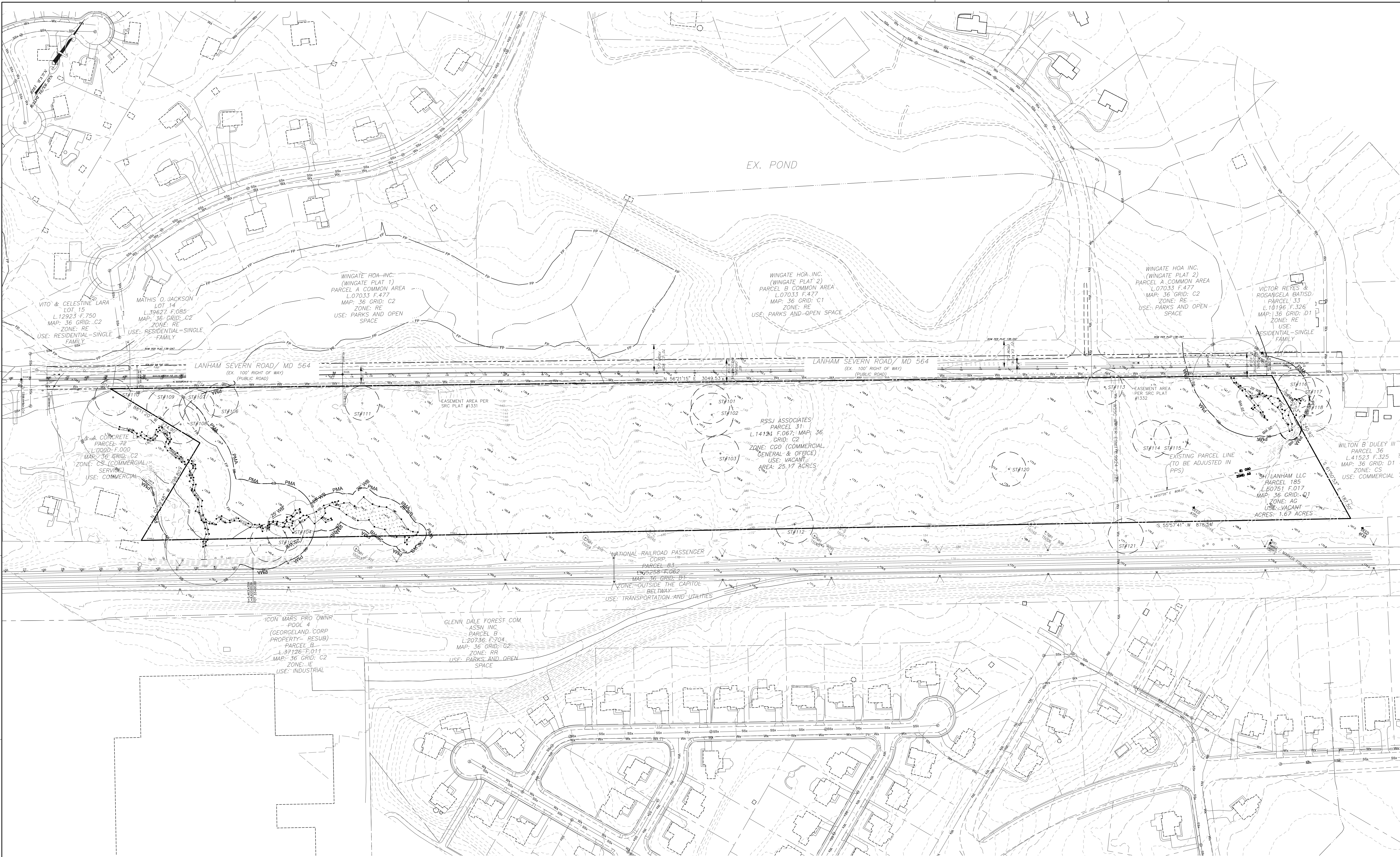


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1

**EMERGENCY SERVICES MAP**  
SCALE: NOT TO SCALE





**NOTE**  
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8-1-1 OR 1-800-257-7777  
OR LOG ON TO  
www.call811.com  
http://www.missutility.net  
48 HOURS IN ADVANCE OF ANY WORK  
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INFORMATION CONCERNING UNDERGROUND  
UTILITIES WAS OBTAINED FROM AVAILABLE  
RECORDS BUT THE CONTRACTOR MUST  
DETERMINE THE EXACT LOCATION AND  
ELEVATION OF THE MAINS BY DIGGING TEST PITS  
BY HAND AT ALL UTILITY CROSSINGS WELL IN  
ADVANCE OF THE START OF EXCAVATION.

**NOT FOR CONSTRUCTION**

**GLENN DALE RESERVE  
PRELIMINARY PLAN OF SUBDIVISION  
PPS-2024-019  
PRINCE GEORGE'S COUNTY, MD  
14TH ELECTION DISTRICT**

**EXISTING CONDITIONS**  
DEWBERRY JOB NO. 50171753

**3**

SHEET NO. 3 OF 5

**Dewberry**  
Engineers Inc.

4601 FORBES BOULEVARD  
SUITE 300  
LANHAM, MD 20706  
301.731.5551  
301.731.0168 (FAX)  
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CONTRACT PURCHASER & APPLICANT:  
SH LANHAM LLC  
1777 REISTERSTOWN ROAD, EAST BUILDING  
SUITE 245  
BALTIMORE MD, 21208

CONTACT:  
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410.353.8620

**GLENN DALE RESERVE  
PRELIMINARY PLAN OF SUBDIVISION  
PPS-2024-019  
PRINCE GEORGE'S COUNTY, MD  
14TH ELECTION DISTRICT**

TAX MAP GRID: 96C2, 96D1, 96D2  
WSSC GRID: 21ONE10

SEAL

**PROFESSIONAL CERTIFICATION:**  
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE  
PREPARED OR APPROVED BY ME, AND THAT I AM A  
DULY REGISTERED LANDSCAPE ARCHITECT UNDER THE  
LAWS OF THE STATE OF MARYLAND, LICENSE NO. 1102,  
EXPIRATION DATE: AUGUST 1, 2026.

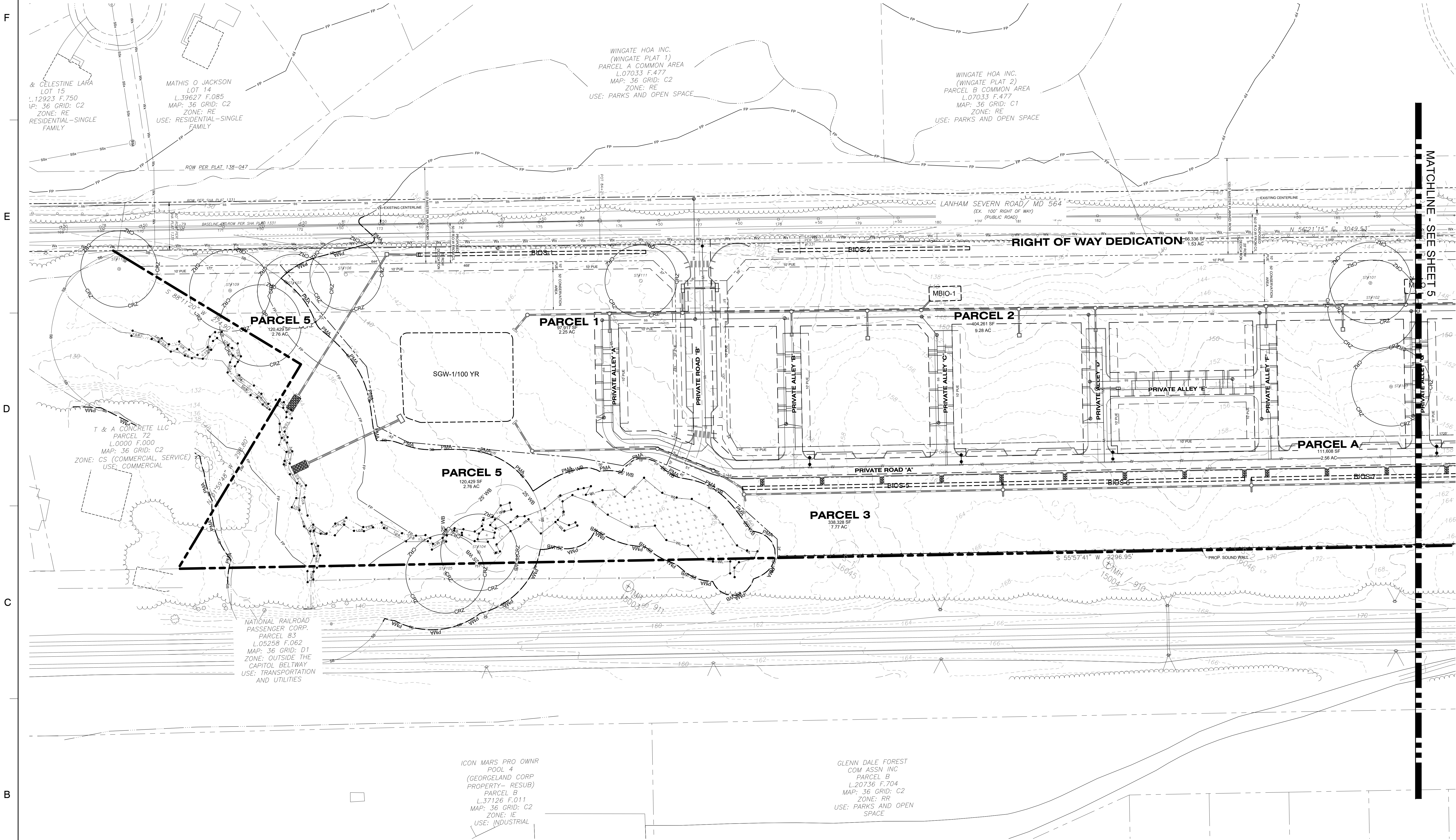
KEY PLAN

SCALE  
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SCALE: 1"=100'

No.	DATE	BY	Description
REVISIONS			
DRAWN BY: RL			
APPROVED BY: KM			
CHECKED BY: NS			
DATE: MAY 2025			

TITLE  
**PRELIMINARY PLAN OF SUBDIVISION**

\\dewberry\dewberry\local\Office\Rockville\VOL2\PROJECT 2024\16\50177153 - Lanham-Severn\CAD\CIVIL\01 Preliminary Plan\04.06 SHEETS.dwg, 8/7/2025 4:53:05 PM, AutoCAD PDF (General Documentation) pc3



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**GLENN DALE RESERVE  
PRELIMINARY PLAN OF SUBDIVISION  
PPS-2024-019  
PRINCE GEORGE'S COUNTY, MD  
14TH ELECTION DISTRICT**

TAX MAP GRID: 36-C2, 36-D1, 36-D2  
WSSC GRID: 21 ONE10

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EXPIRATION DATE: AUGUST 3, 2026.

