

GENERAL NOTES

1. Property Name: Cornerstone Commons
2. Tax Map / Grids: 66 / E-4
3. WSSC Grids: 201SE06, 201SE07, 201NE06, 201NE07
4. Proposed Subdivision: Residential & Institutional
5. Prior Approvals:
6. Gross Property: 29.32 Ac (RMF-20)
7. 100-Year Floodplain: 1.48 Ac
8. Net Property: 27.84 Ac
9. Environmental Regulated Features: 8.74 Ac (PMA)
10. Net Developable Area Outside of PMA: 20.58 Ac
11. Acreage of Road Dedication: 5,105 SF Road Dedication on Gentry Lane
12. Existing Zoning / Use: RMF-20 (Residential Multifamily-20) / Church & Vacant; MIO
13. Proposed Use of Property: 186 Residential Lots and 28 Parcels, Church to remain
14. Proposed Dwelling Unit by Type:
 - 186 Single Family Attached
15. Residential Density:
 - Net Property (27.84 Ac) - Church Retained Parcels (1.66 Ac) = 26.18 Ac
 - 186 DU / 26.18 Ac = 7.10 DU/Ac
16. Sustainable Growth Tier: 1
17. Military Installation Overlay Zone: Yes
18. Gross Floor Area (non-residential):
 - Existing: 8,720 SF (approx)
 - Proposed: 8,720 SF (approx)
19. Stormwater Management Concept Plan Number: SIT-00521-2025
20. Water/Sewer Category Designation: Existing = 3, Proposed = 3
21. Method of Sewage Disposal: Public Sewer
22. Aviation Policy Area (APA): No
23. Mandatory Park Dedication: 4.40 Ac (15%) Required; To be fulfilled with recreation facilities as requested by DPR.
24. Cemeteries on or contiguous to the Property: No
25. Historic Sites on or in the vicinity of the Property: No
26. Type 1 Tree Conservation Plan: TCP-2025-
27. Within Chesapeake Bay Critical Area (CBCA): No
28. Wetlands: No
29. Streams: Yes
30. In or adjacent to an easement held by the Maryland Environmental Trust, the Maryland Agricultural Land Preservation Foundation, or any local trust or organization: No

INTENSITY AND DIMENSIONAL STANDARDS

Established with RMF-20 Zone :

Minimum Net Lot Area	SFA
Minimum Lot Width at BRL	N/A
Minimum Lot Width at Street	20 ft

Provided with PPS-2025-002:

Minimum Net Lot Area	SFA
Minimum Lot Width at BRL	1500 sq ft
Minimum Lot Width at Street	20 ft

*Modifications to the standards may be requested at the time of site plan.

EXISTING PARCEL IDENTIFICATION TABLE

Tax Map	Grid	Parcel No.	Tax Account	Street Address	Liber	Folio
66	E4	Parcel A	18-2060168	7230 Central Avenue, Capitol Heights, MD 20743	5989	473
66	E4	Parcel 12	18-2104255	7220 Central Avenue, Capitol Heights, MD 20743	26048	684
66	E4	Parcel 170	18-2109593	Central Avenue, Capitol Heights, MD 20743	8122	428
66	E4	Parcel 171	18-2109585	Central Avenue, Capitol Heights, MD 20743	8122	428
66	E4	Parcel 172	18-2036796	Central Avenue, Capitol Heights, MD 20743	42378	489
66	E4	Parcel 173	18-2097053	28 Gentry Lane, Capitol Heights, MD 20743	13431	587
66	E4	Parcel 174	18-2016632	Gentry Lane, Capitol Heights, MD 20743	5391	824
66	E4	Parcel 196	18-2109601	7100 Central Avenue, Capitol Heights, MD 20743	8122	428

PROPOSED PARCEL TABLE		
USE	PARCEL	OWNERSHIP
PRESERVATION / OPEN SPACE	G, H	HDA
ROADWAY	A3, B3, B4, C3, D, D3, E, E3, F2, F3, H3, H, I, J2	HDA
OPEN SPACE/ SWM	A1, B, B1, B2, C, C1, C2, D2, F3, F4, G1, G2, H2, I, J1	HDA
EX. CHURCH	A, F	RETAINED BY OWNER

Survey and Datum Notes:

1. Horizontal datum is the Maryland Coordinate System (MDCS) (NAD83) (SPCS zone 1800MD). U.S. Survey Feet; based on NAD83. GPS observations were processed by the National Geodetic Survey Office (NAD83) (NAD83). Observed points include NAD83 station #84680. The average combined local + elevation factor for the site is 0.00000000.
2. Vertical datum is NAVD83, based on differential leveling to Washington Suburban Sanitary Commission (WSSC) station marks 2612 and 4537.
3. Boundary information shown herein is based on a boundary survey conducted by Rodgers Consulting, Inc., in December 2025.
4. Topography and features shown herein were taken from an aerial photograph and a LIDAR survey flown on March 1, 2024, and compiled by Robinson Design, Inc. Contours are shown at 2-foot intervals.

Surveyor's Certification

I hereby certify that the boundary lines shown herein are correct and based on a boundary survey conducted by Rodgers Consulting, Inc., and that the survey was reflected herein was prepared under my direct responsible charge and is in accordance with the measurements and facts in "CONCEPT" 186-20, Suite 101, Chapter 10, Regulation 2.1.

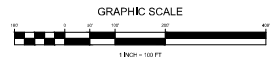
Date: 7-14-2025
For: [Signature]
By: [Signature]
Professional Land Surveyor
Maryland Registration No. 21239
License Expiration/Retirement Date: 12-31-2025



Sheet List Table	
Sheet Number	Sheet Title
01	Cover Sheet
02	Existing Conditions
03	Plan Sheet
04	Plan Sheet

LEGEND:

- EX. BOUNDARY LINE
- EX. LOT LINE
- EX. 10' CONTOUR LINE
- EX. 2' CONTOUR LINE
- EX. TREELINE
- EX. EASEMENT
- EX. BUILDING
- EX. CURB
- EX. ELECTRIC
- EX. OVERHEAD ELECTRIC
- EX. SANITARY SEWER
- EX. STORM DRAIN
- EX. WETLAND BUFFER
- EX. STREAM
- EX. STREAM BUFFER
- EX. 100-YEAR FLOODPLAIN
- EX. PHAS/STREAM BUFFER
- EX. FLOODPLAIN INAIL
- STEEP SLOPES (15-25%)
- STEEP SLOPES (OVER 25%)
- 65 dBA UNMITIGATED NOISE LINE
- PR. R.O.W.
- PR. LOT LINE
- PR. 10' CONTOUR LINE
- PR. 2' CONTOUR LINE
- PR. BUILDING
- PR. DRIVEWAY
- PR. SIDEWALK & ALLEY ACCESS
- PR. PAVEMENT
- PR. CURB
- PR. SEWER
- PR. WATER
- PR. STORM DRAIN
- PR. STORM DRAIN EASEMENT
- PR. WATER & SEWER EASEMENT
- PR. EDGE OF PAVEMENT



PROFESSIONAL CERTIFICATION

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR SUPERVISED BY ME AND THAT I AM A duly LICENSED PROFESSIONAL LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MARYLAND.

License No. 21239
Expiration/Retirement Date: 12-31-2025



PRELIMINARY PLAN OF SUBDIVISION

PPS-2025-002

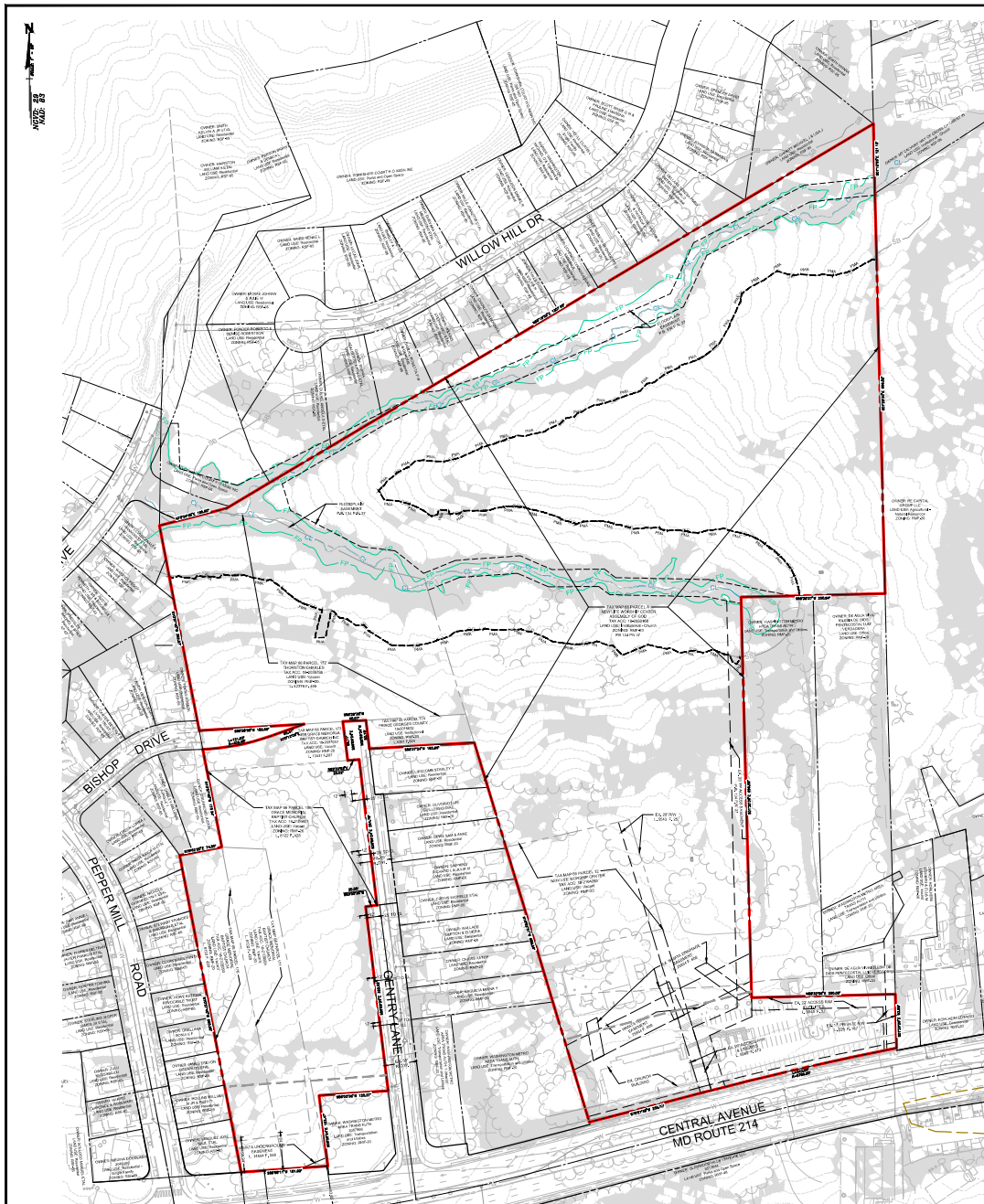
CORNERSTONE COMMONS

CORNERSTONE COMMONS
18th Election District
Prince George's County, Maryland
Tax Map 66-E4

RODGERS CONSULTING
1101 Merivale Lane, Suite 300, Largo, Maryland 20774
Ph: 301.948.4750 Fax: 301.948.6356 www.rodgers.com

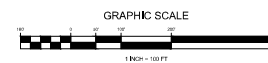
PRELIMINARY PLAN PPS-2025-002
COVER SHEET

REVISION	DATE	REVISION	DATE	APPLICANT / DEVELOPER:	OWNER:	DATE	BY	DATE	DATE	DATE
				NVR, INC. 5265 WESTVIEW DRIVE, SUITE 210 FREDERICK, MD 21703 Phone: 301-816-9044 Contact: NOOSHIN AMIRPOUR Email: NAMIRPOUR@NVRINC.COM	NEW BPC MORGAN CENTER ASSEMBLY OF GOD INC. 7100 CENTRAL AVENUE CAPITOL HEIGHTS, MD 20743 CHARLES H. HOVE 186 SINGLE FAMILY ATTACHED DPR: 186-20, SUITE 101, CHAPTER 10, REGULATION 2.1	08/18/2025	CH	08/18/2025	08/18/2025	08/18/2025



PARCEL IDENTIFICATION TABLE

LEGEND:



PROFESSIONAL
CERTIFICATION

[illegible]

OWNER:
NEW LIFE WORKSHOP CENTER ASSEMBLY OF GOD, INC.
7230 CENTRAL AVENUE
CAPITOL HEIGHTS, MD 20743
CHARLES THORNTON
1607 54-WAY CIRCLE DRIVE
CAPITOL HEIGHTS, MD 20743

GRACE MEMORIAL BAPTIST CHURCH
P.O. BOX 26286
WASHINGTON DC

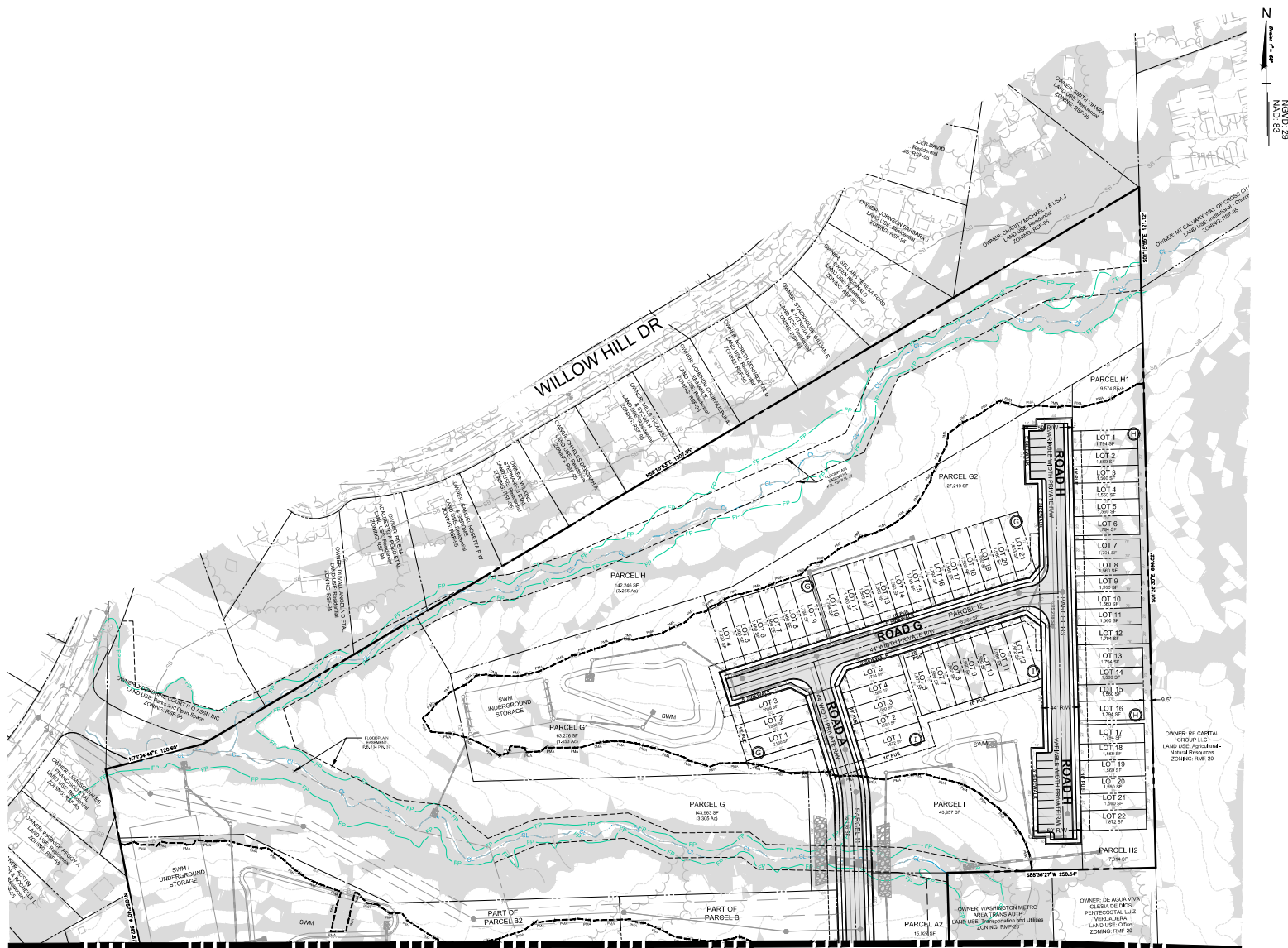
NEW GRACE MEMORIAL BAPTIST CHURCH
P.O. BOX 26316
WASHINGTON DC

PRINCE GEORGES COUNTY
LL ROOM 185 C.A.B
UPPER MARLBORO, MD 20772

RODGERS
CONSULTING
1101 Mercantile Lane, Suite 200, Largo, Maryland 20774
Ph: 301.948.4700 Fax: 301.948.6256 www.rodgers.com

