

- GENERAL NOTES:
- EXISTING PARCELS:
PARCEL 64 L43839 F.443
PARCEL 70 L43839 F.437
PARCEL 71 L43839 F.455
PARCEL 72 L43839 F.449
PARCEL 348 L06581 F.174
PARCEL 452 L43839 F.461
PLAT BOOK SDH 4, P.68
LOTS 1,2,3,4,5,6,7,8,9,10,11 L06581 F.174
PLAT BOOK BDS 1, P.36
LOTS 12,13, & 1/2 OF 14 L14176 F.576
PLAT BOOK BDS 1, P.36
 - TAX MAP GRID: 73B1 & 73C1
 - WSSC MAP GRID: 2015E6
 - PURPOSE OF SUBDIVISION: HOUSING FOR THE ELDERLY, PHILANTHROPIC, PUBLIC MUNICIPAL OFFICE
 - PRIOR APPROVALS: NONE
 - TOTAL ACREAGE:
GROSS: 10.9059 AC
NET: 10.9059 AC
 - NET DEVELOPABLE AREA OUTSIDE OF PMA: 10.9059 AC
 - ACREAGE OF ENVIRONMENTAL REGULATED FEATURES: 0.0 AC
 - ACREAGE OF 100-YEAR FLOODPLAIN: 0.00 AC
 - ACREAGE OF ROAD DEDICATION: 0.1934 AC +/-
 - PRIOR ZONING: R-55/D-D-O
 - CURRENT ZONING: RSF-65
 - ADDITION ROAD METRO TOWN CENTER
THE PROPERTY WILL BE DEVELOPED IN ACCORDANCE WITH THE LTO-C ZONE
 - EXISTING USE: PHILANTHROPIC & VACANT
PROPOSED USE OF PROPERTY: MIXED-USE
PARCEL 1: HOUSING FOR THE ELDERLY (MULTI-FAMILY) 141 DU
PARCEL 2: EX. PHILANTHROPIC 25,000 SF
PARCEL 3: EX. PUBLIC MUNICIPAL OFFICE 4,572 SF
PARCEL 4: HOUSING FOR THE ELDERLY (MULTI-FAMILY) 152 DU
OUTPARCEL A: VACANT (PHASE 2)
OUTPARCEL B: VACANT (PHASE 2)
OUTPARCEL C: VACANT (PHASE 2)
OUTPARCEL D: VACANT (PHASE 2)
 - BREAKDOWN OF PROPOSED DWELLING UNIT BY TYPE: 293 DU
HOUSING FOR THE ELDERLY (MULTI-FAMILY) 293 DU
 - DENSITY CALCULATION: 293 DU / 10.9059 AC = 26.87 DU/AC
 - MINIMUM LOT SIZE REQUIRED: N/A
 - MINIMUM LOT WIDTH AT: N/A
 - SUSTAINABLE GROWTH TIER: YES, 1
 - MILITARY INSTALLATION OVERLAY ZONE: NO
 - CENTER OR CORRIDOR LOCATION: YES
 - ADDITION ROAD METRO (LOCAL TRANSIT CENTER)
 - EXISTING GROSS FLOOR AREA: 42,677 SF
(37,025 SF PHL + 1,080 SF INST + 4,572 SF OFFICE)
 - GROSS FLOOR AREA TO REMAIN: 25,000 SF
TOTAL GROSS FLOOR AREA: 29,577 SF
 - STORMWATER MANAGEMENT CONCEPT NUMBER AND APPROVAL DATE:
1221-2022-00, APPROVAL DATE: PENDING
 - WATER/SEWER CATEGORY: EXISTING AND PROPOSED: 3
 - AVIATION POLICY AREA: N/A
 - MANDATORY PARK DEDICATION: ON SITE FACILITIES PROPOSED
 - GENERATORIES ON OR CONTIGUOUS TO THE PROPERTY: NO
 - HISTORIC SITES ON OR IN THE VICINITY OF THE PROPERTY: NO
 - TYPE ONE TREE CONSERVATION PLAN: YES
 - WITHIN CHESAPEAKE BAY CRITICAL AREA: NO
 - WETLANDS: NO
 - STREAMS: NO
 - SOIL TYPES: COLLINGTON-WEST-URBAN LAND COMPLEX
 - SOURCE OF SOIL INFORMATION IS FROM THE USDA NRCS WEB SOIL SURVEY (WSS) IN A CUSTOM SOIL RESOURCE REPORT ESTABLISHED FOR THE SUBJECT SITE AND GENERATED ON 09-30-2021
 - IN OR ADJACENT TO AN EASEMENT HELD BY THE MARYLAND ENVIRONMENTAL TRUST, THE MARYLAND AGRICULTURAL LAND PRESERVATION FOUNDATION, OR ANY LAND TRUST OR ORGANIZATION: NO
 - THE PROPERTY IS PROPOSED TO BE DEVELOPED ACCORDING TO THE STANDARDS OF THE LTO-C ZONE PURSUANT TO SECTION 27-1408 OF THE ZONING ORDINANCE

SURVEYOR'S AND ENGINEER'S CERTIFICATION
I HEREBY CERTIFY TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, INFORMATION AND BELIEF THAT THE INFORMATION AND PROPERTY LINES SHOWN HEREON WERE TAKEN FROM A FIELD RUN SURVEY.

CHRIS VALLTOS
PROFESSIONAL LAND SURVEYOR
MD. REG. NO. 821966

DATE

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Engineering
Surveying
Planning
Environmental Sciences

NO. REVISIONS BY DATE

MISS UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CONTACT MISS UTILITY AT 1-800-251-7771 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THE 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 THE PLAN.

OWNER / DEVELOPER / APPLICANT

OWNER:
REDEVELOPMENT AUTHORITY OF
PRINCE GEORGES COUNTY
5000 BASE COURT, SUITE 504
LANDO, MD 20774
NEW TESTAMENT DELUXE CHURCH
880 CLEARFIELD PLACE
CAPITOL HEIGHTS, MD 20743
APPLICANT:
JOSEPH JOHNSON & ROONEY PLLC
CUR DEVELOPMENT PARTNERS LLC
MARYLAND TRADE CENTER
7000 GREENWAY CENTER DR., SUITE 1000
GREENBELT, MD 20770

PRELIMINARY PLAN OF SUBDIVISION
PPS-2023-024
ADDISON PARK

TAX MAP
73 B1
73 C1

ZONING CATEGORY:
R-65/D-D-O

WSSC 200 SHEET
2015E6

SITE DATUM
HORIZONTAL: _____
VERTICAL: _____

1" = _____

SHEET 1 OF 1

PROJECT NO.
3536-05-00

DATE: SEPT. 2021

DESIGNED: GAM

CHECKED: DVB

CAD STPS: V8 / NCS

PROJECT NO.
3536-05-00

DATE: SEPT. 2021

DESIGNED: GAM

CHECKED: DVB

CAD STPS: V8 / NCS

LAW OFFICES
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Bradley S. Farrar
L. Paul Jackson, II*

* Also admitted in the District of Columbia

October 17, 2023

VIA ELECTRONIC DELIVERY

Ms. Andrea Dorlester, Supervisor
Urban Design Section
Maryland-National Capital Park
& Planning Commission
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

RE: Statement of Justification
6181 Old Central Avenue, et al. (Tax Account No. 1992403)
DET-2023-011

Dear Ms. Dorlester:

This firm represents the Redevelopment Authority of Prince George's County, Maryland (hereinafter "RDA" or the "Applicant") regarding the proposed development of senior housing located off of Old Central Avenue (the "Property"). The subject site of the application consists of 4.41 acres and is located at (address). As of April 1, 2022, the Property has been placed in the RSF-65 (Residential Single-Family Zone). The Applicant is proposing the development two four-story multifamily senior age restricted buildings that will consist of 245,274 sq. ft on the property. The site will consist of 293 elderly restricted units with 141 units on Parcel 1 and 152 units on Parcel 2.

CB-45-2023

On or about (date), the Prince George's County Council adopted CB-45-2023. This legislation specifically provided for any development application that included property that was owned by the RDA and which either fronts on Central Avenue/East Capital Street (MD214) or Old Central Avenue (MD332) between the County's Boundary with the District of Columbia and Landover/Largo Road (MD 202) may develop the property pursuant to the regulations and uses of the LTO-C zone which is the Local Transit Oriented Zone- Core. This legislation allows for the development of the multifamily senior housing and its increased density.

The subject property qualifies to utilize the provisions of CB-45-2023 because it is owned or partially owned by the RDA, and it is located in the area as describe (see below)

(picture of the site calling out the roads)

I. DESCRIPTION OF PROPERTY

GENERAL NOTES

1. **PROJECT NAME: ADDISON PARK**
2. **TOTAL ACREAGE: 4.41 AC. +/-**
NET ACREAGE: 4.41 AC. +/-
3. **EXISTING ZONING: LTO-C, (LOCAL TRANSIT-ORIENTED)**
4. **PROPOSED USE:**

PARCEL 1:	134 ELDERLY DWELLING UNITS	1.9661 AC. +/-
PARCEL 4:	134 ELDERLY DWELLING UNITS	2.1553 AC. +/-
5. **PRIOR APPROVAL: TBD**
6. **PROPOSED NUMBER OF**

A. LOTS:	0
B. PARCELS:	2
C. OUTLOOK:	0
D. OUTPARCELS:	0
7. **PROPOSED DWELLING UNIT BY TYPE: 293 ELDERLY DWELLING UNITS**
DENSITY CALCULATION: 293 DU/4.12AC= 71.09 DU/AC

PARCEL 1:	141 UNITS
1 BEDROOM:	134 UNITS
2 BEDROOM:	7 UNITS

PARCEL 2:	152 UNITS
1 BEDROOM:	144 UNITS
2 BEDROOM:	8 UNITS
8. **GROSS FLOOR AREA: 245,415 SF**

PARCEL 1:	120,635 SF
PARCEL 4:	124,780 SF

F.A.R. (245,274 SF/179,528 SF): 1.37
9. **BUILDING HEIGHT:**

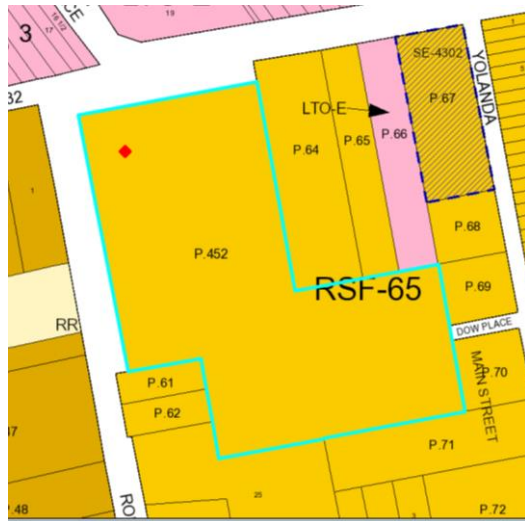
PARCEL 1:	47'-0", 4 STORIES
PARCEL 4:	47'-0", 4 STORIES
10. **200 FOOT MAP REFERENCE (WSSC): 201SE06**
11. **TAX MAP NUMBER AND GRID: 73-B1, 73-C1**
12. **AVIATION POLICY AREA: N/A**
13. **WATER/SEWER DESIGNATION (EXISTING): W-3, S-3**
14. **WATER/SEWER DESIGNATION (PROPOSED): W-3, S-3**
15. **STORMWATER MANAGEMENT CONCEPT NUMBER: TBD**
16. **PUBLIC UTILITY EASEMENT: 10-FOOT ALONG ALL RIGHTS-OF-WAY**

The subject property is on a vacant parcel of land, whose 4 acres is part of an overall 10.91 acres owned by the RDA whose addresses are 6181, 6189, & 6201 Old Central Avenue; 216, 301, 307 & 313 Yolanda Avenue in Capitol Heights, Maryland

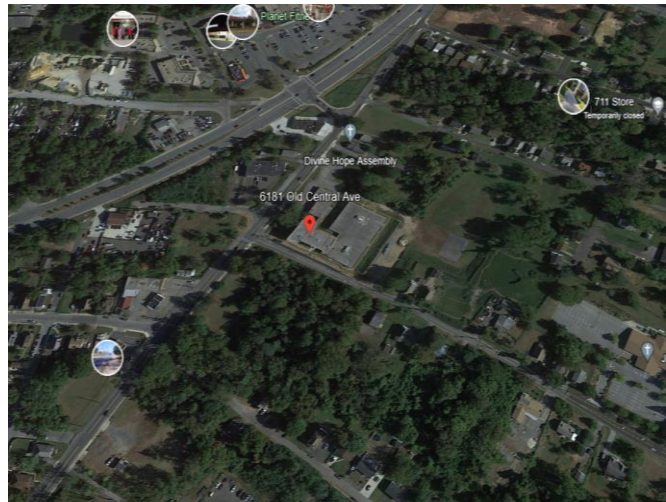
II. EXISTING AND SURROUNDING USES

The subject property is surrounded with adjoining single-family residential and a former school building and other institutional uses.

Current zoning map



Current aerial map



III. APPLICANT'S PROPOSAL

The Applicant is proposing the development of two, four story multifamily senior housing facilities consisting of 245,274 sq. ft. of the property. The subject site will be part of a master planned, multigenerational “age in place” community located just one-half mile west of the Addison Road Metro Station.

Development Chart:

	Existing	Proposed
Zone	RSF	LTO(C)
Use(s)	Vacant	Apartment Housing for the Elderly
Acreage	+/-4.41	+/-4.41
Parcels	2	2
Dwelling Units	N/A	N/A

Design Features:

The architectural elevations submitted with the subject application demonstrate that the material and building signage proposed for the buildings will include high quality materials to create variations in facades to break up the overall building massing.

Proposed materials include building detailing that are a unique architectural vernacular with a solid stone veneer anchoring the facade, warehouse inspired-window pattern and deep rich hardie panels with larger brighter areas to enhance the color palette.

The proposed elevations are depicted below:



This Application also proposes landscaping in conformance with the County's Landscape Manual. More specifically:

Landscape Architecture for Addison Park- Statement of Justification

The Landscape for Addison Park is conceived with three major elements to create a wonderful setting for the proposed senior housing buildings. The elements include the streetscape, the partially enclosed courtyards that create a sanctuary for residents, and landscaping for the surface parking.

Streetscape

Addison Park redevelopment is urban in nature and a major goal is to create a walkable environment for residents, visitors, and existing residents of the adjacent neighborhoods. Old Central Avenue will serve as a pedestrian link to the Addison Road-Seat Pleasant Metro Station immediately to the east. Both buildings are proposing a new streetscape on Old Central Avenue with street trees behind the curb and landscape areas on both sides of the sidewalk. Front entrances accessed from the sidewalk include stairs and/or sidewalk

connections bring visitors to the front door. The future Yolanda Avenue roadway alignment will create a larger landscape setting between the proposed buildings.

Building 1

The courtyard for Building 1 creates a nice landscape transition from the parking to the outdoor amenity area for the building. The walkways create also allows residents to access the parking from the a few different doors to the building including the primary indoor amenities. There will be a few different seating areas, a grill station and a focal element overlooking a small lawn area. Just beyond the lawn area is a landscaped biofilter with seasonal color and year-round interest.

The parking area for Building 1 includes buffer planting in accordance with the Prince Georges County Landscape Manual as well as a perimeter vinyl fence adjacent to the existing single family. The buffer between the building and the existing single family homes is landscaped with the required Type B Bufferyard.

Building 2

The courtyard created between the existing and the proposed building is enhanced with a terrace and proposed landscaped courtyard. Amenities for residents include a grilling counter, dining area and seating area in a garden.

The parking area for Building 2 includes buffer planting in accordance with the Prince Georges County Landscape Manual. The Parking area includes access to the rear entrance for Building 2 as well as an accessible path to the existing building. The graded between the existing building and the proposed parking lot as well as the existing lot to the east includes both walls and graded and landscape slopes. Landscaping complies with the Prince Georges County Landscape Manual.

IV. GENERAL PLAN AND MASTER PLAN CONFORMANCE

General Plan

The approved General Plan places the property in the Established Community very near a designated area for Neighborhood Reinvestment. Over time, this area of the County has experienced “a marked decline in property values, critical services and neighborhood amenities”. Thus, the Applicant’s efforts to revitalize this area is anticipated and most welcome.

V. GENERAL CRITERIA FOR DETAILED SITE PLAN APPROVAL

Pursuant to County Council Bill CB-13-2018, the Prince George’s County Council adopted a new Zoning Ordinance (Subtitle 27 of the County Code), which became effective upon the approval of the Countywide sectional Map Amendment (CMA). Pursuant to

Council Resolution CR-136-2021, the new Zoning Ordinance became effective on April 1, 2022. As a result, the subject property was rezoned from R-55 with a DDO, to now wherein the property is zoned RSF-65 (Residential Single Family). Pursuant to CB-45-2023, the subject property is being developed under the Local Transit Oriented/Core zone (LTO-c zone).

Section 27-3605. Detailed Site Plan.

(e) Detailed Site Plan Decision Standards.

A detailed site plan may only be approved upon a finding that all of the following standards are met:

- (1) The proposed development represents a reasonable alternative for satisfying the applicable standards of this Subtitle, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use;**

COMMENT: Based on the points and reasons provided herein, in addition to the evidence filed in conjunction with this application the applicant contends that this application represents the most reasonable alternative for satisfying the applicable standards of this Subtitle without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for the intended uses.

- (2) The proposed development complies with all conditions of approval in any development approvals and permits to which the detailed site plan is subject;**

COMMENT: Upon review of the final plat of subdivision, there appears to be no prior conditions of approval that apply to the Property.

- (3) The proposed development demonstrates the preservation and/or restoration of the regulated environmental features in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-4303(D)(5) of Subtitle 24: Subdivision Regulations;**

COMMENT: The site has treed areas that may be subject to the regulations of Subtitle 25 and the Woodland Conservation Ordinance. These areas may include Forest Stands (specifically Forest Stand A and Forest Stand B) and specimen trees. The Preliminary Plan of Subdivision makes that determination. An approved NRI is included with this site plan application.

- (4) Proposed development located within a Planned Development (PD) zone shall be in conformance with the PD Basic Plan and PD Conditions of Approval that apply to that development;**

COMMENT: Not applicable. The subject property is located in the RSF Zone and is being developed under the LTO c zone and not within a Planned Development (PD) Zone.

- (5) The proposed development conforms to an approved Tree Conservation Plan, if applicable;

COMMENT: The proposed development conforms to the proposed tree conservation plan (TCP2) filed in conjunction with this application.