4/04/2025

**KEY PLAN**

**SCALE**  
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SCALE: 1"=50'

No.	DATE	BY	Description
REVISIONS			
DRAWN BY: RL			
APPROVED BY: KM			
CHECKED BY: NS			
DATE: MAY 2025			

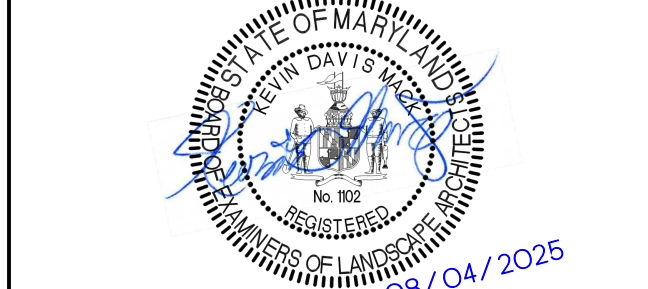
**TITLE**  
**PRELIMINARY PLAN  
OF SUBDIVISION**  
**PLAN SHEET**  
DEWBERRY JOB NO. 50171753

**4**

SHEET NO. 4 OF 5

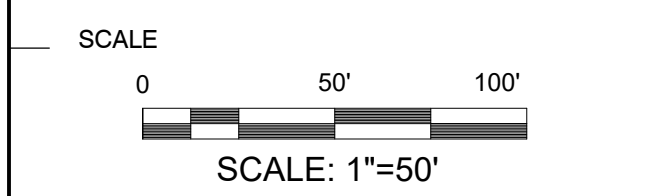
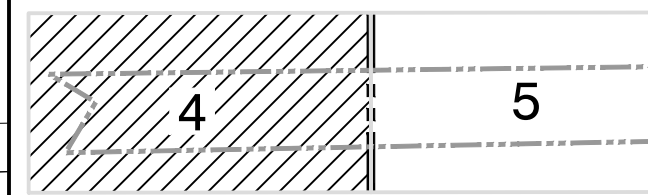
CONTACT:  
NEIL BUTLER  
410.353.8620

## SEAL



**PROFESSIONAL CERTIFICATION:**  
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LAWS OF THE STATE OF MARYLAND, LICENSE NO. 1102.  
EXPIRATION DATE: AUGUST 3, 2026.

KEY PLAN



N	DATE	PY	Folio

## REVISIONS

DRAWN BY	RL
APPROVED BY	KM
CHECKED BY	NS
DATE	MAY 2025

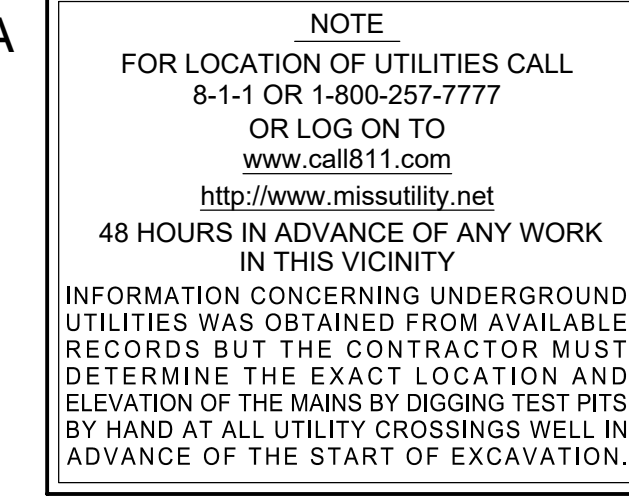
TITLE  
PRELIMINARY PLAN  
OF SUBDIVISION

# PLAN SHEET

DEWBERRY JOB NO. 50171753

5

SHEET NO. 5 OF 5



**Norman D. Rivera, Esquire**  
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STATEMENT OF JUSTIFICATION  
GLENN DALE RESERVE  
PPS-2024-019 & ADQ-2024-043  
SUBMITTED AUGUST 1, 2025

APPLICANT: SH Lanham, LLC  
1777 Reisterstown Road, East Building Suite 245  
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410-353-8620

ATTORNEY/AGENT: Law Offices of Norman D. Rivera, Esq., LLC  
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4601 Forbes Blvd., Suite 300  
Lanham, MD 20706  
301-731-5551

On behalf of our client, SH Lanham, LLC (the “Applicant”), The Law Offices of Norman D. Rivera, LLC, hereby submits this Statement of Justification in support of a Preliminary Plan of Subdivision (the “PPS”) and companion Certificate of Adequacy (the “ADQ”), for Glenn Dale Reserve, single-family attached residential development project.

The Applicant is respectfully requesting that the Planning Board approve PPS-2024-019 and ADQ-2024-043 to subdivide the existing two parcels into 6 parcels for the ultimate construction of approximately 134 condominium townhouse dwelling units and associated infrastructure in accordance with the standards of the CGO Zone of the current Zoning Ordinance.

**I. DESCRIPTION OF PROPERTY**

The subject property is located along Lanham Severn Road (MD-654) northeast of its intersection with Glenn Dale Boulevard (MD-193). Two vacant, unimproved parcels comprise the 26.85-acre subject site – Parcel 31 (25.17 acres) and Parcel 85 (1.67) acres. Parcel 31 is currently zoned Commercial General Office (CGO) and Parcel 85 is currently zoned Agriculture and Preservation (AG). The site is located on Tax Map 36 in Grids D1, D2, and C2, Planning Area 70,

Council District 4. The subject site is also located within the boundary of the 2006 *Approved Sector Plan for the East Glenn Dale Area*.

The site is long and narrow in shape and is bound to the north/northwest by Lanham Severn Road; to the north/northeast by commercial property in the Commercial Service (CS) Zone; to the east/southeast by the MARC/Amtrak tracks; and to the south/southwest by commercial uses in the AG/CS Zones. The property is currently unimproved and completely wooded.

Direct vehicular access to the Property is provided from Lanham-Severn Road, a master plan collector (C-314). Two access points are proposed along Lanham-Severn Road to serve the proposed development, which will feature a network of internal private streets and alleys accessing 134 townhouse units. As a condominium regime of ownership is contemplated at this time, the Preliminary Plan application includes a request for subdivision of two parcels into six parcels to accommodate development of the proposed townhouse units and private road network.

## **II. APPLICANT'S PROPOSAL**

With the subject Preliminary Plan of Subdivision (PPS) and accompanying Certificate of Adequacy (ADQ), the Applicant is proposing the ultimate construction of 134 single-family attached condominium townhouse dwelling units and associated vehicular, pedestrian, and recreational amenities on the Property. Two entrances are proposed along Lanham-Severn Road to access the site. Each residential dwelling unit will feature a two-car garage in addition to driveway parking. Visitor parking will be sited in various convenient locations throughout the development. The final number of parking spaces proposed will be determined at time of future DET. The project has been designed to conform to all regulations of the CGO Zone as set forth in the Zoning Ordinance, conformance to which will be reviewed in greater detail at the time of Detailed Site Plan (DET).

### **Development Data Summary:**

	<b>Existing</b>	<b>Proposed</b>
Current Zone	CGO/AG	CGO/AG
Use(s)	Vacant	Single-Family Attached Residential Dwellings
Gross Acreage:	26.85	26.85
Existing 100-year Floodplain	1.02	1.02
Existing PMA	3.36	3.36
Net Developable Area	23.49	23.49

Outside of PMA:		
Proposed R/W Dedication	1.53	1.53
Lot(s)	0	0
Parcel(s)	2	6
Dwelling Units	0	134
Dwelling units per (net) acre	0	6

### **III. HISTORY AND PRIOR APPROVALS**

Two vacant, unimproved parcels comprise the 26.85-acre subject site – Parcel 31 (25.17 acres) and Parcel 85 (1.67) acres. Parcel 31 is currently zoned Commercial General Office (CGO) and Parcel 85 is currently zoned Agriculture and Preservation (AG). Both are deeded parcels, not subject to record plats. ZMA A-9665 rezoned the property to the E-I-A Zone in 1990. The Sectional Map Amendment associated with the 2006 *Approved Sector Plan for the East Glenn Dale Area* rezoned the property to the O-S Zone. A zoning map amendment was then approved in 2010 to the C-O Zone. Pursuant to the approval of the Countywide Map Amendment, the site is now located in the CGO Zone.

### **IV. GENERAL PLAN AND MASTER PLAN CONFORMANCE**

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

The proposed PPS application fulfills the goal of the "Established Communities" Growth tier as it provides context-sensitive infill development. As previously noted, the subject Property is within the Commercial General Office (CGO) Zone, and the proposed use is permitted under the current zoning. The proposed residential use is also consistent with the surrounding area, which includes other single-family uses in close proximity.

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

#### ***POLICY 1:***

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

#### ***Goals***

***LU1.1 To support areas best suited in the near term to become economic engines and models for future development, encourage projected new residential and employment growth to concentrate in the Regional Transit Districts that are designated as Downtowns (see the Strategic Investment Program under the Implementation section).***

- LU1.2*** *Revise and update the Zoning Ordinance, Subdivision Ordinance, and other county regulations to ensure they are consistent with and support the Plan 2035 growth management goals, vision, and policies. Conduct a comprehensive analysis of the Zoning Ordinance, including its use tables, zoning districts and densities, and variance criteria.*
- LU1.3*** *Evaluate the existing zoning districts in the Regional Transit Districts to ensure that sufficient development capacity is available to meet desired population and employment targets set forth by the Center Classification System (see Table 16).*
- LU1.4*** *Annually review and report on county growth trends to measure progress toward meeting Plan 2035 growth management goals. Identify potential revisions to policies and ordinances to assist with meeting the goals.*
- LU1.5*** *Annually review the CIP program to ensure consistency with the Plan 2035 vision, goals, and policies. The Planning Board will review proposed public facility and infrastructure projects and submit its recommendations to the District Council and County Executive for consideration (also see Strategic Investment Program under the Section V: Implementation).*
- LU1.6*** *Identify the key capital improvement projects for each of the centers identified in Table 16 that are necessary to promote and facilitate economic and residential development within the center. Identify and coordinate the capital improvement projects with county agencies and key stakeholders. Prepare a summary of the Center Diagnostic score for each center.*

**RESPONSE:** The Property is located within the Established Communities designation on Plan 2035's Growth Policy Map. These are areas outside Centers and Districts that are served by public water and sewer and suitable for low- to medium-density development. The Property is served by public water and sewer and development pursuant to this proposal will result in a density of approximately 6 dwelling units per acre, which is consistent with these recommendations. Plan Prince George's 2035 projects an additional 12,600 new dwelling units in the Established Communities area(s) (See Plan Prince George's 2035, Table 17, p. 110). The proposed development of the Property will not exceed these new residential density projections.

***POLICY 2:***

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

***Goals***

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

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

**RESPONSE:** The Property is located within the growth boundary designated in Plan Prince George's 2035. The Applicant is not seeking to amend nor expand the existing growth boundary.

***POLICY 3:***

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

***Goals***

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

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

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

**RESPONSE:** As noted above, the proposal for the development of the subject Property is consistent with the residential infill density recommendations of Plan Prince George's 2035. The development proposed in this PPS is consistent with recommendations of Plan Prince George's 2035 for "Established Communities" and the Growth Policy Map.

***POLICY 4:***

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

***Goals***

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

*required to meet demand.*

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

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

**RESPONSE:** The above Policy 4 goals do not conflict with the proposed development of the Property. The development of the site is in substantial conformance with all County public facilities testing requirements. Adequate facilities such as roads, public utilities, fire and police response times and schools will exist to accommodate the development of the Property with the proposed residential uses.

**POLICY 5:**

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

**RESPONSE:** The development of the site meets all County public facilities testing requirements. Adequate facilities such as roads, public utilities, fire and police response times and schools exist (or will otherwise be addressed by the Applicant) to accommodate the proposed development. All critical roadway intersections have been studied in the submitted Transportation Impact Study (TIS) and have been deemed adequate to serve the proposed subdivision.