	BY	DATE
BASE DATA		
DESIGNED		
DRAWN		
REVIEWED		
ROODERS CONTACT: Grant Howie		
RELEASE FOR <input type="checkbox"/>		
DATE	DATE	

SCALE:	
JOB No.	0817BH1
DATE:	OCT 2025
SHEET No.	02 OF 4



MATCHLINE AA - SEE SHEET 03

GRAPHIC SCALE

0 20 40 60
1 INCH = 60 FT

LEGEND:

- | | |
|--|-------------------------------|
| | EX. BOUNDARY LINE |
| | EX. LOT LINE |
| | EX. 10' CONTOUR LINE |
| | EX. 7' CONTOUR LINE |
| | EX. TREELINE |
| | EX. EASEMENT |
| | EX. BUILDING |
| | EX. FENCE |
| | EX. CURB |
| | EX. ELECTRIC |
| | EX. OVERHEAD ELECTRIC |
| | EX. SANITARY SEWER |
| | EX. STORM DRAIN |
| | EX. WETLAND BUFFER |
| | EX. STREAM |
| | EX. STREAM BUFFER |
| | EX. 60'-FEET FLOODPLAIN |
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| | STEEP SLOPES (15-25%) |
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| | PR. PAVEMENT |
| | PR. CURB |
| | PR. SEWER |
| | PR. WATER |
| | PR. STORM DRAIN |
| | PR. RUE |
| | PR. SIDEWALK EASEMENT |
| | PR. WATER & SEWER EASEMENT |
| | PR. EDGE OF PAVEMENT |

**PROFESSIONAL
CERTIFICATION**

1 HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

LICENSE NO. 32450
EXPIRATION DATE: 6/30/25



SCALE:	
JOB No.	0817BH1
DATE:	OCT 2025
SHEET No.	04 OF 04

[illegible]

APPLICANT / DEVELOPER:

NVR, INC.
5265 WESTVIEW DRIVE, SUITE 210
FREDERICK, MD 21703
Phone: 301-814-9044
Contact: NOOSHIN AMIRPOUR
Email: NAMIRPOU@NVRINC.COM

OWNER:
NEW LIFE WORDS & CENTER ASSEMBLY OF GOD, INC.
7230 CENTRAL AVENUE
CAPITOL HEIGHTS, MD 20745

CHARLES THORNTON
1607 SHADY GLEN DRIVE
CAPITOL HEIGHTS, MD 20745

GRACE MEMORIAL BAPTIST CHURCH
P.O. BOX 26286
WASHINGTON DC

NEW GRACE MEMORIAL BAPTIST CHURCH
P.O. BOX 26316
WASHINGTON DC

PRINCE GEORGES COUNTY
LT. ROOM 185 C.A.B.
UPPER MARLBORO, MD 20772

CORNERSTONE COMMONS
18th Election District
Prince George's County, Maryland
Tax Map 66-E4

RODGERS
CONSULTING
1101 Mercantile Lane, Suite 200, Largo, Maryland 20774
Ph: 301.948.4700 Fax: 301.948.6256 www.rodgers.com

	BY	DATE
BASE DATA		
DESIGNED		
DRAWN		
REVIEWED		
RODGERS CONTACT: Galt to Howe		
RELEASE FOR		
BY	DATE	

PRELIMINARY PLAN PPS-2025-002
PLAN SHEET

C:\ACC\ACCDocs\Rodgers Consulting\PC-New Life Church\Project Files\autoCAD\Plot Plans\Preliminary Plans\PPS-2025-01 PPS.dwg

STATEMENT OF JUSTIFICATION

CORNERSTONE COMMONS

PPS-2025-002

ADQ-2025-005

APPLICANT:

NVR, Inc.
5265 Westview Drive, Suite 210
Frederick, Maryland 21703

OWNER:

New Life Worship Center Assembly of God, Inc.
7230 Central Avenue
Capitol Heights, Maryland 20743

Charles Thornton
1607 Shady Glen Drive
Capitol Heights, MD 20743

Grace Memorial Baptist Church &
New Grace Memorial Baptist Church, Inc.
P.O. Box 36316
Washington, DC 20743

Prince George's County
Property Management

**ATTORNEY/
CORRESPONDENT:**

MCNAMEE HOSEA, P.A.
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Dominique Lockhart, AICP
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(301) 441-2420 Voice
(301) 982-9450 Fax
mtedesco@mhlawyers.com
dlockhart@mhlawyers.com

**CIVIL ENGINEER/
LAND PLANNER:**

Rodgers Consulting, Inc.
Charlie Howe, PE
Christine Gillette, PLA
1101 Mercantile Lane, Suite 280
Largo, Maryland 20774
(301) 948-4700
chowe@rodgers.com
cgillette@rodgers.com

REQUEST:

Preliminary Plan of Subdivision and Certificate of Adequacy for the development of up to 186 lots and 28 parcels for the ultimate development of approximately 186 single family attached dwelling units in the RMF-20 Zone.

Variation pursuant to Section 24-4102(c)(1) (minimum lot depth).

Waiver pursuant to the requirements of Sections 27-6207(b)(2), and 27-6208(b)(2), providing cross-access between adjoining developments' internal pedestrian and bicycle circulation systems, respectively.

I. DESCRIPTION OF PROPERTY

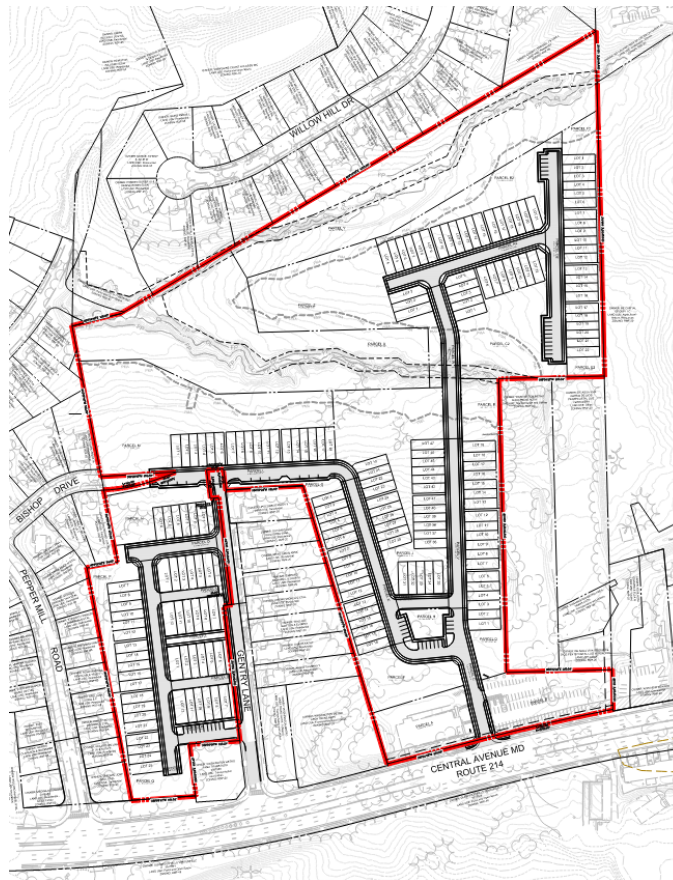
1. Addresses – 28 Gentry Lane, 7100, 7220, 7230 Central Avenue, Capitol Heights, Maryland 20743 and Parcels 170, 171, 172, 174 Tax Map 66, Grid E4.
2. Location – North side of Central Avenue approximately 850 feet west of its intersection with Hill Road.
3. Tax Account(s) – 2016632 (Parcel 174), 2097053 (Parcel 173), 2109601 (Parcel 196), 2104255 (Parcel 12), 2060168 (Parcel A), 2109593 (Parcel 170), 2109585 (Parcel 171), and 2036796 (Parcel 172).
4. Proposed Use – Preliminary Plan of Subdivision to accommodate the development of up to 186 lots and 28 parcels for the ultimate development of approximately 186 single family attached units in the RMF-20 Zone.
5. Applicable Previous Approvals – DSP-88092 and Amendments 01, 02, 03, 04, 05, 07, 08, and 09; AC-10004, AC10004-01 and AC-04011; 4-99052.
6. Record Plat – 5-87156 (Parcel A).
7. Schools – Carmody Hills Elementary, Walker Mill Middle, and Central High.
8. Police – District III.
9. Fire/EMS – Seat Pleasant, Station 808, Battalion 883; Shady Glen, Station 802, Battalion 883 (Planned).
10. Library – PGCMLS Largo-Kettering Branch Library; PGCMLS Fairmount Heights Branch Library.

11. Water/Sewer Category – W3/S3.

12. Historic Site/Resources – Webb-Brown House/Berry-McKeel House (ID 72-016 – 0.36 miles from subject property); Gray Residence (ID 72-061 – 0.77 miles from subject property); Ridgely School (ID 75A-028 – 1.05 miles from subject property); Concord (75A-001 – 0.93 miles from the subject property); Old St. Margaret’s Church (ID 72-007-01 – 0.99 miles from subject property); Highland Park School (ID 72-021 – 1.02 miles from subject property); and Carmody House (ID 72-006 – 0.55 miles from subject property).

II. NATURE OF REQUEST

NVR, Inc. (hereinafter the “Applicant”) is requesting the approval of a Preliminary Plan of Subdivision, an associated Certificate of Adequacy, and Tree Conservation Plan for the development of up to 186 lots and 28 parcels to accommodate the for the ultimate development of approximately 186 single family attached (townhouse) residential units in the RMF-20 Zone. The subject property is currently known as Parcels A, 12, 170, 171, 172, 173, 174, and 196 on Tax Map 66 / Grid E4.



Pursuant to County Council Bill CB-013-2018, the Prince George’s County Council adopted a new Zoning Ordinance (Subtitle 27 of the County Code), which was to become effective

upon the approval of the Countywide Sectional Map Amendment (“CMA”). Pursuant to Council Resolution CR-136-2021, the new Zoning Ordinance became effective on April 1, 2022. As a result, the subject property was rezoned from the R-18C (Multifamily Medium Density Residential-Condominium) Zone to the RMF-20 (Residential, Multifamily-20) Zone. Given the inability to advance the development pursuant to the prior entitlements and given the property rezoning to the RMF-20 Zone, the applicant now desires to utilize the new Subdivision Regulations (Subtitle 24) and new Zoning Ordinance (Subtitle 27) to provide a high-quality residential development.

III. APPLICANT’S PROPOSAL

The overall Cornerstone Commons site, previously referred to as New Life Church Property, is located on the north side of Central Avenue, approximately 850 feet west of its intersection with Hill Road, in Planning Area 72 and Council District 7 (the “Subject Property”). The assemblage of properties included with this application comprise approximately 29.32 acres of unimproved land adjacent to a variety of existing land uses along the Central Avenue corridor. With this Preliminary Plan of Subdivision (PPS-2025-002) application, the applicant presents a new development consisting of approximately 186 single-family attached (townhome) lots with additional parcels for roadways, environmental preservation, open space, and recreational amenities in the RMF-20 Zone.

As further provided herein and reflected on the submitted plans, the Applicant contends that this Preliminary Plan application meets the purposes of the RMF-20 Zone, the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (the “Master Plan” and “SMA”), and Plan Prince George’s 2035 (Plan 2035). With the goal of providing a highly sought after housing type, one of the characterizing components of this land plan is the creative compact infill approach to such an irregularly shaped property. The proposed single family attached units will provide a desired housing type as envisioned in the Master Plan, as well as the *Housing Opportunity for All, the Countywide Housing Strategy* (2019) document.

Technical aspects of environmental issues and considerations are more fully addressed in Section V. below, but the design captures the Applicant’s focus on preserving, to the fullest extent practical, the existing environmental features. Specifically, streams and slopes are preserved to the greatest extent possible and are seen as a valuable asset for the future community. Views into the environmental features are focal points in the development along streets and at intersections. These features will be shared by all residents, ensuring and increasing community pride and strengthening community cohesion. The environment is as much a part of the design as the lots and streets and hard infrastructure.

IV. COMMUNITY AND MASTER PLAN CONFORMANCE

The subject property is in Planning Area 72 and Councilmanic District 7. More specifically, the overall Cornerstone Commons site is located on the north side of Central Avenue approximately 850 feet west of its intersection with Hill Road.

The subject property is surrounded by the following uses:

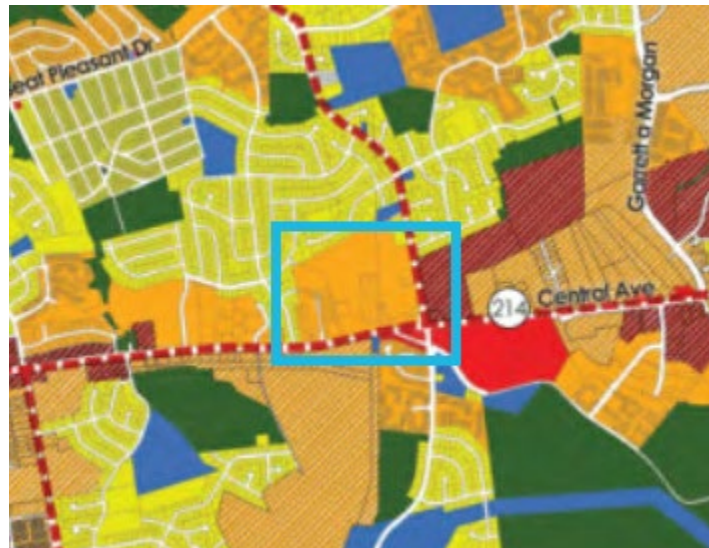
North: Single-family detached dwellings in the Residential, Single-Family-95 (RSF-95) Zone.