- (6) The development in the detailed site plan (minor and major) shall be consistent with the General Plan and shall conform to the relevant goals, policies, and strategies of the Area Master Plan or Sector Plan, applicable Functional Master Plans, and the Growth Policy Map as it relates to centers in the 2014 General Plan, Plan Prince George's 2035, for the subject property and its surrounding area (unless the subject property has been rezoned pursuant to a Zoning Map Amendment subsequent to the adoption of the relevant Area Master Plan, Sector Plan, or Functional Master Plan). (CB-003-2023).

COMMENT: The proposed development conforms to the General Plan and Master Plan. Apartment Housing for the elderly and handicapped is permitted on the Property pursuant to the permitted uses listed in CB-45-2023, and said use furthers the land use recommendations and relevant goals/policies/strategies of the applicable Master Plan and General Plan.

- (7) The development proposed in a detailed site plan for infrastructure complies with applicable regulations of PART 27-6: Development Standards, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge; and

COMMENT: Not applicable. This application is not a detailed site plan for infrastructure.

- (8) Places of worship located on a lot between one (1) and two (2) acres in size shall also meet the following standards:
- (A) The minimum setback for all buildings shall be twenty-five (25) feet from each lot line;
 - (B) When possible, there should be no parking or loading spaces located in the front yard; and
 - (C) The maximum allowable lot coverage for the zone in which the use is proposed shall not be increased.

COMMENT: Not applicable. This application does not propose the development of a place of worship on a lot between one (1) and two (2) acres in size.

VI. CONFORMANCE WITH THE PURPOSES OF THE BASE ZONES AND LTO ZONE

The subject application conforms to the applicable purposes of the residential base zones and the LTO Zone as follows:

27-4204. Transit-Oriented/Activity Center Base Zones

(a) General Purposes of Transit-Oriented/Activity Center Base Zones

- (1)** Serve as focal points for a neighborhood or series of neighborhoods.
- (2)** Provide development that is more urban than the areas they serve, are walkable, and contain mixed-use development.
- (3)** Concentrate intense urban development around major transit stations and the principal targets for the County's future planned growth and mixed-use development.

COMMENT: The proposed multifamily housing for the elderly and handicapped is designed to be a part of a master planned multifamily generational development. It is central to several neighborhoods and within ½ mile of the Addison Road metro which is the center of intense development around the community. The increased urban density sought by the County as outlined in the Blue Line Corridor Plan, incorporates the property and the special legislation adopted by CB-45-2023 further supports its compliance with this standard.

(b) Standards Applicable to all Transit-Oriented/Activity Center Base Zones

(1) Supplemental Development Standards

In addition to the generally applicable development standards in PART 27-6: Development Standards (unless the proposed project is exempt in accordance with the development standards exemptions), the following standards shall apply to development within the Transit-Oriented/Activity Center base zones and PD zones (as may be modified subject to the approval of a PD Basic Plan and PD Conditions of Approval).

(A) Connectivity

- (i)** The internal vehicular, bicycle, and pedestrian circulation systems of development shall be designed to allow vehicular, bicycle, and pedestrian cross-access between the internal system and any internal vehicular, bicycle, and pedestrian circulation systems of existing or approved future development on adjoining lots.

- (ii) Easements allowing vehicular, bicycle, or pedestrian cross-access between adjoining lots, along with agreements defining maintenance responsibilities of the property owners, shall be recorded in the land records of Prince George's County, Maryland.

COMMENT: The subject site meets all of the criteria for Transit Oriented Activity. The development will provide for internal connections for both pedestrian and bicycle circulation and the Redevelopment Authority for Prince George's County will ensure that all appropriate agreements are executed and recorded in Land Records.

(B) Vehicular Access and Circulation

The location and design of curb-cuts shall comply with the standards in Table 27-4204(b)(1)(B): Curb-Cut Standards: Transit-Oriented/Activity Center Zones.

Table 27-4204(b)(1)(B): Curb Cut Standards: Transit-Oriented/Activity Center Zones			
Zone	Minimum Distance from Street Intersection (ft)	Minimum Distance from Other Curb Cuts on Same Block Face (ft)	Maximum Curb Cut Width (ft)
RTO-H and RTO-L Core and Edge areas	Curb-cuts allowed only if adequate parcel access cannot be provided by <u>alleys</u> or secondary <u>street</u> system. If curb-cuts are necessary, they shall be shared between sites and parcels to minimize their use (as appropriate), and shall comply with the curb-cut standards for the NAC, TAC and LTO Core area.		
NAC, TAC, and LTO Core area	50	100	24
TAC and LTO Edge areas	25	50	30

(C) Pedestrian Access and Circulation

Sidewalks shall be provided on both sides of the street. Sidewalk widths shall comply with the standards in Table 27-4204(b)(1)(C): Sidewalk Widths: Transit-Oriented/Activity Center Zones.

Table 27-4204(b)(1)(C): Sidewalk Widths: Transit-Oriented/Activity Center Zones			
Zone	Width (ft)	Sidewalk Pedestrian Clearance Zone Required?	Sidewalk Pedestrian Clearance Zone Minimum Width (ft)
1.			
RTO-H Core area	20 (1)	Yes	5

Table 27-4204(b)(1)(C): Sidewalk Widths: Transit-Oriented/Activity Center Zones			
Zone	Width (ft)	Sidewalk Pedestrian Clearance Zone Required?	Sidewalk Pedestrian Clearance Zone Minimum Width (ft)
RTO-L Core area			
RTO-H Edge area RTO-L Core area LTO Core area TAC Core area NAC	10 (2)	Yes	5
LTO Edge area TAC Edge area	6 (2)	No requirement	No requirement
NOTES: (1) This includes the street tree planting area. (2) Does not include street tree planting area.			

- (i) In addition:
 - (aa) In the RTO-H, RTO-L, LTO, and TAC Core areas, a 5-foot deep by 8-foot wide street tree planting area shall be provided for the location of street trees, planted every 40-50 feet on center; and
 - (bb) In the RTO-H, RTO-L, LTO, and TAC edge areas and the NAC, a sidewalk planting strip at least 5 feet wide between the sidewalk and the street shall be provided, with street trees planted every 40-50 feet on center.
- (ii) At least one walkway shall be provided from an adjacent sidewalk to each pedestrian entrance required in Section 27-4204(b)(1)(F)(iii), Building Entrances.
- (iii) Where a sidewalk, greenway path, or other walkway in the RTO-H, RTO-L, LTO, or NCO zones, or the Core area of the TAC zone, crosses a street, driveway, drive aisle, or parking lot, the crossing shall be clearly marked with a change in paving material, color, or height, decorative bollards, or similar elements.

COMMENT: Pedestrian access walkways are a minimum of 5' clear and street tree planting areas meet the minimum requirements.

(D) Off-Street Parking

(i) Reduced Minimum Vehicle Parking Space Requirements

Development in the Core area of the RTO-H, RTO-L, or LTO

zones shall be exempt from the off-street vehicular parking standards in Section [27-6305\(a\)](#), Minimum Number of Off-Street Vehicle Parking Spaces.

The minimum required number of off-street vehicle parking spaces for development in the Edge area of the RTO-H, RTO-L, or LTO zones, the Core area of the TAC zone, and the NAC zone, shall be 50 percent of the minimum requirements in Section [27-6305\(a\)](#), Minimum Number of Off-Street Vehicle Parking Spaces.

(ii) Maximum Off-Street Vehicle Parking Spaces

In the Core area of the RTO-H, RTO-L, or LTO zones, the maximum number of off-street vehicle parking spaces for development shall be 125 percent of the minimum requirements for the Edge area of the RTO-H, RTO-L, or LTO zones calculated in accordance with Section [27-6305\(a\)](#), Minimum Number of Off-Street Vehicle Parking Spaces. Spaces in structured parking facilities do not count toward the maximum allowed.

In the Edge area of the RTO-H, RTO-L, or LTO zones, and in the TAC and NAC zones, the maximum number of off-street vehicle parking spaces for development shall be 150 percent of the minimum requirements calculated in accordance with Section [27-6305\(a\)](#), Minimum Number of Off-Street Vehicle Parking Spaces. Spaces in structured parking facilities do not count toward the maximum allowed.

(E) Arrangement and Design of Off-Street Vehicle Parking

(i) Location

Within the RTO-H, RTO-L, LTO, or NAC zones, and in the Core area of the TAC zone, all proposed new or additional surface vehicle parking shall be located to the rear or side of the development's principal building(s), or in a parking structure built in accordance with Section 27-4204(b)(1)(F)(v), Parking Structures in RTO-H and RTO-L Zones or Section 27-4204(b)(1)(F)(vi), Parking Structures in Other Transit-Oriented/Activity Center Zones, as applicable. Parking may, and is encouraged to be, provided along the street (on-street parking), subject to the approval of the appropriate operating agency (see Section [27-6307\(e\)](#), On-Street Parking).

(ii) Break-Up of Large Parking Lots

Surface parking lots with more than 100 parking spaces shall be organized into smaller modules that contain 50 or fewer spaces each and are visually separated by buildings, pedestrian walkways, or landscaped areas in accordance with the Landscape Manual.

(iii) Pedestrian Walkways Through Parking Areas

All vehicle parking lots and structures containing more than 50 parking spaces shall provide clearly identified pedestrian routes between parking areas and the primary pedestrian entrance(s) to the building(s) served by the parking areas that are designed and located to minimize the interface between pedestrian routes and traffic circulation routes, and provide pedestrian walkways with direct pedestrian and ADA access to the primary building entrance(s).

(iv) Bicycle Parking

Bicycle parking facilities required in accordance with Section 27-6309, Bicycle Parking Standards, shall be located within 50 feet of the primary pedestrian entrance(s) to the development's principal building(s).

COMMENT: The Detailed Site plan is designed in configuration as required by this section with no waivers or variances being sought.

(F) Building Form Standards

(i) Building Placement in Build-To Zone

Where the façades of principal buildings face a street frontage and are required to be located within a build-to zone, the buildings shall be located such that the façades occupy a minimum percentage of the build-to zone along the street frontage. Minimum percentages are as shown as the minimum building width in the build-to zone standards in the Intensity and Dimensional Standards tables for each transit-oriented/activity center zone.

(ii) Building Massing and Scale

If the street-facing façade of a building is more than 60 feet wide, the perceived massing and scale of the building shall be reduced by incorporating at least 3 of the following design elements to create distinctive differences in façade design or composition, spaced no more than 60 feet apart:

(aa) Differences in roof form and parapet heights;

- (bb) Recesses (at least one foot deep) and/or projections (not created by windows) in the wall plane;
- (cc) Distinct changes in texture and/or color of wall surfaces;
- (dd) Pilasters that are at least 8 inches deep and at least 8 inches wide, that have a height equal to at least 80 percent of the façade's height;
- (ee) Ground level arcades, awnings, or similar overhangs;
- (ff) Second floor galleries/balconies;
- (gg) Cornices;
- (hh) Projected and recessed entries; or
- (ii) Vertical accents or focal points.

(iii) Building Entrances

- (aa) Where the façade of a principal building abuts or faces a street frontage in the RTO-H, RTO-L, LTO, TAC, or NAC zone, at least one operable pedestrian entrance providing both ingress and egress shall be provided for every 150 feet, or major fraction thereof, along the façade. An angled entrance at the corner of the building may count toward satisfying this requirement on both sides of the entrance.
- (bb) If a façade in the RTO-H, RTO-L, LTO, TAC, or NAC zone includes multiple tenant spaces, at least one such entrance shall be provided for each street-level tenant space that is at least 25 feet wide.
- (cc) These required pedestrian entrances shall open directly to the street sidewalk without requiring pedestrians to pass through a garage, parking lot, or other non-pedestrian area.
- (dd) All primary pedestrian entrances into principal buildings shall be clearly defined and emphasized using changes in the wall plane or façade material, lintels, pediments, pilasters, awnings, canopies, porches, or other additional architectural elements.

(iv) Windows and Doors

- (aa) Where the façade of a principal building other than a single-family or two-family dwelling abuts or faces a street frontage or an adjoining public gathering space in the RTO-H, RTO-L, LTO, or NAC zones, and in the Core area of the TAC zone, a minimum percentage of the street-level façade area shall consist of transparent window or door openings to allow views of interior spaces and merchandise so as to enhance safety and create a more inviting environment for pedestrians. Minimum percentages are as shown as the minimum building façade

fenestration/transparency standard in the Intensity and Dimensional Standards table for each individual transit-oriented/activity center zone.

- (bb)** Window and door openings counting toward meeting this transparency requirement shall consist of glass that is relatively clear and non-reflective, with a minimum visible light transmittance of 0.65 and maximum visible light reflectance of 0.20.

(v) Parking Structures in RTO-H and RTO-L Zones

In the RTO-H and RTO-L zones, where the street-level façade of a parking structure abuts or faces a street frontage, the structure shall be designed to accommodate retail sales and service uses, service-oriented office uses, or entertainment uses to a depth of 30 feet along at least 60 percent of the width of such street-level façade—to provide visual interest and create pedestrian activity at the street level. In addition, the upper level façade of the parking structure shall be articulated through use of at least three of the following features:

- (aa)** Windows or window-shaped openings;
- (bb)** Masonry columns;
- (cc)** Decorative wall insets or projections;
- (dd)** Awnings;
- (ee)** Changes in color or texture of exterior materials;
- (ff)** Integrated vegetation (hanging or along trellises); or
- (gg)** Similar features.

(vi) Parking Structures in Other Transit-Oriented/Activity Center Zones

Where the façade of a parking structure abuts or faces a street frontage in the LTO or NAC zones, or the Core area of the TAC zone, the façade shall be articulated through use of at least three of the following features:

- (aa)** Windows or window-shaped openings;
- (bb)** Masonry columns;
- (cc)** Decorative wall insets or projections;
- (dd)** Awnings;
- (ee)** Changes in color or texture of exterior materials;
- (ff)** Integrated vegetation (hanging or along trellises); or
- (gg)** Similar features.

COMMENT: Building placement, massing, amount of windows, doors, transparency are all in align with the requirements of this section with no waivers or variances being

requested. The Parking is also in align with the requirements of this section.

Standards Applicable to the LTC zone

(e)

Local Transit-Oriented (LTO) Zone

(1)

Purposes

A.
B.
C.



(1)

Purposes

The purposes of the Local Transit-Oriented (LTO) Zone are:

(A)

To provide lands for moderate-intensity, vibrant, and transit-rich mixed-use centers;

(B)

To incorporate walkable and bikeable areas that are well-connected to a regional transportation network through a range of transit options;

(C)

To provide a mix of uses that serve community-wide needs; and

(D)

To encourage development that is well integrated in terms of complementary uses, access and circulation and compatible design.



(2) Division of Zone into Core and Edge Areas

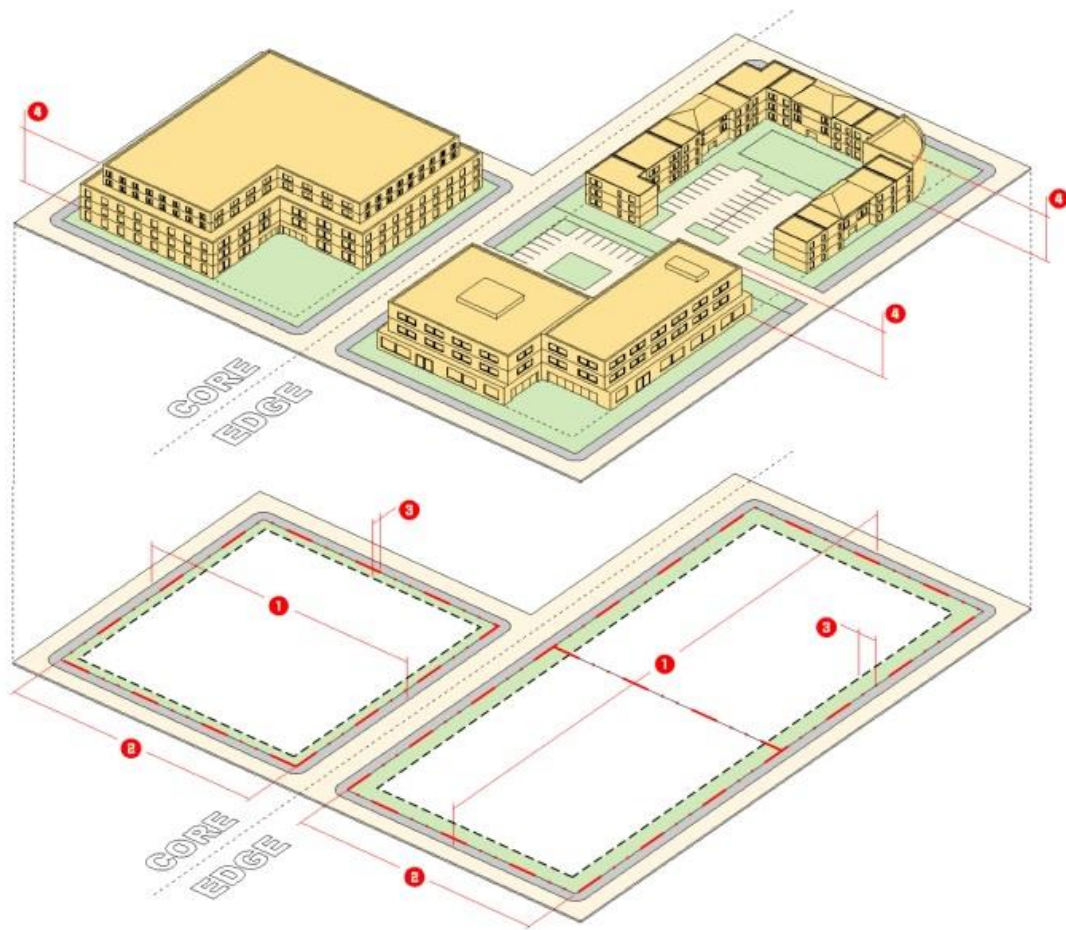
When land is zoned or rezoned to a LTO Zone, it shall be designated as part of the zone's Core area or part of its Edge area. The Core area shall include land

that is within convenient walking distance (generally about ¼ mile) of the existing or proposed transit station/stop, if any, around which the zone is centered or otherwise has a high potential for higher-intensity, mixed-use, pedestrian-oriented, and transit-supportive development. The remainder of the zone shall be designated as the zone's Edge area, which is intended to accommodate less intense development with more of a residential mix and less emphasis on commercial development. The zone's Core area and Edge area shall be delineated on the Zoning Map in conjunction with the mapping of the LTO Zone.

