable Area Master Plan or Sector Plan;***

RESPONSE: The Applicant notes the proposed townhouse and two-family residential land uses are consistent with the goals and policies of the General Plan and Master Plan as examined herein. The General Plan notes this Property is within the Established Communities Growth Policy Tier and has a future land use of Medium-High Density Residential (i.e. 8 to 20

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dwelling units per acre). The proposed development represents context-sensitive infill development and will provide much-needed residential uses for current and future residents of the County.

- (2) ***Ensure adequate light, air, privacy, and open space for each dwelling, and protect residents from the negative effects of noise, excessive population density, flooding, and other significant adverse environmental impacts;***

RESPONSE: The Applicant notes the proposed residential uses for the Property will provide adequate light, air, and privacy for each dwelling. The PPS application consists of townhouse and two-family residential dwelling units situated on lots or parcels that will all have full front, rear, and in certain instances side yards that can be utilized by future residents and provide adequate space and privacy. Further, the PPS will comply with all noise regulations in the Subdivision Regulations. The Applicant's Phase I noise study submitted with this PPS application, notes that no noise mitigation is required on the Property to confirm with the appropriate portions of Section 27-6810 of the County's Zoning Ordinance. The PPS has also been designed to be compliant with all County, State and Federal environmental regulations to protect against any adverse environmental impacts.

- (3) ***Ensure protection from fires, explosions, toxic fumes and substances, and other public safety hazards;***

RESPONSE: The Applicant notes this PPS will be in conformance with all County laws to protect properties from fire, flood, panic, and other dangers. These laws include floodplain regulations, the fire prevention code, and the building code.

- (4) ***Provide for residential housing choice, affordability, and diversity with varying housing densities, types, and designs;***

RESPONSE: The instant PPS proposes townhouse and two-family residential dwelling units that are intended to address a wide variety of price points and market needs/preferences. This includes high quality residential units that will have a range of finished square footages (final square footage numbers will be confirmed at time of DET). The provisions of such a variety of dwelling units are needed for numerous reasons. First, there is a growing demand for housing options by consumers such as seniors and millennials. For example, by the year 2030, it is predicted that 20% of the total US population will be 65 or older. According to most estimates, the US will need an additional 800,000 units of senior housing by 2030 to meet the growing demand from the aging Baby Boomer generation. In Prince George's County, there are over 170,000 adults over the age of 60 representing 18.6% of the total County population. Over the next several years it is anticipated that 20% of the County's population will be over the age of 60. Similarly, "millennials" represent nearly 38% of the current buyers in the national market per a 2024 generational report by the National Association of Realtors. Both the senior and millennial buyers in today's market are seeking modern, efficient, and more compact living spaces with high end finishes, attractive architecture, and access to amenities. Such a concept reflects a lifestyle that

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includes smaller living spaces, first floor accessibility, and residential unit sizes that offer outdoor opportunities that are not overly burdensome from a maintenance standpoint. Without a significant increase in the number of available housing units, there simply will not be enough supply to meet the consumer demand of today's buyers (especially senior and millennial buyers).

(5) *Provide for safe and efficient vehicular, bicycle, and pedestrian access and circulation, and neighborhoods that promote multiple forms of mobility;*

RESPONSE: The PPS proposes a circulation pattern that efficiently and safely promotes multi-modal mobility. As mentioned herein, this PPS proposes:

- Frontage improvements to Addison Road (including a five-foot sidewalk along the western frontage)
- Five-foot wide internal sidewalks

The Applicant has also submitted a traffic impact study with the PPS prepared by Lenhart Traffic Consulting, Inc. that concludes the following:

- Under Existing, Background and Total Conditions, all signalized intersections required to be studied by the Applicant operate with a CLV of 1,600 or less.
- Under Existing, Background and Total Conditions, all unsignalized study intersections required to be studied by the Applicant pass the first step of the unsignalized adequacy testing.

(6) *Provide for the public services and facilities needed to serve residential development;*

RESPONSE: The development proposed in the PPS will be served by adequate public facilities and services. As set forth elsewhere herein (within Section VI), this PPS application includes adequate transportation facilities (both onsite and offsite) exist or will be constructed by the Applicant to serve the proposed residential uses.

(7) *Protect the existing character of lands in the residential zones from incompatible development;*

RESPONSE: The Applicant notes the proposed townhouse and two-family residential development has been designed in harmony with surrounding residential communities. Quality materials, façade variations, and architectural features will be reflected in future DET applications to further demonstrate compatibility with the surrounding neighborhoods. Adequate buffering through the use of landscaping (where required by the County's Landscape Manual) will also further ensure the character of existing neighborhoods is maintained.

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- (8) Accommodate new infill development and redevelopment that is consistent with the context and the character of the residential zone in which it is located; and**

RESPONSE: The Applicant has proposed with this PPS application, a residential development with a mixture of dwelling unit types, including townhouses and two-family residences. This PPS application can be defined as supporting “Medium-High Density Residential Development” which is defined by the Master Plan as being between 8 to 20 dwelling units per acre. In this instance, the proposed total site density is 13.22 dwelling units per acre, which is within the aforementioned range. As the proposed PPS includes two residential dwelling unit types, it would allow for a range of price points. This proposed development will also increase the housing diversity of the surrounding region, which primarily consists of multifamily dwelling units. This site also represents an infill development opportunity on Addison Road, that is approximately 4,000 linear feet south of the Addison Road-Seat Pleasant Metro Station. This Property and its location can then serve to enrich the community by providing desired missing middle housing opportunities that are not available in today’s unit supply surrounding the Addison Road-Seat Pleasant Metro Station.

- (9) Promote sustainable development in terms of energy efficiency and conservation, greenhouse gas reductions, food security, materials recycling, and similar sustainability goals.**

RESPONSE: The Applicant is committed to working towards a greener development through this PPS (and subsequent development entitlements). Stormwater Management practices will be designed to meet Environmental Site Design guidelines and erosion/sediment control practices will be diligently applied and maintained during construction activities. Forest cover will be maintained to the fullest extent practicable and landscape buffers will be planted in accordance with the County’s Landscape Manual to create lush, green supplements to the existing tree cover on site. Energy efficient appliances, HVAC systems, insulation, and building materials and techniques will be considered as part of future entitlements in order to contribute to a greener habitat than might be found elsewhere.

(f) Residential, Single-Family-Attached (RSF-A) Zone

(1) Purposes

The purposes of the Residential, Single-Family-Attached (RSF-A) Zone are:

- (A) To provide for development in a form that supports residential living and walkability, is pedestrian oriented and is well connected to surrounding lands;**

RESPONSE: The Applicant’s proposed development will support residential living

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through the development of 130 residences, which includes 34 townhouse dwelling units and 96 two-family townhouse dwelling units across the site. Further, this PPS application contains substantial pedestrian connections throughout the subdivision internal via the private roadways to facilitate circulation and ease of access to the provided recreational facilities and the Addison Road corridor.

(B) To provide development that is respectful of the natural features of the land; and

RESPONSE: The proposed development provides adequate open space, particularly for outdoor recreation, as shown in the provided open space set-aside exhibit submitted with this PPS application. Landscape buffering and preservation of specimen trees will be pursued to the maximum extent practicable to respect natural features and provide a visual transition for residents to create a significant sense of place for the site.

(C) To provide development that is compatible with surrounding lands.

RESPONSE: The Applicant's proposed townhouse and two-family residential dwelling units at a medium-high density threshold (ie, between 8 and 20 dwelling units per net acre) will be wholly compatible with surrounding lands.

(2) Intensity and Dimensional Standards

(2) Intensity and Dimensional Standards					
Standard(1)	Single-Family Detached Dwelling	Two-Family Dwelling	Three-Family Dwelling	Townhouse Dwelling	Other Uses
Density, max. (du/ac of net lot area)	8.70	32.66	12.44	16.33	No requirement
Net lot area, min. (sf)	5,000	No requirement	No requirement	No requirement	6,500
1 Lot width, min. (ft)	45 (10)	60 (8)	40	20 (5)	45
Lot frontage (width) at front street line, min. (ft)	40	48 (9)	32	16	36
Lot coverage, max. (% of net lot area)	40	45 (2)	40 (2)	45 (2)	60
2 Front yard depth, min. (ft)	15	15	15	15	15
3 Side yard depth, min. (ft)	8 (3)	8 (4)	8 (4)	8 (4)	8 (3)
4 Rear yard depth, min. (ft)	20	20 (7)	20	20 (7)	20
5 Principal structure height, max. (ft)	40	50	40	50	40
Accessory structure height, max. (ft) (6)	25	25	25	25	25

NOTES: du/ac = dwelling units per acre; sf = square feet; ft = feet

(1) See measurement rules and allowed exceptions in Section 27-2200, Measurement and Exceptions of Intensity and Dimensional Standards.

(2) Applicable to the lot coverage of the development lot as a whole rather than individual lots under townhouse units.

(3) On corner lot, min. side yard depth alongside street = 25 ft. 6

(4) Applicable to the buildings on the edges of the development lot as a whole. Within the development lot as a whole, a minimum separation of 8 feet is required between buildings.

(5) Applicable to the individual lots under townhouse units. The minimum lot width for the development lot as a whole shall be 100 ft.

(6) May be increased for certain purposes by approval of a special exception pursuant to Section 27-3604, Special Exception. Height may not exceed 2 stories.

(7) May be reduced to 0 feet when a 20-foot-wide or wider alley is provided, or to a range between 5 and 10 feet when an alley less than 20 feet in width is provided.

(8) May be reduced to 20 feet when building vertically stacked dwelling units.

(9) May be reduced to 16 feet when building vertically stacked dwelling units.

(10) If the lot is located on a cul-de-sac, the minimum width may be reduced to forty-five (45) feet.

RESPONSE: The Applicant acknowledges these regulations and notes that the intensity and dimensional standards for the proposed townhouse and two-family dwelling units located in the RSF-A Zone are demonstrated on the proposed PPS and will be further illustrated in the forthcoming DET submittal.

(h) Residential, Multifamily-20 (RMF-20) Zone

(1) Purposes

The purposes of the Residential, Multifamily-20 (RMF-20) Zone are:

(A) *To provide suitable sites for high-density multifamily residential development;*

RESPONSE: The Applicant's proposed development will support residential living through the development of 130 residences, which includes 34 townhouse dwelling units and 96 two-family townhouse dwelling units across the site. While not purely classified as "high-density residential development", the unit type and density proposed with this PPS is consistent with the goals, policies, and strategies of the General Plan and Master Plan, as demonstrated herein in Section V.