South: Single-family detached dwellings; Public right-of-way of Central Avenue, and beyond it vacant wooded land in the Residential, Multifamily-48 (RMF-48) Zone.

East: Fairmont Heights High School; Child Development Center; and single-family detached dwellings in the Residential, Multifamily-20 (RMF-20) Zone.

West: Single-family detached dwellings in the Residential, Single-Family-65 (RSF-65) Zone.

The overall site currently lies within the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (“Master Plan” and “SMA”). The Future Land Use Map (P.62, Map 4-3), recommends the Subject Property for the “Medium-High Density Residential 8 to 20 du/acre” land use designation.

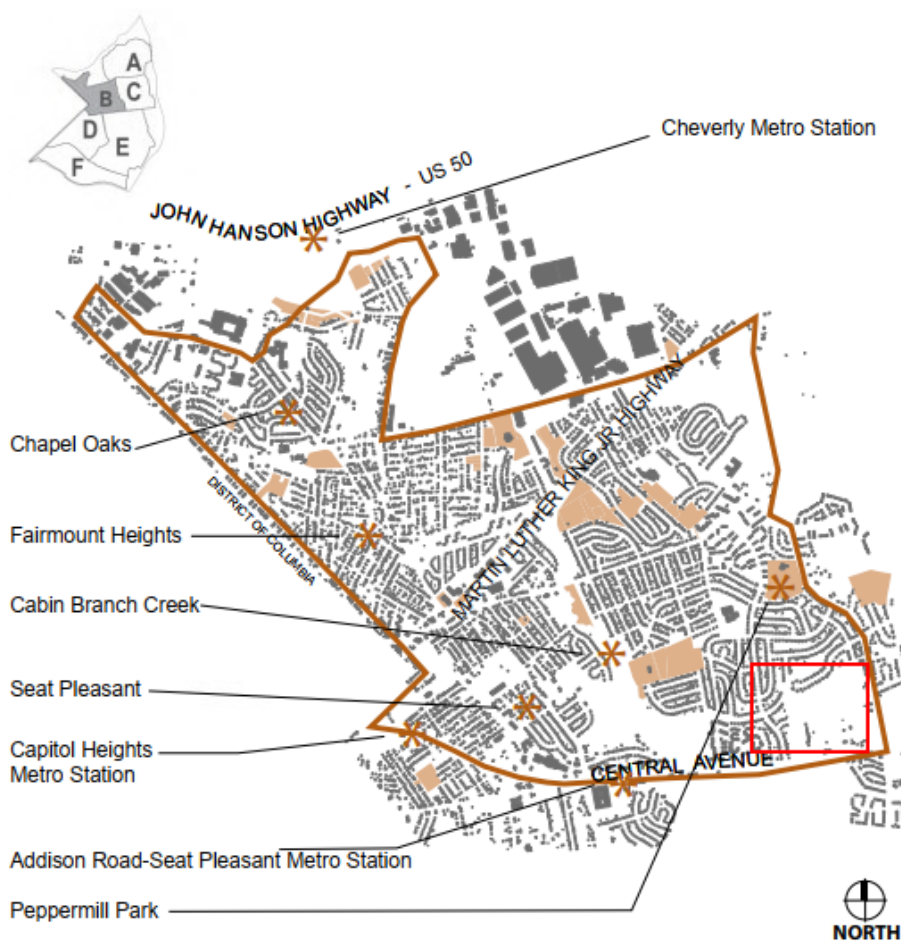


FUTURE LAND USE MAP

One of the residential goals for the Master Plan is to “develop future land use matters that establish appropriate development density transitions between centers and single-family residential areas.” (P.63) Although the Master Plan recommends a Medium-High density between 8 and 20 dwelling units per acre, the applicant is proposing a density of around 7.10 dwelling units per acre. This is due to the intention of being context sensitive to the surrounding existing single-family detached subdivisions, as guided by the Master Plan statement referenced above, while also designing to preserve the regulated environmental features located on-site. The applicant’s goal is to avoid an abrupt building contrast to the surrounding neighborhood character. The proposed

density for the single-family attached (townhouse) dwellings is at the maximum density achievable given the existing environmental conditions on site, which are being preserved to the maximum extent practicable. The only way to provide greater density with this in-fill development would be to disturb regulated environmental features to add additional dwelling units, which would be in harsh contrast to the existing residential context and would not be supported by the existing residents. The proposed townhouse units and 7.10 du/ac density are a functional compromise between the high-level guiding Master Plan document and the conditions as they exist on the site today. This context-sensitive approach finds a suitable middle ground between a density goal applied by the Master Plan for this location and the existing residential units that are on the lower end of the Residential Medium (3.5-8 du/ac) Master Plan proposed land use, where they exist adjacent to the Property. This aligns with another Master Plan goal which states to “encourage an environmentally sensitive approach to future development that restores and preserves open space while supporting the county’s environmental and sustainability goals” (P.64), which this project does.

The Subject Property is also located within Living Area B of the Master Plan (p.113; Map 5-4). Living Area B is described to include “the incorporated City of Seat Pleasant and the incorporated towns of Fairmont Heights and Cheverly.” (P.87) The Property is located along the Central Avenue Corridor, less than 1-mile from the Addison Road-Seat Pleasant Metro Station.



MAP 5-4 LIVING AREA B

The majority of recommendations for Living Area B are related to Action Areas not encompassing the Subject Property and the Policies and Strategies would be primarily addressed with County level legislation or local level public initiatives. The proposed residential development does align with several goals and policies of Living Area B, including the recommendations for this area that aim to “[p]romote single-family and townhouse development only in the living areas” (P.100) and also “[i]mprove pedestrian connectivity throughout Zone 2 by installing sidewalks.” (P.103) The proposed residential development will provide townhouse development to the community area, which is desired. The Preliminary Plan of Subdivision demonstrates that the development will also support a variety of traffic modes including vehicular, biking, and walking. The site will be developed with internal sidewalks that connect to the larger surrounding transportation network, providing easy and safe access to the nearby Metro station. The recommendation to “[p]reserve and conserve existing older neighborhoods” (P.100) has been heavily considered in the choice of residential unit type and density for the Subject Property, in order to avoid conflicting neighborhood character.

Plan 2035

Since the adoption of the Master Plan, in 2010, the County updated a new General Plan, known as “Plan Prince George’s 2035” (Plan 2035), which places the subject property within the Established Communities Growth Policy Area.

Plan 2035 states the following regarding the Established Communities Growth Policy Area:

Established Communities: Plan 2035 classifies existing residential neighborhoods and commercial areas served by public water and sewer outside of the Regional Transit Districts and Local Centers, as Established Communities. Established Communities are most appropriate for context-sensitive infill and low-to medium-density development. Plan 2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries, schools, parks, and open space), and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met.

(Plan 2035 at p. 20).

Plan 2035 also recommends a future land use of Residential Medium High for the site, aligning with the recommendations outlined in the Master Plan. Based on the proposed density of around 7.10 dwelling units per acre, the proposed residential development will be context-sensitive and blend into the larger surrounding neighborhood while avoiding an abrupt contrast of differing residential forms and prioritizing the preservation of the site’s natural features. Additionally, the proposed development will not inhibit the County’s ability to maintain or enhance existing public services or facilities, will enhance the County’s open space network, and will provide infrastructure to meet the needs of residents, to include sidewalks, recreational areas, water and sewer service, and SWM. The overall development furthers the goals of both the Master Plan and

Plan 2035 by enhancing the nearby residential neighborhoods with a desired housing type, while bringing development and investment to a highly prioritized growth area of the County.

Functional Master Plans

The Zoning Ordinance describes functional master plans as approved plans regarding one of the various elements of Plan 2035, including land use, economic prosperity, transportation, environment, housing, healthy community, and public facilities. The Cornerstone Commons development is in compliance with the goals of Plan 2035 through various functional master plans.

The 2008 Approved Public Safety Facilities Master Plan provides guidance on the location and timing of upgrades and renovations to existing facilities, and construction of new facilities, none of which affect this site. This PPS is subject to ADQ-2024-041, which will establish that pursuant to adopted tests and standards, public safety facilities are adequate to serve the proposed development, with any required mitigation. There are no police, fire and emergency medical service facilities, public schools, parks, or libraries recommended on the subject property.

The 2013 Formula 2040: Functional Master Plan for Parks, Recreation and Open Space, identifies their main vision as “ The preservation of parkland and natural areas continues with a focus on connecting people to the land and each other. Residents are both aware of and active participants in an array of recreation and leisure opportunities. Residents are strong advocates for and stewards of the parks and recreation system.” (P. 92) Facilities nearby the Subject Property include the Peppermill Community Center (north), J. Franklyn Bourne Aquatic Center (west), and Hill Road Park (east). These existing facilities provide access to active recreation for future residents of this proposed development in addition to the development’s proposed amenities.

The Green Infrastructure Plan includes several policies and strategies that are met with the proposed development which are analyzed in the Environmental Considerations Section below.

V. ENVIRONMENTAL CONSIDERATIONS

The Cornerstone Commons property is comprised of varying environments that include a forested stream valley and associated floodplain, and areas of upland forest. The topography varies throughout the site but generally slopes downwards to the north and west through the stream valley.

The woodlands observed on site account for 24.02+/- acres of the sites 29.32+/- acres. The successive stages of the forest vary with exposure to moisture and sunlight. Seventy (70) specimen trees were observed on-site ranging from tulip poplars to silver maples to willow oaks. Two forest stands were identified during the Natural Resource Inventory process. These stands range from early to mid-successional maple-beech-birch forest. Dominant species found in the upland areas of the forest stands consist of tulip poplar (*Liriodendron tulipifera*), red maple (*Acer rubrum*), sweetgum (*Liquidambar styraciflua*), and northern red oak (*Quercus rubra*). Within the lowland forest areas, the tree canopy was dominated by red maple (*Acer rubrum*), American sycamore (*Platanus occidentalis*), and sweetgum.

The site contains two (2) intermittent stream channels that drain to the west/northwest off-site into Cabin Branch and its adjacent floodplain. The dominant tree size class and understory species increased around these channels and floodplain flats creating diverse habitats for the site's ecosystems. There are no wetlands found on-site. The Natural Resource Inventory completed prior to this PPS shows the existing conditions of the on-site stream and forest found on-site. As previously stated, These streams will be placed into protective easements which will ensure their condition is maintained in perpetuity.

Master Plan - Chapter 7: Environment

The Master Plan outlines several environmental goals and policies for Subregion 4. Some of the applicable goals and policies include the following:

Goal: Implement the subregion plan's desired development pattern while protecting environmentally sensitive features and upholding the intent of the county's environmental policies and regulations. (P.199)

Policy 1: Protect, preserve and enhance the green infrastructure network in Subregion 4. (P.200)

This policy is proposed to be met through the preservation of the identified green infrastructure network associated with the two forested streams found on this site. This project not only safeguards the existing stream buffer but also commits to expanding and strengthening the existing vegetative zones around the stream. The forest identified within the green infrastructure network protects the integrity of the on-site stream and the overall watershed from excessive deposits of sediment and nutrients by stabilizing stream banks and contributing to nutrient uptake through their root systems. By preserving these forest areas that are within the green infrastructure network and strategically planting new trees along the edges, this project ensures not only the protection, but the enrichment of the network through the introduction of new tree species, not presently found on-site.

Goal: Preserve, protect, and enhance surface and groundwater features and restore lost ecological functions. (P.205)

Policy 1: Restore and enhance water quality in areas that have been degraded, and preserve water quality in areas not degraded. (P.205)

This project aims to preserve the water quality on-site through the retainment of high-quality woodland located within the stream valleys. This, combined with the new trees proposed along the edges of the stream valleys, will create permanent protection around the two streams found on-site and will preserve water quality not only on-site, but in the overall Cabin Branch watershed.

Goal: Coordinate land use, economic planning, and environmental planning to reduce or mitigate the effects of noise pollution. (P.207)

Policy: Reduce adverse noise impacts so that the State of Maryland's noise standards are met.. (P.205)

The proposed development will integrate noise reduction measures through site design, roadway design, and the inclusion of any noise barriers if needed. Filed in conjunction with this PPS is a Phase 1 and 2 Noise Study prepared by Phoenix Noise and Vibration dated April 14, 2025.

Goal: Encourage the use of green building techniques that reduce energy and resource consumption. (P.208)

Policy 1: Implement environmentally sensitive building techniques as designated by the U.S. Green Building Council. (P.208)

The applicant will also implement green building techniques applicable for the proposed residential development. Green building techniques will be evaluated at the time of Detailed Site Plan in accordance with the regulations outlined in the Zoning Ordinance. These are all critical site design features associated with the approach to create opportunities to visually integrate sustainable practices into the development.

Countywide Green Infrastructure Plan (GI Plan)

In addition to the environmental goals outlined in the Master Plan, the development project also complies with the Countywide Green Infrastructure Plan (GI Plan), which was approved with the adoption of the Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan (Prince George's County Council Resolution CR-11-2017), on March 7, 2017. The following policies are also applicable to the Subject Property:

Policy 1: Preserve, protect, enhance or restore the green infrastructure network. Preserve, enhance, and restore the green infrastructure network and its ecological functions while supporting the desired development pattern of Plan Prince George's 2035.

As mentioned above, this project proposes the preservation and retention of the green infrastructure network through safeguarding the existing stream buffer, and also committing to expanding and strengthening the existing vegetative zones around the stream.

The environmental resources located on-site that contain the highest ecological value are located within the existing stream valley. Of all forest on-site, 8.75+/- acres of high to medium priority retention forest, and 26 of the 70 specimen trees are located within the stream valley. The Preliminary Plan associated with this application not only preserves these areas but offers opportunities for afforestation to bolster the vegetative buffers surrounding the stream valleys. Overall, the proposed Preliminary Plan takes a prudent approach to preserving high-value ecological areas and maintains a high-level of on-site environmental sensitivity, as envisioned within the Master Plan.

Policy 5: Improve water quality through stream restoration, stormwater management, water resource protection, and strategic conservation of natural lands.

The Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) will require all development to utilize environmental site design (ESD) stormwater management (SWM) best practices to control various amounts of surface rain runoff. The ESD relies on integrating site design, natural hydrology, and smaller stormwater control facilities to capture and treat runoff. The proposed development will include residential uses, for which stormwater quantity control is provided. ESD best practices will be applied to the maximum extent practicable through the utilization of submerged gravel wetlands and micro bioretention facilities that will collect, hold, treat, and release stormwater to maintain water quality. This is in addition to the preservation of forest around the environmentally sensitive areas. The Site Development Concept Plan has been submitted to DPIE under case number SIT-00521-2025, and the applicant anticipates approval prior to formal acceptance of the PPS.

Policy 7: Preserve, enhance, connect, restore, and preserve forest and tree canopy coverage.

The Preliminary Plan for Cornerstone Commons, which will be further refined in future development applications, is specifically designed to limit impact to the existing woodlands on the site by concentrating the residential density as much as possible in the central and southern portions of the property. The areas of forest that are impacted from the proposed layout will be replaced on-site to the greatest extent possible, with additional off-site mitigation as needed, ensuring a no-net loss of forest. The woodlands and stream crossing the northern portion of the property are part of a connected waterway and tree canopy system and are the priority preservation areas of the site.