3. (3) Intensity and Dimensional Standards				
Standard(1)	Core		Edge	
	All Uses	Nonresidential & Mixed-Use	Residential	
1 Block length, min. max. (ft)	200 600	400 800	400 800	
Lot area, min. (sf)	1,500 (2)	3,000	5,000 (2)	
2 Lot width, min. (ft)	20 (3)	30	50 (3)	
Density, min. max. (du/ac of net lot area) (4)	20.00 80.00	10.00 40.00 (10)	10.00 40.00	
Floor area ratio (FAR), min. max. (5)	0.5 3.0	0.25 2.0	No requirement	
Lot coverage, min. max. (% of net lot area)	65 100	50 90	No requirement 90	
3 Build-to line, min. max. (ft) (6)(7)	15 27	11 31	11 31	
Building width in build-to zone, min. (% of lot width) (7)(8)	70	50	50	
Front yard depth, min. (ft)	0	0	10	
Side yard depth, min. (ft)	0	0	5 (9)	
Rear yard depth, min. (ft)	0	0	0	
Building façade fenestration/transparency min. (% of street-level façade area)	Abutting or facing a street frontage or pedestrian way	50	40	No requirement
	Facing a public gathering space	45	35	No requirement
4 Principal structure height, min. max. (ft)	24 80	No requirement 70	No requirement 70	

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

1. (1)
See measurement rules and allowed exceptions in Section [27-2200](#), Measurement and Exceptions of Intensity and Dimensional Standards.
2. (2)
1,000 sf for townhouse lots.
3. (3)
16 ft for townhouse lots.
4. (4)
Applicable to residential development and the residential component of mixed-use development.
5. (5)
Applicable to nonresidential development.
6. (6)
The area between the minimum and maximum build-to lines that extends the width of the lot constitutes the build-to zone.
7. (7)
Where existing buildings along a street frontage are all located behind a required build-to zone, such buildings may not be extended to the rear or side unless they are first extended frontwards to comply with the maximum build-to line standard and the minimum building width in the build-to zone standard.
8. (8)
The remaining build-to zone width may be occupied by outdoor gathering spaces, walkways, landscaped areas, stormwater management facilities that use Environmental Site Design techniques, driveways (subject to Section [27-6206\(b\)\(1\)](#)), or surface parking (subject to Section [27-6300](#)).
9. (9)
Not applicable to townhouse lots except to the outside of end units.
10. (10)
Applies to the residential component of mixed-use development only.



3. (3)

Reference to Other Standards

See development standards in [PART 27-6: Development Standards](#), (including those noted below) and any modified development standards for any overlay zones, subject to the supplemental development standards in [Section 27-4204\(b\)\(1\)](#).

Sec. 27-3400 Standard Review Procedures	Sec. 27-6400 Open Space Set-Asides	Sec. 27-61200 Neighborhood Compatibility Standards
Sec. 27-3600 Application-Specific Review Procedures and Decision Standards	Sec. 27-6500 Landscaping	Sec. 27-61300 Agricultural Compatibility Standards
Sec. 27-4400 Overlay Zones	Sec. 27-6600 Fences and Walls	Sec. 27-61400 Urban Agriculture Compatibility Standards
Sec. 27-5101 Principal Use Tables	Sec. 27-6700 Exterior Lighting	Sec. 27-61500 Signage
Sec. 27-5200 Accessory Uses and Structures	Sec. 27-6800 Environmental Protection and Noise Controls	Sec. 27-61600 Green Building Standards
Sec. 27-5300 Temporary Uses and Structures	Sec. 27-6900 Multifamily, Townhouse, and Three-Family Form and Design Standards	
Sec. 27-6200 Roadway Access, Mobility, and Circulation	Sec. 27-61000 Nonresidential and Mixed-Use Form and Design Standards	PART 27-2 Interpretation and Definitions
Sec. 27-6300 Off-Street Parking and Loading	Sec. 27-61100 Industrial Form and Design Standards	PART 27-7 Nonconforming Buildings, Structures, Uses, Lots, and Signs

COMMENT: The design and requirements and shown below, is in line with the

requirements set for the development standards in this Zoning Ordinance:



VII. PRINCIPAL USE STANDARDS

The following use-specific standards apply to residential multifamily/apartment housing for the elderly.

27-5102. Requirements for Permitted Principal Uses

COMMENT: The proposed of an Apartment Housing for the Elderly and handicap has approval requirements under the Special Exception section of the ordinance, but as a permitted principal use, no specifics were stated in this section

(i) The exterior and architectural façade of the building shall be compatible with the prevailing architecture and appearance of other development in the surrounding neighborhood.

COMMENT: The exterior and architectural facade of the proposed building is compatible with and superior to the architecture in the surrounding residential community.

VIII. PART 27-6: DEVELOPMENT STANDARDS

The following contains responses to the voluminous development standards imposed on most new projects 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.

COMMENT: A circulation plan is included with the Detailed Site Plan application package.

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.

COMMENT: All vehicle and circulation patterns required under this section have been addressed with the plans and there is direct access to a public street.

(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.

COMMENT: The 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, 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.

COMMENT: The proposed Parcel 1 development's direct driveway access to its principal origin or destination points will have access from Old Central Avenue which is **not** classified as an arterial but is classified as a collector roadway. The existing structure on Parcel 2 to remain and its location in proximity to the intersection of Rollins Ave and Old Central Ave do not provide an adequate distance/ separation for a full turning movement in and out of the site. In addition, the existing grade provides challenges that further limit an entrance. The grade also limits the vehicular connection between Parcels 1 & 2. Parcel 1 is being proposed as a housing for the elderly project which is expected to generate less than 1000 trips ADT.

(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).

COMMENT: This application is for an apartment housing for the elderly and physically handicap. This standard does **not** apply.

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

COMMENT: The number of vehicles accessing the public street will comply with all regulation and shall follow State, County, or municipal access standards, as applicable

- (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.

COMMENT: The Property is accessed from Old Central Avenue. The site is not available to access the lower classified site street for the reasons stated above under (d) Vehicular Access Management

(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.

COMMENT: This standard does **not** apply at this time since there is no adjoining development to share driveway access with at this time.

- (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.

COMMENT: This standard does **not** apply as there are no proposed shared driveways.

(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.

COMMENT: If Easements become necessary, they shall be timely recorded.

(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.

Table 27-6206(f)(1): Minimum Street Connectivity Index	
Zone Where Development is Proposed	Minimum Connectivity Index Score
Located in Residential and Planned Development Zones	1.50
Located in Nonresidential and Transit-Oriented/Activity Center Zones	1.4

COMMENT: This standard does not apply. The proposed use is unrelated to a new single-family residential subdivision.

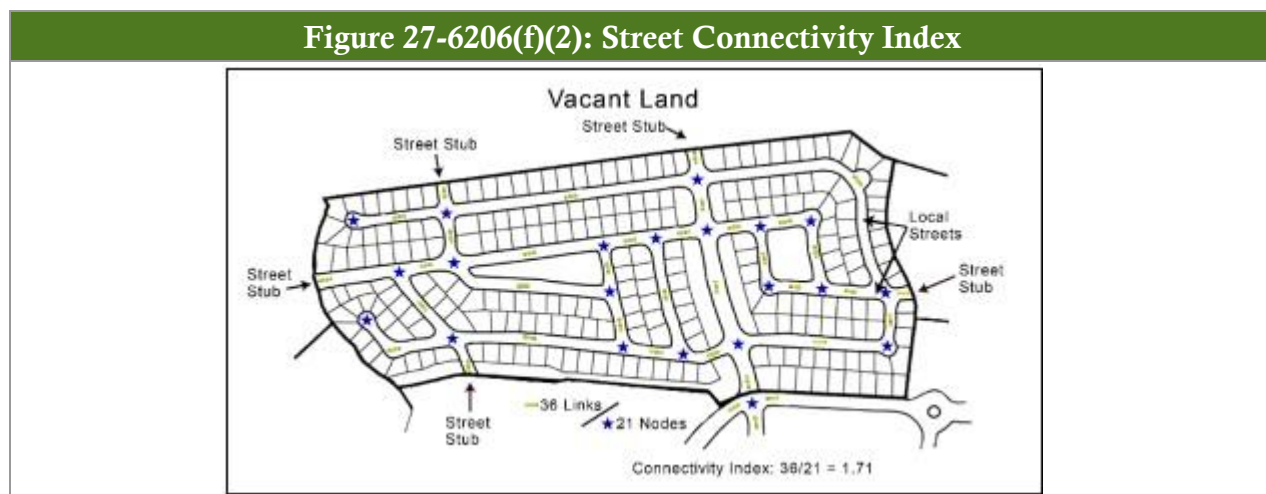
(2) Connectivity Index Score Calculation

The connectivity index for a development is calculated by dividing its links by its nodes. Figure 27-6206(f)(2): Street Connectivity Index, provides an example of how to calculate the connectivity index.

Nodes exist at street intersections, including any intersections to access streets immediately adjacent to the development but outside of its site property, such as intersections that provide access to the development through an entry street or driveway; traffic circles/roundabouts; street intersections with alleys that serve as the only vehicular access to residential dwellings; trail intersections where two or more trails intersect; and cul-de-sac heads within the development.

Links are stretches of road that connect nodes, stub streets, and pedestrian connections pursuant to Section 27-6206(g) below. Any alley that serves as the only vehicular access to residential dwellings shall also count as a link. Other alleys do not count as links. For purposes of this Subsection, stub streets shall stub at the property line to count a link. Any stub street fully internal to the development and which does not touch the property line (and therefore will not constitute a future street connection) does not count as a link. Links external to the development that connect to nodes associated with the development shall be included in the index calculation, as shall all links attached to nodes providing access to the development.

In the diagram, there are 33 links and 18 nodes; therefore, the connectivity index is 1.83 ($33/18 = 1.83$).



(3) Reduction in Minimum Index Score

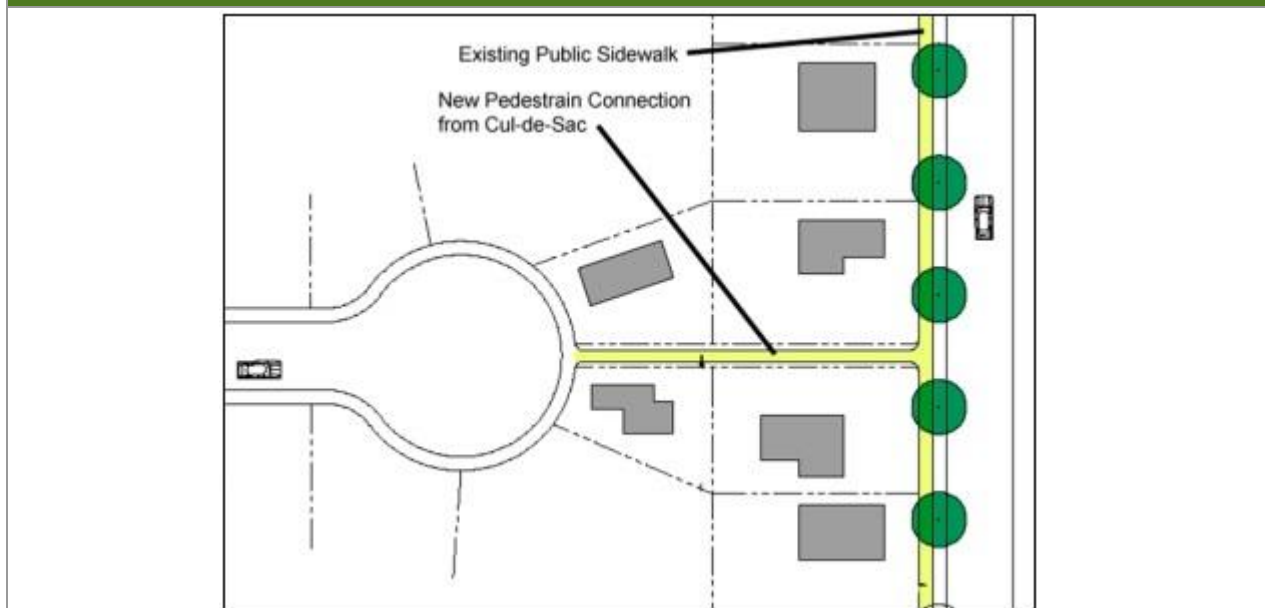
The minimum connectivity index score may be reduced by the Planning Director if the landowner/applicant demonstrates it is infeasible to achieve due to natural features, existing road configurations, or adjacent existing development patterns. In these instances, internal street design shall achieve as high a connectivity index score as reasonably practical, especially by providing stub-outs and other potential connections that may be made in the future, including through public infrastructure improvements.

COMMENT: This standard does not apply as the apartment housing for the elderly and physically handicapped will not be housed in single-family detached units and as such should be exempt from this requirement.

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

Figure 27-6206(g): Pedestrian Connections



COMMENT: This standard does **not** apply as the apartment housing for the elderly in its multifamily building is exempt from this requirement. Further, there is no cul-de-sac proposed as part of this project.

(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.

COMMENT: This standard does **not** apply as the apartment housing for the elderly and physically handicapped will not be housed in single family detached units and as such should be exempt from this requirement which applies to new single-family residential subdivisions.

(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.

COMMENT: This standard has been met as the development will be accessed via Old Central Avenue. There are no other existing streets that can practically be extended to provide access to 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.

COMMENT: This standard does **not** apply as the apartment housing for the elderly and physical handicap will be accessed from Old Central Avenue which is a public street.

(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.

(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.

(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.

COMMENT: These standards of block width, and block access will be met with reference to the Detailed Site Plan application.

(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.

COMMENT: The proposed driveway conforms with the minimum width for two-way driveways.

(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.

COMMENT: This proposed driveway on the site is designed to allow for adequate fire truck “turn-around” movement.

(3) Driveway Intersections

Driveway intersections shall also comply with the following standards:

(A) Alignment

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.

COMMENT: This proposed driveway on the site is designed to allow for adequate fire truck “turn-around” movement.

(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.

COMMENT: The proposed driveway meets this separation standard and the driveway radius does not encroach onto the adjacent property or interfere with 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.

COMMENT: The proposed driveway does not include a median in its design.

(m) Vehicle Stacking Space**(1) For Drive-through and Related Uses****(A) Required Number of Stacking Spaces**

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.

Table 27-6206(m)(1)(A): Minimum Stacking Spaces for Drive-Through Facilities and Related Uses		
Use or Activity (1)	Minimum Number of Stacking Spaces	Measured From
Bank or financial Institution, with drive-through service or with automated teller machine (ATM) as an accessory use	3 per lane	Teller window or teller machine
Gas station	1	Each end of the outermost gas pump island
Gated driveway (for any principal use)	3	Gate
Nursing or care home	3	Building entrance
Recycling collection center	3 per bay	Bay entrance
Personal Vehicle Repair and Maintenance, specifically with car wash and auto detailing, automatic	6 per bay	Bay entrance

Table 27-6206(m)(1)(A): Minimum Stacking Spaces for Drive-Through Facilities and Related Uses		
Use or Activity (1)	Minimum Number of Stacking Spaces	Measured From
Personal Vehicle Repair and Maintenance, specifically with car wash and auto detailing, self-service	2 per bay	Bay entrance
Consumer goods establishment, with drive-through service	4 per lane	Window
All personal service uses with drive-through service	4 per lane	Window
Personal Vehicle Repair and Maintenance, specifically with oil change/lubrication shop	3 per bay	Bay entrance
Restaurant, quick-service, with drive-through service (2)	6	Order box
School, private not located in the RTO-H, RTO-L, RTO-PD, LTO, LTO-PD, TAC, TAC-PD, NAC, or NAC-PD zones	6 spaces	Primary Building entrance, if this is the primary location for student pick-up/drop-off
	8 spaces	Designated student waiting area, if this is the primary location for student pick-up/drop-off

Table 27-6206(m)(1)(A): Minimum Stacking Spaces for Drive-Through Facilities and Related Uses		
Use or Activity (1)	Minimum Number of Stacking Spaces	Measured From
Other	Uses not specifically listed are determined by the Planning Director based on standards for comparable uses, or alternatively based on a parking demand study	
NOTES: (1) See PART 27-5: Use Regulations. (2) Restaurants with drive-through service shall provide at least four additional stacking spaces between the order box and the pick-up window.		

COMMENT: This standard does not apply as the proposed use does not contemplate drive-through facilities or any other auto-oriented uses where vehicles queue up to access a service facility.

(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.

COMMENT: This standard does **not** apply as the proposed apartment housing for the elderly and handicap use does not propose any drive-through or related uses.

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

(3) 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.

Table 27-6206(m)(2).a: Minimum Stacking Lane Distance for Vehicular Parking Area Entrance Driveway	
Number of Off-Street Parking Spaces (1)	Minimum Stacking Lane Distance (ft) (2)
1 – 49	25
50 – 249	50
250 – 499	100
500 or more	100 + 15 ft for every additional 50 spaces beyond 500
NOTES: (1) Entrances into parking structures may be credited towards the stacking lane distance standard provided the parking structure entrance is accessed from a development driveway and not a primary drive aisle. (2) Stacking lane distance is measured from the intersection of the driveway with the street right-of-way, along the centerline of the stacking lane, to its intersection with the centerline of the first entrance into a parking area or other internal intersecting driveway.	

COMMENT: This standard does **not** apply to the proposed apartment housing for the elderly and handicap use as it is residential in nature.

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.

COMMENT: The proposed apartment housing for the elderly and physically handicap shall be served by an internal pedestrian circulation system that meets the requirements of this section.

(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.

COMMENT: The proposed development includes sidewalks along the Property's frontage with Old Central Avenue. If necessary, the development site fronts on an existing street with sufficient right-of-way width to accommodate installation of the required sidewalk along the frontage.

(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).

COMMENT: Sections 27-6207(b)(1) and 27-6208(b)(1) refer to design and construction of internal pedestrian & bicycle circulation to align with an adjoining property that also has an

internal circulation or is vacant. Since the adjacent institutional property is not vacant and does not have an existing pedestrian and bicycle circulation system to connect to, these sections are not applicable. The intent of this section is to make connections with existing circulation systems or provide for a future connect to vacant land. As mentioned above, neither scenario exists. In addition, landscape buffers will be required at the time of Detailed Site Plan to screen the incompatible use of a MF uses adjacent to an institutional use.

- (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.

COMMENT (WAIVER REQUESTED): no waiver is being requested at this time.