***POLICY 6:***

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

***Goals***

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

***POLICY 7:***

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

***Goals***

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

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

***POLICY 8:***

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

***Goals***

***LU8.1      Coordinate land use planning with county municipalities.***

***LU8.2      Use conservation subdivisions in areas adjacent to Rural and Agricultural Areas to transition density and to encourage preservation of green infrastructure corridors as defined by the county’s Green Infrastructure Plan.***

- LU8.3**      *Encourage municipalities to designate Development Review Districts to promote and preserve the integrity of high-quality and complementary infill development in the Established Communities.*
- LU8.4**      *Revise and update the Zoning Ordinance, Subdivision Ordinance, and other county regulations to ensure they help protect, strengthen, and revitalize the Established Communities.*
- LU8.5**      *Continue to coordinate, apply for, and use state and federal programs and resources for neighborhood revitalization and reinvestment of low- and moderate-income communities. Programs and resources include Sustainable Community designations, HUD program funds, and tax incentives.*

**RESPONSE:** Although not a municipality, the Applicant has worked closely with the Glenn Dale Citizens' Association to develop private covenants controlling the property, to ensure types of land uses, quality of design, and preservation of open space and environmental features are commensurate with the community's expectations. The Applicant is committed to high-quality, complementary infill development as memorialized by this agreement.

**POLICY 9:**

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

**Goals**

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

**RESPONSE:** No new commercial zoning is proposed with this application.

***POLICY 10:***

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

***Goals***

***LU10.1 Evaluate the Future Water and Sewer Service Areas through annual reviews of the residential pipeline and residential development capacity analysis. Establish criteria to determine when land within the Future Water and Sewer Service Areas should be reclassified.***

***LU10.2 Review the annual water and sewer amendments to retain the S5 and W5 water and sewer categories until additional residential capacity is required and public facilities are in place to serve projected development.***

***LU10.3 Evaluate Future Water and Sewer Service Areas as potential woodland conservation banks or stormwater management offset areas to meet the requirements of the Watershed Implementation Plan (see the Natural Environment Element).***

**RESPONSE:** Not applicable. The project is located within Water and Sewer Category 3.

***POLICY 11:***

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

***Goals***

***LU11.1 Continue to implement the Priority Preservation Plan (PPA) to achieve identified agricultural and forestry land preservation***

*goals and coordinate with the Prince George's County Soil Conservation District, University of Maryland Extension Service, the agricultural community, residents, and community groups.*

***LU11.2*** *Amend the Zoning Ordinance and Subdivision Ordinance to support agricultural production and forest preservation in the Rural and Agricultural Areas.*

***LU11.3*** *Evaluate the impacts of extractive industries, such as sand and gravel mining, on resource lands, rural character, economic development, and post-reclamation requirements in the Rural and Agricultural Areas. Map remaining sand and gravel natural resources to locate potential future sand and gravel operations, update and revise development standards, and identify post reclamation land uses, including residential development, agriculture, and forestry. Propose comprehensive legislation to revise county codes and identify recommendations for the Zoning Ordinance update.*

***LU11.4*** *To preserve environmentally sensitive land and to encourage development in the Regional Transit Districts, evaluate a transfer of development rights program, density exchanges, or purchase of development rights program for the Rural and Agricultural Areas. Explore opportunities to transfer development rights within areas and to coordinate with the Watershed Implementation Plan and Maryland Accounting for Growth Policy.*

**RESPONSE:** Not applicable. The Property is not located within the Rural and Agricultural Areas.

***POLICY 12:***

***Participate in regional planning activities to enhance collaboration, coordination, and***

*implementation. Regional issues include employment, transportation, sustainability, health, air quality, climate change, workforce and affordable housing, food system planning, infrastructure, water quality, and land use.*

### **Goals**

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

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

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

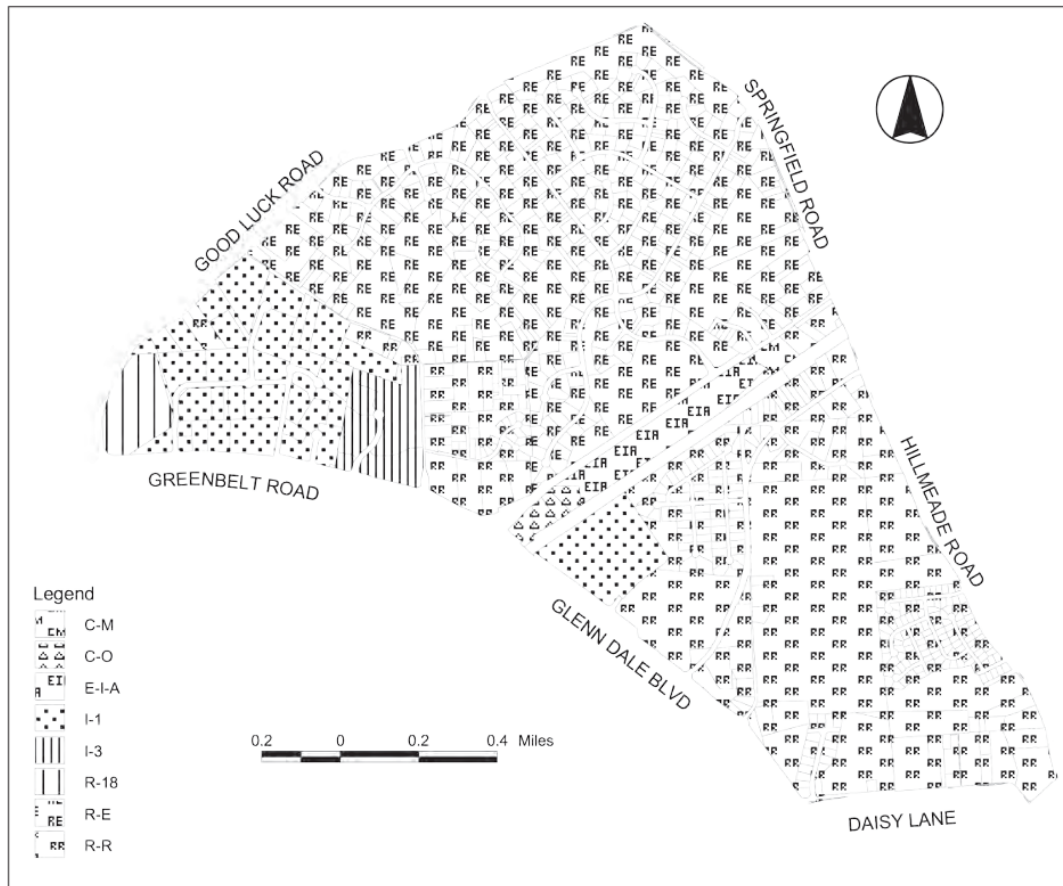
**RESPONSE:** Not applicable. The goals in Policy 12 are to be implemented by the Prince George's County Planning Department.

### **2006 Approved Sector Plan and Sectional Map Amendment for the East Glenn Dale Area**

On March 28, 2006, the Prince George's County District Council adopted the Resolution of Approval for the 2006 Sector Plan and Sectional Map Amendment for the East Glenn Dale Area (the "Sector Plan"). The Sector Plan was amended in 2018 to address updated recommendations relating to the Glenn Dale Golf Course. The subject Property is located within the boundary of the Sector Plan.

The Sector Plan was approved in 2006 and was prepared over several years prior. To say it is outdated is an understatement. The Sector Plan recommended land use and Sectional Map Amendment are also in direct conflict. While the text and Approved Land Use maps contained within the Sector Plan recommend Industrial/Employment land use for the subject property, the plan's implementation tool, the Sectional Map Amendment (SMA), conflictingly rezoned the property from E-I-A (Employment and Institutional Area) Zone to the O-S (Residential Open Space) Zone. This action by the Council was in direct conflict with the Sector Plan's land use recommendation and created a situation where conformance to the Master Plan was rendered impossible. The site was subsequently rezoned to the Commercial-Office (C-O) Zone in X via

ZMA; however, based on office vacancies in the area, office use was determined to be economically infeasible and no development commenced. The Countywide Map Amendment placed the property in the Commercial General Office (CGO) Zone, which was determined to be the zone most similar to C-O via the zoning decision matrix the staff, Planning Board, and Council adopted. Townhouse uses are permitted in the CGO Zone (unconditional use) as discussed above. In sum, the Sector Plan is outdated and does not reflect the lack of demand for office/employment and the agreements with the Glenn Dale Citizens Association. This sliver of a site is wedged between residential uses and should be developed as residential.



**Map 4. Zoning Prior to the SMA Approval (3/28/06)**

Map 4, Page 11 shows that the property was zoned E-I-A prior to approval of the SMA associated with the Sector Plan.



Map 5. Approved Land Use

Map 5, Page 15 shows that the Sector Plan's approved land use for the subject property is Employment/Industrial.

The Sector Plan designated a Focus Area as "The Area Between MD564 and Railroad Tracks" (Page 18), to include the subject property. The vision for this Focus Area is "A comprehensively planned attractive, wooded, low-density employment and commercial area and limited low-density single-family residential development" (Page 18). The following Goals, Policies, and Strategies were established for this Focus Area, with comments provided where applicable:

#### Goals

**Apply architectural and site design principles to ensure quality development that does not have an adverse impact on the character in this area.**

**Protect MD 564 and Wingate Drive from adverse impacts generated by potential development in this area.**

**RESPONSE:** As the name of the Focus Area indicates, the subject site is located between MD 564 and the railroad tracks and occupies a long stretch of frontage along MD 564 immediately across from Wingate, a well-established and maintained single-family residential community, developed in the 1990s. Across the railroad tracks, east and southeast of the subject site, is the Glendale Forest community, a medium-density single-family residential community developed in the early 2000s. Further to the southeast is the Fairways Community, with a mixture of medium-density detached and townhouse units, currently being developed on the former Glenn Dale Golf Course site. As evidenced by the aerial below, the character of the surrounding area is primarily residential, with a few commercial uses mixed in. As such, the applicant contends that proposed townhouse units are far more compatible with the character of the existing community than Industrial/Employment uses and would result in less of an adverse impact on the character of the area.



**Integrate open space and conservation areas within the employment area.**

**RESPONSE:** The proposed PPS and associated TCP-1 include extensive areas of open space and conservation consistent with this Goal. Extensive buffering is required (60') adjacent to MD 564 per a private covenant between the developer and the Glenn Dale Citizens Association and a significant area of Woodland Conservation is proposed adjacent to the railroad tracks to mitigate adverse impacts.

**Policy: Encourage high-quality site and building design and prohibit uses that are not compatible with the surrounding community.**

**RESPONSE:** As noted above, proposed townhouse units are far more compatible with the character of the existing community than Industrial/Employment uses and would result in less of an adverse impact on the character of the area. Industrial/Employment uses are not compatible with the character of the Wingate community, which the proposed development will face directly across MD 564.

### **Strategies**

**The following design guidelines should be considered when preparing and evaluating detailed site, conceptual design, and specific design plans:**

**Preserve as much tree coverage and natural vegetation as possible.**

**RESPONSE:** As discussed above, the proposed PPS and associated TCP-1 include extensive areas of open space and conservation consistent with this Strategy. An extensive, 60-foot-wide buffer is required adjacent to MD 564 per a private covenant between the developer and the Glenn Dale Citizens Association and a significant area of Woodland Conservation is proposed adjacent to the railroad tracks to mitigate adverse impacts. The plans are in conformance with the requirements of the revised WCO and CB-46-25, except for the proposed removal of specimen trees, as discussed in detail in a separate Statement of Justification and which are justified per similar applications we have processed.