(B) *To provide for this type of development at locations recommended by an Area Master Plan or Sector Plan, or at other locations which are found to be suitable by the District Council;*

RESPONSE: The Applicant has proposed with this PPS application, a residential development with a mixture of dwelling unit types, including townhouses and two-family residences in conformance with the General Plan and Master Plan. This PPS application can be defined as supporting "Medium-High Density Residential Development" which is defined by the Master Plan as being between 8 to 20 dwelling units per acre. In this instance, the proposed total site density is 13.22 dwelling units per acre, which is within the aforementioned range. As the proposed PPS includes two residential dwelling unit types, it would allow for a range of price points. This proposed development will also increase the housing diversity of the surrounding region, which primarily consists of multifamily dwelling units. This site also represents an infill development opportunity on Addison Road, that is approximately 4,000 linear feet south of the Addison Road-Seat Pleasant Metro Station. This Property and its location can then serve to enrich the community by providing desired missing middle housing opportunities that are not available in today's unit supply surrounding the Addison Road-Seat Pleasant Metro Station.

(C) *To support multifamily development at sites that are proximate to centers or are at appropriate locations along commercial corridors; and*

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RESPONSE: The Applicant acknowledges this purpose of the RMF-20 Zone but notes it does **not** apply to this particular PPS application, as no multifamily development is proposed.

(D) To ensure compatibility with surrounding lands.

RESPONSE: The Applicant's proposed townhouse and two-family residential dwelling units at a medium-high density threshold (ie, between 8 and 20 dwelling units per net acre) will be wholly compatible with surrounding lands.

(3) Intensity and Dimensional Standards

(2) Intensity and Dimensional Standards					
Standard(1)	Two-Family Dwelling	Three-Family Dwelling	Townhouse Dwelling	Multifamily Dwelling	Other Uses
Density, max. (du/ac of net lot area)	40.00	14.00	20.00	20.00	No requirement
Net lot area, min. (sf)	No requirement	No requirement	No requirement	7,500	7,500
1 Lot width, min. (ft)	60 (2)(9)	60 (2)	20 (7)	60 (2)	60 (2)
Lot frontage (width) at front street line, min. (ft)	48 (10)	48	16	48	48
Lot coverage, max. (% of net lot area)	35 (3)	35 (3)	40 (3)	40	60
Green area, min. (% of net lot area)	No requirement	No requirement	50	60	No requirement
2 Front yard depth, min. (ft)	15	15	15	15	0
3 Side yard depth, min. (ft)	8 (4)	8 (4)	8 (4)	8 (5)	8 (5)
4 Rear yard depth, min. (ft)	20	20	20	20	20
5 Principal structure height, max. (ft) (6)	50	50	50	50	50
Accessory structure height, max. (ft) (7)(8)	15	15	15	15	15

NOTES: du/ac = dwelling units per acre; sf = square feet; ft = feet

(1) See measurement rules and allowed exceptions in Section 27-2200, Measurement and Exceptions of Intensity and Dimensional Standards.

(2) 80 ft on corner lots. 6

(3) Applicable to the building coverage of the development lot as a whole rather than individual lots under townhouse units.

(4) Applicable to buildings on the edges of the development lot as a whole. Within the development lot as a whole, a minimum separation of 8 feet is required between buildings.

(5) On corner lot, min. side yard depth alongside street = 15 ft. 7

(6) 80 ft where net lot area ≥ 4 acres.

(7) Applicable to the individual lots under townhouse units. The minimum lot width for the development lot as a whole shall be 100 ft.

(8) May be increased for certain purposes by approval of a special exception pursuant to Section 27-3604, Special Exception.

(9) May be reduced to 20 feet when building vertically stacked dwelling units.

(10) May be reduced to 16 feet when building vertically stacked dwelling units.

RESPONSE: The Applicant acknowledges these regulations and notes that the intensity and dimensional standards for the proposed townhouse and two-family dwelling units located in the RMF-20 Zone are demonstrated on the proposed PPS and will be further illustrated in the forthcoming DET submittal.

VIII. PRINCIPAL USE STANDARDS

As the Property is being evaluated with the requirements of the RSF-A and RMF-20 Zones, the proposed townhouse and two-family residential dwelling units are permitted by right with no use specific standards.

IX. PART 27-6: DEVELOPMENT STANDARDS

The following contains responses to the relevant development standards per the requirements of the Zoning Ordinance:

Sec. 27-6200 Roadway Access, Mobility, and Circulation

27-6204. Circulation Plan or Site Plan Required

Development applications shall include a circulation plan (unless a site plan meeting the requirements of this Section is submitted) that demonstrates how the development follows the requirements of Sections 27-6205 through 27-6208. A circulation plan may be combined with the parking plan required in Section 27-6303, Parking Plan or Site Plan Required.

RESPONSE: The Applicant acknowledges this regulation and notes that a circulation plan will be included for review with the forthcoming DET submission.

27-6206. Vehicular Access and Circulation

(a) Definition of Street Functional Classification

All public streets will be classified by the County according to the system of functional classification defined in the Prince George's County Specifications and Standards for Roadways and Bridges, authorized in Subtitle 23: Roads and Sidewalks as the County's official standards for street design and construction. Within the Transit-Oriented/Activity Center base and Planned Development (PD) zones, the Prince George's County Urban Street Design Standards shall apply.

(b) Vehicular Accessway Classifications

As a basis for application of many of the vehicular access and circulation standards in this Section, proposed and existing vehicular accessways shall be classified in accordance with the following classifications, which reflect the accessway's relative functions in providing access to and from principal origin and destination points and accommodating travel mobility. These do not supersede or replace classifications used in the Prince George's County Specifications and Standards for Roadways and Bridges.

(1) Driveways

Driveways are accessways that function solely to provide direct and immediate vehicular access between an alley or street and the principal origin and destination points within an abutting development, or part of a large development. They generally handle low vehicular travel speeds and traffic volumes but may handle higher vehicular traffic volumes within large commercial and mixed-use developments (e.g., driveways within mixed-use developments or shopping center parking areas). Driveways are generally not located in the public right-of-way for their principal length, or along building frontages in the Transit-Oriented/Activity Center base and Planned Development (PD) zones and are not considered streets.

(2) Alleys

(A) *Alleys make up a specialized classification of accessway that primarily functions to provide secondary vehicular access and/or service and delivery vehicle access between a street and the rear or sides of lots or buildings. Alleys may provide primary vehicular access for dwellings designed to have no driveway access from the fronting street, or access may be provided through a combination of an alley and a driveway from a fronting street. Alleys may not provide primary vehicular access for dwellings that do not have a fronting street.*

(B) *Within the CN, NAC, LTO, RTO-L, RTO-H, LTO-PD, and RTO-PD zones, alleys shall comply with standards established in the Prince George's County Urban Street Design Standards. In all other areas of the County, alleys shall comply with the standards established in Subtitle 23: Roads and Sidewalks, and Subtitle 24: Subdivision Regulations, of the County Code, and the Prince George's County Specifications and Standards for Roadways and Bridges.*

(3) Connectivity

The accessways defined in Sections 27-6206(b)(1) and 27-6206(b)(2) shall connect to public or private streets, which shall follow standards of design and construction as defined in the Prince George's County Specifications and Standards for Roadways and Bridges and in Subtitle 23: Roads and Sidewalks, SHA design standards (if applicable), or those of the applicable municipalities having jurisdiction.

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RESPONSE: The Applicant acknowledges these standards and notes that private driveways will connect the proposed residential dwelling units to an internal private street network. Further, the internal private street network shown in this PPS will lead directly to Addison Road, an existing public street. No on-site streets are proposed in any applicable master plan. Dedication to the Addison Road master planned right-of-way width in conformance with the Master Plan, has already been completed by the previously approved development for the site. This previous dedication of right-of-way along Addison Road will allow for future bicycle lanes to be built as part of a large reconstruction of the roadway.

(c) Required Vehicular Access and Circulation

A new development shall be served by a system of vehicular accessways and internal circulation (including driveways, and alleys connecting from public or private streets, as well as any required fire lanes, parking lot drive aisles, and any circulation associated with parking, loading, or drive-through service windows) that are designed to accommodate appropriate circulation of firefighting and other emergency vehicles, public transit, school buses, garbage trucks, delivery vehicles, service vehicles, and passenger motor vehicles within the development, as defined by the standards in Subtitle 23: Roads and Sidewalks.

RESPONSE: The Applicant acknowledges this standard and notes that proposed development is served by a system of vehicular accessways that will accommodate appropriate vehicle turning movements including, but not limited to, firefighting and other emergency vehicles, garbage trucks, delivery vehicles, school buses, service vehicles, and passenger motor vehicles within the development.

(d) Vehicular Access Management

(1) Limitation on Direct Access Along Arterial and Collector Streets

Proposed direct driveway access to a development's principal origin or destination points (including individual lots in a subdivision) may be provided directly from an arterial or collector street only if:

- (A) No alternative direct vehicular access from a lower-classified accessway (e.g., local street, driveway, or alley) is available or feasible to provide;**
- (B) Only one two-way driveway, or one pair of one-way driveways, is allowed onto lots with 200 or less feet of lot frontage on the arterial or collector street, and no more than one additional two-way driveway or pair of one-way driveways per additional 200 feet of frontage; and**

- (C) *The development(s) served by the driveway is expected to generate an average daily traffic (ADT) count of 1,000 trips or less, or it is determined that the origin or destination points accessed by the driveway will generate sufficiently low traffic volumes, and the adjacent arterial or collector street has sufficiently low travel speeds and traffic volumes, to allow safe driveway access while preserving the safety and efficiency of travel on the arterial or collector street.*

RESPONSE: The Applicant acknowledges that the development is proposed to be accessed from one new public road entrance leading to Addison Road, which is classified as an arterial roadway. Access must be granted from Addison Road as no alternative direct vehicular access from a lower-classified roadway exists. Nonetheless, all driveways leading to the proposed residential dwellings within the subdivision will connect to newly constructed private streets, with a classification lower than a “collector” designation. As illustrated by Traffic Impact Statement, the addition of the trips proposed by this development will not cause any of the examined study intersections to operate outside of the applicable standards of the County’s Adequate Public Facility Ordinances (APFO) and is thus consistent with all regulatory requirements. Furthermore, the proposed development shall not exceed an average daily traffic (ADT) count of 1,000 trips. As illustrated by Section 5 of the Traffic Impact Statement, the addition of the trips proposed by this development will not cause any of the examined intersections to operate outside of the Adequate Public Facility Ordinances (APFO) and is thus consistent with all regulation requirements.

(2) *Limitation on Direct Driveway Access along Other Streets*

The following standards shall apply to vehicular access along a street other than an arterial street.

- (A) *For single-family detached dwellings, two-family dwellings, and three-family dwellings, one direct driveway access point is allowed if only the frontage of the lot abuts the street’s right-of-way. If the street is on a corner lot of two non-arterial or non-collector streets and abuts the right-of-way of two intersecting streets, two direct driveway access points are allowed (one to each street).*

RESPONSE: The Applicant acknowledges this standard and notes that all two-family residential condominium dwelling units (and related driveways) abut a private street right of way.