VI. GENERAL CRITERIA FOR PPS APPROVAL

Pursuant to County Council Bill CB-013-2018, the Prince George's County Council adopted a new Zoning Ordinance (Subtitle 27 of the County Code), which was to become effective upon the approval of the Countywide Sectional Map Amendment ("CMA"). Pursuant to Council Resolution CR-136-2021, the new Zoning Ordinance became effective on April 1, 2022. As a result, the subject property was rezoned from the R-18C (Multifamily Medium Density Residential-Condominium) Zone to the RMF-20 (Residential, Multifamily-20) Zone. Given the inability to advance the development pursuant to the prior entitlements and given the property rezoning to the RMF-20 Zone, the applicant now desires to utilize the new Subdivision Regulations (Subtitle 24) and new Zoning Ordinance (Subtitle 27) to provide a high-quality residential development.

Specifically, the purpose of the RMF-20 Zone is to provide suitable sites for high-density multifamily residential development, in a form that both ensures and balances compatibility with surrounding lands. The RMF-20 Zone also aims to provide for this type of development at locations recommended by an Area Master Plan or Sector Plan. The subject property is located within the 2010 *Approved Subregion 4 Master Plan*, where the future land use recommendation is medium-high density residential. The proposed development is consistent with the Master Plan's recommendations and is a permitted use in the RMF-20 Zone.

Section 24-3402. Minor and Major Subdivision, or Resubdivision.

(e) Major Subdivision.

(1) Preliminary Plan of Major Subdivision;

(D) Preliminary Plan of Major Subdivision Decision Standards

A preliminary plan of major subdivision may only be approved upon finding that it:

(i) Complies with all applicable standards of these Regulations;

COMMENT: Pursuant to all of the documents and plans submitted in support of PPS-2025-002, and as detailed herein, all applicable standards in the Subdivision Regulations are met, with the exception of the requested waivers for minimum lot depth and cross access.

(ii) Establishes in its layout a good and strong relationship between lots, the street(s), and open space set-asides that is consistent with the purposes of these Regulations and Subtitle 27: Zoning Ordinance, of the County Code;

COMMENT: As provided and depicted on the PPS submitted herewith, , PPS-2025-002 advances the general purposes of the Subdivision Regulations and the Zoning Ordinance. The proposed development is consistent with the applicable planning policies and goals of the 2035 General Plan and 2010 Master Plan. The proposed uses conform with the intensity and dimensional standards provided within Section 27-4202(h)(2) of the Zoning Ordinance. The proposed residential development will provide adequate stormwater management, preserve and enhance existing natural resources, and protect the public health, safety, and general welfare through a context-sensitive design. The lot layout as depicted on the PPS, provides the most beneficial relationship between the subdivision of land and the circulation of traffic, having particular regard for pedestrian movements that encourage pedestrian safety and comfort, and pedestrian movements appropriate to the various uses of land and dwellings, the avoidance of congestion on the streets, and to provide for the efficient and appropriate locations and widths of streets.

(iii) Complies with all other applicable requirements in Subtitle 27: Zoning Ordinance;

COMMENT: With the exception of any potential requested waivers, modifications, or departures, if needed, PPS-2025-002 will comply with all applicable requirements of the Zoning Ordinance. The applicable requirements of Subtitle 27: Zoning Ordinance are found in Section VIII. of this statement of justification. Conformance to the RMF-20 Zone intensity and dimensional standards are provided on the coversheet of the PPS. Additionally, an open space set-aside and circulation exhibits have been provided detailing conformance to those applicable standards in 27-6. A more detailed analysis of all applicable requirements of Subtitle 27 will occur with the subsequent Detailed Site Plan.

(iv) Conforms with the applicable Area Master Plan or Sector Plan, and current Functional Master Plans; and

COMMENT: PPS-2025-002 conforms with the 2010 *Approved Subregion 4 Master Plan and SMA* and current Functional Master Plans. Please refer to Sections IV. and V. within this statement of justification for a detailed response regarding conformance to the Master Plan, Plan 2035, and Functional Master Plans.

(v) Complies with all applicable requirements of the County Code of Ordinances.

COMMENT: PPS-2025-002 will comply with all other applicable requirements of the County Code, including Subtitle 25 which contains regulations for the Woodland and Wildlife Habitat Conservation Ordinance and Tree Canopy Coverage Ordinance to be fully evaluated in subsequent development applications..

VII. SUBTITLE 24-4. SUBDIVISION REGULATIONS

SECTION 24-4100 – PLANNING AND DESIGN

24-4101. General Standards.

(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.

COMMENT: PPS-2025-002 complies with all applicable requirements of Part 27-6 of the Zoning Ordinance saving any requested waivers or departures that may be necessary with this application or the future DET when the final design of the project is proposed.

(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.**

COMMENT: The future land use recommendation for the Subject Property is Residential Medium-High, which is consistent with the proposed development. As provided *supra* (and incorporated by reference in this response), PPS-2025-002 conforms with the Master Plan, Plan 2035, and any applicable Functional Master Plans. Development consistent with said zoning conforms with this requirement. The residential development aligns with several policies and goals of the aforementioned plans through the proposed design, layout, and amenities that will be further analyzed with the DET. The proposed development is consistent with said zoning and conforms with this requirement. Please refer to Sections IV. and V. within this statement of justification for a detailed response regarding conformance to the Master Plan, Plan 2035, and Functional Master Plans.

- (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.**

COMMENT: Acknowledged.

- (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).**

COMMENT: Acknowledged, although no actual conflicts exist between the underlying zoning of the Subject Property and the applicable planning documents' goals, vision, and recommendations.

(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.**

COMMENT: The applicant has conducted soil boring tests across the property and has consulted with geotechnical engineers. Based on these studies/investigations, no unsafe soils or unsafe conditions exist on the Subject Property.

- (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.

COMMENT: Not applicable. A geotechnical analysis, showing no unsafe soils on the property, has been submitted with this application, along with the Site Development Concept plans for review.

(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.

COMMENT: Not applicable. No portion of the land is proposed or will be required 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).

COMMENT: Conformance to lot standards for townhouse dwellings within the RMF-20 Zone, Pursuant to Section 27-4202(h)(2), are provided on the coversheet of the PPS.

(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.

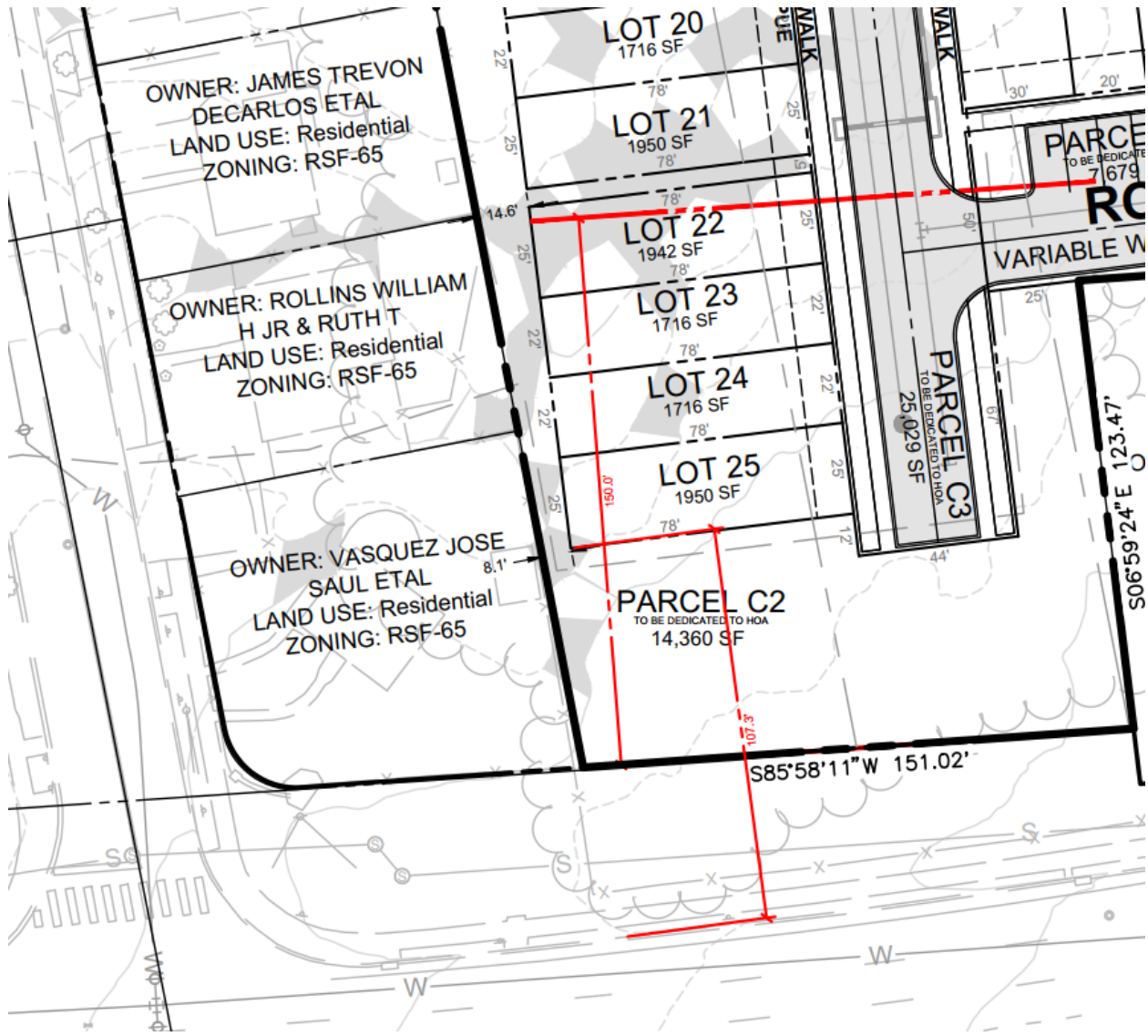
COMMENT: The Subject Property is located within the Sewer Envelope and currently within Water Category 3 and Sewer Category 3 (Community System—includes all developed land (platted or built) on public water and sewer, and undeveloped land with a valid preliminary plan approved for public water and sewer).

(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.**

VARIATION REQUEST #1

COMMENT: The applicant is requesting a variation from Section 24-4102(c), which requires a 150-foot lot depth for lots or parcels used for residential purposes adjacent to existing or planned streets classified as arterials. Proposed master plan roadway, A-32 - Central Avenue (MD 214), is classified as an arterial roadway. Three lots (Block C - Lot 25, Lot 24, Lot 23) do not meet the 150-foot lot depth requirement, prompting this variation request. These impacted lots are used for residential purposes, and have side lot lines adjacent to Central Avenue. The closest side lot line of proposed, Lot 25 Block C, is parallel to Central Avenue (MD 214) with an intervening 60 feet of Parcel C2, which separates the lot from the property boundary, with an additional 48-feet to the roadway surface. Effectively making the closet residential lot set back approximately 107-feet from the existing edge of pavement, which is built out to its full arterial road standard. Thus, in application, given the distance between the existing edge of pavement coupled with the lot width itself, the intent of the lot depth requirement is met – especially for Lots 23 and 24. These townhouse lots are 22-feet wide (Lot 25 is 25-feet wide) with front-loaded garages. The fronts of the buildings are oriented onto Private Roadway E, so that they do not face the flow of traffic as it passes along the divided roadway of Central Avenue, preventing both front and rear building exposure. This is purposeful in design, as any potential impact associated with road noise can easily be mitigated with architectural improvements to the units.



Section 24-3403 authorizes the Planning Board to approve variations to the Subdivision Regulations. It is important to note that variations are unique to the Subdivision Regulations and are not synonymous with variances. Indeed, the law treats variances to the Zoning Ordinance and variations to the Subdivision Regulations differently. “The general rule is that the authority to grant a variance should be exercised sparingly and only under exceptional circumstances.” *Trinity Assembly of God of Baltimore City, Inc. v. People’s Counsel for Baltimore Cty.*, 407 Md. 53, 79 (2008) (quoting *Cromwell v. Ward*, 102 Md. App. 691, 703, (1995)). “A variance is an authorization for that which is prohibited by the zoning ordinance,” and the “burden is on the applicant to show facts to warrant a variance.” *Mueller v. People’s Counsel for Baltimore Cty.*, 177 Md. App. 43, 70, 934 A.2d 974, 989 (2007) (alterations and citations omitted). When compared to a variance to the Zoning Ordinance, the law pertaining to subdivision is “not so unforgiving,” as “[i]solated and limited departures from strict compliance are contemplated and expected, not because of ‘extraordinary hardship’ but even because of ‘practical difficulties.’” *Colao v. Maryland-Nat’l Capital Park & Planning Comm’n*, 167 Md. App. 194, 218 (2005).

In order to grant a variation, the Planning Board must make the findings contained in Section 24-3403(f) which provides, in relevant part:

Section 24-3403(f). Variation Decision Standards:

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

COMMENT: The 150-foot lot depth requirement is aimed at providing a deep enough lot so the dwelling can be located to avoid undue noise and vibration, in this case from Central Avenue A-32, a master plan arterial roadway, to which the proposed development will have two points of vehicular access. There is no evidence that such variations are injurious to other properties, the sole issue is one of noise and vibration on the Subject Property. The granting of this variation will not be detrimental to the public safety, health, or welfare, or injurious to other properties.

Consequently, and in further support of the requested variation, the applicant had a Phase I and II Noise Analysis conducted by Phoenix Noise & Vibration. This analysis has been submitted with the preliminary plan of subdivision, and the contour of the unmitigated 65 dBA Leq line is graphically depicted on the exhibit (and the preliminary plan of subdivision). The results indicated that only two of the three front-load townhomes closest to Central Avenue (Block C – Lots 25 and 24) will be exposed to future daytime transportation noise levels above 65 dBA Leq. All other townhomes will not be impacted by future daytime transportation noise levels greater than 65 dBA Leq. Future nighttime transportation noise impact upon all townhomes will be below 65 dBA Leq. Results of this analysis further indicate that a 7-foot noise barrier along the border of the backyards of the three townhomes closest to Central Avenue is required to maintain noise levels below 65 dBA Leq during the daytime and 55 dBA Leq during the nighttime. With the addition of these noise barriers, which the applicant will provide (details of which will be reviewed with the DET), noise levels in all outdoor activity areas throughout the site will be maintained below 65 dBA Leq during the daytime and 55 dBA Leq during the nighttime. Although a variation is requested for 3 lots near the arterial roadway, the basis for requiring the 150-foot lot depth is still accommodated as any impacted lots will be mitigated. As mentioned previously, although Lots 23, 24 and 25 do not strictly conform, in practicality, the intent of the standard is, however, met given the distance separating the lots in question from the existing edge of pavement for MD 214, which, at is closest is approximately 107-feet from the existing edge of pavement. Thus, in application, given the distance between the existing edge of pavement (which is built out to its full arterial road standard) coupled with the lot width itself, the intent of the lot depth requirement is met – especially for Lots 23 and 24. Simply, although a variation is required, the intent of the ordinance is met.

Additionally, the community is designed such that outdoor activity areas provided for the residents are located out of the areas which would be impacted by noise generated from the arterial roadway. In addition, the dwelling units will be designed to ensure that interior noise levels are reduced below 45 dBA, based upon projected noise levels which

would be generated from an arterial roadway. With these design and construction protections in place, not to mention the distance of the roadway itself (which is currently built out to its full arterial road standard), the granting of the variation will have no negative impacts on public health, safety or welfare.