**Provide coordinated amenities, such as benches, trash receptacles, bus shelters, lighting, and bike racks, of similar design on internal streets, streetscapes, walkways, parking lots, and landscaped areas.**

**RESPONSE:** The Applicant is committed to providing coordinated amenities on internal streets, streetscapes and walkways. Such details will be provided and reviewed at the time of Detailed Site Plan.

**Construct a gateway and an entryway with attractive materials, lighting, and landscape at the two access points onto MD 564. Install pedestrian lighting along walkways, parking lots, and bus or transit stops. Provide public spaces such as squares, plazas, and fountains as focal points, wherever possible.**

**RESPONSE:** The Applicant is committed to providing coordinated amenities on internal streets, streetscapes and walkways. Such details will be provided and reviewed at the time of Detailed Site Plan.

**Incorporate landscaping buffers or earth berms between development and roadways and railroad tracks.**

**RESPONSE:** As discussed above, the proposed PPS and associated TCP-1 include extensive areas of open space and conservation consistent with this Strategy. Extensive buffering is required adjacent to MD 564 per a private covenant between the developer and the Glenn Dale Citizens Association and a significant area of woodland conservation is proposed adjacent to the railroad tracks to mitigate adverse impacts.

**Provide bus stops with shelters.**

**RESPONSE:** Bus service is not currently available along this section of Lanham-Severn Road.

**Locate utilities underground wherever possible.**

**RESPONSE:** No new overhead utilities are proposed.

**Connect any possible future MARC station in the vicinity with a continuous pedestrian linkage to any employment or residential development.**

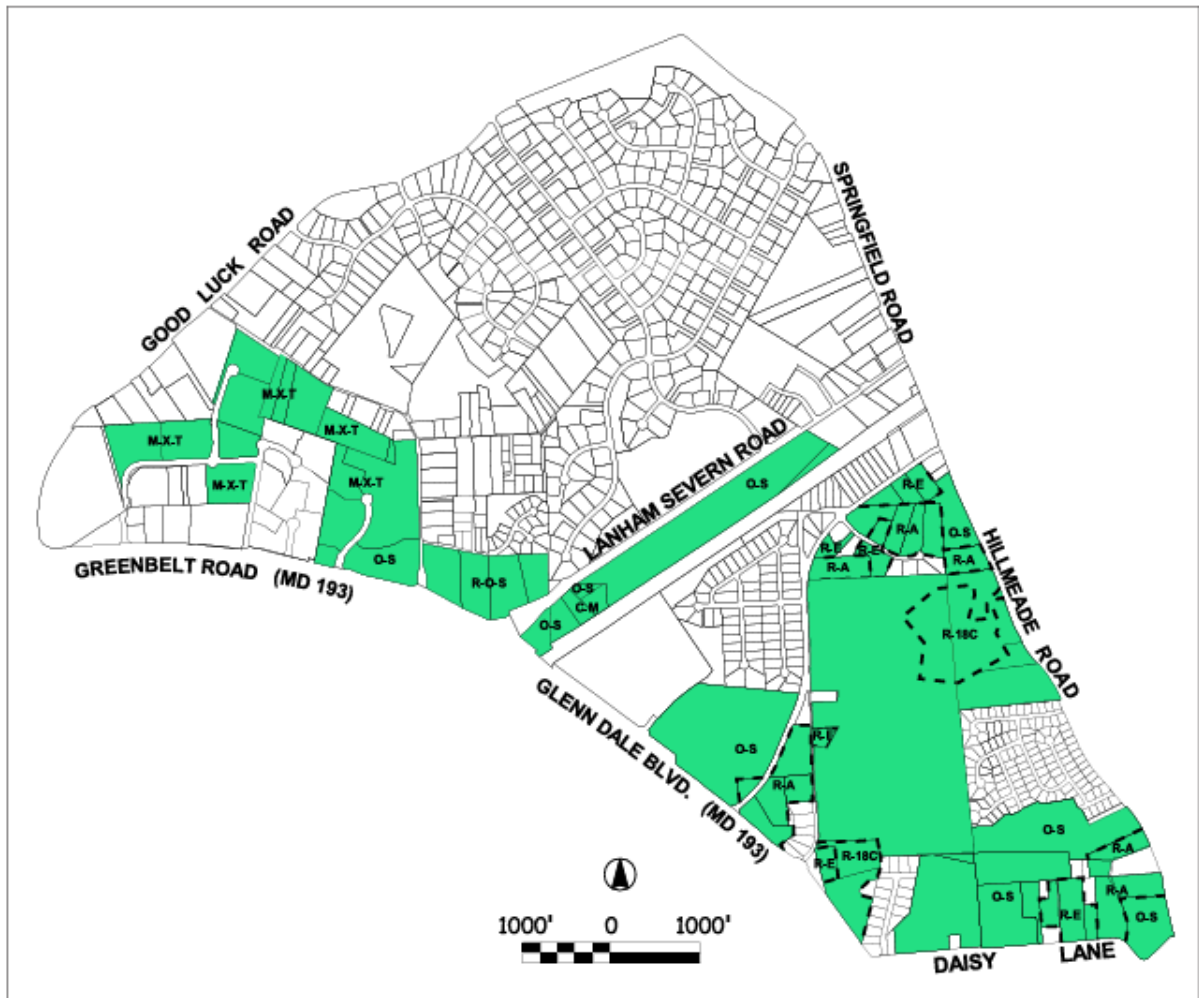
**RESPONSE:** There is no MARC station within walking distance of the subject property.

**Require the development in this site to be primarily low- to mid-rise (two- to four-story) buildings.**

**RESPONSE:** Two-story residential structures are proposed, consistent with this Strategy.

**Prohibit any new service-commercial uses to be located in this area.**

**RESPONSE:** No new service-commercial uses are proposed, consistent with this Strategy. Commercial uses are prohibited by the private covenant between the developer and the Glenn Dale Citizens Association.



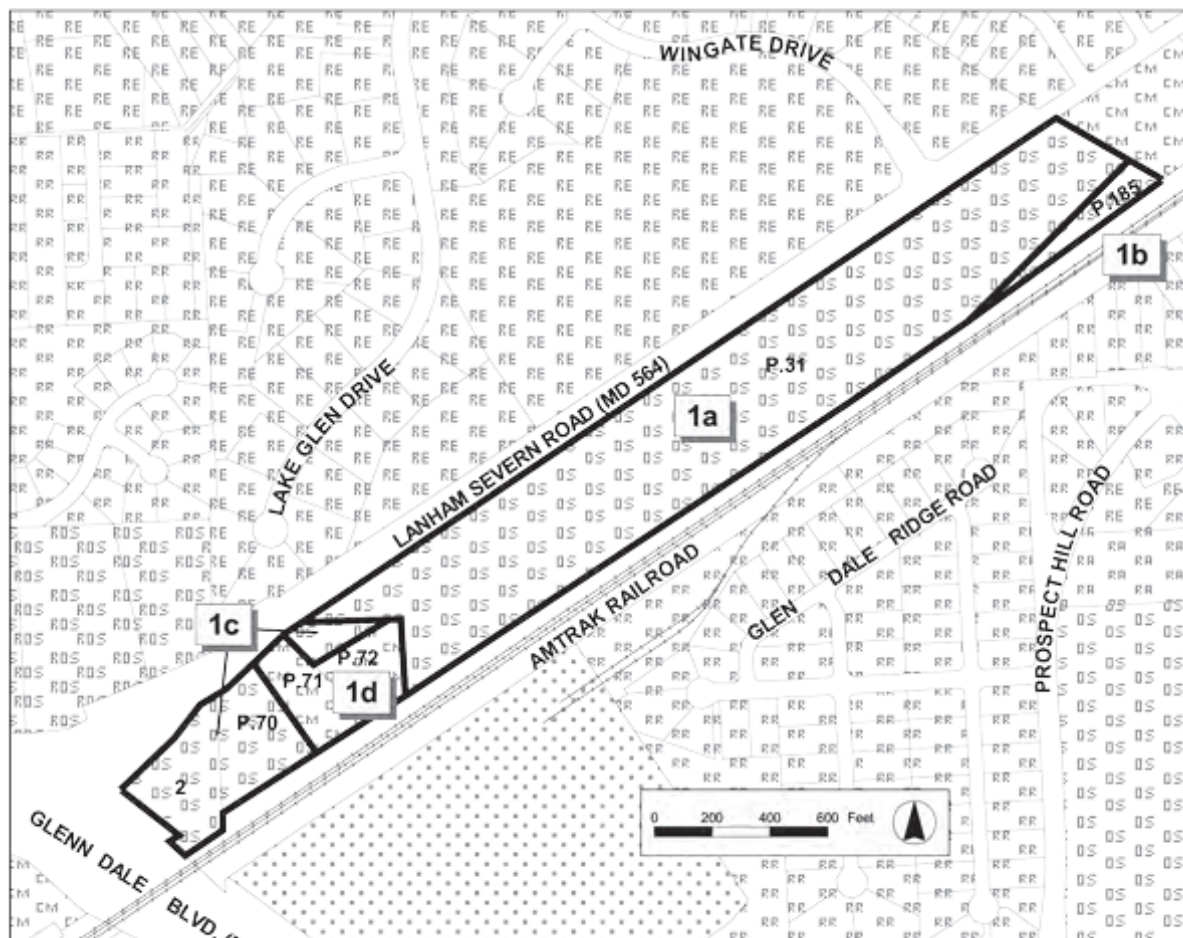
Map 8. Zoning Changes

Map 8, Page 45 shows that despite the Sector Plan's recommendation of Industrial/Employment uses, the subject property was rezoned to the Residential Open Space (O-S) Zone by the Sector Plan's companion SMA. On this exhibit, you can see the MXT-zoned properties to the north and west which are not 100% occupied and would absorb the employment uses.

Table 8 Approved Zoning Changes					
Change Number	Zoning Change	Area of Change	Approved SMA/ZAP/SE		200' Scale Index Map
			Number	Date	
1a	E-I-A to O-S	24.38± acres	A-9665C	03/29/90	210NE10
1b	R-R to O-S	1.68± acres	SMA	11/09/93	209NE10
1c	C-O to O-S	0.68± acres	SMA	11/09/93	
1d	C-O to C-M	2.56± acres	SMA	11/09/93	

Use and Location: Mostly undeveloped, woodlands, an office, and a single-family detached home, located between Lanham-Severn Road (MD 564) and the railroad tracks. (Tax Map 36, Grid C2, Parcel 31, Parcel 70, Parcel 71, Parcel 72, Glendale Subdivision, Block 2, Lot 5, Plat No. A14-0387, Grid D1, Parcel 185, as described in Amendment 1 of CR-23-2006, DR-2)

Discussion: The O-S Zone is recommended to be in conformance with the plan for providing limited low-density residential development and preserving existing woodlands. The C-M Zone is recommended to allow storing trucks at the existing office site. A portion of this site is rezoned from C-O to O-S for preserving trees and creating a buffer from Lanham-Severn Road.