- (B) *For townhouse and multifamily dwellings, and for uses in the Public, Civic, and Institutional; Commercial; and Industrial Use Categories, the number of vehicular access points along a public street shall follow State, County, or municipal access standards, as*

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applicable, to protect the function, safety, and efficiency of travel on the street and any associated bikeways and sidewalks.

RESPONSE: The Applicant acknowledges this standard and notes that all townhouse residential dwelling units (and related driveways) abut a private street right of way. No direct access to these units is proposed from Addison Road, which is a collector right-of-way. Therefore, the proposed access points are in conformance with State and County access standards.

(C) *Where a through lot or corner lot fronts on roadways of different classifications, direct driveway access to the lot shall be provided only from the lower-classified fronting street, to the maximum extent practicable.*

RESPONSE: The Applicant acknowledges this standard, and all lots or condominium residential dwelling units have direct driveway access to similarly classified streets.

(3) *Shared Driveways*

(A) *Driveway access shared between adjoining lots is encouraged and, in the case of County or State access spacing requirements that do not allow individual lot frontages to be served individually, may be required to limit direct vehicular access along streets.*

RESPONSE: The Applicant acknowledges this standard but notes that **no** shared driveways are proposed. Such a scenario is not practical given the lot sizes, proposed street orientation, and nature of the residential dwelling units proposed.

(B) *Easements allowing cross-access to and from lands served by a shared driveway, along with agreements defining maintenance responsibilities of landowners, shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development proposing the shared driveway access. Such easements shall clearly limit parking of each property owners' vehicles to their side of the driveway, and stipulate that both owners shall share in the costs and responsibility of maintaining the driveway.*

RESPONSE: The Applicant acknowledges this standard but notes that it does **not** apply as there are no proposed shared driveways utilizing easements with this PPS application.

(e) *Cross-Access*

(1) *Purpose*

The purpose of the following vehicular connectivity standards is to enhance safe and convenient mobility within and between neighborhoods and developments that helps integrate and connect neighborhoods, allow residents to conveniently visit neighbors and nearby activity centers without compromising the capacity of the County's streets to accommodate through-traffic, improve opportunities for comprehensive and convenient transit service, enhance efficient provision of public services, and improve the speed and effectiveness with which emergency services and police and fire protection can be provided to County residents and lands.

(2) Cross-Access Between Adjoining Developments

To encourage shared parking and minimize access points along streets, new development, other than industrial development, in the Transit-Oriented/Activity Center base and PD zones and Nonresidential base zones shall comply with the following standards:

- (A)** *The internal vehicular circulation system shall be designed and constructed to provide vehicular cross-access between the development's vehicular use areas and those on adjoining parcels containing a nonresidential or mixed-use development, or to the boundary of adjoining vacant land in a Transit-Oriented/Activity Center base or PD zone or a Nonresidential zone (see Figure 27-6206(e)(2): Cross-Access Between Parking Areas of Adjoining Developments).*
- (B)** *Cross-accessways shall provide for two-way vehicular traffic between the vehicular use areas on the adjoining lots through the use of a single driveway or drive aisle that is at least 22 feet wide or through two one-way driveways or aisles that are each at least 14 feet wide.*
- (C)** *The Planning Director or review body deciding a parent application may waive or modify the requirement for vehicular cross-access if the applicant clearly demonstrates that such cross-access is impractical or undesirable due to the presence of topographic conditions, natural features, or safety factors.*
- (D)** *Easements allowing cross-access to and from lands served by a vehicular cross-access, along with agreements defining maintenance responsibilities of landowners, shall be recorded in the Land Records of Prince George's County before record plat or prior to the issuance of a building permit for the development.*

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RESPONSE: The Applicant acknowledges these regulations but note that they do **not** apply to the subject PPS application because the Property is classified within two residential base zones (i.e., RSF-A and RMF-20 Zones). Residential base zones are not subject to cross access requirements.

(f) Connectivity Standards for Single-Family (Attached and Detached) Residential Development

(1) Minimum Connectivity Index Score Required

New single-family residential subdivisions processed with a preliminary plan of major subdivision shall achieve an internal street connectivity index score in accordance with Table 27-6206(f)(1): Minimum Street Connectivity Index.

RESPONSE: The Applicant acknowledges these regulations but note that they do **not** apply to the subject PPS application because the Property is proposed to be developed with townhouse and two-family attached residential dwelling units. These residential dwelling units are not classified as single-family attached or detached development per Section 27-2500 of the Zoning Ordinance, and this standard thus is not applicable accordingly.

(g) Pedestrian Connections

(1) A right-of-way (at least ten feet wide) shall be provided for pedestrian and bicycle access between a cul-de-sac head or street turnaround and the sidewalk system of the closest street or pedestrian path (as shown in Figure 27-6206(g): Pedestrian Connections), if the cul-de-sac head or street turnaround:

(A) Is within a half-mile of significant pedestrian generators or destinations such as transit stops, schools, parks, public trails, greenways, employment centers, mixed use development, retail centers, or similar features; and

(B) Can be connected to an existing or proposed sidewalk, trail, greenway or other type of pedestrian connection.

(2) Vacant adjacent land that could be developed in the foreseeable future with sidewalks, trails, greenways, or other types of pedestrian connections to which the pedestrian and bicycle access can be connected.

(3) These pedestrian connections shall count as links for the purpose of calculating the connectivity index.

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- (4) *These pedestrian connections may require public use easements in accordance with Subtitle 24: Subdivision Regulations of the County Code.*

RESPONSE: The Applicant acknowledges these standards but notes they do **not** apply as the PPS does not propose utilizing a cul-de-sac head or street turnaround that reflects the criteria in Figure 27-6206(g).

(h) *External Street Connectivity*

- (1) *The arrangement of streets in a single-family residential subdivision shall provide for the alignment and continuation of existing or proposed streets into adjoining lands where the adjoining lands are undeveloped and deemed appropriate for future development, or are developed and include opportunities for such connections.*
- (2) *Street rights-of-way shall be extended to or along adjoining property boundaries such that a street connection or stub street shall be provided for development where practicable and feasible in each direction (north, south, east, and west) for development that abuts vacant lands.*
- (3) *At all locations where streets terminate with no street connection, but a future connection is planned or accommodated, a sign shall be installed with the words "FUTURE STREET CONNECTION" to inform landowners.*
- (4) *The final plat (see Subtitle 24: Subdivision Regulations) shall identify all stub streets and include a notation that all stub streets are intended for connection with future streets on adjoining undeveloped or underdeveloped lands.*

RESPONSE: The Applicant acknowledges these standards have been met (where appropriate and/or applicable) through the thoughtful and logical private street layout proposed in this PPS.

(i) *Continuation of Adjacent Streets*

Proposed street layouts shall be coordinated with the existing street system in surrounding areas. Existing streets shall, to the maximum extent practicable, be extended to provide access to adjacent developments and subdivisions and to provide for additional points of ingress and egress.

RESPONSE: The proposed street layout in the PPS has been coordinated to extend to existing Addison Road, the only public roadway abutting the Property.

(j) Traffic-Calming Measures for Private Streets

- (1) All traffic calming measures shall be coordinated with the applicable operating agency or municipality. Any traffic calming measures proposed in a County right-of-way shall require approval by the DPIE Director. Such approval shall also identify the responsible party for perpetual maintenance for any non-standard or non-conforming elements that may be proposed.**
- (2) Street widths not in excess of basic design standards, short block lengths, on-street parking, controlled intersections, roundabouts, and other traffic-calming measures are encouraged on all local and subcollector streets that connect between two nodes in the connectivity index system, provided they do not interfere with emergency vehicle access.**
- (3) Residential development shall employ measures to interrupt direct vehicle flow on linear street segments over 800 linear feet long, to the maximum extent practicable (see Figure 27-6206(j): Traffic Calming Measures). Such measures may include, but shall not be limited to:**
 - (A) Stop signs at street intersections;**
 - (B) Mini-roundabouts at intersections;**
 - (C) Curvilinear street segments to slow traffic and interrupt monotonous streetscapes;**
 - (D) Traffic-diverting physical devices such as neckdowns, chicanes, and diverter islands;**
 - (E) Roadway striping to limit vehicular cartway widths or accommodate bike lanes; and**
 - (F) Speed tables, raised intersections or elevated pedestrian street crossings.**
- (4) Any physical installations that narrow the roadway and extend curbs toward the street centerline, such as bulbouts and chicanes, are discouraged on streets less than 24 feet wide, but are encouraged on wider streets as a traffic calming device and to reduce crossing distance for pedestrians, where practicable.**

RESPONSE: The Applicant acknowledges these standards and will demonstrate any applicable and reasonable traffic calming measures for the internal private streets with the forthcoming DET submission.

(k) Block Design

(1) Block Length

Where blocks are used in the Transit-Oriented/Activity Center base and PD zones and the MU-PD Zone, block length shall be at least 200 feet, but no more than 800 feet. In all other zones block length shall be at least 200 feet, but no more than 1,000 feet in length. The Planning Director (or DPIE Director if any streets forming/abutting the block are public streets) may allow modifications from these block length standards on determining that:

- (A)** *Environmental or topographic constraints exist;*
- (B)** *The site has an irregular shape;*
- (C)** *A longer block will reduce the number of railroad grade or water body crossings; or*
- (D)** *Longer blocks will result in less traffic through residential subdivisions from adjoining businesses or areas.*

(2) Block Width

To the maximum extent practicable, the width of any block shall be sufficient to permit at least two lots across the depth of the block, exclusive of any alleys, watercourses, or other right-of-way located outside platted lots.

RESPONSE: The Applicant acknowledges these regulations and had designed the site to not utilize blocks, where lots are bounded by streets on all sides.

(3) Through-Block Access

In the RSF-95, RSF-65, and RSF-A zones where a block face exceeds more than 800 feet, sidewalks or multi-use paths shall be provided through the block, perpendicular to the long block face to connect parallel sidewalks on either side of the block through the interior of the block.

RESPONSE: The Applicant acknowledges these regulations and had designed the site to not utilize blocks, where lots are bounded by streets on all sides. Nevertheless, the proposed layout allows for an efficient site design while providing more than adequate connectivity.

(4) General Accessway Layout and Design

The vehicular access and circulation system of a development located on a site abutting an existing or planned transit route shall accommodate a transit stop and other associated facilities unless the Planning Director determines that transit facilities already exist to serve the needs of the development.

RESPONSE: The Applicant notes that the Property does **not** abut an existing or planned transit route.