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

COMMENT: The conditions on which the variation is based are unique to the subject site and not generally applicable to other properties. The topography varies widely across the site, with moderate to steep slopes within the stream valley and priority existing environmental features. The area available for development is predominantly confined to the portion of the property south of the wooded stream valley system, and north of the existing church along Central Avenue (MD 214). These site constraints limit moving the proposed development further north from Central Avenue. The Preliminary Plan of Subdivision demonstrates a compact development, while achieving all regulatory access, utility, and safety design goals. The nature of this infill development and the Master Plan goals of high residential density within the Capital Beltway, has led to the approach of maximizing certain areas of the property for dwelling units, some of which are aligned with the arterial ROW. The ability to provide context sensitive residential development with efficient and safe vehicle and pedestrian circulation based on these unique circumstances – leaves in place the 150-foot lot depth as problematic. Simply, other properties do not have similar conditions/circumstances, so the requested variation is unique to the Subject Property and not generally applicable to other properties.

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

COMMENT: The variation requested does not constitute a violation of any other applicable law, ordinance, or regulation such as the Subdivision Regulations, Zoning Ordinance, and applicable County and State Codes. Conformance with state and county noise regulations will be required and provided. Consequently, and in further support of the requested variation, the applicant had a Phase I and II Noise Analysis conducted by Phoenix Noise & Vibration in conformance with the requirements of Section 27-6810 of the Zoning Ordinance. Further, the variation would not constitute a violation of any other Part 27-6 Development Standard.

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

COMMENT: The Subject Property, existing now as a collection of several properties, is oddly-shaped, with a narrow frontage on Central Avenue. The Subject Property is also comprised of varying environments that include regulated streams, and the 100-year

floodplain. Streams onsite (two intermittent) flow southwest and west towards Cabin Branch, which is located approximately 3,000 feet offsite to the west. The topography varies widely across the site, with moderate to steep slopes within the stream valley. Pushing the dwelling units further north would result in unnecessary additional impacts to the existing environmental features. REFs are required to be preserved and/or restored to the fullest extent possible under Section 24-4300, Environmental Standards, of the Subdivision Regulations. Pushing the dwellings further north, could also place the limits of disturbance closer to the 100-year floodplain. Pursuant to Section 24-4301 “Environmental features which are impossible or difficult to reproduce, such as floodplain, wetlands, streams, steep slopes, woodlands, and specimen trees, shall be protected.” With the current development layout, the REF is being preserved and/or restored to the fullest extent possible.

The proposed development will have two vehicular access points along Central Avenue. The eastern point of vehicular access is proposed through parcels that will be retained by the ownership of the existing church building. The proposed design aims to buffer the surrounding existing development which further limits where the residential dwellings can be placed throughout the rest of the site. The second and western point of vehicular access is the existing public right-of-way Gentry Lane. West of that roadway is the frontage where the three lots impacted by the 150-foot lot depth lots are located in parallel alignment with Central Avenue within the 150-foot lot depth zone.

The design approach to concentrate the proposed dwelling units in a comprehensive network aligned south of the significant environmental system on the Subject Property and along the two points of vehicular access to the site, without compromising the surrounding existing development is unique to the specific property involved. These existing features and conditions, result in actual impacts to development areas and result in those areas having to be concentrated to the area along MD 214. For the reasons noted above, a practical hardship to the owners would result if the strict letter of these regulations is carried out, as it would have a deleterious impact on the design and layout that is aiming to limit environmental impacts and adequately buffer neighboring properties to the maximum extent practicable. This would be a practical difficulty especially considering the proposed design and building placement will otherwise meet the spirit and intent of the lot depth regulation to prevent non-mitigatable levels of roadway noise on residential properties.

Again, it is important to note that the request is not a request for a variance, and when compared to a variance to the Zoning Ordinance, the law pertaining to subdivision is “not so unforgiving,” as “[i]solated and limited departures from strict compliance are contemplated and expected, not because of ‘extraordinary hardship’ but even because of ‘practical difficulties.’” *Colao v. Maryland-Nat’l Capital Park & Planning Comm’n*, 167 Md. App. 194, 218 (2005).

- (5) In the RMF-12, RMF-20, and RMF-48 zones, where multifamily dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in above, the percentage of dwelling units**

accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George's County Code.

COMMENT: Not applicable; while the Subject Property is in the RMF-20 Zone, it does not propose multifamily dwellings.

- (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.**

COMMENT: Not applicable. No proposed lots are adjacent to an existing or planned right of way classified as an expressway or freeway.

- (3) Adequate protection and screening from traffic nuisances shall be provided in accordance with the requirements of the Landscape Manual.**

COMMENT: At the time of Detailed Site Plan, adequate buffering and screening will be demonstrated and provided in accordance with the applicable requirements of the Prince George's County Landscape Manual.

(d) Lot Design Standards

- (1) Buildings and driveways shall be sited to maintain the existing grade as much as possible.**

COMMENT: Buildings and driveways will be sited to maintain the existing grade as much as possible. Maintaining the existing grade refers to minimizing the amount of levelling and sloping needed to ensure proper drainage and achieve desired contours for the development project. The final design will be determined at the time of Detailed Site Plan and in coordination with plan approvals as required by DPIE as design details progress. Additionally, Section 24-4303(d)(7) requires a concept grading, erosion, and sediment control plan by SCD, which the Applicant has provided with this submittal.

- (2) A variety of lot sizes and lot widths are encouraged within groupings of dwellings in order to prevent visual monotony, when appropriate.**

COMMENT: . PPS-2025-002 includes a variety of lot sizes and lot widths as a way to prevent visual monotony as depicted on Sheets 3 and 4 of the PPS in which dimensions of the proposed lots are depicted.

(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.

COMMENT: Although condominium townhouses are not currently proposed, since the lot standards of the RMF-20 Zone are being met, should the development ever convert to a condominium townhouse product, this criterion will be met.

(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.

COMMENT: Not applicable. PPS-2025-002 does not propose any outlots or outparcels.

(g) Located Wholly Within County

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

COMMENT: All lots are located wholly within Prince George's County's jurisdictional boundary.

24-4103. Layout Design Guidelines.

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

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

COMMENT: Internal roadways have been sited to maintain the existing grade to the maximum extent possible, by continuing and building out from existing road networks on the property, and meet all necessary road design requirements. All road construction will conform to County requirements to be graded in conformance with the Design and Construction Standards for the ultimate development of all roadways, to be shown on future plans to be reviewed and approved by DPIE. The final design will be determined at the time of Detailed Site Plan and in coordination with plan approvals as required by DPIE as engineering and design details progress. Placement of utilities, easements, curbs, gutters, and sidewalks will be taken into consideration when designing for final grading and street placement.

(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.

COMMENT: As depicted on PPS-2025-002, the spatial relationships, including between the lots and the street, recreation areas, and development on abutting lots, create the most beneficial

relationship for the residents and occupants of the subdivision and abutting properties. The design of the layout accommodates safe internal circulation for vehicular, bicycle, and pedestrian traffic, while also providing convenience and accessibility to open spaces, recreational amenities, and the adjoining road network.

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

COMMENT: The proposed lotting pattern avoids the stacking of dwelling units, one behind the other, and does not create any flag lots. Where sticks of townhouse units back up to other sticks of townhouse units, the applicant has included HOA open space parcels to add separation and passive recreation space, not to mention accessibility.

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

COMMENT: The lot layout avoids 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.

COMMENT: The majority of HOA parcels are consolidated open spaces which are purposefully designed and useable for active or passive recreation, and/or SWM facilities. Some proposed HOA parcels, or portions thereof, are narrow in nature to provide circulation to rear yards while maintaining consistent building spacing.

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

COMMENT: The proposed development and lotting pattern are context-sensitive with the existing wider neighborhood, given that the existing dwellings in adjacent neighborhoods are single-family detached and/or buildings used for institutional uses, all in zones which promote a much higher residential density than the current land use. The dwelling units are carefully placed particularly along the western side of Gentry Lane in order to not orient the full front façade length of multiple attached townhouse units to the existing detached units along the eastern side. Further, environmental features are preserved to the fullest extent practical, which creates natural buffers between the proposed development and existing development.

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

COMMENT: The lotting pattern along the internal road network is designed to provide a comfortable neighborhood experience while maintaining visual and physical access to the preserved existing natural features and environmental area present on the Subject Property while fulfilling all circulation and infrastructure needs.

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

COMMENT: All lots have access from interior streets.

(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.

COMMENT: No cul-de-sacs are proposed as part of this private roadway network, but pedestrian and bicycle access are not restricted by this plan.

(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.

COMMENT: Site grading will be designed to minimize any use of retaining walls and avoid, to the greatest extent possible, their placement on private lots. No retaining walls are currently anticipated to be needed on private lots. Final grading will be determined at the time of Detailed Site Plan and in coordination with plan approvals as required by DPIE. The Concept Grading, Erosion, and Sediment Control Plan is included with this submission.

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

COMMENT: Development of the subject property will remain outside of the Primary Management Area (PMA) to the maximum extent practicable, avoiding areas of steep slopes. Woodland Conservation threshold amounts are proposed to be achieved on-site.

(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.

COMMENT: . If needed, final location and details of any required sound walls or fencing will be determined at the time of Detailed Site Plan with the intent of providing all such walls and fences on HOA parcels with the appropriate clearance for maintenance and inspection.

(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.

COMMENT: Details for lighting will be provided at the time of Detailed Site Plan and will comply with the Zoning Ordinance.

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

COMMENT: All sidewalks along public rights-of-ways will be within the public right-of-way. Sidewalks along private streets and across open space parcels will include public use easements as created within the HOA Declaration of Covenants, Restrictions, and Easements, as needed.

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.

COMMENT: The submittal documents filed in conjunction with PPS-2025-002 satisfy this requirement. The TCP1 and Concept Grading, Erosion, and Sediment Control Plan is included with this submission.

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.

COMMENT: A Phase 1 Archeological Report is included with this application.

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.

COMMENT: No cemeteries exist on site or are impacted by this development application.

SECTION 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.**

COMMENT: PPS-2025-002 is served by Central Avenue (MD 214, A-32), an arterial public right-of-way. The interior lots will be served by a network of public and private streets and alleys. No driveways are proposed to access MD 214.

- (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.**

COMMENT: PPS-2025-002 depicts all existing and proposed MPOT rights-of-way. PPS-2025-002 is served by Central Avenue (MD 214, A-32), an arterial public right-of-way which will require no additional land dedication to fulfill its Master Plan width goals across the frontage of the Subject Property. No Master Plan trails or shared use paths are delineated for the Subject Property or vicinity in the MPOT.

- (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.**

COMMENT: All street dedication to public use will comply with the referenced standards.

- (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.**

COMMENT: All proposed streets comply with Section 27-6206 and are in alignment with existing or platted streets in adjoining subdivisions that create a street network that is functional and easily understandable.

- (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.**

COMMENT: Topography and drainage have been considered in the design of the streets and layout of the proposed lots.

- (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.**

COMMENT: All internal subdivision streets are wholly within Prince George's County.

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

COMMENT: All private streets will be designed to accommodate the requirements of the current Landscape Manual. The requirements of the Landscape Manual will be reviewed and evaluated with the Detailed Site Plan.

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.**

COMMENT: PPS-2025-002 conforms to this requirement. The minimum connectivity score index for the proposed development is 1.79 (25 links and 14 nodes) and the required score is 1.50, as demonstrated in the Circulation Exhibit included with this application.

- (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.**

COMMENT: Not applicable.

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.**

COMMENT: As provided below, this criterion is met.

- (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.**

COMMENT: All sidewalks and crosswalks will comply with the Prince George's County Specifications and Standards for Roadways and Bridges, and will be determined at the time of Detailed Site Plan and in coordination with plan approvals as required by DPIE.

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.

(b) Exemptions

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

(A) In the AG, AR, RE, and RR zones, a private right-of-way easement that does not conform to the standards in Subtitle 23: Roads and Sidewalks may connect up to seven lots and a remainder agricultural parcel to a public road in Sustainable Growth Tier IV, provided:

- (i) The lots are not served by public water and sewerage;**
- (ii) The right-of-way width shall be at least 22 feet;**

- (iii) The easement shall be adequate to serve the proposed uses in accordance with Section 24-4500, Public Facility Adequacy.
- (iv) Each lot served by the easement shall have a net lot area of at least two acres; and
- (v) The use of lots served by the easement shall be restricted to detached single-family dwellings or agricultural uses.

COMMENT: Not applicable, the subject property is located in the RMF-20 Zone.

(B) In the AG, AR, and RE zones and in the R-PD Zone, a subdivision with private rights-of-way that do not conform to the standards in Subtitle 23: Roads and Sidewalks, may be approved, provided:

- (i) Private streets shall be constructed in accordance with the Department of Public Works and Transportation specifications and standards;
- (ii) The right-of-way width shall be at least 22 feet;
- (iii) Covenants are recorded in the Land Records of Prince George's County stating that a property owners' or homeowners' association is responsible for maintenance of the private streets and for accessibility of the private streets to emergency equipment; and
- (iv) The Fire Chief determines the private streets provide adequate accessibility to emergency equipment.

COMMENT: Not applicable, the property is located in the RMF-20 Zone. The subdivision rights-of-way will conform to the standards in Subtitle 23: Roads and Sidewalks.

(C) In the RSF-A, RMF-12, and RMF-20 zones in developments of three-family dwellings, private streets that do not conform to the standards in Subtitle 23: Roads and Sidewalks, may be approved, provided:

- (i) The land proposed to be subdivided shall have frontage on, and direct vehicular access to, a public street having a right-of-way width of at least 60 feet;
- (ii) Points of access to public streets shall be approved by the Planning Board, or the Planning Director for a minor subdivision, and by the DPIE Director, the State Highway Administration, the Department of Public Works and Transportation, the Public Works Department of the municipality in which the property is located, or other appropriate roadway authority, as applicable;
- (iii) Private streets which are interior to the subdivision (and are not dedicated to public use) shall be improved to not less than the current standards set forth in Subtitle 23: Road and Sidewalks, of the County Code; and
- (iv) Private streets shall be conveyed to a property owners' or homeowners' association that shall hold the land in common

ownership, shall be responsible for maintaining the streets, and shall be created under recorded land agreements (covenants).

COMMENT: Not applicable, the development does not propose three-family dwellings.

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

- (i) The pavement width of private streets shall not be less than twenty-two (22) feet in width;**
- (ii) The pavement width of private alleys shall not be less than eighteen (18) feet in width; and**
- (iii) Subsections (i) and (ii) above shall only be applicable provided that the accessibility of the private streets and alleys to emergency equipment is ensured by the County Fire Chief or the Chief's designee.**

COMMENT: The proposed single family attached (townhouse) lots will be served by private streets with pavement widths no less than twenty-two (22) feet, and private alleys with pavement widths no less than eighteen (18) feet. During the review of the Preliminary Plan, the County Fire Chief or the Chief's designee will evaluate the accessibility of all private streets and alleys for emergency equipment.

(E) In the Transit-Oriented/Activity Center base and Transit-Oriented/Activity Center Planned Development zones, private alleys that do not conform to the standards in Subtitle 23: Roads and Sidewalks, may only be provided if:

- (i) They connect at each end to a street;**
- (ii) The pavement width of an alley provides safe vehicular access to individual lots; and**
- (iii) The alleys provide vehicular access only to lots with frontage on a public street.**

COMMENT: Not applicable, the property is in the RMF-20 Zone.