Map 9. Zoning Change Number 1a—E-I-A to O-S; 1b—R-R to O-S; 1c—C-O to O-S; 1d—C-O to C-M

SMA Table 8 and Map 9, Page 46 show in greater detail that the subject property was rezoned to the O-S Zone. Despite the Sector Plan’s recommendation of Industrial/Employment uses, the

“Discussion” in the above table states that the O-S Zone was recommended to “be in conformance with the plan for providing low-density residential development and preserving existing woodlands.” This is in direct conflict with the land use recommendations of the Sector Plan and staff’s request to justify the proposal of uses not including Industrial/Employment.

The Applicant has demonstrated above how the proposed townhouse use can better further the Goals, Strategies, and Policies of the Sector Plan as set forth for this Focus Area. It should be noted that recent discussions surrounding proposed legislation that would require detailed site plan conformance with Master and Sector Plans have raised the grave concern of requiring conformance to antiquated plans. Draft 2 of proposed CB-042-2025 was revised to include language in the required findings for conformance to account for the age of comprehensive plans.

## **V. GENERAL CRITERIA FOR SUBDIVISION APPROVAL**

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

### **Sec. 24-4100 Planning and Design**

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

#### **24-4101. General**

##### **(a) Zoning Ordinance Standards**

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

**RESPONSE:** The PPS application complies with all applicable standards in Subtitle 27, Zoning Ordinance, Part 6: Development Standards of the County Code, as shown herein within Section X of this statement of justification.

##### **(b) Conform to Comprehensive Master Plan**

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

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

*and/or Functional Master Plan.*

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

**RESPONSE:** Conformance with the General Plan and 2006 Sector Plan and SMA for the East Glenn Dale Area is demonstrated, as shown herein within Section V of this statement of justification.

(c) *Unsafe Land*

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

*the building lines established by the zone in which the land is located. There shall be an additional 25-foot setback between that building and the unsafe area, which shall be identified on the final plat with a building restriction line. These shall also be present on all site plans.*

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

**RESPONSE:** As demonstrated by the approved Natural Resource Inventory, NRI-007-2025 and proposed Type 1 Tree Conservation Plan, no development is proposed in areas subject to flooding, erosive stream action, high water table, unstable or highly erosive soils, sever slopes, unstable fill or slopes. According to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, soils present include Christiana-Downer complex, Elkton, Russett-Christiana complex, and Urban land-Russett-Christiana complex. Since Christian Clays are found to occur on this site, sections 24-4104(c)(2)(A)-(D) apply. A geotechnical report for the Property with appropriate recommendations to address the above requirements was submitted with the subject application.

*(d) Land in Reservation*

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

**RESPONSE:** This requirement is not applicable to this PPS application as no land is proposed to be placed in reservation.

**24-4102. Lot Standards**

*(a) Conformance with Zoning Ordinance*

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

**RESPONSE:** As demonstrated in the table below, the PPS application complies with all lot standards in the Zoning Ordinance.

Intensity and Dimensional Standards	Required/Allowed	Proposed
	CGO	CGO
Density, max. (du/ac)	20	6
Net lot area, min. (sf)	N/A	N/A
Lot width, min (ft)	20	N/A Condo Regime
Lot width at front street line, min (ft)	16	N/A Condo Regime
Lot Coverage, max (% of net lot area)	40	Shall not exceed 40%
Front yard depth, min (ft)	10	N/A Condo Regime
Side yard depth, min (ft)	8	N/A Condo Regime
Rear yard depth, min (ft)	15	N/A Condo Regime
Principal structure height, max (ft)	50	N/A, to be determined at the time of DET

**(b) Minimum Lot Area Standards for Individual Systems**

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

**RESPONSE:** This regulation is not applicable as the subject site will be served by public water and sewer.

**(c) Minimum Lot Depth**

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

**RESPONSE:** The above regulations are not applicable as the Property is not adjacent to any existing or planned streets classified as arterial or higher.

***(d) Lot Design Standards***

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

**RESPONSE:** The Applicant acknowledges these regulations and notes that the site has been laid out to balance cut and fill as much as possible and tie into grade at the road rights-of-way and the PMA, thereby reducing the limits of disturbance while maintaining building slabs, parking and pedestrian circulation, and efficient grading. A condominium regime is proposed, therefore, lot size and width variation is not applicable; however, a variety of unit types/widths are contemplated and building details and architecture will be reviewed in detail at the time of DET.

***(e) Condominium Development***

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

**RESPONSE:** Parcels have been configured to allow for building layouts that will ensure conformance to lot standards for possible future conversion to fee simple lots.

***(f) Outlots and Outparcels***

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

**RESPONSE:** This regulation is not applicable as no outlots or outparcels are proposed with this PPS application.

***(g) Located Wholly Within County***

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

**RESPONSE:** All proposed lots are located wholly within the County.

**24-4103. Layout Design Guidelines**

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

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

**RESPONSE:** Internal streets have been sited and designed to maintain the existing grades to the greatest extent practicable; however, due to the challenges presented by the existing topography, cut and fill has been required to meet applicable road construction standards.

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

**RESPONSE:** The proposed configuration of lots, streets, alleys, recreation, stormwater management, and conservation areas was carefully considered to create the most beneficial relationships.

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

**RESPONSE:** This regulation is not applicable as there are no flag lots proposed.

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

**RESPONSE:** The configuration of parcels and proposed private streets and alleys has been designed to avoid the fronts of dwelling units facing the rear and sides of dwelling units on adjoining lots.

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

**RESPONSE:** The configuration of parcels and proposed private streets and alleys has been designed avoid narrow unusable common ownership parcels.

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

**RESPONSE:** No direct connections to the surrounding existing established neighborhoods are proposed and the site will include a considerable buffer along Lanham-Severn Road and the railroad tracks.

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

**RESPONSE:** The site will include a considerable buffer along Lanham-Severn Road (60-feet) and the railroad tracks to preserve views.

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

**RESPONSE:** All lots are proposed to be accessed via internal streets and alleys.

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

**RESPONSE:** This regulation is not applicable as no cul-de-sac are proposed with this PPS.

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

**RESPONSE:** No retaining walls are currently proposed on private lots. Any necessary retaining walls will be located on common parcels with details to be required prior to the approval of a DET application.

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

**RESPONSE:** As demonstrated on the provided Type 1 Tree Conservation Plan, the woodland conservation threshold has been met onsite.

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

**RESPONSE:** No fences are contemplated at this time. Details for any fencing would be required prior to the approval of a DET application.

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

**RESPONSE:** Any proposed lighting will be demonstrated prior to the approval of a DET application in conformance with Section 27-6700 of the Zoning Ordinance.

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

**RESPONSE:** Infrastructure elements, with the exception of very limited underground utility lines, have been located to minimize public use easements within this PPS application.

#### **24-4104. Grading**

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

**RESPONSE:** A Type 1 Tree Conservation Plan has been submitted with this PPS application. This plan includes two-foot contours, stormwater management areas, internal street grades, tree conservation, and water and sewer layout.

#### **24-4105. Historic Resources and Sites**

##### **(a) Purpose**

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

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

##### **(b) General Standards**

- (1) Significant archeological sites identified in accordance with the Planning Board Guidelines for Archeological Review shall be preserved in place, to the extent practicable.*
- (2) The flexibility inherent in these Regulations shall be used to protect historic resources and sites, including optional methods of development where appropriate, to design subdivisions that minimize the impact of a subdivision on historic resources and sites and promote the restoration and continued use of such resources.*
- (3) The lotting pattern of a proposed subdivision containing historic resources and sites shall be laid out to promote the long-term maintenance*

*and access to the historic resources.*

- (4) A proposed subdivision containing or adjacent to a historic resource or site shall comply with the following standards:*
  - (A) Lots shall be designed to minimize adverse impacts of new construction on the historic resource;*
  - (B) Natural features (such as trees and vegetation) which contribute to the preservation of a historic resource or provide a buffer between the historic resource and new development, shall be retained; and*
  - (C) Protective techniques (such as limits of disturbance, building restriction lines, and buffers) shall be used.*
- (5) A plan for development may be required to be submitted with an application for a subdivision for the purpose of evaluating the effect of the orientation, mass, height, materials, and design of the proposed development on the environmental setting to protect the integrity of the historic resource.*

**RESPONSE:** No historic sites or resources are located within the vicinity of the site. Archeology staff has reviewed the pre-submittal checklist and deemed that no further information is required.

#### **24-4106. Cemeteries**

- (a) A proposed preliminary plan for subdivision (minor or major) which includes a cemetery within the site, when there are no plans to relocate the human remains to an existing cemetery, shall comply with the following standards:*
  - (1) The placement of lot lines shall promote long-term maintenance of the cemetery and protection of existing elements.*
  - (2) The layout shall promote the long-term maintenance and access to the cemetery.*
  - (3) Fence or walls constructed of stone, brick, metal, or wood shall delineate the cemetery boundaries.*
  - (4) If the cemetery is not conveyed and accepted into public ownership, it shall be protected by agreements sufficient to assure its future maintenance and protection. This shall include but not be limited to a fund in an amount sufficient to provide income for the perpetual maintenance of the cemetery. These arrangements shall ensure that stones or markers are in their original location. Covenants or other agreements shall include a determination of the following:*

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

**RESPONSE:** The above regulations do not apply as no cemeteries are on or adjacent to the Property.

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

##### **24-4201. General Street Design Standards**

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

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

**RESPONSE:** All proposed lots are served by proposed private streets.

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

**RESPONSE:** All rights-of-way are shown on the plans consistent with all applicable Plans. Proposed dedication along Lanham-Severn Road is shown and will be reflected on the final plat.

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

**RESPONSE:** All public streets have been designed in accordance with these requirements and will be reviewed by the appropriate operating agencies as part of this PPS.

- (d) *All proposed streets shall comply with the standards in Section 27-6206: Vehicular Access and Circulation, of the Zoning Ordinance, and be continuous and in alignment with existing or platted streets in adjoining subdivisions so as to create a street network that is functional and easily understandable. Generally, streets should cross other streets at right angles. The applicant may petition the Planning Director or review body deciding a parent application to waive or modify cross-access requirements between developments pursuant to Section 27-6206(e)(2)(C) of Subtitle 27: Zoning Ordinance of the Prince George's County Code.*

**RESPONSE:** Public streets comply with all applicable standards in Subtitle 27, Part 6 of the County Code, as shown herein within Section IX of this statement of justification.

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

**RESPONSE:** The topography and drainage of land was considered with the design of the proposed network of streets and alleys as illustrated within the Type 1 Tree Conservation Plan, Stormwater Management Concept Plan, and PPS.

- (f) *All internal subdivision streets shall be wholly within the County and shall not be designed to directly connect to an adjacent county unless the applicant has obtained the prior written approval of the District Council and the appropriate land use authority of the adjacent county.*

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

**RESPONSE:** All proposed streets are located wholly within the County.

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

**RESPONSE:** All private streets have been designed to comply with Section 4.10 Landscaping Along Private Streets of the Landscape Manual and will provide for 6-foot-wide planting areas. Details will be reviewed at time of DET.

#### **24-4202. Vehicular Access and Circulation**

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

**RESPONSE:** The PPS application complies with all applicable standards in Section 27-6206 of the Zoning Ordinance, as shown within Section VIII of this statement of justification.

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

**RESPONSE:** No service roads are proposed.

#### **24-4203. Pedestrian Access and Circulation**

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

**RESPONSE:** The PPS application complies with all applicable standards in Subtitle 27-6207 of the Zoning Ordinance, as shown within Section VIII of this statement of justification.