(I) Driveway Layout and Design

(1) Driveway Width

All driveways serving development, except single-family detached dwellings, two-family dwellings, and three-family dwellings, shall comply with the following minimum width standards:

- (A) One-way driveways shall be at least 11 feet wide, as measured between the edges of paving in a typical tangent section that does not include corner radii.***
- (B) Two-way driveways shall be at least 22 feet wide, as measured between the edges of paving in a typical tangent section that does not include corner radii.***

RESPONSE: The Applicant acknowledges the above standards and notes that the townhouse and two-family residential development has been designed with the two-way driveway private street connection (Parcel A) to Addison Road having a width of at least 22 feet.

(2) Dead-End Driveway Length

Driveways that do not connect back to a street shall be no longer than 150 feet unless they include adequate provision for fire trucks to turn around, as approved by the Fire Chief.

RESPONSE: The Applicant acknowledges this standard and notes that all driveways are designed to allow for adequate fire truck access.

(3) Driveway Intersections

Driveway intersections shall also comply with the following standards:

- (A) Alignment***

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To the maximum extent practicable, driveway intersections along a street shall line up with existing or approved driveway, parking lot drive aisle, or roadway intersections on the opposite side of the street.

RESPONSE: The Applicant acknowledges this standard and notes that the proposed driveways aligned with other proposed driveways within the subdivision to maximum extent practicable.

(B) Proximity to Adjoining Land

Except for shared driveways provided in accordance with Section 27-6206(d)(3), Shared Driveways, driveway intersections shall be spaced from an adjoining property line by at least two feet or such greater distance as is needed to avoid encroachment of the driveway radius onto the adjacent property or interference with safe use of a driveway on the adjoining property.

RESPONSE: The Applicant acknowledges this standard and notes that the proposed driveways meet this separation standard. The driveway radii do not encroach onto adjacent property. Furthermore, said driveways do not interfere with the safe use of a driveway on any adjoining property.

(C) Medians in Driveway Entrances

Medians may be incorporated at driveway entrances provided:

- (A) *No signage is included within the median other than traffic signs and a single monument sign;***
- (B) *Planted material within the median is limited to minor shade trees, shrubs, ground cover, and grass; and***
- (C) *The minimum driveway width is maintained for each travel and turning lane.***

RESPONSE: The Applicant acknowledges these standards but notes they are not applicable as no medians in driveway entrances are proposed with this PPS application.

(m) Vehicle Stacking Space

(1) For Drive-through and Related Uses

(A) Required Number of Stacking Spaces

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In addition to meeting the off-street parking standards in Table 27-6305(a): Minimum Number of Off-Street Parking Spaces, uses with drive-through facilities and other auto-oriented uses where vehicles queue up to access a service facility shall provide at least the minimum number of stacking spaces established in Table 27-6206(m)(1)(A): Minimum Stacking Spaces for Drive-Through Facilities and Related Uses.

RESPONSE: The Applicant acknowledges this standard but notes that it does **not** apply as the proposed residential uses for the subject Property do not require stacking spaces.

(B) Design and Layout

Required stacking spaces are subject to the following design and layout standards:

- (i) Stacking spaces shall be a minimum of 10 feet wide and 20 feet long;***
- (ii) Stacking spaces shall not impede on-site or off-site vehicular traffic movements or movements into or out of off-street parking spaces;***
- (iii) Stacking spaces shall not impede onsite or offsite bicycle or pedestrian traffic movements; and***
- (iv) Stacking spaces shall be separated from other internal driveways by raised medians if the DPIE Director (for public streets) or Planning Director (for private streets) determine the medians to be necessary for traffic movement and safety.***

RESPONSE: The Applicant acknowledges this standard but notes that it does **not** apply as the proposed residential uses for the subject Property do not require stacking spaces.

(2) For Vehicular Parking Area (Parking Lot) Entrance Driveways

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Nonresidential and mixed-use development (excluding industrial uses) shall provide stacking lanes between the edge of the street right-of-way and entrances into off-street parking areas in accordance with the minimum stacking lane distance established in Table 27-6206(m)(2).a: Minimum Stacking Lane Distance for Vehicular Parking Area Entrance Driveway (see Figure 27-6206(m)(2).b: Measurement of Stacking Lane Distance for Vehicular Parking Area Entrance Driveway). In the event the number of parking spaces requires a stacking lane distance of 150 feet or greater, this requirement will supersede that of Section 27-6206(l)(2), Dead-End Driveway Length.

RESPONSE: The Applicant acknowledges this standard but notes that it does **not** apply as the proposed development for the subject Property is solely for residential uses.

27-6207. Pedestrian Access and Circulation

(a) Required Pedestrian Access

(1) General Pedestrian Access

All new development subject to this Section shall be served by an internal pedestrian circulation system (including sidewalks, pedestrian paths, and/or trails) that permits safe, convenient, efficient, and orderly movement of pedestrians among the following origin and destination points within the development, as well as between the adjoining parts of an existing or planned external, community-wide pedestrian circulation system and any adjoining transit stops, bus stops, public parks, greenways, schools, community centers, and shopping areas:

- (A) The primary entrance(s) of principal buildings (or the buildable area of lots, for subdivisions);**
- (B) Off-street parking bays;**
- (C) Any designated or planned transit stations or bus stops and shelters (on-site or on an adjacent street); and**
- (D) Recreation facilities and other common use areas and amenities.**

RESPONSE: The Applicant acknowledges these standards and notes that the residential uses shall be served by an internal pedestrian circulation system that meets the requirements of this section. The Applicant has provided a five-foot sidewalk across the subject Property's frontage with Addison Road with ADA accessible crosswalks at the proposed site entrance.

(2) Sidewalks Required

- (A) All new development subject to this Section, except for development fronting a rural road, or single-family subdivisions where the density is 1 dwelling unit per 2 acres or less, shall install sidewalks on both sides of all streets having curb and gutter construction within the development site and along the entire frontage of the development site with an existing street (unless an existing sidewalk meeting County standards is already in place).**
- (B) Where a development site fronts an existing street with insufficient right-of-way width to accommodate installation of a required sidewalk along the frontage, the developer shall install a sidewalk on the development site within a dedicated widening of the right-of-way or dedicated public easement running parallel and adjacent to the public street.**
- (C) The Planning Director may waive or modify the requirement for sidewalks where the applicant clearly demonstrates that such sidewalks are impractical or infeasible due to the presence of topographic conditions or natural features, such as steep grades that do not allow connections to be made without stairs.**

RESPONSE:

The Applicant acknowledges these standards and notes that the residential uses proposed in the PPS shall be served by an internal pedestrian circulation system that meets the requirements of this section. Five-foot sidewalks proposed to be constructed on the Property will be on both sides of the primary private street (located on Parcel A).

(b) Pedestrian Connectivity

All new multifamily, townhouse, nonresidential, and mixed-use development shall comply with the following standards:

- (1) The internal pedestrian circulation system shall be designed to allow for pedestrian walkway cross-access between the development's buildings and parking areas and those on adjoining lots containing a multifamily, townhouse, nonresidential, or mixed-use development, or to the boundary of adjoining vacant land zoned to allow multifamily residential, nonresidential, or mixed-use development (including land in the Residential, Transit-Oriented/Activity Center, and Nonresidential base and PD zones).**
- (2) The Planning Director may waive or modify the requirement for pedestrian cross-access where the applicant clearly demonstrates that**

such cross-access is impractical or infeasible due to police concerns about through-traffic routes complicating law enforcement, Environmental Site Design requirements, or the presence of any of the following at the point(s) where through-connections would otherwise be required: topographic conditions, natural features, visual obstructions or parking space locations that create traffic hazards, or the existence of mature or protected trees.

- (3) *Easements allowing cross-access to and from properties served by a pedestrian cross-access, along with agreements defining maintenance responsibilities of landowners, shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development.*

RESPONSE: The Applicant acknowledges the above standards and plans to request a **waiver** at the time of DET for the requirement to provide pedestrian cross access to the multifamily site to the south, known as the Addison Arms Apartments. The other surrounding properties that adjoin the site do not contain multifamily, townhouse, nonresidential, or mixed-use development and thus are not subject to these requirements. The primary rationale for this waiver of the pedestrian cross access requirement is the establishment of visual separation via required landscape buffers between properties. Section 4.7 of the Landscape Manual will require that a "Type B" landscape buffer be established between the subject site and the Addison Arms Apartments property to the south, as the southern boundary of the site shall include two-family dwelling units. This landscape buffer is required to provide visual separation between different densities of residential development, in this case separating less dense two-family dwelling units from multifamily residences. The requirement to provide a significant landscape buffer makes cross access impracticable and would result in an inability to provide the required visual separation necessary for the site, potentially harming future residents that are purchasing a home with ample landscaping that is proposed to be located within a self-contained community.

- (4) *Pedestrian Walkways through Large Vehicular Parking Areas and Parking Garages*

(A) *General Standards*

- (i) *All vehicular parking areas and parking structures containing more than 150 parking spaces shall provide a clearly identified and protected pedestrian path between parking areas and the primary pedestrian entrance(s) to the building(s) served by the parking areas, or to a pedestrian walkway providing direct access from the furthest extent of the parking area to the primary building entrance(s).*

- (ii) Vehicular parking areas containing more than 150 parking spaces shall, at a minimum, include one pedestrian walkway every 6 parallel parking rows (every three double-row parking bays) or every 200 feet, whichever is the lesser dimension (see Figure 27-6207(b)(4): Walkways Through Vehicular Parking Area). The pedestrian walkway shall be constructed of a paved surface with concrete similar to that used for sidewalk standards for public streets. Other hardscape materials, such as brick pavers, may be used provided that they allow smooth surfaces along pedestrian paths and at vehicle crossings.**
- (iii) Pedestrian walkways providing access between vehicular parking areas and associated buildings may be extended to provide the connections to abutting street sidewalks or to adjoining development required by Section 27-6207(a)(1), General Pedestrian Access, and Section 27-6207(b), Pedestrian Connectivity.**

(B) Walkway Standards

Required pedestrian walkways shall:

- (i) Be at least five feet wide in Residential base zones and six feet wide in the Transit-Oriented/Activity Center and Nonresidential base zones, unless expressly stated otherwise in those zone regulations;**
- (ii) Be distinguishable from vehicular traffic lanes they cross by painted markings, a change in pavement material or color, raised paving height, decorative bollards, and/or flashing caution signals; and**
- (iii) Provide lighting similar to the lighting standards for residential streets established in the Prince George's County Specifications and Standards for Roadways and Bridges or other standards in Subtitle 23.**

RESPONSE: The Applicant acknowledges the above standards but notes that they are **not** applicable to the development of this subject Property as no parking areas containing over 150 parking spaces or structured garages are proposed on the site.

27-6208. Bicycle Access and Circulation

(a) Required Bicycle Access

(1) Internal and Adjoining Bicycle Access

All new development subject to this Section shall provide for internal bicycle circulation such that bicycle access to the development's primary use is safe, convenient and intuitive, specifically by providing the following, in coordination with the Department of Public Works and Transportation, State Highway Administration, or a municipality with jurisdiction over the streets.