(F) Within any nonresidential or mixed-use development located outside the Transit-Oriented/Activity Center base and Transit-Oriented/Activity Center Planned Development zones, a subdivision with private rights-of-way or easements that do not conform to the standards in Subtitle 23: Roads and Sidewalks, may be approved, provided:

- (i) The right-of-way or easement shall have a minimum right-of-way width of 22 feet connecting the lots to a public street;**
- (ii) The right-of-way or easement shall be:**
 - (aa) Adequate to serve the extent of the development proposed;**

- (bb) Consistent with the requirements in Section 27-6206, Vehicular Access and Circulation, of Subtitle 27: Zoning Ordinance; and
- (cc) Not result in any adverse impact on the access and use of other lots or parcels within the subdivision.
- (iii) The development shall comply with all other applicable requirements of these Regulations; and
- (iv) Approval of a right-of-way or easement in accordance with this Subsection shall be deemed the creation of a driveway, in accordance with Section 27-6206(b), Vehicular Accessway Classifications, in Subtitle 27: Zoning Ordinance.

COMMENT: Not applicable, the property is proposed for residential use in the RMF-20 Zone.

- (G) Where direct vehicular access to an individual lot fronting on a public street should be denied due to a potentially hazardous or dangerous traffic situation, a private easement may be approved in accordance with the driveway standards in Section 27-6206(d) of Subtitle 27: Zoning Ordinance, in order to provide vehicular access, when deemed appropriate by the Planning Board.

COMMENT: Not applicable, no individual lots front onto a public street.

- (2) Upon petition of the owner of an existing lot having its sole frontage on, or its only direct vehicular access to, a private right-of-way or easement that cannot be approved in accordance with Section 24-4204(b)(1) above, and upon the recommendation of the County Executive, the County Council, by resolution, may approve the issuance of a building permit for any building or other structure on such lot on finding that the private right-of-way or easement is adequate to serve the lot and its proposed development, provided:
 - (A) Any single-family detached dwelling and its accessory structures shall comply with all other applicable requirements of these Regulations, Subtitle 27: Zoning Ordinance, and all other applicable requirements of the County Code of Ordinances;
 - (B) For any other building or structure, the owner shall submit:
 - (i) Documentary evidence demonstrating the inability to obtain access for use of the parcel by any other means, including dedication to public use of the right-of-way; and
 - (ii) Detailed construction plans demonstrating that the private street shall be constructed in accordance with the provisions governing the standard paving sections and Fire Department access in Subtitle 11: Fire Safety, and Subtitle 23: Roads and Sidewalks, of the County Code.
 - (C) Detailed construction plans submitted in accordance with Section 24-4204(b)(2)(B) above shall be reviewed by DPIE for adequacy, and a performance bond shall be posted by the land owner in an amount determined

by DPIE. If appropriate, DPIE shall inspect all work for conformance with the approved plans.

- (D) No private right-of-way or easement across land in a Residential zone shall be deemed adequate access to serve any development other than a single-family detached dwelling and its accessory structures, including a detached garage, or a nonprofit group residential facility where the private right-of-way or easement is owned by a governmental entity.
- (E) If the District Council approves the issuance of a building permit in accordance with this Subsection, the Planning Director may approve any applicable final plat or plan of development for such lot.
- (F) Where the private right-of-way or easement that is the subject of a petition in accordance with this subsection lies within a municipality or connects to a street under the jurisdiction of a municipality, the municipality shall be given notice of the petition. The municipality shall have 30 calendar days from the date the notice is mailed to review and submit comments on the petition. If a municipality recommends denial of the petition, the petition may be granted only upon the affirmative vote of two-thirds of the full District Council.

COMMENT: Not applicable.

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.

COMMENT: PPS-2025-002 demonstrates public utility easements to provide adequate access for public utility agencies and companies. The subject site has frontage along the existing public right-of-way of MD 214. Proposed private roadways and alleys provide access to the proposed lots. The required 10-foot minimum PUEs are correctly shown along the public and private rights-of-way.

SECTION 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.

COMMENT: The submittal package for PPS-2025-002 includes NRI-022-2025, approved on March 31, 2025. Existing environmental features have been protected to the maximum extent practicable.

24-4302. 100-Year Floodplain.

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

(1) Except as provided in Sections 24-4302(a)(2) and 24-4302(a)(3) below, lots shall comply with the minimum net lot area required in PART 27-4: Zones and Zone Regulations, of Subtitle 27: Zoning Ordinance, exclusive of any land area within the 100-year floodplain.

COMMENT: The proposed lots comply with the minimum lot area as required for the RMF-20 Zone pursuant to Section 27-4202(h)(2). The proposed minimum lot area is also depicted on the coversheet of the PPS.

(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.

COMMENT: Not applicable, the property is located in the RMF-20 Zone.

(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.

COMMENT: Not applicable, the property is located in the RMF-20 Zone.

(4) The floodplain areas shall be delineated in accordance with Subtitle 32, Division 4, the Floodplain Ordinance, of the County Code.

COMMENT: The floodplain areas have been delineated on the submitted plans including the PPS, NRI, and TCP1.

(5) A 25-foot setback from the floodplain shall be established for dwelling units as a building restriction line.

COMMENT: The closest dwelling unit is conceptually situated greater than 80 feet from the floodplain, with all others at much greater distances.

(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.

COMMENT: Not applicable, the proposed subdivision is not located (partially or fully) within an area covered by an adopted comprehensive watershed management 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.**

COMMENT: Acknowledged. The 100-year floodplain area along the stream will be denoted on the final plat as a floodplain easement.

- (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.**

COMMENT: Acknowledged. An Existing 100-year Floodplain Delineation plan (Case #60857-2024), depicting the floodplain areas with over 50 acres of drainage area, has been reviewed and approved by DPIE.

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.**

COMMENT: The proposed development is consistent with MDE and DPIE's Environmental Site Design (ESD) requirements to provide the required water quality treatment for the site. Thus, minimizing impact and maintaining natural flow patterns. The Site Development Concept Plan has been submitted to DPIE under case number SIT-00521-2025, and the applicant anticipates approval prior to formal acceptance of the PPS.

- (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.**

COMMENT: The Site Development Concept Plan has been submitted to DPIE under case number SIT-00521-2025, and the applicant anticipates approval prior to formal acceptance of the PPS.

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

COMMENT: As depicted on the approved NRI, the regulated stream buffers comply with this requirement.

(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.

COMMENT: The proposed development satisfies MDE and DPIE's Environmental Site Design (ESD) requirements to provide the required water quality treatment for the site. The Site Development Concept Plan has been submitted to DPIE for review under case number SIT-00521-2025.

(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.

COMMENT: Stormwater management control is provided on-site as depicted on the submitted Site Development Concept Plan.

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

COMMENT: The proposed development has utilized MDE and DPIE's ESD requirements to provide the required water quality treatment for the site as depicted on the submitted Site Development Concept Plan.

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

COMMENT: The subject property is not located within a Watershed Management Plan.

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

COMMENT: The proposed development is outside of the CBCAO and all regulated environmental features have been preserved and reserved to the fullest extent practicable.

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

COMMENT: All regulated environmental features will be placed in a conservation easement 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.**

COMMENT: The CSC (Concept Sediment Control) plan has been prepared and is included with this submission. It will also be submitted independently to PGSCD for their review and an approved CSC Plan will be provided prior to PPS approval.

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.**

COMMENT: Development of the subject property will comply with Divisions 2 and 3 of Subtitle 25 of the County Code, which deals with the Woodland and Wildlife Conservation Ordinance and the Tree Canopy Coverage Ordinance. A Type 1 Tree Conservation Plan was submitted with this application. The application will meet the woodland conservation requirement with on-site preservation, on-site afforestation/reforestation, and off-site woodland credits.

Prince George's County Council Bill CB-21-2024, for the Tree Canopy Coverage Ordinance, became effective on July 1, 2024. The Subject Property is in the RMF-20 Zone and is required to provide a minimum of 20 percent of the net tract area to be covered by tree canopy. Compliance with this requirement will be evaluated at the time of DET review.

- (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.**

COMMENT: The subject property is not located within the Chesapeake Bay Critical Area; this section of the County Code is not applicable.

SECTION 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.”

COMMENT: This statement will be provided on the Final Plat in accordance with this requirement.

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.

COMMENT: Map 9-1 on P. 254 of the Master Plan identifies the various public facilities located in Subregion 4. There are no police, fire and emergency medical service facilities, public schools, parks, or libraries recommended on the subject property. This PPS is also subject to ADQ-2025-005, which will review that pursuant to adopted tests and standards, if public safety facilities are adequate to serve the proposed development, with any required mitigation.

The applicant is also not currently proposing ROW dedication along the road frontage of Central Avenue (MD 214, A-32), as this arterial roadway is currently built-out to its full road standard and width. Additional public ROW along the existing Gentry Lane will be provided through this development.

24-4403.

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

COMMENT: The proposed stormwater management facilities associated with the development have sufficient capacity to convey surface water runoff. The Site Development Concept Plan has been submitted to DPIE for review under case number SIT-00521-2025.

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.**

COMMENT: The Subject Property is located in the Sustainable Growth Tier 1 and will be served by public water and sewer. The property is within the Sewer Envelope, and in Water Category 3 and Sewer Category 3.

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.

COMMENT: The 2018 Water and Sewer Plan placed this property in water and sewer Category 3, "Community System Adequate for Development Planning." Category 3 includes developed land on public water and sewer, and underdeveloped properties with a valid PPS approved for public water and sewer. Category 3 is appropriate for PPS and final plat approval.

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.

COMMENT: Not applicable, the proposed development will be served by public water and sewer.

SECTION 24-4500 – PUBLIC FACILITY ADEQUACY

24-4504. Public Facility Adequacy-Generally

(a) Measuring LOS Standard

- (1) Development subject to this Section shall comply with the LOS standard for each type of public facility that applies to the development.**
- (2) The LOS standards for each public facility are summarized in Section 24-4502(b), and established in Sections 24-4504 through 24-4510 for each individual type of public facility.**
- (3) The LOS standard for each proposed development subject to this Section shall be measured within the Impact Area for each type of public facility. The Impact Area may vary based on where the proposed development or the public facilities are located.**
- (4) If the public facilities needed to meet the LOS standard are not in place and operational at the time of the proposed development, the Planning Director may include planned capacity in making the determination of adequacy (for each individual type of public facility).**

COMMENT: All public facilities are adequate to serve the proposed development. A Certificate of Adequacy will be issued in accordance with Section 24-4503 of the Subdivision Regulations prior to the approval of PPS-2025-002. The proposed development has been assigned ADQ-2025-005.

(b) Determining Whether Public Facilities are Adequate

Each type of public facility within the Impact Area is adequate if the demand generated by the development proposed in the application is less than the available capacity. Available capacity is calculated as follows:

- (1) Add capacity within the Impact Area based on the LOS standard for the individual type of public facility; and**
- (2) Where allowed by Sections 24-4504 through 24-4510 below, as appropriate, and the applicable Guidelines, add planned capacity that will alleviate any inadequacy for the individual public facility; and**
- (3) Subtract used capacity and reserved capacity.**

COMMENT: All public facilities are adequate to serve the proposed development. A Certificate of Adequacy will be issued in accordance with Section 24-4503 of the Subdivision Regulations prior to the approval of PPS-2025-002. The proposed development has been assigned ADQ-2025-005.

(c) Limitations on Building Permits Issued in Areas Where Public Facilities Do Not Meet the Adopted Level of Service Standards

- (1) In areas of the County where public facilities are inadequate or a need to finance public facilities exists, the District Council may, by Resolution, establish a building permit limit prescribing the number of building permits to be issued in that area over a period of time.**

- (2) In those areas, the Resolution shall:
- (A) Determine the total number and type of building permits that may be issued each year and the number of building permits that may be allocated to each subdivision or development;
 - (B) Establish a time period, not to exceed six years, during which the building permit limitations will remain in place; and
 - (C) Initiate a planning process that identifies financing, efficiencies, or similar mechanisms to remedy or avoid the public facility inadequacy in the area.

COMMENT: All public facilities are adequate to serve the proposed development. A Certificate of Adequacy will be issued in accordance with Section 24-4503 of the Subdivision Regulations prior to the approval of PPS-2025-002. The proposed development has been assigned ADQ-2025-005.

24-4505. Transportation Adequacy

(a) Applicability

- (1) A certificate for transportation shall be reviewed and approved, approved with conditions, or denied in accordance with Section 24-4503, Certificate of Adequacy.
- (2) To gain approval of the certificate, the applicant shall demonstrate the proposed development complies with the LOS standards of Section 24-4505(b) below, provides mitigation (if applicable), and complies with the other relevant requirements of this Section.

COMMENT: Acknowledged. Filed in conjunction with PPS-2024-035 is a Traffic Impact Analysis, prepared by Lenhart Traffic Consulting dated March 14, 2025.

(b) Adopted LOS Standard

Adequate transportation facilities shall be available to accommodate or offset (through alternative trip capture) the vehicular trips within the Transportation Impact Area surrounding the development subject to the requirements of this Section, as defined by the Transportation Review Guidelines. This standard is met if:

- (1) Major intersections and major roadways within the Transportation Impact Area have sufficient capacity to accommodate the vehicular trips generated by the proposed development at or below the minimum peak-hour LOS standard identified in Section 24-4502(b) and this Subsection;
- (2) The applicant reduces project impacts to a level so that the adopted LOS standard is maintained by any combination of the following:
 - (A) Reducing the number of dwelling units or floor area;
 - (B) Incorporating alternative trip capture; or
 - (C) Incorporating a mix of uses that reduces trips through internal capture, as defined in the Transportation Review Guidelines.
- (3) Transportation improvements or trip reduction programs that are adequately funded by the applicant or an existing revenue source to alleviate any inadequacy in the adopted LOS standard within the Transportation Impact Area;

- (4) Any development in the RTO or LTO base and PD zones may also provide a financial contribution to implement a Transportation Demand Management program in accordance with Subtitle 20A, Transportation Demand Management, of this Code. A Transportation Demand Management District shall be established by the Council following any development in an RTO or LTO base zone and PD Zone that exceeds the LOS standards set forth above, unless the Council determines specific, appropriate alternative methods for addressing infrastructure needs; or**
- (5) Any combination of the requirements listed above will ensure that the adopted LOS standard is met.**

(c) Availability

Any transportation improvements within the Transportation Impact Area that are counted as available capacity shall be:

- (1) Operational at the time the application for a certificate is submitted; or**
- (2) Included on an adopted and approved Functional Master Plan, Area Master Plan, or Sector Plan, and construction scheduled with 100 percent of the construction funds allocated in the adopted County Capital Improvement Program (County CIP) or in the current State Consolidated Transportation Program (State CTP); or**
- (3) Incorporated in a specific Public Facilities Financing and Implementation Program, including the County CIP or State CTP with construction scheduled with 100 percent of the construction funds allocated; or**
- (4) Fully funded by the applicant, the County, and/or the State government (this includes transportation facilities that are part of the Surplus Capacity Reimbursement Procedure, as defined in the Transportation Review Guidelines); or**
- (5) A proposal for a transportation facility on a plan being considered by the U.S. Department of Transportation and/or Federal Highway Administration or Federal Transit Administration, which is funded for construction within the next 10 years. (The Planning Director may condition the approval of the proposed development on a construction schedule that minimizes any inadequacy.); or**
- (6) For property located wholly within the Brandywine Road Club, the applicant has entered into a Developer Participation Agreement with the County to share the costs of the improvements before construction of the improvements funded by the Brandywine Road Club; or**
- (7) computed Road Club share or made transportation improvements equal to its computed Road Club share; or**
- (8) For property zoned M-X-C prior to the effective date of these Subdivision Regulations, if a negotiated fee-in-lieu of required improvements was paid in full.**

(d) Mitigation

Mitigation shall be based on projected traffic service at the following levels:

(e) Offsets for Transit, Bike, and Pedestrian Facilities

- (1) Generally**

The applicant may reduce the number of vehicular trips generated by a proposed development in a traffic impact study by including alternative trip capture. Such features include integrated sidewalk, trail, and bikeway networks to divert as many trips as possible from automobile travel and increase the multimodal accessibility and attractiveness of trips to transit stops, schools, parks, libraries, stores, services, and other destinations for all users. These concepts are further articulated in the "complete streets" principles and policies set forth in the *Approved Countywide Master Plan of Transportation*.