- (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.

COMMENT: no waiver is being requested at this time.

- (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).

COMMENT: This standard does not apply as the proposed parking lot only contains less than 150 spaces.

- (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.

COMMENT: This standard does not apply as the proposed parking lot only contains less than 150 spaces.

- (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.

COMMENT: This standard does not apply as the proposed parking lot only contains less than spaces and there are no required pedestrian walkways necessary to provide access between vehicular parking areas for such a small parking lot.

(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.

COMMENT: This standard does not apply as the proposed parking lot contains less than 150 spaces and there are no required pedestrian walkways for such a small parking lot.

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.

COMMENT: Bicycle parking facilities are proposed on the Detailed Site Plan in compliance with Section 27-6309. There are no additional planned bicycle connections or transit connections planned at this location.

(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.

COMMENT: If required and permitted by the permit issuing agency, the proposed

development will provide frontage that would be sufficient to include a bike lane upon approval by the appropriate operating agency.

(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.

COMMENT (WAIVER MAY BE REQUESTED): The standard requiring cross-access to and from any internal bicycle circulation system on adjoining parcels should be **waived** as there will likely be no internal bicycle circulation system on any adjoining parcels, and it is impractical to require such a bicycle connection between non-existent development on adjacent land.

(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 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.

COMMENT: These standards do **not** apply as there are no off-street bicycle paths currently proposed.

(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.

COMMENT: Any proposed bike lanes on Old Central Avenue will be designed in accordance with applicable cross-section, paving, and other standards including County street section standards.

(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. 27-6300 Off-Street Parking and Loading

27-6304. General Standards for Off-Street Parking and Loading Areas

(a) Use of Parking and Loading Areas

(1) General

Off-street parking areas required by this Section shall be used solely for the parking of licensed motorized vehicles in operating condition. Required parking spaces and loading berths may not be used for the display of goods for sale (except for food truck hubs operating pursuant to Subtitle 5 of the County Code, farmers' markets, and flea markets), or the sale, lease, storage, dismantling, or service of any vehicles, boats, motor homes, campers, mobile homes, building materials, equipment, or supplies.

(2) Identified as to Purpose and Location

Except for single-family dwellings, off-street parking areas and off-street loading areas shall include painted lines, wheel stops, or other methods of identifying individual parking spaces and loading berths and distinguishing such spaces or berths from aisles. Specific dimensional and marking standards are defined in Section 27-6304(d), Markings.

(b) Surfacing

(1) General

- (A)** Except as provided for in Section 27-6304(b)(1)(B) and Section 27-6304(b)(2) below, all off-street parking and loading areas shall be surfaced with asphalt, concrete, brick, stone, pavers, or an equivalent hard, dustless, and bonded surface material. Use of surfacing that includes recycled materials (e.g., glass, rubber, used asphalt, brick, block, and concrete) is encouraged. These surfaces shall be maintained in a smooth, well-graded, clean, orderly, and dust-free condition.
- (B)** Parking for uses in the Rural and Agricultural base zones may be allowed on non-engineered surfaces of grass, gravel, dirt or similar materials, provided, the following uses shall comply with Section 27-6304(b)(1)(A) above:
 - (i)** Agricultural research facilities;
 - (ii)** Farm supply sales or farm machinery/implement sales, rental, or repair; and
 - (iii)** Cemeteries.

COMMENT: This regulation is met, as all off-street parking and loading areas, including the parking surface will consist of asphalt.

(2) Pervious or Semi-pervious Surfacing

The use of pervious or semi-pervious parking lot surfacing materials—including, but not limited to—pervious asphalt and concrete, open-joint pavers, and reinforced grass/gravel/shell grids, is encouraged. Any pervious or semi-pervious surfacing used for aisles within or driveways to parking and loading areas shall be certified as capable of accommodating anticipated traffic loading stresses and maintenance impacts. Where possible, such materials should be used in areas proximate to and in combination with on-site stormwater control devices (see Figure 27-6304(b)(2): Use of Pervious Materials in a Parking Lot).

(c) Location and Arrangement

(1) Safe and Convenient Access

- (A)** Off-street parking and loading areas shall be arranged for convenient access between an adjacent street and all parking spaces and loading berths to facilitate ease of mobility, ample clearance, and safety of vehicles and pedestrians. Each off-street parking space and loading berth

shall have adequate, unobstructed means for the ingress and egress of vehicles, and connect to a public street.

- (B) Except for off-street parking areas serving single-family detached, two-family, and three-family dwellings, off-street parking areas shall be arranged so no parking or maneuvering incidental to parking shall occur on a public street or sidewalk.
- (C) Except for off-street parking areas serving single-family detached, two-family, and three-family dwellings, off-street parking areas shall be arranged so an automobile may be parked or un-parked without having to move another automobile, unless within an automated or mechanical parking deck or garage, or part of valet or tandem parking in accordance with Section 27-6307, Off-Street Parking Alternatives.
- (D) Off-street loading areas shall be arranged so no loading berth extends into the required aisle of a parking lot.

COMMENT: This regulation is met, as the proposed parking spaces and loading berths have been designed to facilitate ease of mobility, ample clearance, and safety of vehicles and pedestrians. Further, off-street parking areas shall be arranged so no parking or maneuvering incidental to parking shall occur on a public street or sidewalk. Off-street parking areas shall be arranged so an automobile may be parked or un-parked without having to move another automobile, and no loading berths extend into the required aisle of a parking lot.

(2) Backing onto Streets Prohibited

Except for parking areas serving single-family detached, townhouse, two-family, and three-family dwellings, all off-street parking and loading areas shall be arranged so that no vehicle is required to back out from such areas directly onto a street.

COMMENT: This regulation has been satisfied as all off-street parking and loading areas have been arranged so that no vehicle is required to back out from such areas directly onto a street.

(d) Markings

- (1) Each required off-street parking area and space, and each off-street loading area and berth, shall be identified by surface markings that are arranged to provide for orderly and safe loading, unloading, and parking of vehicles. Such markings—including striping, directional arrows, lettering on signs and in disabled-designated areas, and labeling of the pavement—shall be maintained so as to be readily visible at all times. The following uses are exempt from the requirements to mark parking and loading areas:
 - (A) Single-family detached dwellings;
 - (B) Two-family dwellings;

- (C) Three-family dwellings; and
- (D) Uses in the Rural and Agricultural base zones, other than agricultural research facilities; farm supply sales or farm machinery/implement sales, rental, or repair; and cemeteries.

COMMENT: This regulation is met, as each required off-street parking area and space, and each off-street loading area and berth, are identified by surface markings that are arranged to provide for orderly and safe loading, unloading, and parking of vehicles.

- (2) One-way and two-way accesses into parking facilities shall be identified by directional arrows. Any two-way access where parking is located at any angle other than 90 degrees to a street shall be marked with a traffic separation stripe running the length of the access. This requirement does not apply to parking lot drive aisles.

COMMENT: This regulation is met, as all accesses into parking facilities are easily identifiable and any two way-access where parking is located is at the appropriate angle with a traffic separation parking stripe running the length of the access into the pace.

(e) Exterior Lighting

Lighted off-street parking and loading areas shall comply with the standards of Section 27-6700, Exterior Lighting.

COMMENT: This regulation is met, as all parking and loading areas comply with the standards of Section 27-6700, Exterior Lighting.

(f) Wheel Stop Requirements

- (1) Off-street parking areas, except for below-grade or completely enclosed garages, shall comply with the landscaping standards of the Landscape Manual.
- (2) Any parking space in a gravel, crushed stone, or similar material lot, at the edge of a parking lot where the parking surface is adjacent to a downward slope of more than five percent, or at the edge of a parking lot where the parking surface ends at a concrete curb or vertical divider, shall include a permanently anchored wheel stop installed at the end of the parking space opposite the drive aisle.
- (3) Wheel stops, when used, shall be made of concrete, metal, or other material of comparable durability, and shall be at least six feet long and at least six inches high.

COMMENT: This regulation is met, as all parking and loading areas comply with the applicable parking and loading requirements above.

(g) Accessible Parking for Persons with Physical Disabilities

Development providing off-street parking spaces shall ensure that a portion of the total number of off-street parking spaces shall be specifically designated, located, and reserved for use by persons with physical disabilities, in accordance with the standards in the Federal Americans with Disabilities Act Accessibility Guidelines.

COMMENT: This regulation is met, as all parking and loading areas comply with ADA requirements for design and number of spaces.

(h) Maintained In Good Repair

(1) Maintained at All Times

All off-street parking and loading areas shall be maintained in safe condition and good repair at all times so as not to constitute a hazard to public safety or a visual or aesthetic nuisance to surrounding land.

COMMENT: The Applicant agrees with the above requirement.

(i) Large Vehicular Use Areas (300 or More Spaces)

Vehicular use areas containing 300 or more parking spaces, whether developed at one time or in phases, shall be configured in accordance with the following standards:

(1) Primary Drive Aisle

- (A)** Primary drive aisles within vehicular use areas shall be designed to appear as an extension of the public street network extending from the public right-of-way along the full length of the primary facades of structures being served by the drive. The primary drive aisle(s) shall comply with the following standards (see Figure 27-6304(i)(1): Location of Primary Drive Aisle):
- (B)** Have a minimum cross-section width between curbs to serve two travel lanes and accommodate parallel parking spaces along both sides of the drive aisle in areas not needed for turning movements;
- (C)** Be striped to designate parallel parking spaces, where appropriate;
- (D)** Include a sidewalk or curb-delineated pedestrian path along the front façade of a building when the drive aisle is aligned parallel to that building façade; and
- (E)** Provide shade trees along both sides of the primary drive aisle.

COMMENT: This regulation does not apply. The parking lot proposed does not contain more than 300 spaces.

(2) Pedestrian Pathways

The vehicular use area shall provide fully-separated, improved pedestrian pathways that (see Figure 27-6304(i)(2): Example of Pedestrian Pathways):

- (A) Are provided, at a minimum, every six parallel parking rows (every three double-row parking bays) or every 200 feet, whichever is the lesser dimension;
- (B) Are enhanced with planted landscaping strips;
- (C) Include, to the maximum extent practicable, a pathway aligned with and perpendicular to the primary entrance into the building served by the parking lot;
- (D) Are paved with asphalt, cement, brick or stone pavers, or other comparable material;
- (E) Are of contrasting color or materials when crossing drive aisles;
- (F) Are in compliance with applicable State and Federal requirements while at a minimum are at least four feet wide when located within planting strips, and ten feet wide when crossing drive aisles;
- (G) Connect to all existing or planned adjacent transit facilities; and
- (H) Provide safe and efficient pedestrian access to the use they serve.

COMMENT: This regulation is met, as all parking, any other vehicular use areas, and loading areas comply with the requirements above.

27-6305. Off-Street Parking Space Standards

(a) Minimum Number of Off-Street Parking Spaces

Except as otherwise provided for multiple use developments (see Section 27-6305(c) below), new development or a change in use or expansion shall provide the minimum number of off-street parking spaces in accordance with Table 27-6305(a), Minimum Number of Off-Street Parking Spaces, based on the principal use(s) involved and the extent of development. Interpretation of the off-street parking space standards for uses with variable parking demands or unlisted uses is provided in Section 27-6305(b), Unlisted Uses.

COMMENT: The Applicant is proposing the appropriate number of off street parking pursuant to the regulation and no departures are being requested at this time.

(b) Unlisted Uses

An applicant proposing to develop a use that is unlisted in Table 27-6305(a), Minimum Number of Off-Street Parking Spaces, shall propose the amount of required parking by one of the three methods outlined in this Subsection. On receiving the application proposing to develop a use not expressly listed in Table 27-6305(a), with the proposed amount of parking, the Planning Director shall:

- (1) Apply the minimum off-street parking space requirement specified in Table 27-6305(a) for the listed use that is deemed most similar to the proposed use;
- (2) Establish the minimum off-street parking space requirement by reference to resources published by the Institute for Transportation Engineers (ITE), or other sources; or

- (3) Require the applicant to conduct a parking demand study to demonstrate the appropriate minimum off-street parking space requirement. The study shall estimate parking demand based on an acceptable source of parking demand data. This demand study shall include relevant data collected from uses or combinations of uses that are the same or comparable to the proposed use in terms of density, scale, bulk, area, type of activity, and location.

COMMENT: This application for multifamily housing for the elderly and physical handicap complies with above regulation as all uses are either listed in 27-6305(a) or the most similar use is selected for determination of the minimum spaces.

(A)

Table 27-6305(c)(1): Shared Parking Calculation, Time-of-Day Demand Factors						
Use	Weekday, 2:00 am – 7:00 am	Weekday, 7:00 am – 6:00 pm	Weekday, 6:00 pm – 2:00 am	Weekend, 2:00 am – 7:00 am	Weekend, 7:00 am – 6:00 pm	Weekend, 6:00 pm – 2:00 am
Office	20%	100%	20%	0%	10%	0%
Retail/ Commercial	0%	100%	80%	0%	100%	60%
Eating or Drinking Establishment	20%	80%	100%	20%	80%	100%
Residential	100%	60%	100%	100%	80%	100%
Hotel/Motel	100%	60%	100%	100%	60%	100%
Personal Services	20%	100%	40%	0%	60%	0%
Conference Center or Meeting Space	0%	60%	100%	0%	80%	100%
Industrial Uses	15%	15%	15%	15%	15%	15%
All Other Uses	Use 100% of requirements from Table 27-6305(a)					

COMMENT: The proposed development includes ample parking for the stated purpose of apartment housing for the elderly and physically handicapped. The proposed spaces provided meet the minimum spaces required for both proposed uses per the demand factors.

(d) Maximum Number of Off-Street Parking Spaces

The maximum number of off-street parking spaces allowed is listed in Table 27-6305(d): Maximum Number of Off-Street Parking Spaces. Existing parking areas in excess of this maximum shall not be required to remove excess parking.

Table 27-6305(d): Maximum Number of Off-Street Parking Spaces			
Zone	Use	Maximum Number of Parking Spaces Allowed as a Percentage of Minimum (1)(2)	
		Inside the Capital Beltway	Outside the Capital Beltway
Transit-Oriented/Activity Center base and PD zones		See Section 27-4204(b)(1)(E)(ii), Maximum Off-Street Vehicle Parking Spaces,	
All other base zones	Any use listed under the Commercial use classification	125 percent	140 percent
	Mixed-use development	125 percent	
	All other uses	No requirement	No requirement

NOTES:

- (1) Each percentage listed is the percentage of the minimum number of parking spaces required in accordance with Table 27-6305(a): Minimum Number of Off-Street Parking Spaces. The maximum number of allowed spaces shall be rounded down to the nearest whole number. Parking spaces in structured parking facilities do not count toward the maximum allowed.
- (2) In the event there is no minimum number of parking spaces required by Table 27-6305(a): Minimum Number of Off-Street Parking Spaces, the maximum amount of off-street parking spaces allowed shall not exceed 1.0 spaces for every 150 sq. ft. of the first 3,000 sq. ft. of gross floor area (GFA) plus an additional 1.0 spaces for every 200 sq. ft. of GFA above the first 3,000 sq. ft.

COMMENT: This regulation has been met. The proposed number of spaces does not exceed the maximum number.

(e) Electric Vehicle (EV) Charging Stations

Parking spaces used as EV charging stations shall consist as one or more group(s) of contiguous spaces located where they can be readily identified by drivers of EV vehicles (e.g., through directional signage), but where their use by non-electric vehicles is discouraged. EV charging for commercial purposes is prohibited at an EV charging station located at a residential development.

COMMENT: This regulation does not apply as no EV stations are currently proposed to be used within a parking space.

(f) Driveways Used to Satisfy Standards

For single-family detached dwellings, two-family dwellings, and three-family dwellings, driveways may be used to satisfy minimum off-street parking space standards, provided a minimum of 19 feet of driveway length is available outside a street right-of-way or sidewalk to store the length of a general purpose vehicle and satisfy the standards of this Section and this Ordinance.

COMMENT: This regulation does not apply to the proposed development which does not consist of any single-family detached dwellings, two-family dwellings, or three-family dwellings.

(g) Visitor Parking

Visitor parking spaces shall be provided for all residential and mixed-use development of at least 20 dwelling units. Such visitor parking spaces shall be provided at a minimum ratio of 1 visitor parking space for every 20 dwelling units or fraction thereof, rounded up.

COMMENT: Ample visitor's parking spaces are provided with this application .

(h) Parking of Vehicles Owned or Used by the Occupants of the Premises or Their Bona Fide Guests

- (1) Private passenger vehicles shall be permitted in all zones.
- (2) The parking of the following vehicles shall be permitted in the ROS, AG, AR, RE, RR, RSF-65, RSF-95, and RMH Zones subject to the provisions of this Subsection:
 - (A) Boats;
 - (B) Boat trailers;
 - (C) Camping trailer (unoccupied), not to exceed one per lot or parcel; and/or
 - (D) Not more than 1 commercial vehicle:

- (i) If parked on the premises, having a maximum manufacturer's gross vehicle weight specification of up to 8,500 pounds, no advertising (other than a firm name or similar designation not exceeding 4 inches high), and excluding vehicles exceeding 300 cubic feet of load space, stake platform trucks, dump trucks, crane or tow trucks, and vehicles with dual rear axles; or
- (ii) The commercial vehicle does not exceed a maximum manufacturer's gross vehicle weight specification of 17,000 pounds, and which may include unlimited advertising on the side of the vehicle, and shall be parked within a wholly enclosed private parking garage.

COMMENT: This regulation will be adhered to within the development.

27-6306. Dimensional Standards for Parking Spaces and Aisles

(a) General

Except as otherwise provided in Section 27-6306(b) below, standard vehicle parking spaces and parking lot aisles shall comply with the minimum dimensional standards established in Table 27-6306(a), Minimum Dimensional Standards for Parking Spaces and Aisles. See Figure 27-6306(a).2: Measurement of Parking Space and Aisle Dimension.

Table 27-6306(a): Minimum Dimensional Standards for Parking Spaces and Aisles (1)					
Parking Angle (degrees)	Stall Width (ft)	Stall Depth Perpendicular to Curb (ft)	Aisle Width (ft) (2)	Stall Length along Curb (ft)	Double Row + Aisle, Curb to Curb (Ft)
A	B	C	D	E	F
Residential, Public, Civic, and Institutional, and Commercial Uses ONLY					
0 (parallel parking)	8	8	11	22	27
45	9	19	12	13	50
60	9	20	15	10	50
90	9	18	22	9	58
Compact Spaces	8	16	11	16	27

NOTES:

- (1) Refer to Figure 27-6306(a).2, below, for illustrations showing how dimensions for parking spaces and aisles in various configurations (A-F) are measured.
- (2) For one-way traffic. Aisles for two-way traffic shall be at least 22 feet wide (for all parking angles). The Planning Director may approve an aisle width less than the minimum on determining that the aisle is sufficiently wide to allow vehicles to conveniently maneuver through the parking area and access each parking space without driving through any other parking space.