- (A) Bicycle parking facilities required by Section 27-6309, Bicycle Parking Standards, in areas near the primary entrance(s) of principal buildings (or the buildable area of lots, for subdivisions) for bicycle storage;**
- (B) Connections to any adjacent existing or planned (identified in the applicable Area Master Plan or Sector Plan, or in the Countywide Master Plan of Transportation) on-street or off-street bicycle facilities outside the development, or internal bicycle systems in adjacent developments;**
- (C) Connections to any designated or planned rail transit or bus stops and shelters (on-site or on an adjacent street); and**
- (D) Connections to any recreational amenities internal to the development, such as open space.**

RESPONSE: The Applicant acknowledges these standards and notes that the required bicycle parking facilities will be shown on the forthcoming DET submission in accordance with Section 27-6309. The Applicant has provided a five-foot sidewalk across the subject Property's frontage with Addison Road with ADA accessible crosswalks at the proposed site entrance. The sidewalks on the subject Property's frontage may be utilized to connect to the existing bus stop located along the previously dedicated right-of-way frontage along Addison Road to the immediate west of the site. Recreational amenities will be connected with five-foot internal sidewalks.

(2) Required Bikeway Network Improvements

- (A) All new development subject to this Section shall be required to install bike lanes, bike paths, or other bicycle improvements. Additional bikeway network improvements are encouraged where appropriate, such as within large development sites and to provide**

additional connections to nearby bicycle routes. The facilities shall be established in part, through an agreement and/or easements which include assurances for their maintenance.

- (B)** *The Planning Director may, for private streets or, when advised by the permitting agency, for public streets, waive or modify the requirement for bike lanes, bike paths, or other bicycle improvements where the applicant clearly demonstrates that the facilities are impractical or infeasible due to topographic conditions, natural features, or visual obstructions that create hazards.*
- (C)** *Where a development site fronts an existing street with insufficient right-of-way width to accommodate installation of a required bike path along the frontage, the applicant may install a bike path on the development site, within a public easement running parallel and nearby the public street. Such bicycle paths shall not be restricted from public use and shall allow physical passage at all times.*

RESPONSE:

The Applicant acknowledges these standards and notes it shall provide applicable bicycle improvements if required by the permitting agency during the review of the PPS or forthcoming DET and permit applications.

(b) Bicycle Connectivity Between Developments

All new multifamily, townhouse, nonresidential, and mixed-use development shall comply with the following standards:

- (1)** *Any internal bicycle circulation system shall be designed and constructed to provide bicycle cross-access between it and any internal bicycle circulation system on adjoining parcels containing a multifamily, townhouse, nonresidential, or mixed-use development, or to the boundary of adjoining vacant land zoned to allow townhouse, multifamily, nonresidential, or mixed-use development (including land in the Residential, Transit-Oriented/Activity Center, and Nonresidential base and PD zones).*
- (2)** *The Planning Director may waive or modify the requirement for bicycle cross-access on determining that such cross-access is impractical or undesirable for typical bicyclists' use due to the presence of topographic conditions, natural features, or safety factors. Undesirable conditions shall be defined as those limiting mobility for bicycles as a form of transportation, such as steep grades, narrow connections bounded on*

both sides by walls or embankments, or limited visibility when straight-line connections are not achievable.

- (3) ***Easements allowing cross-access to and from lands served by a bicycle cross-access, along with agreements between owners of lands that provide and are served by the cross-access defining the owners' maintenance responsibilities, shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development.***

RESPONSE: The Applicant acknowledges the above standards and plans to request a **waiver** at the time of DET for the requirement to provide bicycle cross access to the multifamily site to the south, known as the Addison Arms Apartments. The other surrounding properties that adjoin the site do not contain multifamily, townhouse, nonresidential, or mixed-use development and thus are not subject to these requirements. The primary rationale for this waiver of the bicycle cross access requirement is the establishment of visual separation via required landscape buffers between properties. Section 4.7 of the Landscape Manual will require that a "Type B" landscape buffer be established between the subject site and the Addison Arms Apartments property to the south, as the southern boundary of the site shall include two-family dwelling units. This landscape buffer is required to provide visual separation between different densities of residential development, in this case separating less dense two-family dwelling units from multifamily residences. The requirement to provide a significant landscape buffer makes cross access impracticable and would result in an inability to provide the required visual separation necessary for the site, potentially harming future residents that are purchasing a home with ample landscaping that is proposed to be located within a self-contained community. Furthermore, there is no existing bicycle infrastructure or internal circulation system that is located to the property to the south. Therefore, the Applicant would contend that the establishment of a trail would only harm the visual separation between these properties while not providing the desired benefit of enhancing connectivity in the surrounding region, which is instead emphasized directly on Addison Road itself.

(c) ***General Bikeway Layout and Design***

(1) ***Off-Street Bicycle Facilities***

Required bicycle paths shall:

- (A) ***Allow two-way bicycle circulation;***
- (B) ***Be at least ten (10) feet wide and surfaced with a smooth-surface (such as hot-mix asphalt), durable, and dustless material;***
- (C) ***Be distinguishable from vehicular traffic lanes they cross by painted markings, a change in pavement material or color, raised***

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paving height, decorative bollards, and/or flashing caution signals; and

- (D) *Provide lighting similar to the lighting standards for residential streets established in the Prince George's County Specifications and Standards for Roadways and Bridges or other standards in Subtitle 23 of the County Code.*

RESPONSE: The Applicant notes that these standards do **not** apply as there are no off-street bicycle paths proposed within the Property.

(2) *On-Street Bicycle Facilities*

Required bike lanes shall be designed and provided in accordance with the cross-section, paving, and other standards applicable to the roadways of which they are a part.

RESPONSE: The Applicant acknowledges this standard but notes that no bicycle lanes are currently proposed with this PPS application. Nevertheless, if bicycle lanes were determined to be required, they would be designed in accordance with this regulation.

(d) *Waiver*

The Planning Director may waive all or part of the standards in this Section for private streets if it is demonstrated that bicycle access and circulation is not needed in the proposed development due to an established bicycle facility already within or abutting the development, or that compliance with the required bicycle improvements is impracticable because topography, natural features, or the facilities or will create significant risks of harm to bicyclists.

Sec. 27-6400 Open Space Set-Asides

27-6403. Amount of Open Space Set-Asides Required

Development subject to the standards in this Section shall provide the minimum amounts of open space set-asides identified in Table 27-6403: Required Open Space Set-Asides, based on the use classification.

Open space set-aside requirements shall not replace requirements for open spaces, mandatory dedication of parkland, stormwater management, or other similar requirements imposed by any other Subtitle of the County Code. However, such requirements may be counted toward open-space set asides pursuant to Section 27-6404(b), below.

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RESPONSE: The Applicant notes that these regulations have been met as demonstrated in the provided Open Space Exhibit included as a component of the PPS submission. A minimum of twenty percent (20%) or 1.95 acres of the Property is required for open space set-asides.

27-6404. Areas Counted as Open Space Set-Asides

(a) The features and areas identified in Table 27-6404(a): Open Space Set-Aside Features, shall be credited towards compliance with the open space set-aside standards of this Section for development in the areas indicated.

- (1) No less than fifteen percent (15%) of the total required minimum open space set-aside area within a residential development outside the Transit-Oriented/Activity Center base and Transit-Oriented/Activity Center PD zones shall consist of active recreational areas.*
- (2) No less than fifty percent (50%) of the total required minimum open space set-aside area within the core area of a Transit-Oriented/Activity Center base or Transit-Oriented/Activity Center PD zone shall be a square, forecourt, or plaza.*

(b) Open spaces required by any other section in the County Code, such as, but not limited to, mandatory dedication of parkland, may be credited toward compliance with the open space set aside standards in Table 27-6403: Required Open Space Set-Asides, if they are located and designed in accordance with the standards in this Section.

RESPONSE: The Applicant notes that these regulations have been met as demonstrated in the provided Open Space Exhibit included as a component of the PPS submission wherein the Property is not located within a Transit-Oriented/Activity Center base or PD Zone.

Section 27-6405. Areas not Counted as Open Space Set-Asides

The following areas shall not be counted as open space set-asides:

- (a) Private yards not subject to an open space or conservation easement;*
- (b) Street rights-of-way or private access easements, including sidewalks located within those rights-of-way or easements;*
- (c) Vehicular parking areas or lots (excluding the landscaped areas);*

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- (d) *Driveways for dwellings;*
- (e) *Land covered by structures not designated for active recreational uses;*
- (f) *Designated outdoor storage areas; and*
- (g) *Stormwater management facilities and ponds, unless located and designed as a site amenity (e.g., with low fencing, vegetative landscaping, gentle slopes, fountain or other visible water-circulation device, and pedestrian access or seating).*

RESPONSE: The Applicant acknowledges these standards and notes that **none** of the above areas are proposed as open space set-asides.

27-6406. Design Standards for Open Space Set-Asides

Land used as an open space set-aside shall comply with the following design standards:

(a) *Location*

Open space shall be located so as to be readily accessible and useable by occupants and users of the development. Where possible, a portion of the open space set-aside should provide focal points for the development through prominent placement or easy visual access from streets.

RESPONSE: The Applicant acknowledges this standard and notes that the perimeter landscape buffering being utilized as open space set-aside is located on the Property and contiguous to the proposed developed area of the site. The active recreation areas, perimeter landscape buffering, and stormwater management features are highly visible from the proposed roadways within the community and provides a focal point for the proposed development. Furthermore, said active recreation facilities are generally located within the central and accessible portions of the development, featuring as attractive and convenient amenities for future site residents.

(b) *Configuration*

- (1) *Open space set-asides shall be compact and contiguous unless a different configuration is needed to continue an existing trail or accommodate preservation of natural, historical, and archeological resources.*

- (2) *If the development site is adjacent to existing or planned public trails, parks, or other public open space area land, the open space set-aside shall, to the maximum extent practicable, be located to adjoin, extend, and enlarge the trail, park, or other public land (see Figure 27-6406(b).1: Example Open Space Set-Aside Configuration; Figure 27-6406(b).2: Example Open Space Set-Aside Configuration, Townhouse Development; and Figure 27-6406(b).3: Example Open Space Set Aside Configuration, Commercial Development).*

RESPONSE: The Applicant acknowledges these standards and notes that the proposed open space set-asides are compact and contiguous to the proposed developed area of the site.

(c) ***Orientation of Adjacent Buildings***

To the maximum extent possible, buildings adjacent to the required open space set-asides shall have at least one entrance facing the open space set-aside.

RESPONSE: The Applicant acknowledges this standard and notes that adjacent buildings will be designed to have an entrance facing the open space set asides to the maximum extent practicable, which primarily are located along the periphery of the Property, with the exception of the central primary active recreational facility area.