(2) Transit, Bike, and Pedestrian Infrastructure

The Transportation Review Guidelines shall incorporate availability and capacity standards for transit, pedestrian, and bikeway facilities that an applicant may consider as mitigation toward APF impacts. These facilities shall include:

(A) Fixed rail transit stations, bus shelters, and other public transportation facilities;

(B) Sidewalks and pedestrian crossings at intersections; and

(C) Multi-use trails, bike paths, and/or pedestrian pathways and crossings.

(3) Planned Improvements-Alternative Trip Capture

If the proposed development incorporates transit, bicycle, or pedestrian facilities in its traffic impact study, the applicant shall demonstrate prior to the issuance of a building permit for development that all required adequate pedestrian and bikeway facilities are:

(A) In place and fully operational; or

(B) Have full financial assurances, have been permitted for construction through the applicable operating agency's access permit process, and have an agreed-upon timetable for construction and completion with the appropriate operating agency.

COMMENT: Filed in conjunction with PPS-2025-002 is a Traffic Impact Analysis, prepared by Lenhart Traffic Consulting dated March 14, 2025. The results of the study and included recommendations will satisfy the APFO requirements of Prince George's County.

24-4506. Pedestrian and Bikeway Adequacy

(a) Purpose

This Section establishes general criteria to ensure the adequacy of public pedestrian and bikeway facilities and sets forth the requirements for those who establish subdivisions within certain zoning districts to construct on-site and off-site pedestrian and bikeway facilities and other public streetscape improvements as part of any development project. Pedestrian and bikeway features include integrated sidewalk, trail, and bikeway facilities to divert automobile trips and increase the multimodal accessibility and attractiveness of trips to transit stops, schools, parks, libraries, stores, services, residences, and other destinations for all users. Pedestrian and bikeway facilities should be designed to increase safety for people walking, bicycling,

and using transit, and offer the most direct routes to destinations for persons of all abilities.

(b) Applicability

- (1) When required by Section 24-4506(b)(3), below, a certificate for pedestrian and bikeways adequacy shall be reviewed and approved, approved with conditions, or denied in accordance with Section 24-4503, Certificate of Adequacy.**
- (2) To gain approval of the certificate, the applicant shall demonstrate the proposed development complies with the LOS standards of Section 24-4506(c) below, provides mitigation (if applicable), and complies with the other relevant requirements of this Section.**
- (3) Before any preliminary plan of subdivision (minor or major) may be approved for any development applications proposing 11 (eleven) or more new or redeveloped dwelling units and/or otherwise proposing 10,001 or greater square feet of new or redeveloped gross floor area on land lying, in whole or part, within the RMF-20, RMF-48, NAC, TAC, LTO, RTO-L, RTO-H, CN, CGO, CS, NAC-PD, TAC-PD, LTO-PD, RTO-PD, LMXC, LMUTC, and LCD zones, the Planning Director shall find that there will be adequate public pedestrian and bikeway facilities to serve the proposed subdivision and the surrounding area.**
- (4) The provisions of Section 24-4506 shall not apply to properties located with Sustainable Growth Tier IV.**

(c) Adopted LOS Standard for Pedestrian and Bikeways Adequacy

- (1) As part of any development project requiring the subdivision or re-subdivision of land subject to the requirements of Section 24-4506(b)(3), above, the Planning Director shall require the developer/property owner to construct adequate pedestrian and bikeway facilities (to the extent such facilities do not already exist):**
 - (A) Throughout the proposed subdivision; and**
 - (B) Within one-half mile of the subdivision if the Board finds that there is a demonstrated nexus to require the applicant to connect a pedestrian or bikeway facility to a nearby destination, including but not limited to a public school, park, shopping center, multifamily residence, mixed-use activity centers, or line of transit within available public rights of way.**
 - (i) The cost of the off-site pedestrian or bikeway facilities shall not exceed thirty-five cents (\$0.35) per gross square foot of proposed nonresidential development in the application and three hundred dollars (\$300.00) per unit of proposed residential development in the application, indexed for inflation annually from calendar year 2013.**
 - (ii) For purposes of this Subsection, one-half mile includes all areas within one-half mile measured from the outer limits of the circumference of the smallest circle encompassing all the land area of the subdivision and includes the entire lot line of any property partially included within such distance; and "throughout the subdivision" includes all the land area within such circumference.**
 - (iii) No developer/property owner shall be required to acquire additional land not already owned by that developer/property owner in order to construct**

adequate pedestrian and bikeway facilities. All adequate pedestrian and bikeway facilities required under this Section shall be constructed within existing public easements and rights-of-way, or within land dedicated (or to be dedicated) by the applicant to public use.

(C) The finding of adequate public pedestrian facilities shall, at minimum, include the following criteria:

- (i) The degree to which the sidewalks, streetlights, street trees, street furniture, and other streetscape features recommended in the Countywide Master Plan of Transportation and the applicable Area Master Plan or Sector Plan have been constructed or implemented in the area; and**
- (ii) The presence of elements that make it safer, easier, and more inviting for people to traverse the area.**

(D) The finding of adequate public bikeway facilities shall, at minimum, include the following criteria:

- (i) The degree to which the bike lanes, bikeways, and trails recommended in the Countywide Master Plan of Transportation and the applicable Area Master Plan or Sector Plan have been constructed or implemented in the area;**
- (ii) The presence of specially marked and striped bike lanes or buffered bike lanes in which people can safely travel by bicycle without unnecessarily conflicting with pedestrians or motorized vehicles;**
- (iii) The degree to which protected bicycle lanes, on-street vehicle parking, medians, or other physical buffers exist to make it safer or more inviting for people to traverse the area by bicycle; and**
- (iv) The availability of safe, accessible, and adequate bicycle parking at transit stops, commercial areas, employment centers, multifamily residential buildings, mixed-use activity centers, and other places where vehicle parking, visitors, and/or patrons are normally anticipated.**

(E) Examples of pedestrian and bikeway facilities that a developer/property owner may be required to construct shall include, but not be limited to (in descending order of preference):

- (i) Installing or improving sidewalks, including curbs and gutters, and increasing safe pedestrian crossing opportunities at all intersections;**
- (ii) Installing protected bicycle facilities, using on-street parking or medians to separate bicycle traffic from motor vehicle traffic;**
- (iii) Installing or improving streetlights;**
- (iv) Building paved multi-use trails, bike paths, and/or pedestrian pathways and crossings;**
- (v) Building “bulb-out” curb extensions, pedestrian refuge medians, and pedestrian crossing signals at intersections;**
- (vi) Installing a bicycle share station that is operated by the Department of Public Works and Transportation or a municipality;**
- (vii) Installing covered bicycle parking;**
- (viii) Installing street furniture (benches, trash receptacles, bicycle repair stations, bus shelters, etc.);**
- (ix) Installing street trees and planted medians; and**

- (x) One hundred percent (100%) engineering or design plans for nearby pedestrian or bikeway improvements to be constructed by the Department of Public Works and Transportation or trail projects to be constructed by the Department of Parks and Recreation or a municipality.
- (F) The design of facilities for bicyclists and pedestrians shall be in accordance with generally recognized and commonly used transportation engineering and planning standards and practices, including but not limited to, those found in relevant guidance from the Maryland Department of Transportation (MDOT), the National Association of City Transportation Officials (NACTO) Urban Street Design Guide, the NACTO Urban Bikeway Design Guide, and the American Planning Association's and National Complete Streets Coalition's Complete Streets: Best Policy and Implementation Practices.
- (G) If a detailed site plan (minor or major) approval is required for any development within the subdivision, the developer/property owner shall include, in addition to all other required information in the site plan, a pedestrian and bikeway facilities plan showing the exact location, size, dimensions, type, and description of all existing and proposed easements and rights-of-way and the appurtenant existing and proposed pedestrian and bikeway facilities throughout the subdivision and within the designated walking or biking distance of the subdivision specified in this section, along with the location, types, and description of improvements, property/lot lines, and owners that are within 50 feet of the subject easements and rights-of-way.
- (H) Prior to the issuance of any building permit for development within the subdivision, the developer/property owner shall show that all required adequate pedestrian and bikeway facilities have full financial assurances, have been permitted for construction through the applicable operating agency's access permit process, and have an agreed-upon timetable for construction and completion with the appropriate operating agency.
- (I) Nothing contained within this Subsection shall be deemed to inhibit in any way the authority of the Planning Director to require a developer/property owner to construct pedestrian and bikeway facilities not otherwise listed in this Section, if such facilities relate to the implementation of "complete streets" principles on roadways required to be improved, constructed, or reconstructed to accommodate motor vehicle traffic that would be generated by proposed subdivisions. Any such pedestrian and bikeway facilities constructed off-site, shall be subject to the cost limitations set forth in Section 24-4506(c)(1)(B).

(d) Availability

Any pedestrian and bikeway improvements within one-half mile of the proposed subdivision to be counted as available capacity shall be:

- (1) Operational at the time the application for a certificate of adequacy is submitted;
or
- (2) Included on an adopted and approved Functional Master Plan, Area Master Plan, or Sector Plan and construction scheduled with 100 percent of the construction funds allocated in the adopted County Capital Improvement Program (County

- CIP) or in the current State Consolidated Transportation Program (State CTP);
or
- (3) Incorporated in a specific County Public Facilities Financing and Implementation Program, including the County CIP with construction scheduled with 100 percent of the construction funds allocated; or
 - (4) Fully funded by the applicant, the County and/or the State government (this includes pedestrian and bikeway facilities that are part of the Surplus Capacity Reimbursement Procedure, as defined in the Transportation Review Guidelines).

(e) Mitigation

Pedestrian and bikeway improvements used to gain approval of the pedestrian and bikeways certificate of adequacy shall not contribute to transportation adequacy offsets for transit, bike, and pedestrian facilities otherwise required by Section 24-4505(e).

COMMENT: Filed in conjunction with PPS-2025-002 is a Bicycle Pedestrian Impact Statement, prepared by Lenhart Traffic Consulting.

24-4507. Parks and Recreation Adequacy

(a) Applicability

- (1) A certificate for parks and recreation adequacy shall be reviewed and approved, approved with conditions, or denied in accordance with Section 24-4503, Certificate of Adequacy.
- (2) To gain approval of the certificate, the applicant shall demonstrate the proposed development complies with the LOS standards of Section 24-4507(b) below, provides adequate mitigation (if appropriate), and complies with all other relevant requirements of this Section.

(b) Adopted LOS Standard for Public Parks and Recreation

- (1) The adopted LOS standard for Parks and Recreation is:
 - (A) Within the Transit Oriented/Activity Center zones, and in the Employment Areas as identified in the General Plan: 2.5 acres of improved public parks per 1,000 residents. These lands shall consist of at least:
 - (i) 0.5 acres per 1,000 residents for small urban parks, including pocket parks, plazas, commons/ greens, squares, and neighborhood parks; and
 - (ii) One acre per 1,000 residents for larger urban parks, including parks at schools, community parks, resource parks, and waterfront parks; and
 - (iii) One acre per 1,000 residents for greenways, linear parks, and special facilities.
 - (B) Fifteen acres of improved public parks per 1,000 residents in all other areas.
- (2) The Department of Parks and Recreation, in consultation with the Planning Department, shall develop Park and Recreation Facilities Guidelines, approved by Resolution of the Council, that establish:
 - (A) A methodology for computing the number of residents or equivalent dwelling units for applications subject to this Subsection;

- (B) A methodology for computing the Impact Areas of park facilities based upon anticipated walking distances and drive times; and**
- (C) Park facility typologies, including natural areas, community centers, and urban civic spaces consistent with Formula 2040. The typologies may assign credits to public parks and recreation facilities based upon their community value, anticipated development expenses, and proximity to new development.**

(c) Availability and Mitigation

If existing public parks and recreation facilities are not sufficient to meet the adopted LOS standard, the Planning Director may find that adequate mitigation is being provided if:

- (1) For proposed residential development/uses, mandatory dedication of parkland is provided by the applicant pursuant to Section 24-4601, Mandatory Dedication of Parkland;**
- (2) Adequate improved public park lands are available and programed to serve the residents of the proposed development with 100 percent of the expenditures for the construction of the facility within the adopted County CIP as determined under the Park and Recreation Facility Guidelines;**
- (3) That improvements participated in or funded by the applicant (either on or off-site), including pro rata participation in a specific Public Facilities Financing and Implementation Program, will alleviate any inadequacy as determined under the Park and Recreation Facility Guidelines; or**
- (4) The applicant provides payment of an in-lieu fee for the purpose of providing monies for the provision of park and recreation facilities (either on or off-site) necessary to ensure the proposed development will served by adequate park and recreation facilities.**

COMMENT: A Certificate of Adequacy will be issued in accordance with Section 24-4503 of the Subdivision Regulations prior to the approval of PPS-2025-002, which will review and determine park and recreation adequacy. The proposed development has been assigned ADQ-2025-005.

24-4508. Police Facility Adequacy

(a) Applicability

- (1) A certificate for police facilities shall be reviewed and approved, approved with conditions, or denied in accordance with Section 24-4503, Certificate of Adequacy.**
- (2) To gain approval of a certificate for police facilities, the applicant shall demonstrate the proposed subdivision complies with the adopted LOS standards of Section 24-4508(b) below, provides adequate mitigation (if appropriate), and complies with all other requirements of this Section.**

(b) Adopted LOS Standard-Police

- (1) The population generated by the proposed subdivision, at each stage, shall not exceed the service capacity of existing police stations, in accordance with the Public Safety Guidelines, approved by Resolution of the Council.**

- (2) To demonstrate compliance with this LOS standard, the Chief of Police shall submit the following information, on an annual basis, to the Planning Director:**
 - (A) A statement reflecting adequate equipment pursuant to studies and regulations used by the County, or the Public Safety Master Plan for police stations in the vicinity of the area of the proposed subdivision; and**
 - (B) A statement by the Police Chief that the rolling 12-month average, adjusted monthly, for response times in the vicinity of the proposed subdivision is a maximum of 25 minutes total for non-emergency calls and a maximum of 10 minutes total for emergency calls for service. For the purposes of this Subsection, response time means the length of time from the call for service until the arrival of Police personnel on-scene or other police response, as appropriate.**
- (3) Section 24-4508(b)(2) above, does not apply to commercial or industrial applications for preliminary plans.**

(c) Availability and Mitigation

If facilities and personnel at existing police stations are not adequate to meet the adopted LOS standard for Police Facilities, the Planning Director shall find that:

- (1) The population generated by the proposed subdivision at each stage of the proposed subdivision will not exceed the service capacity of existing police stations as determined by the Planning Board in the "Guidelines for the Mitigation of Adequate Public Facilities: Public Safety Infrastructure" as may be amended from time to time;**
- (2) Adequate police facilities available to serve the population generated by the proposed subdivision are programmed with 100 percent of the expenditures for the construction of the facility in the adopted County CIP in accordance with the Public Safety Guidelines; or**
- (3) That adequate police facilities and improvements are participated in or funded by the applicant on a pro-rata basis, including participation in a specific Public Facilities Financing and Implementation Program (as defined in Subtitle 27) that will alleviate any inadequacy in accordance with the Public Safety Guidelines.**

COMMENT: A Certificate of Adequacy will be issued in accordance with Section 24-4503 of the Subdivision Regulations prior to the approval of PPS-2025-002, which will review and determine police facility adequacy. The proposed development has been assigned ADQ-2025-005.