COMMENT: This regulation has been met and the proposed spaces meet all dimensional requirements.

(b) Smaller Parking Spaces for Tandem Parking and Certain Uses

The dimensions of off-street parking stalls may be reduced to a width of eight feet and a depth/length of 18 feet per vehicle where the parking stalls are:

- (1) Used for tandem parking (see Section 27-6307(g), Valet and Tandem Parking); or
- (2) Located within a development containing exclusively industrial services uses, manufacturing and production uses, or warehouse and freight movement uses.

COMMENT: This regulation does not apply as there is no reduction in parking stall dimensions is being sought.

(c) Vertical Clearance

All off-street parking spaces shall have a minimum overhead clearance of 7 feet for vehicle parking, with a minimum overhead clearance of 8.5 feet for van-accessible parking.

COMMENT: This regulation is met.

(d) Compact Parking Spaces

- (1) Up to one-half (1/2) of the required number of parking spaces in any parking lot may be compact car spaces. Any parking spaces provided in any lot, in excess of the number required, may also be compact car spaces.
- (2) All compact car spaces shall be marked as such.

COMMENT: This regulation does not apply as compact spaces are not proposed.

27-6309. Bicycle Parking Standards

(a) Bicycle Racks or Lockers Required

- (1) In all zones except the RTO, LTO, TAC, and NAC base and PD zones, Rural and Agricultural zones, and any Residential Zone with equal or lesser intensity than the RSF-95 Zone, all parking areas shall provide bicycle racks or lockers sufficient to accommodate the parking of at least two bicycles, regardless of the number of vehicle spaces provided (up to ten spaces). At least one additional bicycle space shall be provided for each additional ten parking spaces or major fraction thereof, provided, no more than 20 bicycle parking spaces shall be required for any single vehicular parking area. Specific requirements for particular uses are as follows:
 - (A) For multifamily dwellings and uses in the Group Living Uses principal use category other than private dormitories, one space shall be required per four dwelling units, with no fewer than two bicycle parking spaces provided and no more than 49 spaces.
 - (B) For private dormitories, 0.25 spaces per leased occupant shall be required if automobile parking is included in lease agreements or 0.4 spaces per

leased occupant shall be required if automobile parking is not included in lease agreements and must be rented separately, up to a maximum of 50 spaces.

- (C) For private schools, 1 space per 10 employees plus 1 space for each 20 students (in grades four and higher) of planned capacity shall be required.
 - (D) For private colleges and universities, one space per ten employees plus one space for each five students of planned capacity shall be required. Of these student-required spaces, generally half should be for short-term storage (outdoors and convenient to building entrances and other major destinations of the use) and the other half should be for long-term storage (which may be inside buildings, in lockers, or in other specialized covered and secured bicycle parking areas).
- (2) In the RTO, LTO, TAC, and NAC base and PD zones, all parking areas shall provide bicycle racks or lockers sufficient to accommodate the parking of at least four bicycles, regardless of the number of vehicle spaces provided, and at least two additional bicycles for every ten parking spaces, or major fraction thereof, above ten spaces.
 - (3) Racks must allow a bicycle's frame to rest against the rack in at least two places, and for both a wheel and section of the frame to be secured to the rack simultaneously. Racks that allow only a wheel to rest against the rack will not be counted toward meeting the minimum bicycle requirements. Applicants should consult best practices sources such as the Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines for guidance on types of racks that are appropriate to meet this requirement.

(b) Bike Parking Rack or Locker Location

- (1) Required bicycle racks shall be installed on a paved surface and located in visible, well-lighted areas conveniently accessible to the primary entrances of a development's principal building(s). At least four of the required spaces serving nonresidential development shall be located within 50 feet of the main entrance to the use. They shall be located where they do not interfere with pedestrian traffic and are protected from conflicts with vehicular traffic.
- (2) In the RTO, LTO, TAC, and NAC base and PD zones, developments may place up to 20 percent of required bicycle parking in the public right-of-way as street furnishings (subject to the approval of the operating agency or municipality with jurisdiction), provided that they are all within 100 feet of the entrance of the use and that they allow sufficient space (generally 3 feet on either side of a rack) for placement and removal of bicycles. Developments may count existing bicycle parking along frontage streets and in the street right-of-way toward these requirements.
- (3) Long-term parking facilities should be provided for uses where bicycle access is expected to serve stays of eight hours or more, such as office commutes or overnight stays at a residence or hotel. If used, this parking does not need to meet location criteria for regular parking, such as a distance from a building entrance, but shall:

- (A) Be located in a secure, clean and well-lighted area, whether inside a building, in an auxiliary structure, or in an outdoor covered location;
 - (B) Protect bicycles from weather and debris;
 - (C) Be signed so that directions to entrances of related uses are clearly understood;
 - (D) Allow sufficient spacing of racks or lockers for storage, maneuvering and removal of bicycles;
 - (E) Be available and accessible for all building tenants during the building's hours of operation. (For residential tenants, each space should be accessible 24 hours a day, 7 days a week);
 - (F) If located in an enclosed area, only be accessible to those authorized to use the space (to limit vandalism and theft);
 - (G) If in a parking garage for long-term bicycle parking, be clearly marked as long-term bicycle parking spaces, be in a well-lighted, visible location near the main entrance of elevators, and separated from vehicle parking by a barrier that minimizes the possibility of a parked bicycle being hit by a car, and be located no lower than the first complete parking level below grade, and no higher than the first complete parking level above grade.
- (4) Bicycle parking spaces shall be placed at least three feet away from the associated structure to allow sufficient room for parking a bicycle. Bicycle racks should be installed to allow for at least 30 inches of spacing between each rack.

COMMENT: These regulations will be met.

27-6310. Loading Area Standards

(a) **Minimum Number of Off-Street Loading Berths**

Any new development involving the routine vehicular delivery or shipping of goods, supplies, or equipment to or from the development shall provide a sufficient number of off-street loading berths to accommodate the delivery and shipping operations of the development's uses in a safe and convenient manner. Table 27-6310(a): Minimum Number of Off-Street Loading Berths, sets forth the minimum number of loading berths for the different principal uses. For proposed uses not listed in Table 27-6310(a): Minimum Number of Off-Street Loading Berths, the requirement for a use most similar to the proposed use shall apply.

Table 27-6310(a): Minimum Number of Off-Street Loading Berths		
Principal Use Classification/Category	Gross Floor Area (GFA) of Building	Minimum Number of Loading Berths
Institutional and Commercial Uses		
Retail Sales and Service Uses	At least 5,000 sq. ft. but less than 10,000 sq. ft.	1
	At least 10,000 sq. ft. but less than 100,000 sq. ft.	2
	Each additional 100,000 sq. ft. or major fraction thereof	add 1
Shopping Centers	At least 25,000 sq. ft. and up to 100,000 sq. ft.	3 for the entire shopping center
	Each additional 100,000 sq. ft. or major fraction thereof	add 1
Household Living Uses (Multifamily only) and Group Living Uses (Assisted Living Facility only)	At least 100 dwelling units and up to 300 dwelling units	1
	Each additional 200 dwelling units or major fraction thereof	add 1
Healthcare Uses, Business Support Service Uses, Office Uses, Personal Service Uses, and Visitor Accommodation Uses (Hotel/Motel only)	At least 10,000 sq. ft. and up to 100,000 sq. ft.	1
	Each additional 100,000 sq. ft. or major fraction thereof	add 1
Industrial Uses		
Industrial Service Uses and Manufacturing Uses	At least 2,000 sq. ft. but less than 25,000 sq. ft.	1
	At least 25,000 sq. ft. but less than 50,000 sq. ft.	2
	Each additional 50,000 sq. ft. or major fraction thereof	3
Warehouse and Freight Movement Uses (except Consolidated Storage)	At least 1,500 sq. ft. and up to 10,000 sq. ft.	1
	Each additional 40,000 sq. ft. or major fraction thereof	add 1

(b) Dimensional Standards for Loading Areas

Each loading berth shall be of sufficient size to accommodate the types of vehicles likely to use the loading area. The minimum loading berth size that presumptively satisfies loading berth needs is least 12 feet wide and 45 feet long in general industrial, distribution, or warehousing uses. For all other uses, a berth as short as 33 feet may be allowed. The Planning Director may require a larger loading berth or allow a smaller loading berth on determining that the characteristics of the particular development warrant such increase or reduction and the general standard is met.

(c) Location of Loading Areas

- (1) To the maximum extent practicable, loading areas shall be placed away from a public street and screened from view in accordance with the Landscape Manual (see Figure 27-6310(c): Loading Area Configuration).
- (2) Loading areas shall be located adjacent to the building's loading doors, in an area that promotes their practical use.
- (3) Loading areas shall be located and designed so vehicles using them can maneuver safely and conveniently to them from a public street and complete loading without obstructing or interfering with any public rights-of-way, parking spaces, parking lot aisles, or pedestrian pathways.
- (4) Loading areas shall be set back a minimum of 50 feet from any residential use or vacant land in a Residential or Rural and Agricultural zone.

COMMENT: These regulations may not be applicable since Apartment Housing for the Elderly and Physical Handicap is not listed, however to the extent that these provisions apply, the Detail Site Plan will meet this requirement.

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.





Table 27-6403: Required Open Space Set-Asides				
Use Classification	Minimum Open Space Set-Aside Area (as percentage of development site area)			
	Rural and Agricultural Base Zones	Residential Base and PD Zones	Nonresidential Base Zones and IE-PD Zone	Transit- Oriented/Activity Center Base and PD Zones, MU-PD Zone
Residential Uses	20%	20%	15%	7.5%
Public, Civic, and Institutional Uses	10%	10%	7.5%	5%
Commercial Uses and Mixed-Uses	10%	10%	7.5%	5%
Industrial Uses	10%	10%	5%	5%

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.


COMMENT: These regulations have been met as a minimum requirement of the proposed development for an open space set aside has been met.

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.

Table 27-6404(a): Open Space Set-Aside Features		
Area Counted as Common Open Space Set-Asides	Description	Design and Maintenance Requirements
Natural Features		
 	<p>Natural features (including lakes, ponds, rivers, streams, bays, shorelines, wetlands, drainageways, and other riparian areas), riparian buffers, flood hazard areas, steep slopes (15 percent or more), wildlife habitat and woodland conservation areas established in accordance with Division 2 of Subtitle 25: Trees and Vegetation of the County Code</p>	<p>Preservation of any existing natural features shall have highest priority for locating open space set-asides, except in the Transit-Oriented/Activity Center base and planned development zones, the IE and IH base zones, and the IE-PD zone. Maintenance is limited to the minimum removal and avoidance of hazards, nuisances, and unhealthy conditions.</p>
Active Recreational Areas		
 	<p>Land occupied by areas and facilities used for active recreational purposes, such as ballfields, playgrounds, tennis courts, pools, jogging trails, community buildings and clubhouses, and land dedicated for parks in accordance with Subtitle 24: Subdivision Regulations, Section 24-4600, Parklands and Recreation Facilities.</p>	<p>Active recreational areas may occupy up to 100 percent of the open space set-asides (if no natural features exist on the site) except in the Transit-Oriented/Activity Center base and PD zones, the Nonresidential base zones, and the IE-PD zone. No less than 35 percent of the total open space set-aside area within a residential development outside the Transit-Oriented/Activity Center base and PD zones shall consist of active recreational areas. Active recreational areas shall be compact and contiguous, to the maximum extent practicable, unless used to link or continue existing or public open space lands.</p>

Passive Recreation (Including Plantings and Gardens)		
 	<p>Formally planned and regularly maintained open areas that provide passive recreation opportunities, including arranged plantings, gardens (including community gardens), gazebos, and similar structures.</p>	<p>Passive recreation shall have direct access to a sidewalk or pedestrian walkway that connects to the street.</p>
Squares, Forecourts, and Plazas		
 	<p>Squares, forecourts, plazas, and civic greens that provide opportunities to create special places for people to gather.</p>	<p>Such features shall be at least 600 square feet in area. Such features shall have direct access to a street or sidewalk and shall be designed to accommodate people sitting and gathering, incorporating benches, tables, fountains, or other similar amenities. Surrounding buildings shall be oriented toward the square, forecourt, or plaza when possible, and a connection shall be made to surrounding development. No less than 50 percent of the total open space set-aside area within the core area of a Transit-Oriented/Activity Center base or PD zone shall be a square, forecourt, or plaza.</p>
Required Landscape Areas and Agricultural Buffer		
 	<p>All areas occupied by required landscaping areas, tree protection areas, and riparian buffers, and agricultural buffers, except landscaped area within vehicular use areas.</p>	<p>See Landscape Manual and Sec. 27-61300, Agricultural Compatibility Standards.</p>
Stormwater Management Areas Treated as Site Amenities		
 	<p>Up to 75 percent of the land area occupied by stormwater management facilities (including retention and detention ponds and other bioretention devices), when such features are treated as an open space site amenity.</p>	<p>To qualify, stormwater management facilities shall support passive recreation uses by providing access, gentle slopes (less than 3:1), and pedestrian elements such as paths and benches, and shall be subject to a maintenance agreement approved by the operating authority or agency having regulatory authority over the facility.</p>

Public Access Easements with Paths or Trails		
	Public access easements that combine utility easements with paths or trails that are available for passive recreational activities such as walking, running, and biking	Such public access easements shall include at least one improved access from a public street, sidewalk, or trail that includes signage designating the access point.

- (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.

COMMENT: These regulations have been met as each building provides a passive recreation courtyard of 9,800 sf and 7,600 sf respectively and connects to a public street.

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);
- (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).

COMMENT: The Applicant is not proposing any of the above areas 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.

COMMENT: The proposed preservation area being utilized as open space set-aside is located on the Property and contiguous to the proposed developed area of the site.

(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).

COMMENT: The proposed preservation area being utilized as open space set-aside is located on the Property, 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.

COMMENT: The multifamily building has internal loading area entrances facing the proposed conservation area being used as an open space set-aside.

(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.

COMMENT: The proposed preservation area being utilized as open space set-aside is located and organized to include, protect, and enhance any “natural features” in the highest priority category listed above.

(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.

COMMENT: This regulation does **not** apply, nor is it needed to meet the applicable open space set aside requirements

27-6408. Ownership, Management, and Maintenance of Open Space Set-Asides

- (a) Open space set-asides required by this Ordinance or by [Subtitle 24: Subdivision Regulations](#), shall be managed and maintained in compliance with all applicable provisions of Maryland law. To the extent not inconsistent with Maryland law, such open space set-asides shall be managed and maintained as permanent open space through one or more of the following options:
- (1) Conveyance of open space set-aside areas to a property owners’ or homeowners’ association that holds the land in common ownership;
 - (2) Conveyance of open space set-aside areas to a third party beneficiary such as an environmental, historical, or civic organization, a municipality, or M-

NCPPC, that is organized for, capable of, and willing to accept responsibility for managing and maintaining the land;

- (3) Establishment of easements or covenants; or
 - (4) If public stormwater management facilities are treated as site amenities, through stormwater management easements.
- (b) All options involving private ownership of open space set-aside areas shall include deed restrictions, covenants, or other legal instruments that ensure continued use of the land for its intended open space purposes, in perpetuity, and provide for the continued and effective management, operation, and maintenance of the land and facilities.
- (c) Responsibility for managing and maintaining open space set-asides rests with the owner of the land of the open space set-asides. Failure to maintain open space set-asides in accordance with this Section and the development approval or permit shall be a violation of this Ordinance.

COMMENT: The proposed preservation area being utilized as open space set-aside will be protected to the greatest extent possible and by an appropriate conservation easement if deemed appropriate.

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.

COMMENT: A landscape plan has been submitted with the application per the requirements of the County's Landscape Manual.

Sec. 27-6600 Fences and Walls

27-6602. General Standards

(a) General

- (1) Fences and walls shall be located outside of the public right-of-way.
- (2) Fences and walls are allowed on the property line between two or more parcels of land held in private ownership.
- (3) Fences and walls may be located within any required yard.
- (4) Nothing in this Section shall be construed to prevent the installation of temporary fencing to protect existing trees, limit sedimentation, or control erosion.

COMMENT: The requirement of this section is currently in applicable. However, if the application proceeds with fencing or retaining walls, they will conform to these requirements.

(b) In Utility Easements

Fences located within utility easements shall receive written authorization from the easement holder or the County, as appropriate. The County shall not be responsible for damage to, or the repair or replacement of, fences that must be removed to access utility easements or facilities.

COMMENT: No fences are within a utility easement.

(c) Within Required Landscaping Areas

Fences and walls may be installed within required landscaping areas, subject to an approved landscaping plan.

COMMENT: A proposed screening fence is located within parking lot landscape buffer area for the Building 1 per the submitted landscape plan.

(d)**(e) Avoidance of Traffic Hazards**

Notwithstanding other provisions of this Subsection, fences and walls shall not be allowed within the triangle formed by the intersection of the street lines and points on the street lines 25 feet from the intersection, or in a location that is determined by an agency will create a traffic hazard.

COMMENT: The proposed development conforms to these requirements.

27-6603. Height Standards**(a) General**

Unless otherwise stated in Section 27-6600, Fences and Walls, fences and walls shall comply with the standards in Table 27-6603(a): Fence and Wall Height.

Table 27-6603(a): Fence and Wall Height			
Location on Lot	Maximum Height (feet) (1)		
	Residential and Rural and Agricultural Base Zones, Residential PD Zones	Non- residential Base Zones and IE-PD Zone	Transit-Oriented/ Activity Center Base and PD Zones
Within a required front yard, build-to zone, corner lot side yard in front of the principal building (2)	4	4	4
Within any other required yard or in corner side yard behind the front plane of the principal building	6	6	6

NOTES:

(1) Fence or wall height may be increased through the security plan exemption in accordance with Section 27-6610, Security Exemption Plan.

(2) The maximum height of a fence or wall within a front yard, corner lot side yard, or build-to zone is 8 feet when the fence or wall is required by a use-specific standard or special exception standard at this height or is part of a community garden or urban agriculture use, unless the fence may block a motorists' line of sight (see Section 27-6602(d), Avoidance of Traffic Hazards).