(d) ***Prioritization of Open Space Set-Aside***

- (1) *Except in the Transit-Oriented/Activity Center base and Planned Development (PD) zones, and to the maximum extent practicable, open space set-asides shall be located and organized to include, protect, and enhance as many of the following open areas and features as possible, in the following general order of priority:*

- (A) *Natural features such as riparian areas, riparian buffers, shorelines, flood hazard areas, floodplains, wetlands, steep slopes, and wildlife habitat and woodland areas;*
- (B) *Water features such as rivers, bays, lakes, creeks, canals, natural ponds, and retention and detention ponds;*
- (C) *Protected trees and other mature trees;*
- (D) *Parks and trails (regardless of public or private ownership);*
- (E) *Lands with active agricultural uses and activities;*

- (F) Perimeter buffers or visual transitions between different types or intensities of uses;*
 - (G) Areas that accommodate multiple compatible open space set-aside uses rather than a single use; and*
 - (H) Historic and archeological features.*
- (2) In the Transit-Oriented/Activity Center base and Planned Development (PD) zones, and to the maximum extent practicable, open space set-asides shall be located and organized to include, protect, or enhance the open areas and features identified in Section 27-6406(d)(1) above, except that the establishment of squares, plazas, forecourts, civic greens, and similar urban open space amenities shall have the highest priority.*

RESPONSE: The above list of priorities appears to mistakenly assume that all properties in the County are the same as it places a hierarchical value on types of open space areas regardless of the circumstances impacting a particular property. Of course, this “once size fits all” approach to land regulation can at times can be overly restrictive and unnecessarily constraining when attempting to develop/design a particular property with uses and open spaces best suited for the circumstances of each project. Notwithstanding, the Applicant’s proposed set-asides addresses the above priorities to the maximum extent practicable by focusing on private active recreation areas, landscaping perimeter buffers, and stormwater management features within the project.

(e) Open Space Set-Asides on Property in the Industrial, Heavy (IH) Zone

Development consisting of multiple industrial uses on property in the IH Zone may provide open space set-asides based upon the total development in-lieu of providing individual open space set-asides for individual uses on individual lots. This provision includes: (1) multiple industrial uses on a single property in the IH Zone, or (2) multiple industrial uses on one or more adjoining properties under the same ownership (and which are located not more than 1,000 feet away from each other) in the IH Zone. These developments shall provide open space set-asides using the following method:

- (1) Applicant calculates the sum amount of open space set-aside required for each individual industrial use or lot.*
- (2) The total sum of open space set-aside required may be placed on any portion of the area included in the calculation.*

RESPONSE: The Applicant acknowledges these standards but notes they are **not** applicable to the subject Property as it is located within the RSF-A and RMF-20 Zones.

Sec. 27-6500 Landscaping

All development shall comply with the requirements of the Prince George's County Landscape Manual, which is incorporated herein by reference, and made a part of this Ordinance with the same force and effect as the regulations set forth herein.

RESPONSE: The Applicant acknowledges this requirement and will provide a landscape plan in conformance with the Landscape Manual as a component of the forthcoming DET submittal.

Sec. 27-6800 Environmental Protection and Noise Controls

27-6802. Natural Resource Inventory (NRI)

An approved NRI, in conformance with the Environmental Technical Manual, is required for applications for Subtitle 32, Division 2, Erosion and Sediment Control; Subtitle 32, Division 3, Stormwater Management; Subtitle 25, Division 2, Woodland and Wildlife Habitat Conservation; Subtitle 5B, Chesapeake Bay Critical Area; Planned Development (PD) Zoning Map Amendment applications (Section 27-3602); special exception applications (Section 27-3604); detailed site plan applications (Section 27-3605); and preliminary plan of subdivision (minor or major) applications (Subtitle 24: Subdivision Regulations).

RESPONSE: The Applicant acknowledges this standard and has included an approved NRI (NRI-011-06-01) demonstrating the environmental features of the subject Property as part of the PPS submittal package.

27-6803. Trees and Vegetation

As described in the applicability sections of Subtitle 25: Trees and Vegetation, development shall comply with the requirements of Subtitle 25, Division 1, General; Subtitle 25, Division 2, Woodland and Wildlife Habitat Conservation Ordinance; and Subtitle 25, Division 3, Tree Canopy Coverage Ordinance, of the Prince George's County Code.

RESPONSE: The Applicant acknowledges this standard and notes that the proposed development conforms with all applicable sections of Subtitle 25 as reflected on the TCP1 included in the PPS submittal package or has requested a variance accordingly.

27-6804. Floodplain Management

As described in the applicability sections of Subtitle 32: Water Resources Protection and Grading Code, development shall comply with the requirements for floodplain management in accordance with Subtitle 32, Division 4, Floodplain Ordinance, of the Prince George's County Code.

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RESPONSE: The Applicant acknowledges this standard and notes that the proposed development conforms with all applicable sections of Subtitle 32 related to floodplain management as reflected on the approved site development concept plan, 01785-2023-SDC.

27-6805. Erosion and Sedimentation Control

An approved Grading, Erosion, and Sediment Control Plan is required as described in the applicability sections of Subtitle 32: Water Resources Protection and Grading Code. Development shall comply with the requirements for sedimentation and erosion control in accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion and Sedimentation Control, of the Prince George's County Code.

RESPONSE: The Applicant acknowledges this standard and notes that the proposed development will be in compliance with the above requirements, and shall be required to obtain an approved Grading, Erosion, and Sediment Control Plan prior to issuance of any grading permits. In accordance with this regulation, the Applicant has submitted a draft of the Conceptual Grading, Erosion, and Sediment Control Plan as a component of this PPS application.

27-6806. Stormwater Management

As described in the applicability sections of Subtitle 32: Water Resources Protection and Grading Code, development shall comply with the requirements for stormwater management in accordance with Subtitle 32, Division 3, Stormwater Management, of the Prince George's County Code.

RESPONSE: The Applicant acknowledges this standard and notes that the proposed development conforms with all applicable sections of Subtitle 32 related to floodplain management as reflected on the approved site development concept plan, 01785-2023-SDC.

27-6807. Chesapeake Bay Critical Area

For all land within the CBCAO Zone, see Section 27-3601, Zoning Map Amendment (ZMA), Section 27-3603, Chesapeake Bay Critical Area Overlay (CBCAO) Zoning Map Amendment, Section 27-4402(a), Chesapeake Bay Critical Area Overlay (CBCAO) Zones, and Subtitle 5B: Chesapeake Bay Critical Area, of the County Code, for applicable regulations and submittal requirements.

RESPONSE: The Applicant acknowledges this standard but notes that it does **not** apply as the Property is not within the CBCAO Zone.

27-6808. Regulated Environmental Features

All land located outside the CBCAO Zone is subject to the requirements of Section 24-4300, Environmental Standards, of Subtitle 24: Subdivision Regulations.

RESPONSE: The Applicant acknowledges this standard and notes that the proposed development (as reflected on the submitted TCP1) conforms to all applicable requirements in the Subdivision Regulations for regulated environmental features.

27-6809. Unsafe Lands

All applications shall conform to the requirements pertaining to unsafe land in Section 24-4300, Environmental Standards, of Subtitle 24: Subdivision Regulations.

RESPONSE: The Applicant acknowledges this standard and notes that the proposed development conforms to all requirements in the Subdivision Regulations for treatment of unsafe land. There are no unsafe lands on the Property.

27-6810. Noise Control

(a) For the principal uses identified below, the maximum level of noise generated by the use on a lot or parcel at any point along its boundary abutting a residential use, a commercial use, a mixed-use development, or an industrial use shall not exceed the maximum allowable noise level for that use established in Table 27-6810: Maximum Allowable Noise Levels for Receiving Lands.

- (1) Amusement park;***
- (2) Animal shelter;***
- (3) Arena, stadium, or amphitheater;***
- (4) Boat sales, rental, service, or repair;***
- (5) Class 3 fill;***
- (6) College or university;***
- (7) Concrete batching plant or asphalt mixing plant;***
- (8) Concrete or brick products manufacturing;***
- (9) Concrete recycling facility;***
- (10) Contractor's yard;***

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- (11) *Day care center for children;*
- (12) *Fraternity or sorority house;*
- (13) *Junkyard;*
- (14) *Kennel (regardless of lot size);*
- (15) *Landfill, land clearing debris;*
- (16) *Nightclub;*
- (17) *Photographic processing plant;*
- (18) *Private school;*
- (19) *Racetrack, pari-mutuel;*
- (20) *Recycling collection center;*
- (21) *Recycling plant;*
- (22) *Rifle, pistol, or skeet shooting range (regardless of location);*
- (23) *Rubble fill;*
- (24) *Sand and gravel wet-processing;*
- (25) *Sanitary landfill;*
- (26) *Sawmill;*
- (27) *Slaughterhouse;*
- (28) *Solid waste processing facility;*
- (29) *Solid waste transfer station;*
- (30) *Surface mining;*
- (31) *Uses in the Transportation Uses principal use category;*
- (32) *Vehicle sales and rental, commercial;*

- (33) *Vehicle sales and rental, personal;*
 - (34) *Vehicle salvage yard; and*
 - (35) *Vehicle towing and wrecker service.*
- (b) *Except within a Transit-Oriented/Activity Center base or PD zone or the MU-PD Zone, the following shall not be located on a lot or parcel adjacent to an existing street classified as arterial or higher unless the applicant demonstrates, through a noise study, that transportation-generated noise is less than, or will be mitigated to be less than, 55 dBA during the hours of 10:00 PM to 7:00 AM and no greater than 65 dBA during the hours of 7:00 AM to 10:00 PM at the proposed location:*
 - (1) *Any new structure intended for residential occupancy in the Residential Uses principal use classification;*
 - (2) *Day care center for children outdoor activity areas, including but not limited to playgrounds and sitting areas; and*
 - (3) *Nursing home facilities.*
- (c) *Where applicable, development shall comply with the requirements for noise control in Section 27-4402(c), Military Installation Overlay (MIO) Zone.*
- (d) *Residential lots and uses that are adjacent to existing or planned streets classified as arterial or higher shall demonstrate that outdoor activity areas are mitigated to 65 dBA during the hours of 7:00 a.m. and 10:00 p.m., and 55 dBA during the hours of 10:00 p.m. to 7:00 a.m., and that interior noise levels are mitigated to 45 dBA or less through the submission of a noise study prepared and signed by a professional engineer with competence in acoustical engineering.*

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RESPONSE: The Applicant acknowledges these standards and notes that since the Property abuts Addison Road, which is an arterial roadway, a Phase I noise study is required with this PPS application. As the Applicant's noise study submitted with the PPS package demonstrates, all residential lots and uses that have outdoor activity areas will be mitigated to 65 dBA Leq during the hours of 7:00 a.m. and 10:00 p.m. Furthermore, all residential dwelling units, except for the westernmost set of twelve (12) two-family residential dwelling units have outdoor activity areas that will be mitigated to 55 dBA Leq during the hours of 10:00 p.m. to 7:00 a.m. The Applicant notes that these specific twelve (12) two-family residential dwelling units are not proposed to have outdoor activity areas. Instead, the Property's primary outdoor activity areas are centrally located in the site and further away from Addison Road, thus they will be mitigated to 65 dBA Leq during the hours of 7:00 a.m. and 10:00 p.m. and 55 dBA Leq during the hours of 10:00 p.m. to 7:00 a.m. Furthermore, the Phase I noise study determined that transportation-generated noise levels at the future Addison Overlook residential development are addressed according to Prince George's County's noise requirements. Interior noise levels by the year 2034 will remain at or below 45 dBA Leq during both daytime and nighttime hours. In other words, none of the proposed residences will require additional analysis (via a Phase II noise study) to comply with the 45 dBA Leq interior noise level limit.