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

**RESPONSE:** All sidewalks and crosswalks shall comply accordingly.

#### **24-4204. Private Streets and Easements**

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

**RESPONSE:** All private streets have been designed to conform to the standards in Subtitle 23: Roads and Sidewalks, of the County Code.

#### **24-4205. Public Utility Easements**

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

**RESPONSE:** A companion Variation request has been filed with this application to allow for overlap of the PUE and sidewalk in some limited locations. A separate statement of justification has been submitted for this request.

#### **Sec. 24-4300 Environmental Standards**

##### **24-4301. General**

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

**RESPONSE:** A signed Natural Resources Inventory Plan, NRI-007-2025 identifies 21 specimen trees within the limits of the Property. A variance application from Section 25-122(b)(1)(G) of the County Code is included as a companion to this PPS for the removal of nine specimen trees. All other environmental features have been protected to the fullest extent possible.

##### **24-4302. 100-Year Floodplain**

*To ensure land is platted in a manner that protects the public against loss of life or property due to the 100-year flood, while minimizing the public and private costs of flood control measures, all subdivisions shall comply with the following standards:*

- (1) Except as provided in Sections 24-4302(a)(2) and 24-4302(a)(3) below, lots shall comply with the minimum net lot area required in PART 27-4: Zones and Zone Regulations, of Subtitle 27: Zoning Ordinance, exclusive of any land area within the 100-year floodplain.*
- (2) Where any lot contains a 100-year floodplain area in the AR and AG zones, there shall be a minimum of 40,000 contiguous square feet of area within the lot exclusive of any land within the 100-year floodplain.*
- (3) In the RE and RR zones, any area of a lot in excess of 20,000 contiguous square feet may be in the 100-year floodplain for the purposes of compliance with Section 24-4204, Private Streets and Easements, provided that the lot is to be served by a public water and sewer system, and is in a water and sewer service area Category One, Two, Three, or Four at the time of its approval.*
- (4) The floodplain areas shall be delineated in accordance with Subtitle 32, Division 4, the Floodplain Ordinance, of the County Code.*
- (5) A 25-foot setback from the floodplain shall be established for dwelling units as a building restriction line.*
- (6) In the event that the proposed subdivision is located partially or fully within an area covered by an officially adopted comprehensive watershed management plan, the proposed subdivision shall conform to such plan.*
- (b) In the case of a proposed subdivision which includes a 100-year floodplain area along a stream, unless such area is to become a public park or recreation area maintained by a public entity, the area shall be denoted upon the final plat as a floodplain easement. Such easement shall include provisions for ingress and egress, where practicable. The floodplain easement area may be used, if necessary, for utility lines and/or stormwater drainage facilities, open-type fencing, or passive recreation, provided that no structures are built that would interfere with the flood conveyance capacity of such easement area.*
- (c) The 100-year floodplain associated with a watercourse having less than 50 acres of watershed upstream may be excluded from the floodplain area computation, subject to approval in accordance with the requirements of Subtitle 32, Division 4, the Floodplain Ordinance, of the County Code.*

**RESPONSE:** Floodplain has been delineated on the plans with all required setbacks. All existing floodplain will be delineated within an easement in accordance with the above requirements on future final plats.

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

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

**RESPONSE:** The Applicant acknowledges these regulations and notes that a SWM Concept Plan is included within this PPS submission and is currently being reviewed by DPIE. The Applicant notes that the on-site stormwater management facilities will include ESD practices, which will treat the quantity and quality of stormwater onsite to maximum extent practicable.

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

**RESPONSE:** Stream buffers are delineated in accordance with the requirements of Table 24-303(c): Regulated Stream Buffers (100' Outside of Transit Oriented Centers).

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

**RESPONSE:** The Applicant acknowledges this regulation and notes that a SWM Concept Plan is included within this PPS submission and is currently being reviewed by DPIE. This SWM plan demonstrates the ESD practices and facilities, which show that the Property has adequate control of run-off.

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

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

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

**RESPONSE:** The Applicant acknowledges this regulation and notes that a SWM Concept

Plan is included within this PPS submission and is currently being reviewed by DPIE. The Applicant notes that the on-site stormwater management facilities will include ESD practices, which will treat the quantity and quality of stormwater onsite to maximum extent practicable.

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

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

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

**RESPONSE:** A signed Natural Resources Inventory Plan, NRI-007-2025 identifies 21 specimen trees within the limits of the Property. A variance application from Section 25-122(b)(1)(G) of the County Code is included as a companion to this PPS for the removal of nine specimen trees. All other environmental features have been protected to the fullest extent possible.

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

**RESPONSE:** An easement will be placed over all regulated environmental features and identified on the final plat.

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

**RESPONSE:** The Applicant intends to provide an approved Concept Grading, Erosion, and Sediment Control Plan by the Soil Conservation District prior to the approval of the PPS application or at the time of certification as required.

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

- (a) *Except for land located in the Chesapeake Bay Critical Area Overlay (CBCAO)*

*zones, development shall comply with the provisions for woodland and wildlife habitat conservation and tree preservation established in Division 2 of Subtitle 25: Woodland and Wildlife Habitat Conservation Ordinance, of the County Code, and the tree canopy requirements of Division 3 of Subtitle 25: Tree Canopy Coverage Ordinance, of the County Code.*

**RESPONSE:** The Applicant has provided a Type 1 Tree Conservation Plan to demonstrate conformance with the applicable requirements of Subtitle 25. Conformance with the applicable requirements of tree canopy coverage will be demonstrated at the time of DET.

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

**RESPONSE:** This regulation is not applicable as the Property is not located within a CBCAO Zone.

#### **Sec. 24-4400 Public Facility Standards**

##### **24-4401.**

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

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

**RESPONSE:** All utility easements will be prepared accordingly.

##### **24-4402.**

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

**RESPONSE:** Any land designated for public facilities will be labeled on the PPS.

##### **24-4403.**

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

**RESPONSE:** A SWM Concept Plan is included within this PPS submission and is

currently being reviewed by DPIE. On-site stormwater management facilities will include ESD practices, which will treat the quantity and quality of stormwater onsite to maximum extent practicable.

**24-4404.**

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

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

**RESPONSE:** The Applicant acknowledges this regulation and notes that the Property is in Sustainable Growth Tier I in the General Plan and will be served by public sewer.

**24-4405.**

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

**RESPONSE:** The subject Property is within water and sewer categories W-3 and S-3.

**24-4406.**

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

**RESPONSE:** No water storage tanks are proposed to serve this subdivision; therefore, this regulation is not applicable.

**Sec. 24-4500 Public Facility Adequacy**

**24-4502. Applicability**

***(b) Applicability of Public Facility Adequacy Standards***

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

Facility	Area of Applicability	Level of Service	Compliance
Transportation	Service Area 2	LOS “D” (CLV of 1301-1450)	Under Existing, Background and Total Conditions, all signalized intersections required to be studied by the Applicant operate with a CLV of 1,450 or less.  Under Existing, Background and Total Conditions, all unsignalized study intersections required to be studied by the Applicant pass the three-step test of adequacy.
Pedestrian and Bikeway Adequacy	CGO Zone	Adequate pedestrian and bikeway facilities needed to serve the development exist or are constructed by the applicant	Compliance with Section 24-4506 Pedestrian and Bikeway Adequacy.
Parks and Recreation	Established Communities	15 acres per 1,000 residents	Compliance with the mandatory parkland dedication requirement is proposed to be met through the provision of on-site recreational facilities in accordance with Section 24-4601(b)(4)(C).

Police	Residential Development	Response times for service are within ten (10) minutes for emergency calls and twenty-five (25) minutes total for non-emergency calls, in each police district.	Per the most recent average rolling response times available at MNCPPC, response times for District II are 9:33 minutes for emergency and 14:08 minutes for non-emergency calls.
Fire & Rescue	All locations	Seven (7) minutes travel time for any residential uses.	The closest Fire Department Station is Company 18, Glenn Dale, 1.6 miles (approximately 4 minutes) from the Property.
Schools	Residential development	Students will not exceed 105% of state-rated capacity or demonstrate mitigation in accordance with Section 24-4510(c).	The Property is served by Catherine T. Reed Elementary, Thomas Johnson Middle, and Duval High. Payment of school facilities surcharges at time of building permit issuance will be required to ensure adequacy.

## **Sec. 24-4600 Parklands and Recreation Facilities**

### **24-4601. Mandatory Dedication of Parkland**

#### ***(b) Applicability***

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

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

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

- (ii) *The facilities will be properly developed and maintained to the benefit of future residents of the subdivision through covenants, a recreational maintenance agreement, or other appropriate means, and that such instrument is legally binding upon the subdivider and the subdivider's heirs, successors, and assigns, and that such instrument is enforceable; and*
- (iii) *No permit for construction or occupancy of dwellings shall be issued unless the Planning Board is satisfied that the facilities have been, or will be, provided at the appropriate state of development.*

**RESPONSE:** The Applicant acknowledges these regulations and intends to comply with the above requirements by offering an alternative of on-site recreational facilities with this PPS application in accordance with the County's *Parks and Recreation Guidelines*. A cost estimate has been submitted with this PPS application package. Final programming of such amenity spaces will happen at the time of DET.

#### **Sec. 24-4700 Conservation Subdivision Standards**

**RESPONSE:** These regulations are not applicable to this PPS application as a conservation subdivision is not proposed.

### **VI. CONFORMANCE WITH THE STANDARDS OF THE CGO ZONE**

#### ***27-4203(h) Commercial, General and Office (CGO) Zone***

##### ***Purposes***

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

- (A) *To provide lands for a diverse range of business, civic, and mixed-use development, typically at or near major intersections where visibility and good access are important, in a form that supports connections and a balance between automobile access and pedestrian-friendliness;*
- (B) *To incorporate development with multiple uses, shared parking, and coordinated signage and landscaping; and*
- (C) *To accommodate higher-density residential uses as part of vertically or horizontally mixed-use development.*

**RESPONSE:** While the purposes of the CGO Zone include discussing of mixed-use

development, it should be noted that Commercial development of any kind is explicitly prohibited by a private covenant between the developer and the Glenn Dale Citizens Association. Page 1, 1(b) of the covenant states that “Commercial development on the Property shall not be permitted.” Therefore, a mix of uses is not possible. The proposed townhouse use is permitted in the CGO Zone as evidenced by Zoning Certification Letter ZCL-2024-024, issued by M-NCPPC on September 27, 2024. The letter explicitly states that “the use of a townhouse dwelling is permitted in the CGO Zone.” The townhouse use is permitted by right and is not indicated as conditional in the CGO use table or anywhere else in the Zoning Ordinance.

**(2) Intensity and Dimensional Standards**

**RESPONSE:** The intensity and dimensional standards for the proposed single-family attached dwelling units are demonstrated on the proposed PPS and will be further illustrated in the forthcoming DET submittal. All requirements of the CGO Zone are met.

**VII. PRINCIPAL USE STANDARDS**

As the Property is being evaluated with the standards of the CGO Zone. As noted in detail above, the proposed single-family attached residential dwelling units are permitted by right with no use specific standards.

**VIII. PART 27-6: DEVELOPMENT STANDARDS**

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

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

**27-6204. Circulation Plan or Site Plan Required**

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

**RESPONSE:** A circulation plan demonstrating conformance to Sections 27-6205 through 27-6208 has been included with this application for review.

**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.*

**RESPONSE:** Private driveways will connect the proposed single-family attached units to private streets and alleys. All rights-of-way have been designed to meet the above regulations.