(b) Administrative Waiver Request

- (1) Customary fencing provided as a part of a permitted tennis court, athletic field, or other recreational facility shall be exempt from the height standards in this Section.
- (2) Fence heights may be increased further through an approved security exemption plan (see Section 27-6610, Security Exemption Plan).
- (3) Fences up to eight feet in height are allowed for community gardens and urban agriculture uses (see Section 27-5102(b)(1)(A), Community Garden and Section 27-5102(b)(1)(C), Urban Agriculture).
- (4) Walls up to eight feet in height are allowed to screen service and loading areas, if they comply with the setback requirements for the associated building.

(c) Measurement of Height

Fence or wall height shall be measured in accordance with the following standards:

- (1) Fence or wall height shall be measured from the top of the fence or wall, defined as the highest point, not including supporting columns or posts, above grade, to the grade on the side of the fence or wall where the grade is the lowest, but excluding the height of any retaining wall directly beneath the fence or wall.
- (2) Supporting columns or posts shall not extend more than 18 inches above the top of the fence or wall.
- (3) Safety railings required by the Building Code shall not be included in fence height measurements.

COMMENT: This section is not currently applicable, however, if the development proposes any fences or walls in the future, they will conform to all regulations.

27-6604. Materials

(a) General

Unless otherwise specified in Section 27-6604(b) below, fences and walls shall be constructed of any one or more of the following materials:

- (1) Masonry, concrete, or stone;
- (2) Ornamental metal, except that fencing shall not incorporate spiked tops within a residential zone without approval of a security exemption plan in accordance with Section 27-6610, Security Exemption Plan;
- (3) Painted wood, pressure treated wood, or rot-resistant wood such as cedar, cypress, or teak;
- (4) Composite materials designed to appear as wood, metal, or masonry;
- (5) Metal (wrought iron, welded steel; and/or electro-statically plated black aluminum, except chain-link fencing);
- (6) Vinyl;
- (7) Walls clad with substrate material intended to support living vegetation; and

- (8) Any material demonstrated by the applicant to have a similar or equal appearance and durability as a material listed in Subsections (1) through (7) above, as determined by the Planning Director (or decision-maker if the fence or wall is associated with a parent application).

COMMENT: The development of any fences or walls will conform to all material regulations.

(b) Transit-Oriented/Activity Center Zones

Fences and walls in the Transit-Oriented/Activity Center base and PD zones shall be constructed of any one or more of the following materials:

- (1) Native/regional stone and equivalent imitation stone;
- (2) Brick;
- (3) Stucco or decorative concrete block or poured concrete (only when a brick or stone coping is provided);
- (4) Painted or stained wood;
- (5) Metal (wrought iron, welded steel and/or electrostatically plated black aluminum), for fences and gates only; or
- (6) Black vinyl-coated chain link fences, only for schools, recreational facilities, daycare facilities, and similar outdoor uses.

COMMENT: The development of any fences or walls will conform to all material regulations.

(c) Prohibited Materials

The following fence types or materials are prohibited:

- (1) Barbed and/or razor wire, unless approved as part of a security exemption plan in accordance with Section 27-6610, Security Exemption Plan, or on land with an agricultural use, or on land used for installation and operation of high-voltage equipment at substations for electrical generation, transmission, and distribution in connection with providing public utility service in the County by a regulated public utility.
- (2) Fences constructed of chicken wire, corrugated metal, fabric materials, fiberboard, garage door panels, plywood, rolled plastic, sheet metal, debris, or waste materials, unless such materials are recycled and reprocessed for marketing to the general public, as building materials designed to resemble new building materials (e.g., picket fencing made from recycled plastic and fiber);
- (3) Except where used to prevent wildlife from consuming produce in an urban agriculture use or community garden, chain link fences in the Transit-Oriented/Activity Center base and PD zones, the Nonresidential base zones except the IH base zone, and the IE-PD and MU-PD zones; and

- (4) Above-ground fences that carry electrical current, except as used for the purposes of enclosing livestock in the Rural and Agricultural base zones and in the RE and RR zones (nothing shall prohibit below-ground electrical fences intended for the keeping of pets).

COMMENT: The proposed development would avoid using any prohibited materials applicable to the designated Zone.

27-6605. Perimeter Fences and Walls Abutting Street Right-of-Way

Except in the IH base zone, fences or walls that are located within 15 feet of a street right-of-way shall:

- (a) Be of a uniform style;
- (b) Be constructed of brick, stone, concrete (when covered with stucco or similar finish), vinyl, or vertical wooden boards; and
- (c) Include breaks, offsets of at least one foot, access points, or other design details in the fence or wall plane at least every 200 feet. (see Figure 27-6605(c): Fence and Wall Offsets.)

Figure 27-6605(c): Fence and Wall Offsets



COMMENT: If any fencing and retaining walls are proposed, the applicant will conform to these requirements

27-6606. Appearance

(a) Finished Side to Outside

Unless it is used to enclose livestock, wherever a fence or wall is installed, if one side of the fence or wall appears more "finished" than the other (e.g., one side of a fence has visible support framing, such as vertical posts and horizontal rails, and the other—the more "finished" side—does not, or one side of a wall has a textured surface and other—the more "finished" side—does not), then the more "finished" side of the fence shall face the exterior of the lot rather than the interior of the lot. (see Figure 27-6606(a): Fence with Finished Side Out.)

COMMENT: If any fencing and retaining walls are proposed, the applicant will conform to these requirements.

(b) Compatibility of Materials along a Single Lot Side

All fencing or wall segments located along a single lot side shall be composed of a uniform style, materials, and colors, except when the Historic Preservation Commission requires an alternative appearance in accordance with the regulations in Subtitle 29: Preservation of Historic Resources of the County Code.

Figure 27-6606(a): Fence with Finished Side Out



COMMENT: If any fencing and retaining walls are proposed, the applicant will conform to these requirements.

(c) Fence and Wall Landscaping

All fences and walls exceeding 4 feet in height, if located within 15 feet of a street right-of-way, shall be supplemented with landscape screening in accordance with the standards in Section 27-6606(c)(1) and Section 27-6606(c)(2) below, to soften the visual impact of the fence. These standards shall not apply to fences in any single-family residential zone (the RSF-A Zone and any other zone of lesser intensity per Section 27-4102(b)). (see Figure 27-6606(c): Fence and Wall Landscaping).

(1) Shrubs Required

At least one evergreen shrub shall be installed for every five linear feet of fence or wall, on the side of the fence or wall facing the public street right-of-way. Shrubs may be installed in a staggered, clustered, grouped, or linear fashion. See Figure 27-6606(c): Fence and Wall Landscaping.

(2) Substitution of Shade Trees

One shade or ornamental tree may be substituted for every three shrubs provided that the tree meets the size standards of the Landscape Manual.

COMMENT: These regulations do not apply to any proposed fences and retaining walls as if needed, they would not be located beyond 15 feet from a street right of way

27-6607. Fence and Wall Construction

Fences and walls shall comply with all applicable Building Code requirements.

COMMENT: The proposed development contains fencing and retaining walls that conform to these requirements.

27-6608. Gates

Gates shall comply with the following standards:

- (a) All gates shall have hardware to secure the gate in a closed position.
- (b) All unattended gates and gates opening onto a public sidewalk area shall be self-closing, self-latching, and locked when not in use.

COMMENT: If any gates are proposed, the development will conform to these requirements.

27-6609. Retaining Walls

Retaining walls are to be used in appropriate locations to reduce the steepness of slopes and to provide planting pockets conducive to revegetation. They shall comply with the following standards:

- (a) A retaining wall may be permitted to support steep slopes but should not exceed six feet in height from the finished grade, except for:
 - (1) A structure's foundation wall, or
 - (2) As necessary to construct a driveway from the street to a garage or parking area, or
 - (3) As otherwise expressly allowed by this Ordinance.
- (b) In all exceptions identified in Subsection (a) above, a retaining wall shall not exceed ten feet in height.
- (c) Retaining walls greater than six feet in height shall comply with the building setbacks in the zone which they are located, unless it is constructed because grades are lower on the site where it is located.
- (d) The width of any terrace between any two six-foot vertical retaining walls should be at least three feet. Retaining walls higher than six feet should be separated from any other retaining wall by a minimum of five horizontal feet. Terraces created between retaining walls shall be permanently landscaped or revegetated with native vegetation.

- (e) Retaining walls used to support existing road cuts may exceed the height limits and other requirements in Subsections (a), (b), and (c) above.
- (f) Retaining walls shall be faced with stone, brick, or earth-colored materials similar to the surrounding natural landscape.
- (g) All retaining walls shall comply with the Building Code.

COMMENT: Retaining walls will conform to these requirements and would be faced with earth-colored retaining wall block material.

27-6610. Security Exemption Plan

- (a) A landowner in need of heightened security may submit to the Planning Director a security exemption plan proposing a fence or wall taller than those permitted by this Section, an electric fence, or proposing the use of barbed and/or razor wire atop a fence or wall for security reasons.
- (b) The Board of Appeals may approve or approve with conditions, the security exemption plan, upon finding all of the following:
 - (1) **Need for Safety or Security Reasons**

The condition, location, or use of the land, or the history of activity in the area, indicates the land or any materials stored or used on it are in significantly greater danger of theft or damage than surrounding land, or represent a significant hazard to public safety without:

 - (A) A taller fence or wall;
 - (B) An electric fence; or
 - (C) Use of barbed and/or razor wire atop a fence or wall.
 - (2) **No Adverse Effect**

The proposed fence or wall will not have a significant adverse effect on the security, functioning, appearance, or value of adjacent lands or the surrounding area as a whole.
- (c) If the Board of Appeals finds the applicant fails to demonstrate compliance with Sections 27-6610(b)(1) and 27-6610(b)(2) above, the security plan shall be disapproved.

COMMENT: The proposed development elects not to submit a security plan as the proposed facility will be adequately secured 24-hours a day, 7-days a week.

Sec. 27-6700 Exterior Lighting

27-6703. Lighting Plan

To ensure compliance with the standards of this Section, a lighting plan demonstrating how exterior lighting will comply with the standards of this Section shall be included as part of a development application for a site plan or building permit, as appropriate.

COMMENT: A lighting plan has been submitted with the application demonstrating conformance to these standards.

27-6704. Prohibited Lighting

The following exterior lighting is prohibited:

- (a) Light fixtures that imitate an official highway or traffic control light or sign;
- (b) Light fixtures that have a flashing or intermittent pattern of illumination, except signage with an intermittent pattern of illumination allowed in accordance with Sec. [27-61500](#), Signage.
- (c) Privately-owned light fixtures located in the public right-of-way;
- (d) Searchlights, except when used by Federal, State, or local authorities, or where they are used to illuminate alleys, parking garages, and working (maintenance) areas, so long as they are shielded and aimed so that they do not result in lighting on any adjacent lot or public right-of-way exceeding two foot-candles; and
- (e) Light types of limited spectral emission, such as low-pressure sodium or mercury vapor lights. Light sources shall be color-correct types such as Halogen, LED, or metal halide.

COMMENT: None of the above forms of lighting are proposed with this application

27-6705. Private Street Lighting

- (a) All private street lights shall be located inside full cut-off fixtures mounted on non-corrosive poles served by underground wiring.
- (b) The light fixture and light color of private street lights in an individual subdivision or development shall be consistent throughout the subdivision or development.
- (c) Correlated color temperature (CCT) of street lights shall not exceed 3000K.

COMMENT: The Application will comply with this requirement for private street lights.

27-6706. General Standards for Exterior Lighting

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

- (a) **Hours of Illumination**

Public, civic, and institutional uses, commercial uses, mixed-uses, and industrial uses that are adjacent to existing residential development shall extinguish all exterior lighting by 11:00 P.M. or within one hour of the closing of the establishment open latest, whichever occurs last. Lighting necessary for outdoor recreational uses such as ball diamonds, playing fields, tennis courts, and similar uses; lighting necessary for security as listed in Subsections 27-6702(e) and 27-6702(j) and Section 27-6709; or lighting necessary for emergency situations as listed in Subsection 27-6702(i), shall be exempt from this requirement. For the purposes of this paragraph, lighting "necessary for security" shall be construed to mean the amount of exterior lighting necessary to provide an average of 2.5 foot-candles of light, with a maximum of 3 foot-candles of light at any point, in the following areas: possible points of entry or exit into a structure, illumination of exterior walkways, or illumination of outdoor storage areas. Lighting activated by motion sensor devices is strongly encouraged.

COMMENT: If this provision is applicable to the subject application, please know that, only necessary exterior lighting will exist and it will not traverse onto the adjacent property, especially where residential exists.

(b) Shielding with Full Cut-off Fixtures

All exterior luminaries, including security lighting, shall be full cut-off fixtures that are directed downward, consistent with Figure 27-6706(b).1: Full Cut-off Fixtures. In no case shall lighting be directed above a horizontal plane through the lighting fixture (see Section 27-6706(b).2: Examples of Fully-Shielded Light Fixtures).

Figure 27-6706(b).1: Full Cut-off Fixtures

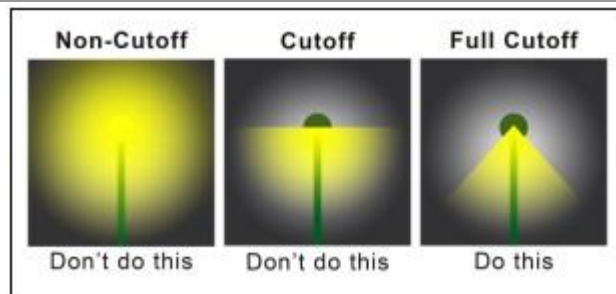
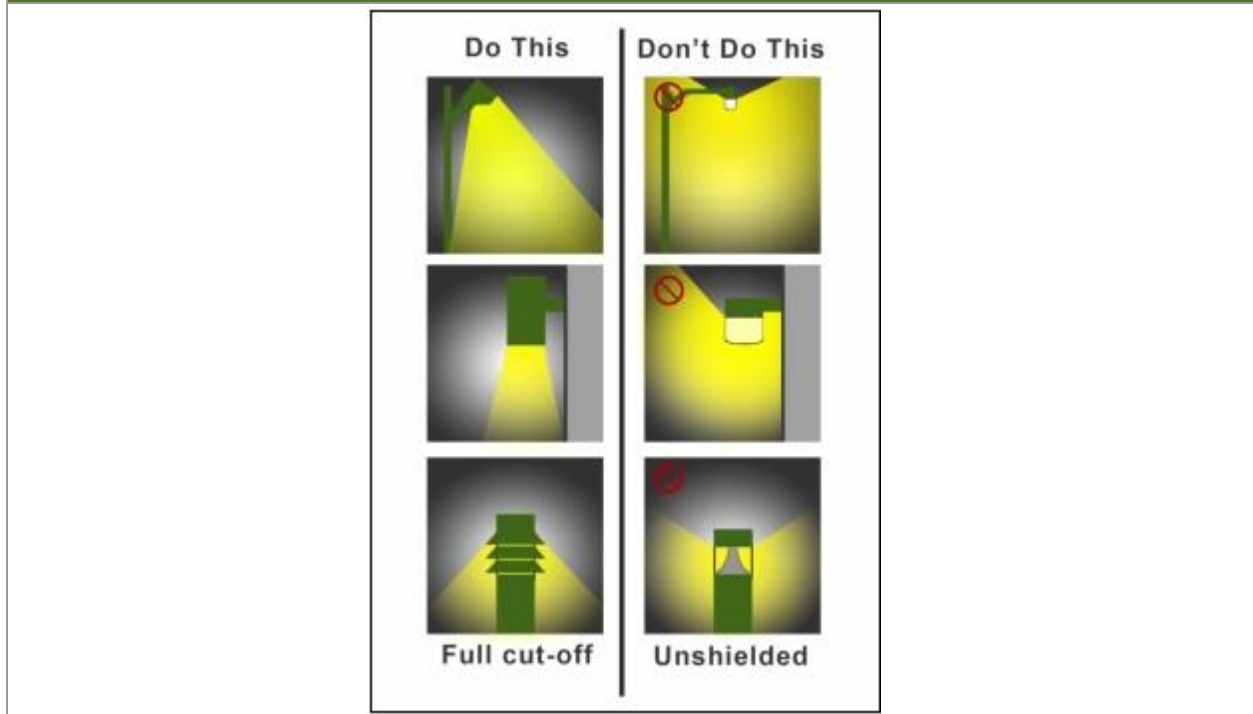


Figure 27-6706(b).2: Examples of Fully-Shielded Light Fixtures



COMMENT: All proposed lighting will use required full cut-off optics per the above standards.

(c) Maximum Illumination Levels

- (1) Except for private street lighting (see Section 27-6705, Private Street Lighting), all exterior lighting and indoor lighting visible from outside shall be designed and located so that the maximum illumination measured in foot-candles at ground level at a lot line shall not exceed the standards in Table 27-6706(c).1: Maximum Illumination Levels. See Figure 27-6706(c).2: Maximum Illumination Levels.

Table 27-6706(c).1: Maximum Illumination Levels

Type of Use Abutting a Lot Line	Maximum Illumination Level at Lot Line (Foot-Candles)
Residential use or vacant land in the Rural and Agricultural base zones and the Residential zones (except multifamily, townhouse, and live/work uses, and all uses in the Group Living Use Category)	0.5
Multifamily, townhouse, and live/work uses, all uses in the Group Living Use Category, all uses in the Public, Civic, and Institutional Use Category, and residential uses in the IE, IH, and IE-PD zones.	1.0
Commercial or mixed uses, residential uses, or vacant land in the Transit-Oriented/Activity Center base and PD zones, the MU-PD zone, and the CN, CS, and CGO base zones (including parking facilities)	2.0
Industrial uses and vacant land in the IE and IH base zones, and the IE- PD zone (including parking facilities)	3.0
Parking facilities (when provided/built as stand-alone uses)	2.5

- (2) All exterior light fixtures shall generate at least 80 lumens per watt of energy consumed, as shown on the manufacturers specifications for the fixture.

COMMENT: All proposed lighting conforms to maximum illumination levels per the above standards. Illumination details for proposed light fixtures are specified on the lighting plan submitted with this application.

(d) Maximum Height

Except for athletic field lighting fixtures, which shall not exceed 95 feet in height, and private street lighting (see Section 27-6705, Private Street Lighting), the height of exterior light fixtures, whether mounted on poles, walls, or by other means, shall

comply with the standards in Table 27-6706(d): Maximum Height for Exterior Lighting.