Sec. 27-6900 Multifamily, Townhouse, and Three-Family Form and Design Standards

27-6903. Multifamily, Townhouse, and Three-Family Form and Design Standards

Development subject to this Section shall comply with the following standards.

(a) Site Access

New multifamily, townhouse, or three-family development with 20 or more dwelling units shall have:

- (1) *At least one secondary point of vehicular access to or from the site to ensure emergency vehicle access, if feasible.***
- (2) *No primary vehicular access along a local street serving existing single-family detached dwellings – provided however, that secondary vehicle access for emergency vehicles may be provided along such a local street if other points of access are not available.***

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RESPONSE: The Applicant acknowledges these regulations but notes that one secondary point of vehicular access is **not** feasible for this subject site, given its only frontage is Addison Road, which is an arterial roadway. The site does not border any other roadways of lower classification that could allow for secondary access and a second access point on an arterial roadway is not permitted per Section 27-6206(d) as the Zoning Ordinance seeks to limit multiple direct entrances on street classifications higher than the collector level. Furthermore, a secondary access point via the southern Addison Arm Apartments property is also not feasible, given the safety and circulation issues that would be generated via cut-through traffic by providing another site entrance for the quantity of multifamily apartment units that currently exist. Vehicular cross access is also not required for the subject site, given its location within Residential Base Zones and thus, the Applicant contends that this standard should be deemed to not be feasible for this Property.

(b) Location of Off-Street Parking

- (1) *For multifamily dwellings only, no more than 50 percent of off-street surface parking may be located between a building and the street it faces unless the parking bays are screened from view from the street by another building. Interior structures within a multi-building development served by a central, private driveway are exempted from this requirement. (see Figure 27-6903(b): Multifamily, Townhouse, or Three-Family Parking Location).***
- (2) *For all multifamily, townhouse, and three-family buildings:***
 - (A) *Guest and overflow parking within a development subject to these standards shall be located to the side or rear of the building containing the units, to the maximum extent practicable.***
 - (B) *Off- street surface parking located beside a building shall not occupy more than 35 percent of the parcel's street frontage. Associated driving areas shall be included as part of such off-street surface parking.***

RESPONSE: The Applicant acknowledges this regulation and shall demonstrate conformance with the site plan that will be included as part of the forthcoming DET submission, wherein guest and overflow parking shall be located to the side or rear of the townhouse buildings to the maximum extent practicable.

(c) Building Orientation and Configuration

(1) Single-Building Development

The primary entrance of a multifamily, townhouse, or three-family single-building development shall face the street or a common open space such as a mews.

(2) Multi-Building Development

Multifamily, townhouse, and three-family developments with more than one building shall be configured so that primary building entrances are oriented towards external streets, internal streets, or open space areas (like mews or courtyards). Buildings may be oriented towards off-street parking lots only in cases where no other practical alternative exists. (see Figure 27-6903(c)(2): Multi-Building Orientation)

RESPONSE: The Applicant acknowledges this regulation and shall demonstrate conformance with the site plan and architectural elevations that will be included as part of the forthcoming DET submission.

(d) Maximum Building Length

- (1)** *The maximum length of any multifamily, townhouse, or three-family building shall be 150 linear feet in the RSF-A and RMF-12 zones; and 250 linear feet in the RMF-20, RMF-48, and CGO zones, regardless of the number of units.*

RESPONSE: The Applicant acknowledges this regulation and shall demonstrate conformance with the architectural elevations that will be included as part of the forthcoming DET submission.

(e) Building Facades

For all multifamily, townhouse, and three-family buildings, except as noted in Section 27-6903(e)(3) below:

- (1)** *Façades of all buildings subject to these standards that face a street shall incorporate wall offsets, in the form of projections or recesses in the façade plane, spaced no more than 50 feet apart (see Figure 27-6903(e)(1): Changes in Building Façade), unless the applicant provides a design of similar or superior quality.*
- (2)** *Wall offsets shall have a minimum depth of two feet.*
- (3)** *In addition to wall offsets, street-facing façades of multifamily, townhouse, and three-family buildings shall provide a minimum of three of the following design features for each residential building fronting onto a public street (see Figure 27-6903(e)(3): Examples of Front Façades):*
- (A)** *One or more dormer windows or cupolas;*
- (B)** *A recessed entrance;*

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- (C) *A covered porch;*
- (D) *Pillars, posts, or columns next to the doorway;*
- (E) *One or more bay windows projecting at least twelve inches from the façade plane;*
- (F) *Eaves projecting at least six inches from the façade plane;*
- (G) *Raised corniced parapets over the entrance door;*
- (H) *Multiple windows with a minimum four-inch-wide trim;*
- (I) *Integrated planters that incorporate landscaped areas or places for sitting; or*
- (J) *Roof form and line changes consistent with the wall offsets.*

RESPONSE: The Applicant acknowledges this regulation and shall demonstrate conformance with the architectural elevations that will be included as part of the forthcoming DET submission.

(f) Roofs

For all multifamily dwellings:

- (1) *Sloped roofs on buildings over 100 feet in length shall include two or more different sloping roof planes, each with a minimum pitch between 3:12 and 12:12.*
- (2) *Flat roofs shall be concealed by parapets that extend at least three feet above the roof level and have three-dimensional cornice treatments that project at least eight inches outward from the parapet façade plane.*
- (3) *Alternative roof forms or pitches may be allowed for small roof sections over porches, entryways, or similar features.*
- (4) *All roof-based mechanical equipment, as well as vents, pipes, antennas, satellite dishes, and other roof penetrations (except chimneys), shall be located on the rear elevations or otherwise be configured and screened (if necessary) to have a minimal visual impact as seen from the street.*

RESPONSE: The Applicant acknowledges this regulation and shall demonstrate conformance with the architectural elevations that will be included as part of the forthcoming DET

submission.

(g) Building Façade Fenestration/Transparency

At least 15 percent of the street-facing façade area of the ground-level floor of any multifamily, townhouse, or three-family building (as measured from the grade to the underside of the eave, top of the parapet, or the story line denoting the second floor) shall be occupied by windows or doorways.

RESPONSE: The Applicant acknowledges this regulation and shall demonstrate conformance with the architectural elevations that will be included as part of the forthcoming DET submission.

(h) Materials

For all multifamily, townhouse, and three-family buildings:

- (1) *Primary façade materials shall not change at outside corners, but extend along any side façade that is visible from a street. In all instances the extension shall be a minimum of 20 feet, with the exception that materials may change where side or rear wings meet the main body of the structure.***
- (2) *Material changes shall occur along a horizontal line or where two forms meet. It is acceptable, however, that change of materials occur as accents around windows, doors, cornices, at corners, or as a repetitive pattern. See Figure 27-6903(h): Example of Building Façade, Roof, Fenestration/Transparency, and Materials Requirements for Multifamily Building.***
- (3) *Townhouse development shall conform with the building material requirements set forth in Section 27-61203(d), Building Materials, of this Subtitle.***

RESPONSE: The Applicant acknowledges this regulation and shall demonstrate conformance with the architectural elevations that will be included as part of the forthcoming DET submission.

(i) Garage Standards

For all multifamily, townhouse, and three-family buildings:

- (1) *Detached garages or carports shall be located to the side or rear of the building(s) containing the dwellings. A parking structure is exempt from this requirement. (see Figure 27-6903(i): Garage Placement.)***

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- (2) *Freestanding garages or carports visible from public streets outside the development shall be oriented perpendicular to the street, or the façade facing the street shall be configured to comply with the required wall offsets and façade design features in Section 27-6903(e), Building Façades.*
- (3) *The exterior materials, design features, and roof forms detached garages or carports should generally be compatible with the building(s) they serve.*

RESPONSE: The Applicant acknowledges this regulation but notes that no separate detached garages are anticipated to be proposed with the forthcoming DET submission. Nevertheless, if detached garages are proposed, they will be designed in accordance with this regulation.

(j) Outdoor Activity Areas

For all multifamily, townhouse, and three-family buildings, ground-level outdoor activity areas, porches, decks, vending areas, and other similar site attributes shall be screened from adjacent single-family dwellings with a perimeter buffer in accordance with Section 4.7, Buffering Incompatible Uses, of the Landscape Manual.

RESPONSE: The Applicant acknowledges this regulation and shall demonstrate conformance, if applicable, on the landscape plan that will be included as part of the DET submittal.

Sec. 27-61000 Nonresidential and Mixed-Use Form and Design Standards

RESPONSE: The Applicant acknowledges these regulations but notes that they are not applicable to the subject site as the townhouse and two-family principal uses are **not** designated within the nonresidential use category. Furthermore, a mixture of uses is not proposed on the Property.

Sec. 27-61100 Industrial Form and Design Standards

RESPONSE: The Applicant acknowledges these regulations but notes that they are **not** applicable to the subject site as the townhouse and two-family principal uses are not designated within the industrial use category.

Sec. 27-61300 Agricultural Compatibility Standards

RESPONSE: The Applicant acknowledges these regulations but notes that they are **not** applicable as the subject application is exempt per Section 27-61302, because it is not adjacent to an ongoing agricultural use or activity in the Reserved Open Space, Agriculture and Preservation, and Agricultural-Residential base zones.

Sec. 27-61400 Urban Agriculture Compatibility Standards

RESPONSE: The Applicant acknowledges these regulations but notes that they are **not** applicable as the subject application is exempt per Section 27-61402 because it is not adjacent to on-going urban agriculture uses.

Sec. 27-61600 Green Building Standards

27-61603. Green Building Standards

(a) Minimum Amount of Points Required

Development subject to the standards of this Section shall achieve the following minimum number of points from the menu of options shown in Table 27-61603(b): Green Building Point System.