**(c) Required Vehicular Access and Circulation**

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

**RESPONSE:** The proposed development is served by a system of vehicular accessways that will accommodate appropriate vehicle turning movements including, but not limited to, firefighting and other emergency vehicles, garbage trucks, delivery vehicles, school buses, service vehicles, and passenger motor vehicles within the development. The fire department will review the proposed layout as part of the referral process associated with review of this PPS.

**(d) Vehicular Access Management**

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

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

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

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

**RESPONSE:** The Applicant acknowledges that the development is proposed to be accessed from two new private road entrances leading to Lanham-Severn Road, which is classified as a collector roadway. All driveways leading to the proposed residential dwellings within the subdivision will connect to newly constructed private streets and alleys with a classification lower than a “collector” designation. As illustrated by Traffic Impact Statement, the addition of the trips proposed by this development will not cause any of the examined study intersections to operate outside of the applicable standards of the County’s Adequate Public Facility Ordinances (APFO) and is thus consistent with all regulatory requirements. Furthermore, the proposed development shall not exceed an average daily traffic (ADT) count of 1,000 trips.

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

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

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

**RESPONSE:** All proposed lots (and related driveways) abut a street right of way or alley.

- (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.*

**RESPONSE:** The number of vehicular access points follow all applicable standards to protect the function, safety, and efficiency of travel on the street and any associated sidewalks.

- (C) *Where a through lot or corner lot fronts on roadways of different classifications, direct driveway access to the lot shall be provided*

*only from the lower-classified fronting street, to the maximum extent practicable.*

**RESPONSE:** All lots have direct driveway access to similarly classified streets and alleys.

**(3) Shared Driveways**

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

**RESPONSE:** No shared driveways are proposed.

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

**RESPONSE:** There are no proposed shared driveways utilizing easements with this PPS application.

**(e) Cross-Access**

**(1) Purpose**

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

**(2) Cross-Access Between Adjoining Developments**

*To encourage shared parking and minimize access points along streets, new development, other than industrial development, in the Transit-*

*Oriented/Activity Center base and PD zones and Nonresidential base zones shall comply with the following standards:*

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

**RESPONSE:** This standard does not apply to the subject PPS application because there is no adjacent development meeting the above criteria.

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

*(1) Minimum Connectivity Index Score Required*

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

**RESPONSE:** This PPS satisfies the many connectivity standards set forth in the Table in Section 27-6206(f)(1). Specifically, the PPS achieves a connectivity index of 1.65, as

demonstrated in the connectivity index analysis exhibit included as a component of the application submission.

**(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.***

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

**(h) External Street Connectivity**

- (1) *The arrangement of streets in a single-family residential subdivision shall provide for the alignment and continuation of existing or proposed streets into adjoining lands where the adjoining lands are undeveloped and deemed appropriate for future development, or are developed and include opportunities for such connections.***
- (2) *Street rights-of-way shall be extended to or along adjoining property boundaries such that a street connection or stub street shall be provided for development where practicable and feasible in each direction (north, south, east, and west) for development that abuts vacant lands.***
- (3) *At all locations where streets terminate with no street connection, but a future connection is planned or accommodated, a sign shall be installed***

*with the words "FUTURE STREET CONNECTION" to inform landowners.*

- (4) *The final plat (see Subtitle 24: Subdivision Regulations) shall identify all stub streets and include a notation that all stub streets are intended for connection with future streets on adjoining undeveloped or underdeveloped lands.*

**RESPONSE:** These standards have been met through the thoughtful and logical street layout proposed in this PPS.

(i) *Continuation of Adjacent Streets*

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

**RESPONSE:** The proposed street layout in the PPS has been coordinated to extend to existing Lanham-Severn Road.

(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 sub collector 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 bulb-outs and chicanes, are discouraged on streets less than 24 feet wide, but are encouraged on wider streets as a traffic calming device and to reduce crossing distance for pedestrians, where practicable.*

**RESPONSE:** Private streets have been designed to adhere to all above standards.

(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.*

**RESPONSE:**

(where applicable).

All blocks have been designed in accordance with the above requirements

(4) *General Accessway Layout and Design*

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

**RESPONSE:**

The Property does not abut an existing or planned transit route.

(I) *Driveway Layout and Design*

(1) *Driveway Width*

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

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

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

**RESPONSE:**

All driveways will comply with the above minimum standards.

(2) *Dead-End Driveway Length*

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

**RESPONSE:**

All private roads and alleys are designed to allow for adequate fire truck

access.

**(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.*

**RESPONSE:** Proposed driveways align with other proposed driveways within the subdivision to the maximum extent practicable.

**(B) Proximity to Adjoining Land**

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

**RESPONSE:** Proposed driveways meet this separation standard. The driveway radii do not encroach onto adjacent property and do not interfere with the safe use of a driveway on any adjoining property.

**(C) Medians in Driveway Entrances**

*Medians may be incorporated at driveway entrances provided:*

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

**RESPONSE:** No medians are proposed.

**(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.***

**(B) Design and Layout**

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

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

**RESPONSE:** These standards do not apply to the subject application.

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

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

**RESPONSE:** This standard does not apply as the proposed development for the subject Property is solely for single-family residential uses.

**27-6207. Pedestrian Access and Circulation**

**(a) Required Pedestrian Access**

**(1) General Pedestrian Access**

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

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

**RESPONSE:** The Applicant acknowledges these standards and notes that the residential uses shall be served by an internal pedestrian circulation system that meets the requirements of this section. An extensive network of internal sidewalks is proposed connecting residents conveniently to recreation and open space amenities within the community.

**(2) Sidewalks Required**

- (A) All new development subject to this Section, except for development fronting a rural road, or single-family subdivisions where the density is 1 dwelling unit per 2 acres or less, shall install sidewalks on both sides of all streets having curb and gutter construction within the development site and along the entire frontage of the development site with an existing street (unless an existing sidewalk meeting County standards is already in place).*

- (B) Where a development site fronts an existing street with insufficient right-of-way width to accommodate installation of a required sidewalk along the frontage, the developer shall install a sidewalk on the development site within a dedicated widening of the right-of-way or dedicated public easement running parallel and adjacent to the public street.*
- (C) The Planning Director may waive or modify the requirement for sidewalks where the applicant clearly demonstrates that such sidewalks are impractical or infeasible due to the presence of topographic conditions or natural features, such as steep grades that do not allow connections to be made without stairs.*

**RESPONSE:** The Applicant acknowledges these standards and notes that the residential uses proposed in the PPS shall be served by an internal pedestrian circulation system that meets the requirements of this section.

*(b) Pedestrian Connectivity*

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

- (1) The internal pedestrian circulation system shall be designed to allow for pedestrian walkway cross-access between the development's buildings and parking areas and those on adjoining lots containing a multifamily, townhouse, nonresidential, or mixed-use development, or to the boundary of adjoining vacant land zoned to allow multifamily residential, nonresidential, or mixed-use development (including land in the Residential, Transit-Oriented/Activity Center, and Nonresidential base and PD zones).*
- (2) The Planning Director may waive or modify the requirement for pedestrian cross-access where the applicant clearly demonstrates that such cross-access is impractical or infeasible due to police concerns about through-traffic routes complicating law enforcement, Environmental Site Design requirements, or the presence of any of the following at the point(s) where through-connections would otherwise be required: topographic conditions, natural features, visual obstructions or parking space locations that create traffic hazards, or the existence of mature or protected trees.*

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

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

(A) *General Standards*

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

(ii) *Vehicular parking areas containing more than 150 parking spaces shall, at a minimum, include one pedestrian walkway every 6 parallel parking rows (every three double-row parking bays) or every 200 feet, whichever is the lesser dimension (see Figure 27- 6207(b)(4): Walkways Through Vehicular Parking Area). The pedestrian walkway shall be constructed of a paved surface with concrete similar to that used for sidewalk standards for public streets. Other hardscape materials, such as brick pavers, may be used provided that they allow smooth surfaces along pedestrian paths and at vehicle crossings.*

(iii) *Pedestrian walkways providing access between vehicular parking areas and associated buildings may be extended to provide the connections to abutting street sidewalks or to adjoining development required by Section 27-6207(a)(1), General Pedestrian Access, and Section 27-6207(b), Pedestrian Connectivity.*

(B) *Walkway Standards*

*Required pedestrian walkways shall:*

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

**RESPONSE:** The proposed sidewalk network meets all above standards as applicable.

## **27-6208. Bicycle Access and Circulation**

### **(a) Required Bicycle Access**

#### **(1) Internal and Adjoining Bicycle Access**

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

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

**(D) *Connections to any recreational amenities internal to the development, such as open space.***

**RESPONSE:** The Applicant acknowledges these standard and notes that the required bicycle parking facilities will be shown on the forthcoming DET submittal in accordance with Section 27-6309. There are no designated or planned trail transit or bus stops near the site. Recreational amenities will be connected with a network of internal sidewalks.

**(2) *Required Bikeway Network Improvements***

- (A) *All new development subject to this Section shall be required to install bike lanes, bike paths, or other bicycle improvements. Additional bikeway network improvements are encouraged where appropriate, such as within large development sites and to provide additional connections to nearby bicycle routes. The facilities shall be established in part, through an agreement and/or easements which include assurances for their maintenance.***
- (B) *The Planning Director may, for private streets or, when advised by the permitting agency, for public streets, waive or modify the requirement for bike lanes, bike paths, or other bicycle improvements where the applicant clearly demonstrates that the facilities are impractical or infeasible due topographic conditions, natural features, or visual obstructions that create hazards.***
- (C) *Where a development site fronts an existing street with insufficient right-of-way width to accommodate installation of a required bike path along the frontage, the applicant may install a bike path on the development site, within a public easement running parallel and nearby the public street. Such bicycle paths shall not be restricted from public use and shall allow physical passage at all times.***

**RESPONSE:** The plans include a proposed section for Lanham-Severn Road demonstrating a 5-foot-wide designated bike lane to accommodate on-road bicycle traffic, allowing cyclists to safely navigate the site and reach destinations outside of the proposed site.

**(b) *Bicycle Connectivity Between Developments***

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

- (1) *Any internal bicycle circulation system shall be designed and constructed to provide bicycle cross-access between it and any internal bicycle circulation system on adjoining parcels containing a multifamily, townhouse, nonresidential, or mixed-use development, or to the boundary of adjoining vacant land zoned to allow townhouse, multifamily, nonresidential, or mixed-use development (including land in the Residential, Transit-Oriented/Activity Center, and Nonresidential base and PD zones).*
- (2) *The Planning Director may waive or modify the requirement for bicycle cross-access on determining that such cross-access is impractical or undesirable for typical bicyclists' use due to the presence of topographic conditions, natural features, or safety factors. Undesirable conditions shall be defined as those limiting mobility for bicycles as a form of transportation, such as steep grades, narrow connections bounded on both sides by walls or embankments, or limited visibility when straight-line connections are not achievable.*
- (3) *Easements allowing cross-access to and from lands served by a bicycle cross-access, along with agreements between owners of lands that provide and are served by the cross-access defining the owners' maintenance responsibilities, shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development.*

**RESPONSE:** The plans include a proposed section for Lanham-Severn Road demonstrating a 5-foot-wide designated bike lane to accommodate on-road bicycle traffic, allowing cyclists to safely navigate the site and reach destinations outside of the proposed site.