Table 27-6706(d): Maximum Height for Exterior Lighting	
Zone	Maximum Height
Rural and Agricultural base zones	16 feet
Residential zones	16 feet
Transit-Oriented/Activity Center base and PD zones and MU-PD zone	20 feet
Nonresidential base zones and IE-PD zone	30 feet
Within 100 feet of a Residential zone	16 feet

COMMENT: All proposed lighting fixtures adhere to the maximum heights per the above standards.

27-6707. Lighting Design Standards for Specific Uses and Site Features

In addition to complying with all applicable standards in Section 27-6706, General Standards for Exterior Lighting, the specific uses and site features identified in this Section shall comply with the standards established for that type of use or site feature.

(a) Awnings

Awnings used for building accents over doors and windows shall not be internally illuminated (i.e., from underneath or behind the awning) unless the awning material is entirely opaque.

(b) Canopies

Lighting under a canopy shall be designed so as not to create glare off-site. Acceptable methods to address this include one or both of the following:

- (1) A recessed fixture incorporating a lens cover that is either recessed or flush with the bottom surface (ceiling) of the canopy that provides full cutoff or fully-shielded light distribution; or
- (2) A surface-mounted fixture incorporating a flat glass that provides a full cutoff or fully-shielded light distribution.

(c) Sports and Performance Venues

Lighting fixtures for outdoor sports areas, athletic fields, and performance areas shall be equipped with a glare control package (e.g., louvers, shields, or similar devices) and aimed so that their beams are directed and fall within the primary playing or performance area.

(d) Wall Pack Lights

Wall packs on the exterior of the building shall be fully shielded (e.g., true cut-off type bulb or light source not visible from off-site) to direct the light vertically downward and be of low wattage (100 watts or lower).

(e) Pedestrian Lighting

Pedestrian light fixtures shall comply with the following:

- (1) Light fixtures for sidewalks, walkways, trails, and bicycle paths shall provide at least 1.2 foot candles of illumination, but not exceed 2.0 foot candles.
- (2) Pedestrian bollard lamps shall be mounted no higher than four feet above grade and shall not exceed 900 lumens for any single lamp (see Figure 27-6707(e): Examples of Pedestrian Bollard Lamps).

(f) Decorative Landscaping and Lighting

Outdoor light fixtures used for decorative effects shall comply with the following standards.

- (1) Decorative lighting intended to enhance the appearance of a building and/or landscaping shall cast all light downward (rather than upward) against the building surface or onto a landscape feature, or shall be calibrated to illuminate features of the building or landscaping such that light spill-over and skyglow are avoided.
- (2) Decorative lighting shall not exceed 100 watts of incandescent illuminance or the equivalent.

COMMENT: All proposed lighting conforms to the above standards as reflected on the lighting plan submitted with this application.

27-6708. Measurement

Light-level measurements shall be made at the lot line of the land upon which light to be measured is being generated. If measurement on private property is not possible or practical, light level measurements may be made at the boundary of the public street right-of-way that adjoins the land. Measurements shall be made at finished grade (ground level), with the light-registering portion of the meter held parallel to the ground pointing up. The meter shall have cosine and color correction and have an accuracy tolerance of no greater than plus or minus five percent. Upon installation, the applicant shall demonstrate compliance with this Section by submitting measurements taken with a light meter to the Planning Director. The light meter shall have been calibrated within the prior two years.

COMMENT: All proposed lighting conforms to the above standards as reflected on the lighting plan submitted with this Application .

27-6709. Security Exemption Plan

- (a) A landowner may submit a security plan to the Planning Director proposing exterior lighting that deviates from the standards in this Section. The Planning Director shall approve or approve with conditions the security plan and its proposed deviation from the standards, upon finding that the applicant demonstrates:
 - (1) The proposed deviation from the standards is necessary for the adequate protection of the subject land, development, or the public;
 - (2) The condition, location, or use of the land, or the history of activity in the area, indicates the land or any materials stored or used on it are in significantly greater danger of theft or damage, or members of the public are at greater risk for harm than on surrounding land without the additional lighting; and
 - (3) The proposed deviation from the standards is the minimum necessary, and will not have a significant adverse effect on neighboring lands.
- (b) If the Planning Director finds the applicant fails to demonstrate compliance with Subsections 27-6709(a)(1) through 27-6709(a)(3) above, the security plan shall be disapproved.

COMMENT: The Applicant elects to not submit a Security Exemption Plan.

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](#)).

COMMENT: An approved NRI (NRI-049-2023) is included with the Application review 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.

COMMENT: The proposed development conforms with all applicable section of Subtitle 25 as reflected on the TCP2 included in the application review package.
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.

COMMENT: The proposed development conforms with all applicable sections of Subtitle 32 related to floodplain management as reflected on the stormwater concept approval included in the DET-2023-0002 review package. No floodplain is present on the Property per available DPIE floodplain information.

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.

COMMENT: 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.

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.

COMMENT: The proposed development conforms with all applicable sections of Subtitle 32 as reflected on the stormwater concept approval included in application review package.

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.

COMMENT: The CBCAO Zone is not present on the Property.

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](#).

COMMENT: The proposed development (as reflected in the submitted TCP2) 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](#).

COMMENT: 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;
- (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.
- (36)

Table 27-6810: Maximum Allowable Noise Levels for Receiving Lands		
Type of Use	Time of Day	
	Day (7:00 A.M. to 10:00 P.M.)	Night (10:00 P.M. to 7:00 A.M.)
Residential Uses	65 dBA Leq	55 dBA Leq
Commercial and Mixed Uses	67 dBA Leq	62 dBA Leq
Industrial Uses	75 dBA Leq	75 dBA Leq

- (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.

COMMENT: The subject application does not appear to be subject to this provision of the ordinance but will comply with the above noise regulation for its residential use.

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

27-6901. Purpose and Intent

The purpose and intent of these multifamily, townhouse, and three-family form and design standards are to:

- (a) Establish a minimum level of development quality for multifamily, townhouse, and three-family residential development;
- (b) Promote greater compatibility between multifamily, townhouse, and three-family residential development and other allowable uses; and
- (c) Provide landowners, developers, architects, builders, business owners, and others with a clear and equitable set of parameters for developing land.

COMMENT: The development concerning the subject application meets all of the purposes and intent of this section

27-6902. Exemptions

In addition to the exemptions specified in Section [27-6103](#), General Exemptions, the standards in this Section shall not apply to any dwellings located above a nonresidential use.

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.

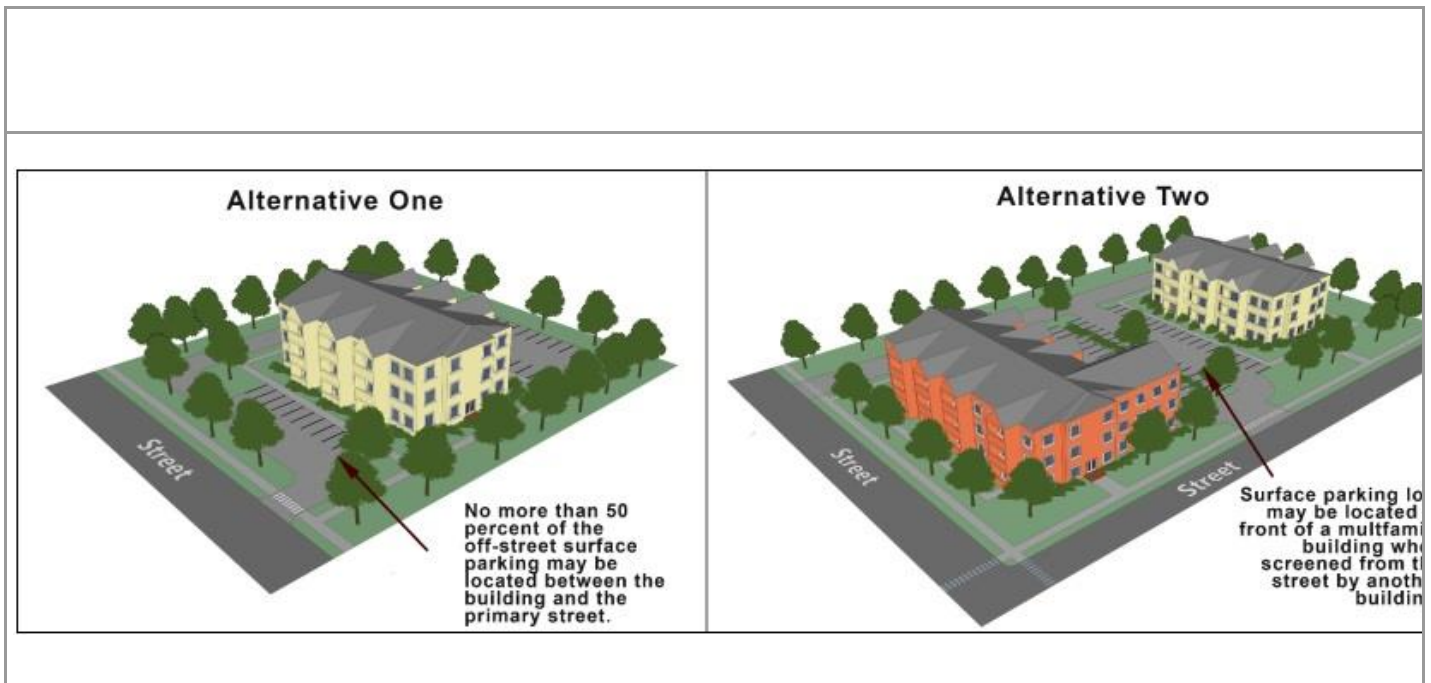
COMMENT: The primary access is off of Old Central Avenue. The secondary access will be off of ____

(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).

COMMENT: The application meets this design criteria regarding off street parking

- (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.



COMMENT: The applicant has designed the subject building in compliance with the requirements of the above design figure

(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)



COMMENT: The Applicant's site plan has designed the multi Building Orientation consistent with the design and orientation figure above

(d) Maximum Building Length

1. (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.

(e) Building Façades

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;
 - (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.



(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.

(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.

(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.

COMMENT: The proposed building lengths and front facades are design in a manner as set forth multifamily buildings. The materials utilized as well as the roofing and other design requirements match the requirement as set forth in the subject ordinance.



(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.)



- (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.

COMMENT: The provisions concerning the garages are not applicable in this case.

(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.

COMMENT: The outdoor activity area will be appropriately screened from adjoining properties

Sec. 27-61200 Neighborhood Compatibility Standards

27-61201. Purpose and Intent

The purpose of these neighborhood compatibility standards is to provide a proper transition and ensure compatibility between single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in the single-family residential zones, and other more intense forms of development. More specifically, it is the intent of these standards to:

- (a) Provide effective transitions between single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in the single-family residential zones, and more intense uses;
- (b) Protect the character of existing neighborhoods consisting of primarily single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in the single-family residential zones from potentially-adverse impacts resulting from more intense and incompatible adjacent forms of development;
- (c) Limit the excessive consumption of available land through the utilization of large vegetated buffers in favor of development form and design treatments; and
- (d) Establish and maintain vibrant pedestrian-oriented areas where differing uses can operate in close proximity to one another.

27-61202. Applicability

(a) General

- (1) Unless exempted as provided in Section 27-61202(b), Exemptions, below, these standards apply to:
 - (A) Any new townhouse, multifamily, nonresidential, or mixed-use development when located on land adjacent to, or across a street or alley from, existing single-family detached dwellings, two-family dwellings, or vacant lands in the RE, RR, RSF-95, and RSF-65 zones (single-family residential zones);
 - (B) Any new multifamily, nonresidential, or mixed-use development when located on land adjacent to, or across a street or alley from, existing townhouse dwellings;
 - (C) Any expansion of an existing townhouse, multifamily, nonresidential, or mixed-use building located on land abutting or across a street or alley from existing single-family detached dwellings, two-family dwellings, or vacant lands in a single-family residential zone, where the expansion increases the building's gross floor area by 50 percent or more; and
 - (D) Any expansion of an existing multifamily, nonresidential, or mixed-use building located on land abutting or across a street or alley from existing townhouse dwellings where the expansion increases the building's gross floor area by 50 percent or more.

(2) For the purposes of this Section:

(A) "Multifamily development" shall include the following:

- (i) Live/work dwellings; and
- (ii) Multifamily dwellings.

(B) "Nonresidential development" shall include the following:

- (i) Uses in the Group Living Uses, Health Care Uses, Transportation Uses, and Utility Uses Principal Use Categories; and
- (ii) Uses in the Commercial Use and Industrial Use Principal Use Classifications.

(b) Exemptions

In addition to the exemptions specified in Section [27-6103](#), General Exemptions, the following are exempt from these standards unless the applicable Area Master Plan or Sector Plan addresses compatibility differently:

- (1) Townhouse, multifamily, nonresidential, and mixed-use development located on lots separated from single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone by a built and existing street with a median with four or more lanes; and
- (2) Uses in the Communication Uses and Educational Uses Principal Use Categories.
- (3) Development within any Transit-Oriented/Activity Center base or PD zone if the existing single-family detached dwellings, two-family dwellings, or townhouse dwellings are also located in a Transit-Oriented/Activity Center base or PD zone.

(c) Conflict

In the case of conflict between these neighborhood compatibility standards and other standards in this Ordinance, these neighborhood compatibility standards shall control.

COMMENT: Assuming the application is not exempt under (b) (1) these standards appear to apply to the subject Property as it adjoins single-family detached dwelling(s) to the east.

27-61203. Neighborhood Compatibility Standards

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

(a) Building Height and Setbacks

- (1) Setbacks of buildings shall be consistent with other buildings on the block face to maintain a consistent plane or edge of buildings along public frontages. Instead of the required setback or build-to line of the zone, setbacks of buildings shall vary no more than 15 percent from the setbacks of adjacent buildings.

COMMENT: The proposed development will consist of two building to exist (upon construction) on the block facing Old Central Avenue and will be constructed in such a way to maintain the setback requirements above if any future buildings are constructed adjacent to the development.

- (2) Building height shall not exceed the maximum height established in Table 27-61203(a)(2): Maximum Height in Transitional Areas.

Subtitle 27: Zoning Ordinance > PART 27-6 DEVELOPMENT STANDARDS > Sec. 27-61200 Neighborhood Compatibility Standards

these neighborhood compatibility standards shall control.

27-61203. Neighborhood Compatibility Standards

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

(a) **Building Height and Setbacks**

(1) Setbacks of buildings shall be consistent with other buildings on the block face to maintain a consistent plane or edge of buildings along public frontages. Instead of the required setback or build-to line of the zone, setbacks of buildings shall vary no more than 15 percent from the setbacks of adjacent buildings.

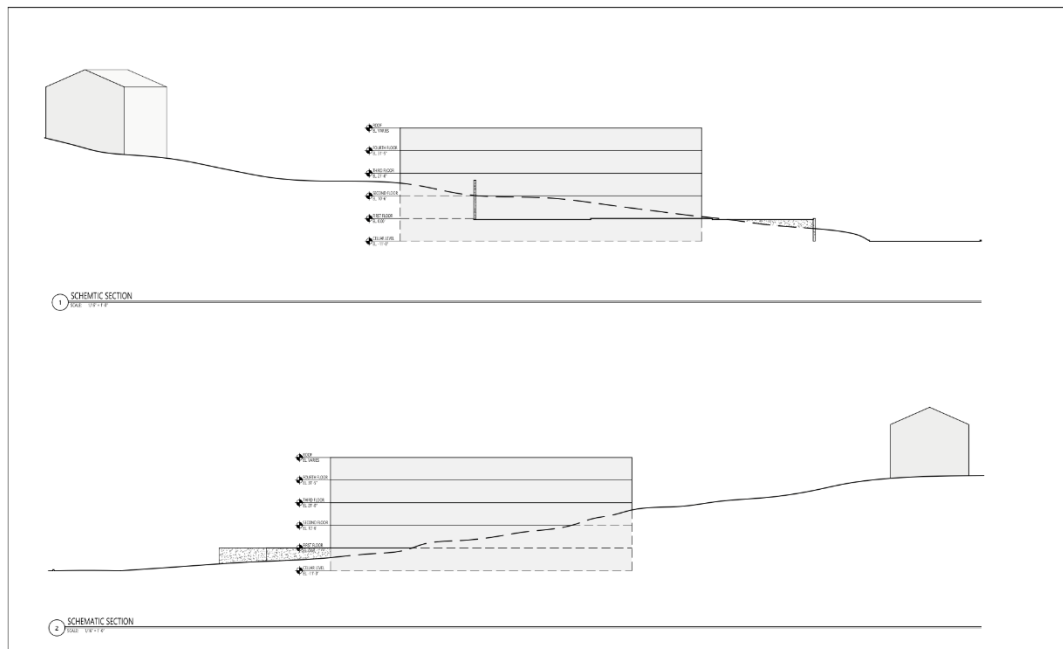
(2) Building height shall not exceed the maximum height established in Table 27-61203(a)(2): Maximum Height in Transitional Areas.

Distance from Single-Family Dwelling, Two-Family Dwelling, or Vacant Land in a Single-Family Zone (1)	Maximum Height		
	Parcels Fronting US 1 Between the Northern Corporate Boundaries of the City of College Park and the County's Boundary with the District of Columbia, and Parcels Fronting 34th St between Shepherd St and Otis St	All Other Areas	Parcels fronting Central Avenue /East Capitol Street (MD 214) or Old Central Avenue/Central Avenue (MD 332) Between the County's Boundary with the District of Columbia and Landover Road/Largo Road (MD 202)
50 feet or less	Lesser of: 3 stories or 35 feet	Lesser of: 3 stories or 35 feet	Lesser of: 7 stories or 80 feet
Greater than 50 feet but less than 150 feet	Lesser of: 6 stories or 65 feet		
150 to 200 feet	No requirement	Lesser of: 4 stories or 45 feet	

NOTES:

(1) The distance from an existing single-family dwelling, two-family dwelling, townhouse, or vacant land in a single-family zone is to be measured from the closest portion of the dwelling (in the case of single-family and two-family dwellings and townhouses) or from the minimum front yard setback line (in the case of vacant land).

COMMENT: The proposed development meets the above height restrictions. Due to significant topographical conditions on the Property, the proposed building has a 2.5-story height (25'-10") for the portion within the 50'-150' transitional area adjacent to the single-family home to the east. Beyond this area, the falling topography of the Property allows the building height to climb to 4 stories (47'-0") once beyond the 200-foot transitional area.