(1) Minimum Requirements for Residential Development

- (A) 10 to 25 units: 3 points.**
- (B) 25 or more units: 4 points.**

(2) Minimum Requirements for Non-Residential Development

- (A) 25,000 to 75,000 square feet: 3 points.**
- (B) More than 75,000 square feet: 4 points.**

RESPONSE: Based on the above scoring for residential development, the 130 residential dwelling units in this PPS will require 4.0 green building points, and shall demonstrate conformance, if applicable, at time of DET submittal, including architecture for specific dwellings.

(b) Green Building Point System

Development subject to the standards of this Section shall use Table 27-61603(b): Green Building Point System, to determine compliance with this Section.

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Table 27-61603(b): Green Building Point System

	Points Earned
Location of Development and Redevelopment/Adaptive Reuse	
Development in a Transit-Oriented/Activity Center base zone	1.50
Development on previously used or developed land that is contaminated with waste or pollution (brownfield site)	1.00
Development as a Transit-Oriented/Activity Center Planned Development (PD) zone	1.25
Redevelopment of an existing parcel within a Neighborhood Reinvestment Area as designated on the Strategic Investment Map in the General Plan, a designated Priority Funding Area, or an area targeted for reinvestment by the Federal, State, or County government	1.00
Adaptive reuse of a designated historic site	1.00
Preservation of a designated historic site	1.00
Energy Conservation	
Meet ASHRAE standards for lighting ⁽¹⁾	0.75
Meet Energy Star standards for low-rise residential or exceed ASHRAE efficiency standards by 15 percent ⁽²⁾	1.00
Home energy rating system (HERS) index greater than 60 and less than or equal to 75	0.50
HERS index greater than 40 and less than or equal to 60	0.75
HERS index greater than 20 and less than or equal to 40	1.00
HERS index less than or equal to 20	1.50
Stated water heater efficiency between 0.675 to 0.82	0.75
Stated water heater efficiency of 0.82 or more	1.25
Air conditioner with stated efficiency greater than 14 SEER is included as standard	0.75
Air conditioner with stated efficiency greater than 16 SEER is included as standard	1.25
Install a cool roof on a minimum of 50% of the single-family dwellings in the development or subdivision. The cool roof shall cover the entire roof of the dwelling	1.50
Provide skylights in an amount necessary to ensure natural lighting is provided to at least 15% of the habitable rooms in the structure	0.50
Use central air conditioners that are Energy Star-qualified	0.50
Use only solar or tank-less water heating systems throughout the structure	0.50
Alternative Energy	
Generate or acquire a minimum of 50% of the electricity needed by the development from alternative energy sources (e.g., solar, wind, geothermal)	2.00
Generate or acquire a minimum of 25% of the electricity needed by the development from alternative energy sources (e.g., solar, wind, geothermal)	1.00
Pre-wire a minimum of 75% of residential dwelling units in the development for solar panels	1.00

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Table 27-61603(b): Green Building Point System

	Points Earned
Pre-wire a minimum of 50% of residential dwelling units in the development for solar panels	0.50
Pre-wire a minimum of 25% of residential dwelling units for solar panels	0.25
Install solar panels on a minimum of 25% of dwelling units contained in single-family, two-family, or townhouse dwellings	0.50
Install solar panels on primary structure, or at least 50% of buildings in a multi-building complex	0.75
Install small-scale wind energy conversion systems to provide electricity for 25% of single-family, two-family, or townhouse dwellings in development	1.00
LEED Certification	
Construct the principal building(s) to meet or exceed LEED® Bronze certification or equivalent standards of the National Green Building Standard™/NGBS Green or the International Code Council's <i>International Green Construction Code</i>	0.75
Construct the principal building(s) to meet or exceed LEED® Silver certification or equivalent standards of the National Green Building Standard™/NGBS Green or the International Code Council's <i>International Green Construction Code</i>	1.00
Passive Solar	
Orient a minimum of 50% of the single-family detached dwellings or lots in the development within 20% of the east-west axis for maximum passive solar exposure	1.50
Orient a minimum of 25% of the single-family detached dwellings or lots in the development within 20% of east-west for maximum passive solar exposure	0.75
Orient at least 25% of the non-residential buildings with an axis oriented east-west for maximum solar exposure	1.00
Water Conservation and Water Quality	
Design all areas required to be landscaped in accordance with this Ordinance and the Landscape Manual as an integrated system to meet on-site stormwater quality requirements for the lot through incorporation of environmental site design principles and use of best management practices for on-site stormwater management. These areas shall use vegetated pervious surfaces or other measures such as permeable pavements to infiltrate the capture of water volume on-site. Piped connections from roofs and downspouts and other impervious areas to storm drains are prohibited. Piped conveyances on lots must discharge to pervious areas.	2.00
The use of environmental site design, including but not limited to grass buffers and swales, bioretention (rain garden or porous landscape detention, sand filters, and permeable pavement systems), to meet stormwater managements requirements of the County Code	1.00

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Table 27-61603(b): Green Building Point System	
	Points Earned
Install a green vegetated roof on the primary structure, or on at least 50% of primary buildings in a multi-building complex – green or vegetated roofs shall include vegetation on at least 50% of the roof area (25% for renovated buildings) and shall use only plant materials permitted by the landscaping standards in the Landscape Manual	2.00
All showerheads and handheld showers are 2.0 GPM or less	0.50
All lavatory faucets flow rate is 1.5 GPM or less at 60 PSI	0.50
All toilets are 1.28 GPF or less	0.50
All toilets have dual activated flushing	1.00
Include rainwater capture and re-use devices such as cisterns, rain filters, and underground storage basins for residential development with a minimum storage capacity of 500 gallons for every two residential units	0.50
Provide rain gardens or other appropriate stormwater infiltration system(s) that accommodate a minimum of 25% of the runoff	1.00
Incorporation of greywater reuse systems	0.50
Reduction of existing impervious surfaces by at least 50 percent of the existing paved surface area on the site.	1.00
Vegetation	
Retain at least 20% of existing pre-development natural vegetation	0.75
Remove all lawn or turf in favor of ground cover consisting of plant material or mulch	0.75
Limit turf grass to 40% of the landscaped area.	0.25
Urban Agriculture	
Provide a fenced, centrally located community garden space (which may be located as a rooftop garden) for residents and for urban gardening purposes at a minimum ratio of 50 square feet per dwelling unit	1.00
Provide a minimum of one on-site composting station for every 25 units	0.25
Building Materials	
Source a minimum of 20%, by cost, of construction materials from recycled products or products manufactured, extracted, harvested, or recovered within 250 miles of the site	1.50
Universal Design	

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Table 27-61603(b): Green Building Point System

	Points Earned
Provide the following universal design features in 33% of the residential units in the development: 2. A no-step entry on an accessible route to the unit; 3. First floor kitchen, bathroom and a bedroom; 4. The following elements to allow maneuvering space: ○ A 32" clear opening at doorways; ○ A 36" clear passage; ○ 42" wide hallways; and ○ 30" X 48" clear space next to bathroom sink, tub/shower and toilet; • Blocking in bathroom walls to accommodate grab bars, and grab bars in first floor bathroom; and • Reachable outlets and switches.	0.75
Provide the following universal design features in 50% of the residential units in the development: • A no-step entry on an accessible route to the unit; • First floor kitchen, bathroom and a bedroom; • The following elements to allow maneuvering space: ○ A 32" clear opening at doorways; ○ A 36" clear passage; ○ 42" wide hallways; and ○ 30" X 48" clear space next to bathroom sink, tub/shower and toilet; • Blocking in bathroom walls to accommodate grab bars, and grab bars in first floor bathroom; and • Reachable outlets and switches.	1.00

Table 27-61603(b): Green Building Point System

	Points Earned
Provide the following universal design features in 66% of the residential units in the development: • A no-step entry on an accessible route to the unit; • First floor kitchen, bathroom and a bedroom; • The following elements to allow maneuvering space: ○ A 32" clear opening at doorways; ○ A 36" clear passage; ○ 42" wide hallways; and ○ 30" X 48" clear space next to bathroom sink, tub/shower and toilet; • Blocking in bathroom walls to accommodate grab bars, and grab bars in first floor bathroom; and • Grab bars in first floor bathroom(s) by commode and in shower(s); • Handicap accessible shower in first floor bathroom(s); • Raised toilet seats in first floor bathroom(s); and • Reachable outlets and switches.	1.50
Transportation	
Provide a minimum of 5% of required automobile parking spaces that are signed and reserved for carpool/vanpool/hybrid/electric/low-energy vehicles in preferred locations near the primary building entrance	0.25
Provide an electric vehicle (EV) level 2 charging station that is made available to those using the building	0.75
Provide an electric vehicle (EV) level 3 charging station that is made available to those using the building	1.00
Include showering and dressing facilities in nonresidential developments for employees walking or bicycling to work	0.75
Provide a covered and secure bicycle parking room that protects parked bicycles from the elements and from theft	1.00
NOTES: (k) <i>Standard for the Design of High-Performance Green Buildings</i> , American Society of Heating, Refrigerating, and Air-Condition Engineers, 2014, as amended, or other appropriate ASHRAE standards, as amended. (l) <i>Energy Standard for Buildings Except Low-Rise Residential</i> , American Society of Heating, Refrigerating, and Air-Condition Engineers, 2016, as amended, or other appropriate ASHRAE standards, as amended.	

(c) Documentation Required

Applicants shall provide documentation of techniques that will be used to satisfy the green building standards of this Section at the time of submittal of a development application.

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Request for a Preliminary Plan of Subdivision & Certificate of Adequacy

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RESPONSE: The Applicant acknowledges these regulations and shall demonstrate conformance, if applicable, at time of DET submittal, including architecture for specific dwellings.

X. TREE CANOPY COVERAGE REQUIREMENT

The Prince George's Tree Canopy Coverage Ordinance, Subtitle 25 Division 3, requires the preservation, maintenance, enhancement, and restoration of tree canopy coverage on developed and developing sites for the benefit of County residents and future generations. All activities that are subject to this Division shall provide the tree canopy percentages listed in Table 1 of Section 25-128. As the Property is zoned RSF-A and RMF-20, it is required to provide a minimum of twenty percent (20%) of the net tract area in tree canopy coverage. This requirement will be evaluated with the forthcoming DET submittal.

XI. CONCLUSION

The Applicant respectfully submits that all the criteria for granting the PPS and ADQ have been met. Therefore, based upon the foregoing statement of justification and the accompanying application plans and documents, the Applicant respectfully requests approval of PPS-2023-006 and ADQ-2023-007 with one major variation from Section 24-4102(c)(1) as described herein.

Thank you in advance for your consideration of this application. If you have any questions or comments, please do not hesitate to contact me.

Respectfully submitted,



Arthur J. Horne, Jr.

cc: Woodside Development, LLC
Kenn Dunn
Phil Isaja
David Bickel

AJH/ats