(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.*

**RESPONSE:** These standards do not apply as there are no off-street bicycle paths proposed within the Property.

(2) *On-Street Bicycle Facilities*

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

**RESPONSE:** The plans include a proposed section for Lanham-Severn Road demonstrating a 5-foot-wide designated bike lane to accommodate on-road bicycle traffic, allowing cyclists to safely navigate the site and reach destinations outside of the proposed site.

(d) *Waiver*

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

**Sec. 27-6400 Open Space Set-Asides**

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

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

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

**RESPONSE:** The Applicant notes that these regulations have been met as demonstrated on the Open Space Set-Aside Exhibit submitted with this PPS application. A minimum of fifteen percent (15%) within the CGO Zone or 3.78 acres, and twenty percent (20%) or .33 acres within the AG Zone is required for open space set-asides. The exhibit clearly demonstrates that a total of 6.9 acres of qualifying open space has been provided.

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

- (a) The features and areas identified in Table 27-6404(a): Open Space Set-Aside Features, shall be credited towards compliance with the open space set-aside standards of this Section for development in the areas indicated.*
  - (1) No less than fifteen percent (15%) of the total required minimum open space set-aside area within a residential development outside the Transit-Oriented/Activity Center base and Transit-Oriented/Activity Center PD zones shall consist of active recreational areas.*
  - (2) No less than fifty percent (50%) of the total required minimum open space set-aside area within the core area of a Transit-Oriented/Activity Center base or Transit-Oriented/Activity Center PD zone shall be a square, forecourt, or plaza.*
- (b) Open spaces required by any other section in the County Code, such as, but not limited to, mandatory dedication of parkland, may be credited toward compliance with the open space set aside standards in Table 27-6403: Required Open Space Set-Asides, if they are located and designed in accordance with the standards in this Section.*

**RESPONSE:** The Applicant notes that these regulations have been met as demonstrated in the provided Open Space Set-Aside Exhibit submitted with the PPS application. The exhibit clearly shows that more than fifteen percent of the total required open space set-aside area will consist of active recreational areas. The Property is not located within a Transit-Oriented/Activity Center base or PD Zone.

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

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

- (a) Private yards not subject to an open space or conservation easement;*
- (b) Street rights-of-way or private access easements, including sidewalks located within those rights-of-way or easements;*
- (c) Vehicular parking areas or lots (excluding the landscaped areas);*
- (d) Driveways for dwellings;*
- (e) Land covered by structures not designated for active recreational uses;*

- (f) *Designated outdoor storage areas; and*
- (g) *Stormwater management facilities and ponds, unless located and designed as a site amenity (e.g., with low fencing, vegetative landscaping, gentle slopes, fountain or other visible water-circulation device, and pedestrian access or seating).*

**RESPONSE:** The applicant acknowledges that stormwater management areas counted toward the open space set-aside requirement will be designed as site amenities as required above. Such details will be reviewed with the DET application.

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

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

(a) *Location*

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

**RESPONSE:** The proposed woodland conservation area that is counted toward the open space set-aside requirement is located on the Property and contiguous to the proposed developed area of the site. The active recreation areas, stormwater management features, and woodland conservation is highly visible from the proposed roadways within the community and will provide focal points for the proposed development. Active recreation facilities are generally located within accessible portions of the development and will serve as attractive and convenient amenities for future residents.

(b) *Configuration*

- (1) *Open space set-asides shall be compact and contiguous unless a different configuration is needed to continue an existing trail or accommodate preservation of natural, historical, and archeological resources.*
- (2) *If the development site is adjacent to existing or planned public trails, parks, or other public open space area land, the open space set-aside shall, to the maximum extent practicable, be located to adjoin, extend, and enlarge the trail, park, or other public land (see Figure 27-6406(b).1: Example Open Space Set-Aside Configuration; Figure 27-6406(b).2: Example Open Space Set-Aside Configuration, Townhouse Development; and Figure 27-6406(b).3: Example Open Space Set Aside Configuration, Commercial Development).*

**RESPONSE:** Proposed open space set-asides are compact and contiguous to the proposed developed area of the site as demonstrated on the Open Space Set-Aside Exhibit submitted with this application.

**(c) Orientation of Adjacent Buildings**

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

**RESPONSE:** Adjacent buildings will be designed to have an entrance facing the open space set asides to the maximum extent practicable as demonstrated on the Open Space Set-Aside Exhibit submitted with this application.

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

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

- (A) Natural features such as riparian areas, riparian buffers, shorelines, flood hazard areas, floodplains, wetlands, steep slopes, and wildlife habitat and woodland areas;**
- (B) Water features such as rivers, bays, lakes, creeks, canals, natural ponds, and retention and detention ponds;**
- (C) Protected trees and other mature trees;**
- (D) Parks and trails (regardless of public or private ownership);**
- (E) Lands with active agricultural uses and activities;**
- (F) Perimeter buffers or visual transitions between different types or intensities of uses;**
- (G) Areas that accommodate multiple compatible open space set-aside uses rather than a single use; and**
- (H) Historic and archeological features.**

**(2) In the Transit-Oriented/Activity Center base and Planned Development (PD) zones, and to the maximum extent practicable, open space set-asides shall be located and organized to include, protect, or enhance the open areas and features identified in Section 27-6406(d)(1) above, except that**

*the establishment of squares, plazas, forecourts, civic greens, and similar urban open space amenities shall have the highest priority.*

**RESPONSE:** The proposed set-asides address the above priorities to the maximum extent practicable by focusing on woodland conservation, private active recreation areas, and amenitized stormwater management features within the project.

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

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

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

**RESPONSE:** These standards are not applicable to the subject Property as it is located within the CGO Zone.

**Sec. 27-6500 Landscaping**

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

**RESPONSE:** A landscape plan in conformance with the Prince George's County Landscape Manual will be provided within the forthcoming DET submittal. Adequate area to accommodate landscape buffer widths in accordance with Section 4.7 of the Landscape Manual have been provided and will be verified at time of DET.

**Sec. 27-6800 Environmental Protection and Noise Controls**

**27-6802. Natural Resource Inventory (NRI)**

*An approved NRI, in conformance with the Environmental Technical Manual, is required for applications for Subtitle 32, Division 2, Erosion and Sediment Control; Subtitle 32, Division 3, Stormwater Management; Subtitle 25, Division 2, Woodland and Wildlife Habitat Conservation; Subtitle 5B, Chesapeake Bay Critical Area; Planned Development (PD) Zoning Map*

***Amendment applications (Section 27-3602); special exception applications (Section 27- 3604); detailed site plan applications (Section 27-3605); and preliminary plan of subdivision (minor or major) applications (Subtitle 24: Subdivision Regulations).***

**RESPONSE:** An approved NRI (NRI-007-2025 demonstrating the environmental features of the subject Property has been included as part of the PPS submittal package.

#### **27-6803. Trees and Vegetation**

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

**RESPONSE:** The proposed development conforms with all applicable sections of Subtitle 25 as reflected on the Type 1 Tree Conservation Plan included in the PPS submittal package. The subject PPS application includes a companion variance application from Section 25-122(b)(1)(G) of the County Code for removal of specimen trees. Justification for such request is included in the application package within a separate statement of justification.

#### **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.***

**RESPONSE:** Development will comply with all requirements for floodplain management in accordance with Subtitle 32, Division 4.

#### **27-6805. Erosion and Sedimentation Control**

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

**RESPONSE:** The 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.*

**RESPONSE:** The proposed development conforms with all applicable sections of Subtitle 32 related to floodplain management as reflected on the submitted stormwater management concept plan.

#### **27-6807. Chesapeake Bay Critical Area**

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

**RESPONSE:** This standard does not apply as the Property is not within the CBCAO Zone.

#### **27-6808. Regulated Environmental Features**

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

**RESPONSE:** The proposed development (as reflected in the submitted Type 1 Tree Conservation Plan) conforms to all applicable requirements in the Subdivision Regulations under Section 24-4300.

#### **27-6809. Unsafe Lands**

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

**RESPONSE:** The proposed development conforms to all requirements in the Subdivision Regulations for treatment of unsafe land.

#### **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.*
- (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.*

**RESPONSE:** The subject application package includes a noise study demonstrating that with appropriate mitigation noise levels will meet the above requirements.

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

**27-6903**

***(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.***

**RESPONSE:** The PPS proposes more than 20 townhouse units and is therefore subject to the above requirements. Two points of access are proposed from Lanham-Severn Road and no primary access is proposed along a local street serving existing single-family detached dwellings.

***(c) Building Orientation and Configuration***

***(2) Multi-Building Development***

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

**RESPONSE:** All townhouse buildings will be oriented towards external streets, internal streets, or open space areas and are not oriented towards off-street parking lots.

***(d) Maximum Building Length***

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

**RESPONSE:** No townhouse buildings will exceed 150 linear feet.

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

**RESPONSE:** These regulations are not applicable to the subject site as no nonresidential or mixed-uses are proposed.

**Sec. 27-61100 Industrial Form and Design Standards**

**RESPONSE:** These regulations are not applicable to the subject site as no industrial uses are proposed.

**Sec. 27-61300 Agricultural Compatibility Standards**

**RESPONSE:** These standards are not applicable as the subject application is exempt per Section 27-61302, because it is not adjacent to an ongoing agricultural use or activity in the Reserved Open Space, Agriculture and Preservation, and Agricultural-Residential base zones.

**Sec. 27-61400 Urban Agriculture Compatibility Standards**

**RESPONSE:** These standards are not applicable as the subject application is exempt per Section 27-61402 because it is not adjacent to on-going urban agriculture uses.

**Sec. 27-61600 Green Building Standards**

**27-61603. Green Building Standards**

***(a) Minimum Amount of Points Required***

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

***(1) Minimum Requirements for Residential Development***

***(A) 10 to 25 units: 3 points.***

***(B) 25 or more units: 4 points.***

***(2) Minimum Requirements for Non-Residential Development***

***(A) 25,000 to 75,000 square feet: 3 points.***

***(B) More than 75,000 square feet: 4 points.***

**RESPONSE:** Based on the above scoring for residential development, the 134 single-family attached dwellings proposed with this PPS will require 4 green building 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.***

(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.***

**RESPONSE:** The Applicant will demonstrate conformance, if applicable, at time of DET submittal including architecture for specific dwellings.

**IX. TREE CANOPY COVERAGE REQUIREMENT**

The Prince George's Tree Canopy Coverage Ordinance, Subtitle 25 Division 3, requires the preservation, maintenance, enhancement, and restoration of tree canopy coverage on developed and developing sites for the benefit of County residents and future generations. All activities that are subject to this Division shall provide the tree canopy percentages listed in Table 1 of Section 25-128. As the Property is zoned CGO it is required to provide a minimum of fifteen percent (15%) of the net tract area in tree canopy coverage. This requirement will be evaluated with the forthcoming DET submittal. The AG-zoned portion of the site is exempt from Tree Canopy Coverage requirements.

**X. CONCLUSION**

The Applicant respectfully submits that all the criteria for granting the proposed preliminary plan, certificate of adequacy, variance, and two vacations has been met. Therefore, based upon the foregoing statement of justification and the accompanying application plans and documents, the Applicant respectfully requests approval of PPS-2024-019 & ADQ-2024-043 as well as the companion Variation and Variance applications for Glenn Dale Reserve.

Thank you for your consideration of these applications. If you have any questions or require any additional information, please do not hesitate to contact me.

Sincerely,



Norman D. Rivera, Esq.