- (3) Buildings over three stories in height shall be broken up into modules or wings with the smaller and shorter portions of the structure located adjacent to single-family dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone (see Figure 27-61203(a)(3): Building Height Modulation).

COMMENT: The proposed development meets the above design restrictions.

(b) Building Orientation

Except for when a mews or open space is located in front of the building, buildings shall be oriented towards the street from which they derive their street address.

COMMENT: The proposed building is oriented toward Old Central Avenue, the street which the proposed building derives its street address, the public road with the greatest frontage along the Property, and from where vehicular access is provided.

(c) Building Design

- (1) Buildings shall (see Figure 27-61203(c): Compatible Building Design):
 - (A) Use a similar roof type to adjacent single-family detached dwellings, two-family dwellings, or townhouse dwellings in terms of slope and arrangement to prevent abrupt changes in roof form;
 - (B) Configure all roof-mounted equipment to avoid or minimize its view from adjacent single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone;

- (C) Use exterior colors, where possible, that are similar to those found on adjacent single-family detached dwellings two-family dwellings, or townhouse dwellings;
- (D) Use similarly sized and patterned architectural features such as windows, doors, awnings, arcades, pilasters, cornices, wall offsets, building materials, and other building articulations found on adjacent single-family detached, two-family dwellings, and townhouse dwellings; and
- (E) Orient porches, balconies, and outdoor activity areas away from adjacent single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone.

COMMENT: The proposed building meets the above design standards. The building materials include many architectural features which are aesthetically pleasing, and the colors are consistent with the adjacent properties.

- (2) Retail commercial building façades over 90 feet in length that face single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone shall be designed to appear as a series of discrete storefronts, with no single storefront occupying more than 50 percent of the total façade width of the building.

COMMENT: This standard does not apply as the proposed building is not for retail.

(d) Building Materials

(1) Transparency

Building façades facing single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone, shall comply with the standards in Table 27-61203(d)(1), Transparency Standards:

Table 27-61203(d)(1): Transparency Standards	
Building Story	Minimum Façade Area Percentage to be Transparent (Percent of Façade) (1),(2),(3)
1 st Floor (2)	35 (3)
2 nd Floor	20
3 rd or Higher Floor	20

Table 27-61203(d)(1): Transparency Standards	
Building Story	Minimum Façade Area Percentage to be Transparent (Percent of Façade) (1),(2),(3)
<p>NOTES:</p> <ol style="list-style-type: none"> 1. The façade area shall be measured from the grade to the underside of the eaves, or from story line to story line on upper building stories. 2. Façades abutting sidewalks, plazas, gathering areas, or other pedestrian areas shall incorporate transparent glazing. 3. The first two feet of façade area closest to the grade are not required to be glazed and shall be excluded from the façade area calculation. 	

COMMENT: The proposed building meets the required design standards.

(2) Exterior Materials

Except along US 1 between the northern corporate boundaries of the City of College Park and the County's boundary with the District of Columbia and along 34th Street between Sheperd Street and Otis Street, façades facing single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone shall comply with the following exterior materials standards:

- (A) Materials and material configurations shall be similar to those commonly used on adjacent single-family detached dwellings and two-family dwellings.
- (B) Plywood, standard (versus decorative) concrete block, and corrugated metal are prohibited as exterior materials.
- (C) Vinyl siding shall not exceed 25 percent of a building façade.

COMMENT: The proposed building meets the above standards. The building design incorporates mixed exterior material/finishes and does not include metal panel finishes or more than 25% Vinyl Siding.

(e) Multi-Building Placement

Except along US 1 between the northern corporate boundaries of the City of College Park and the County's boundary with the District of Columbia and along 34th Street between Sheperd Street and Otis Street, multi-building development that includes varying use and/or development intensities in different buildings should locate buildings with the least intense use and/or development nearest to the abutting single-family detached dwellings, two-

family dwellings, townhouses, or vacant lands in a single-family residential zone, to the maximum extent practicable.

COMMENT: This standard does not apply as the application is for a two single use building.

(f) Off-Street Parking

- (1) Except along US 1 between the northern corporate boundaries of the City of College Park and the County's boundary with the District of Columbia and along 34th Street between Sheperd Street and Otis Street, for development that is within 200 feet of single-family detached dwellings, two-family dwellings, townhouses, or vacant land within a single-family residential zone, the total amount of off-street parking shall not exceed 1.1 times the required minimum specified in Table 27-6305(a): Minimum Number of Off-Street Parking Spaces, and may be reduced through an alternative parking plan (see Section 27-6307, Off-Street Parking Alternatives) that demonstrates such reduction will not have an adverse impact on the adjacent single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone.
- (2) When required, off-street parking shall be established in one or more of the following locations, listed in order of priority:
 - (A) Within a structured parking facility;
 - (B) Adjacent to off-street parking lots serving nonresidential development on abutting lots;
 - (C) Adjacent to lot lines abutting nonresidential development;
 - (D) Adjacent to lot lines abutting mixed-use development;
 - (E) Behind the building;
 - (F) Within a lot's corner side yard;
 - (G) In front of the building; or
 - (H) When all of the above options are infeasible, adjacent to lot lines abutting single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone.
- (3) Off-street surface parking areas located adjacent to single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone shall be treated in accordance with Section 4.3, Parking Lot Requirements, of the Landscape Manual.
- (4) The façade of any parking structure facing adjacent single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone, shall be designed in accordance with the exterior materials standards of this Section and be landscaped to soften its visual impact.

COMMENT: The proposed off-street parking will be in the form of a surface parking area located away from the adjoining residentially zoned land. The proposed off-street parking will ultimately be effectively screened from adjoining residentially zoned land.

(g) Other Site Features

(1) Loading, Service, Recycling Collection, and Refuse Collection Areas

Loading, service, recycling collection, and refuse collection areas shall be located at least 50 feet from residential development and:

- (A) Located behind or to the sides of buildings away from adjacent single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family zone, and screened with walls and/or landscaping, and provided with access that is integrated with parking areas and the vehicular circulation network;
- (B) Screened from view of single-family detached dwellings, two-family dwellings, townhouses, and vacant lands in a single-family residential zone, using materials that are the same as, or of equal quality to, the materials used for the principal building; or
- (C) Incorporated into the overall design of the site so that the visual impacts of these functions are fully contained within an enclosure, or are otherwise out of view from adjacent single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone.

COMMENT: The proposed loading, service, recycling collection, and refuse collection areas shall be located at least 50 feet from any other residential development. The proposed loading areas are beyond the 50' requirement in distance from the neighboring residents. Trash and loading are concealed/screened.

(2) Drive-Through Service Facilities

- (A) In no instance shall a drive-through or pick-up window be located on a building façade that faces a single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone.
- (B) Order boxes associated with a drive-through or pick-up window shall be at least 200 feet from a lot containing a single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone.

COMMENT: No drive-through service facilities are proposed in this application.

(3) Exterior Lighting

- (A) Exterior lighting fixtures shall have a maximum height of 14 feet and illumination that does not exceed 0.5 foot candle at the lot line if located

within 100 feet of a lot containing a single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone.

- (B) Exterior lighting fixtures shall have a maximum height of 18 feet if between 100 and 150 feet of such lot or lands (and illumination that does not exceed 0.5 foot candle at the lot line).
- (C) Exterior lighting shall be extinguished by 10:00 p.m. or within one hour after closing, whichever occurs first.

COMMENT: Proposed exterior lighting meets the above standards as reflected on the application plan.

(4) Signage Standards

- (A) To the maximum extent practicable, signage shall be located a minimum of 50 feet from lot lines shared with a single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone.
- (B) Signage within 50 feet of a lot line shared with a single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone, shall be limited to directional signage.
- (C) Within 100 feet of lot lines shared with a single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone, the maximum sign area for signs shall be reduced by 25 percent.
- (D) Projecting signs are prohibited if the sign is located across the street from or within 200 feet of a development with single-family detached dwellings, two-family dwellings, townhouses dwellings, or vacant lands in a single-family residential zone.

COMMENT: Any proposed building signage meets all the distance requirements set for in these regulations/standards.

(5) Open Space Set-Asides

- (A) Required open space set-asides shall be located between a proposed development and an adjacent single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone, to the maximum extent practicable.
- (B) Outdoor recreation features such as swimming pools, tennis courts, playgrounds, and similar features shall be at least 50 feet from any lot line shared with a single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone.

COMMENT: The open-space set-asides is located in the appropriate place.

(6) Natural Features

Natural features such as existing vegetation, natural differences in topography, streams, wetlands, and other such features shall be used as transitions where possible.

COMMENT: Agreed: Natural features such as existing vegetation, and other such features shall be used as transitions where possible.

(h) Operational Standards

Except along US 1 between the northern corporate boundaries of the City of College Park and the County's boundary with the District of Columbia and along 34th Street between Sheperd Street and Otis Street, development within 200 feet of any single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone shall:

- (1) Prohibit outdoor dining or other outdoor activities such as, but not limited to, outdoor entertainment areas where alcohol is served or music is played, and outdoor recreation areas that are open after 8:00 p.m. in the evening;
- (2) Limit trash collection or other service functions to only between the hours of 7:00 a.m. and 7:00 p.m.; and
- (3) Extinguish amplified music, singing, or other forms of noise audible at shared lot lines after 10:00 p.m. Sunday through Thursday nights, and after 12:00 a.m. Friday and Saturday nights.
- (4) These standards shall not apply to new development locating within 200 feet of any nonconforming dwellings.

COMMENT: To the extent these restrictions apply, the proposed development in this application will adhere to them.

Sec. 27-61500 Signage

27-61504. General Standards

(a) Illumination

(1) Static Illumination

Static illumination of signs is allowed in all zones except the Rural and Agricultural base zones, for all sign types except canopy signs, provided any

external light source shall be directed toward the sign and shall not cast direct light or create glare upon adjacent lands or streets.

(2) Animated Illumination

- (A) Animated sign illumination is prohibited, except in accordance with Subsection 27-61504(a)(2)(B) below.
- (B) Signs on which the only copy that changes is the electronic indication of time, temperature, stock market, or similar information are permitted in all districts except the Rural and Agricultural and Residential base zones and the R-PD Zone. Changes in copy shall be spaced at least eight seconds apart and shall be accomplished without the use of animation, movement, or scrolling.

COMMENT: The proposed development will not have any external light source directed toward any sign and shall not cast direct light or create glare upon adjacent lands or streets, nor will it use animated sign illumination. No animated illumination is proposed.

(b) Materials

Permanent signs shall not be made of plywood, corrugated plastic sheets, cardboard, paper, cloth, vinyl banners, or other similar materials.

COMMENT: The proposed permanent signage will not be made of any of the above materials.

(c) Digital Display

Digital displays shall comply with the standards in this Subsection.

(1) Location and Sign Type

- (A) In the Rural and Agricultural and Residential base zones and the R-PD Zone, digital displays shall be permitted only on freestanding signs for uses in the Community Service Uses and Educational Uses Principal Use Categories.
- (B) In the Transit-Oriented/Activity Center base and PD zones, digital displays shall be permitted only on building wall or roof signs.
- (C) In all other base and PD zones, digital displays shall be permitted only on building wall or roof signs or freestanding signs.

(2) Standards

- (A) A digital display shall contain static messages only, and shall not have animation, movement, or the appearance or optical illusion of movement, of any part of the sign or its supporting structure. Each static message shall not include flashing or the varying of light intensity.

- (B) Automatic changes in display are permitted for digital displays, provided such changes shall be:
 - (i) Spaced at least 8 seconds apart;
 - (ii) Accomplished in 0.25 seconds or less; and
 - (iii) Accomplished without the use of animation, movement, or scrolling.
- (C) Except when part of a digital billboard (see Subsection 27-61506(g)), the luminance of a digital display during daylight hours shall be no greater than 1500 nits. At all other times, luminance shall be no greater than 150 nits. Automatic dimming is required to maintain the appropriate illumination levels at all times.

COMMENT: No digital display signs are proposed.

(d) Signs Within Proposed Right-of-Way

- (1) Sign permits may be issued for signs on land located within the right-of-way, property, or acquisition lines of a proposed street, rapid transit route, or rapid transit facility, or proposed relocation or widening of an existing street, rapid transit route, or rapid transit facility as shown on the General Plan or other County plans (e.g., Area Master Plans, Sector Plans, or Functional Master Plans) only if such signs are placed on:
 - (A) Land which:
 - (i) Was in reservation but is now not in reservation; and
 - (ii) Has not been acquired and is not being acquired; or
 - (B) Land which was subdivided after the adoption of the General Plan or other County plans (e.g., Area Master Plans, Sector Plans, or Functional Master Plans), but was not reserved or required to be dedicated for a street or rapid transit route or facility shown on the General Plan or other County plan.

COMMENT: No signs are proposed within any existing or future right-of-way.

27-61506. Standards for Special Purpose Signs

(a) Permanent Real Estate Identification Sign

- (1) Permanent signs identifying multifamily development are allowed if they comply with the following standards:
 - (A) Location: on the building or premises.
 - (B) Number: one for the first 100 dwelling units, plus one for each additional 100 dwelling units, up to a maximum of four signs.

- (C) Area (maximum): 48 square feet for each sign, except if fewer sign(s) are erected than allowed, the square footage of the sign(s) not erected can be applied to the signs erected. (For example, if three signs are allowed but only one identification sign is used, that sign may be 144 square feet in area).
- (2) Permanent signs identifying a business or professional office are allowed, if they comply with the following standards:
 - (A) Location: on the building adjacent to the main entrance.
 - (B) Number (maximum): one for each business.
 - (C) Area (maximum): Three square feet.

COMMENT: This application will meet the requirements of the real estate identification sign.

(b) Residential Gateway Sign

A monument sign that serves as a permanent gateway sign identifying a residential subdivision is allowed, if it complies with the following standards:

- (1) Location: at the entrance to the single-family residential subdivision, set back from the road to maintain unobstructed lines of vision for 500 feet in all directions of travel.
- (2) Number (maximum): one for each single-family residential subdivision.
- (3) Area (maximum): 12 square feet.
- (4) Height (maximum): six feet above established grade.
- (5) Materials: low maintenance, durable, and in keeping with the character of the subdivision; plastic signs with internal illumination are prohibited; any illumination shall be of an enclosed lamp design, non-flashing, and contain no red illumination. Reflector-type signs may be used.
- (6) Landscaping: non-invasive landscaping which is attractive year-round shall be provided at the base of the gateway sign.
- (7) Maintenance: responsibility of a Homeowners' Association or other entity or person designated in a maintenance agreement signed with the Department of Permitting, Inspections, and Enforcement.

(c) Gateway Sign for Businesses or Professional Offices

A monument sign that serves as a permanent gateway sign identifying a businesses or professional office is allowed, if it complies with the following standards:

- (1) Location: at the entrance to the site, setback from the road a sufficient distance to maintain unobstructed lines of vision for 500 feet in all directions of travel.
- (2) Number (maximum): one for each building complex.
- (3) Area (maximum): 100 square feet.
- (4) Height (maximum): eight feet above established grade.

- (5) General: sign may include the names or logos and addresses of businesses. The signs may also contain the name or logo of the complex.
- (6) Materials: shall be low maintenance, durable, and in keeping with the character of the area. Plastic signs with internal illumination are prohibited.
- (7) Landscaping: non-invasive landscaping which is attractive year-round shall be provided at the base of the gateway sign.
- (8) Maintenance: shall be the responsibility of a business association or other entity or person designated in a maintenance arrangement approved by the Planning Director.

COMMENT: This application contains one (1) gateway sign. The proposed gateway sign will be appropriately landscaped at the base of the sign. Said sign also conforms to the above location, number, area, height, and materials requirements/standards.

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.

(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.

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

Table 27-61603(b): Green Building Point System	
	Points Earned
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 building	1.00
Preservation of a designated historic or archeological 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

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

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

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

Table 27-61603(b): Green Building Point System	
	Points Earned
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	
<p>Provide the following universal design features in 33% of the residential units in the development:</p> <ul style="list-style-type: none"> (d) A no-step entry on an accessible route to the unit; (e) First floor kitchen, bathroom and a bedroom; (f) The following elements to allow maneuvering space: <ul style="list-style-type: none"> (1) A 32" clear opening at doorways; (2) A 36" clear passage; (3) 42" wide hallways; and (4) 30" X 48" clear space next to bathroom sink, tub/shower and toilet; (c) Blocking in bathroom walls to accommodate grab bars, and grab bars in first floor bathroom; and (d) Reachable outlets and switches. 	0.75

Table 27-61603(b): Green Building Point System	
	Points Earned
<p>Provide the following universal design features in 50% of the residential units in the development:</p> <ul style="list-style-type: none"> (e) A no-step entry on an accessible route to the unit; (f) First floor kitchen, bathroom and a bedroom; (g) The following elements to allow maneuvering space: <ul style="list-style-type: none"> (1) A 32" clear opening at doorways; (2) A 36" clear passage; (3) 42" wide hallways; and (4) 30" X 48" clear space next to bathroom sink, tub/shower and toilet; (h) Blocking in bathroom walls to accommodate grab bars, and grab bars in first floor bathroom; and (i) Reachable outlets and switches. 	1.00

Table 27-61603(b): Green Building Point System	
	Points Earned
<p>Provide the following universal design features in 66% of the residential units in the development:</p> <ul style="list-style-type: none"> (j) A no-step entry on an accessible route to the unit; (k) First floor kitchen, bathroom and a bedroom; (l) The following elements to allow maneuvering space: <ul style="list-style-type: none"> (1) A 32" clear opening at doorways; (2) A 36" clear passage; (3) 42" wide hallways; and (4) 30" X 48" clear space next to bathroom sink, tub/shower and toilet; (m) Blocking in bathroom walls to accommodate grab bars, and grab bars in first floor bathroom; and (n) Grab bars in first floor bathroom(s) by commode and in shower(s); (o) Handicap accessible shower in first floor bathroom(s); (p) Raised toilet seats in first floor bathroom(s); and (q) 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

Table 27-61603(b): Green Building Point System	
	Points Earned
Provide a covered and secure bicycle parking room that protects parked bicycles from the elements and from theft	1.00
NOTES: (e) <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. (f) <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.

COMMENT: The proposed development meets the minimum Green Building score requirements of ____ points for new residential development as follows:

X. CONCLUSION

The Applicant respectfully submits that all of the criteria for granting the proposed detailed site plan, have been met, and as such, the plan does represent a reasonable alternative for satisfying the applicable standards of this Subtitle, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended. Therefore, based upon the foregoing statement of justification and the accompanying application plans and documents, the Applicant respectfully requests approval of the subject application.

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.