24-4509. Fire and Rescue Adequacy

(a) Applicability

A certificate for fire and rescue facilities shall be approved in accordance with Section 24-4503, Certificate of Adequacy. To gain approval of the certificate, the applicant shall demonstrate the proposed subdivision complies with the LOS standards of Section 24-4509(b), below, provides adequate mitigation (if appropriate), and complies with all other requirements of this Section.

(b) Adopted LOS Standard for Fire and Rescue

- (1) The population and/or employees generated by the proposed subdivision, at each stage of the proposed subdivision, will be within the adequate coverage area of the nearest fire and rescue station(s) in accordance with the Public Safety Guidelines.**
- (2) The Fire Chief shall submit to the County Office of Audits and Investigations, County Office of Management and Budget, and the Planning Director:**
 - (A) A statement reflecting adequate equipment in accordance with studies and regulations used by the County, or the Public Safety Master Plan for fire stations in the vicinity of the area where the subdivision is proposed to be located; and**
 - (B) A statement by the Fire Chief that the response time for the first due fires and rescue station in the vicinity of the proposed subdivision is a maximum of seven minutes travel time. The Fire Chief shall submit monthly reports chronicling actual response times for calls for service during the preceding month.**
- (3) Subsection (b)(2), above, does not apply to commercial or industrial applications.**

(c) Availability and Mitigation

- (1) If existing fire and rescue stations are not sufficient to meet the adopted LOS standard, the Planning Director shall find that:**
 - (A) The population and/or employees generated by the proposed subdivision at each stage of the proposed subdivision will not exceed the service capacity of existing police stations as determined by the Planning Board in the "Guidelines for the Mitigation of Adequate Public Facilities: Public Safety Infrastructure" as may be amended from time to time;**
 - (B) A fire and rescue station(s) that can adequately serve the population and/or employees at the proposed subdivision is programmed with 100 percent of the expenditures for the construction of the facility in the adopted County CIP in accordance with the Public Safety Guidelines. However, if construction of the improvements does not commence within 9 years after the first year the fire and rescue station(s) project is fully funded in an adopted County CIP, the preliminary plan for subdivision (minor or major) may not be considered and approved until the facilities are actually constructed;**
 - (C) That improvements participated in or funded by the applicant, including participation in a specific public facilities financing and implementation program, will alleviate any inadequacy in accordance with the Public Safety Guidelines; or**
 - (D) Should nonresidential development not meet the response time test, the applicant may provide mitigation through:**
 - (i) The installation and maintenance of a sprinkler system that complies with NFPA 13 Standards for the Installation of Sprinkler Systems. The installation of sprinklers shall not be waived by any party; and**
 - (ii) The installation and maintenance of automated external defibrillators (AEDs) in accordance with COMAR 30.06.01-05, including a requirement for a sufficient number of AEDs to be installed so that no employee is more than 500 feet from an AED.**

- (2) Before any preliminary plan for subdivision (minor or major) may be approved, if the location of the property proposed for subdivision is outside the appropriate service area of the Ten Year Water and Sewerage Plan or is in an Rural and Agricultural zone, the Planning Director shall require the applicant to provide water storage tanks, make water tanker trucks available, or ensure there will be other appropriate sources of water for fire extinguishing purposes.**

COMMENT: A Certificate of Adequacy will be issued in accordance with Section 24-4503 of the Subdivision Regulations prior to the approval of PPS-2025-002, which will review and determine fire and rescue adequacy. The proposed development has been assigned ADQ-2025-005.

24-4510. Schools Adequacy

(a) Applicability

- (1) Unless exempted in accordance with Section 24-4510(a)(3) below, a certificate for schools adequacy shall be reviewed and approved, approved with conditions, or denied in accordance with Section 24-4503, Certificate of Adequacy.**
- (2) To gain approval of the certificate for schools adequacy, the applicant shall demonstrate the proposed development complies with the LOS standards of Section 24-4510(b) below or provides adequate mitigation (if appropriate), and complies with all other relevant requirements of this Section.**
- (3) The following are exempt from the requirements of this Section:**
 - (A) A preliminary plan for subdivision (minor or major) which is a redevelopment project that replaces existing dwelling units;**
 - (B) A preliminary plan for subdivision (minor or major) for elderly housing operated in accordance with the State and Federal Fair Housing laws;**
 - (C) A preliminary plan for subdivision (minor or major) that consists of no more than three lots on less than five gross acres of land, whose lots, except for one to be retained by grantor, are to be conveyed to a son or daughter or lineal descendant of the grantor; and**
 - (D) A preliminary plan for subdivision (minor or major) located in the Transit-Oriented/Activity Center base or PD zones.**

(b) Adopted LOS Standard for Schools

- (1) The adopted LOS standard for schools is based on school clusters, which are groupings of elementary, middle, and high schools that are impacted by the preliminary plan for subdivision (minor or major).**
- (2) The adopted LOS standard is that the number of students generated by the proposed subdivision at each stage of development will not exceed 105 percent of the state rated capacity, as adjusted by the School Regulations, of the affected elementary, middle, and high school clusters.**
- (3) The number of elementary, middle, and high school students generated by the proposed subdivision shall be determined in accordance with the pupil yield factors for each dwelling unit type as determined by the Planning Director from historical information provided by the Superintendent of the Prince George's County Public Schools.**

- (4) The Planning Director shall determine:
- (A) The school cluster or clusters impacted by the proposed preliminary plan for subdivision (minor or major).
 - (B) The actual enrollment, which is the number of elementary, middle, and high school students, as reported by the Superintendent of the Prince George's County Public Schools as of September 30 of the prior year, and as calculated by the Planning Director that is effective in January of each year for use in that calendar year.
 - (C) The completion enrollment, which is the total number of elementary, middle, and high school students to be generated by the estimated number of residential completions, for each school cluster.
 - (i) Residential completions are estimated from the total of all substantially completed dwelling units added to the County's assessable tax base in the two previous calendar years.
 - (ii) In determining completion enrollment, the estimated number of residential completions in a given school cluster will not exceed the number of dwelling units shown on:
 - (aa) An approved preliminary plan of subdivision (minor or major) with no waiting period, or with a waiting period less than 24 months as of September 30 of each calendar year; and
 - (bb) All recorded plats not subject to an adequate public facilities test for schools at time of building permit issuance.
 - (D) The subdivision enrollment, which is the anticipated number of elementary, middle, and high school students to be generated by all dwelling units shown on the proposed preliminary plan of subdivision (minor or major), multiplied by the pupil yield factor.
 - (E) The cumulative enrollment, which is the total of all subdivision enrollments resulting from approved preliminary plans of subdivision (minor or major) in each school cluster for the calendar year in which an adequate public facilities test is being applied.
 - (F) The Planning Director shall determine the subdivision's cluster enrollment by adding: the actual number of students in the cluster as of September 30; the number of students anticipated from residential completions in the cluster; the number anticipated from the subdivision; and the number of students anticipated from subdivisions already approved in the cluster within the calendar year. The Planning Director shall then determine the percent capacity by dividing the cluster enrollment by the state rated capacity (adjusted by the School Regulations) of schools in the cluster.

(c) Mitigation

When conditioned upon payment of the schools facility surcharge, or when otherwise exempt from the schools facility surcharge pursuant to Section 10-192.01, School Facilities Surcharge, of the County Code, the subdivision may be approved regardless of actual or projected school capacity.

COMMENT: A Certificate of Adequacy will be issued in accordance with Section 24-4503 of the Subdivision Regulations prior to the approval of PPS-2025-002, which will review and determine school adequacy. The proposed development has been assigned ADQ-2025-005. Pursuant to Section 24-4510(c), at the time of building permit, the applicant will pay the applicable School Facility Surcharge pursuant to Section 10-192.01.

SECTION 24-4600 – PARKLANDS AND RECREATION FACILITIES

24-4601. Mandatory Dedication of Parkland

(a) Purpose

The purpose of this Section is to establish standards for new subdivisions including residential uses to provide adequate land to meet the park and recreation needs of the residents of the subdivision.

(b) Applicability

(1) General

Unless exempted in accordance with Section 24-4601(b)(2) below, all subdivisions which include residential uses shall plat and convey to the M-NCPPC or to a municipality located within the County (but which is not within the Maryland-Washington Metropolitan District) upon the request of such municipality, adequate land to meet the park and recreation needs of the residents of the subdivision, or pay a fee in-lieu, or provide park and recreation facilities as otherwise provided in this Section.

(2) Exemptions

The following are exempted from the standards of this Section:

- (A) Any lot that was legally created by deed prior to April 24, 1970;**
- (B) Any lot being created by the subdivision of land upon which a dwelling legally exists at the time of subdivision; and**
- (C) Any re-subdivision of land for which land was previously dedicated for park and recreation needs, or a fee in-lieu paid, to the extent that land dedication or fees in-lieu are sufficient to accommodate the residents of the subdivision (if lots are added as part of the resubdivision, land shall be dedicated or an in-lieu fee paid in accordance with this Section to meet the park and recreation needs of the residents of the new lots).**

(3) Amount of Park and Recreation Land Required

The amount of land to be dedicated shall be:

- (A) Five percent of land on which a density of one to four dwelling units per net acre is the maximum density allowed in Subtitle 27: Zoning Ordinance;**
- (B) Seven and one-half percent of land on which a density of four to seven and one-half dwelling units per net acre is permissible;**
- (C) Ten percent of land on which a density of seven and one-half to 12 dwelling units per net acre is permissible; and**
- (D) Fifteen percent of land on which a density exceeding 12 dwelling units per net acre is permissible.**

(4) Compliance Alternatives

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.

(A) Active and/or Passive Recreation Land

- (i) The dedication of land identified for preservation as part of a stream valley park on a Functional Master Plan, Area Master Plan, or Sector Plan, with a finding there is reasonable active recreation in the general area, and that any trails shown on the plans are provided and dedicated.**
- (ii) The location of on-site detention and/or retention ponds may be credited toward lands required for dedication, regardless of ownership, if it is determined that such area will provide active or passive recreation because of specific access provisions, recreational facilities, or visual amenities, and appropriate maintenance agreements have been, or will be, made to ensure compliance with this requirement.**

(B) Fees in-Lieu

- (i) If it is determined that the dedication of park and recreation land is unsuitable or impractical due to size, topography, drainage, physical characteristics, or similar circumstances, the subdivider shall provide a fee in-lieu of dedication in the amount of five percent of the total new market value of the land as stated on the final assessment notice issued by the State Department of Assessments and Taxation.**
- (ii) The in-lieu fee shall be used for the sole purpose of purchasing or improving land to meet the park and recreation needs of, and benefit, the residents of the subdivision.**

(C) Recreational Facilities

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.**

COMMENT: Mandatory Parkland Dedication was originally proposed to be satisfied with the provision of environmentally significant land to be conveyed to M-NCPPC under the care of the Department of Parks and Recreation. Following the initial review, DPR has requested that the MPD requirement be fulfilled with the provision of on-site recreation facilities. For townhouse dwellings in the RMF-20 Zone, the maximum density permitted is 20 du/acre which requires

fifteen (15) percent of land, or a comparable value of recreation facilities, to be dedicated. The Open Space Set-Aside Exhibit included with this submittal indicates the anticipated locations of active and passive recreation facilities on the plan, to be further established at the time of detailed site plan.

VIII. SUBTITLE 27-6. ZONING ORDINANCE DEVELOPMENT STANDARDS

Section 27-6105 (b) provides:

(b) Preliminary Plan of Subdivision (Minor or Major)

With regard to the development standards of this Part, preliminary plans of subdivision (minor or major) are best used to ensure appropriate relationships between lots and parcels, streets, alleys, and outparcels; provide for multimodal connectivity; protect and enhance sensitive environmental features; and provide dedication of land for public purposes. Preliminary plans of subdivision (minor or major) are reviewed for compliance with the following Sections of this Part:

- (1) Section 27-6200, Roadway Access, Mobility, and Circulation**
- (2) Section 27-6400, Open Space Set-Asides**
- (3) Section 27-6800, Environmental Protection and Noise Controls**
- (4) Section 27-61300, Agricultural Compatibility Standards**
- (5) Section 27-61400, Urban Agriculture Compatibility Standards**

These sections are provided be for review.

SECTION 27-6200 – ROADWAY ACCESS, MOBILITY, AND CIRCULATION.

27-6203. Multimodal Transportation System

Access and circulation systems associated with a development shall provide for multiple travel modes (pedestrian, transit, bicycle, and vehicular), based on the development's size, character, the zone in which it is located, and its relationship to existing and planned transportation systems. Pedestrian, transit, bicycle, and vehicular access and circulation systems shall be coordinated and integrated as necessary to offer the development's occupants and visitors improved transportation choices while enhancing safe and efficient mobility throughout the development and the community.

COMMENT: Access to the site will be from MD 214. Bicycle and pedestrian access and circulation are coordinated with vehicular access and circulation for safe and efficient movement of all modalities throughout the site.

27-6204. Circulation Plan or Site Plan Required

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

COMMENT: A site plan demonstrating conformance to the requirements of Sections 27-6205 through 27-6208 as applicable is provided with this application.

27-6205. Developer Responsible for On-Site Street Improvements

If a street is proposed within a development site, the developer shall bond, construct and maintain road, street, bikeway, sidewalk, and other access and circulation improvements in accordance with the standards for design and construction defined in Subtitle 23: Roads and Sidewalks, SHA design standards (if applicable), or those of the applicable municipalities having jurisdiction, and shall dedicate any required rights-of-way or easements, as required by the Subdivision Regulations and shown on an approved preliminary plan of subdivision.

COMMENT: Acknowledged.

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 Approved Countywide Master Plan of Transportation (as may be amended from time to time) and shall be designed and constructed to the County's adopted street design standards as authorized by Subtitle 23, Roads and Sidewalks, of the County Code. Within the Regional Transit Districts and Local Centers as designated by the General Plan (as may be amended from time to time), the Prince George's County Urban Street Design Standards shall apply.

COMMENT: Acknowledged. Access to the proposed development will be from MD 214, which is classified as an arterial roadway.

(b) Vehicular Access and Circulation

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 unless such dwelling front instead on common open spaces such as a mews or courtyards.

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

(3) Connectivity

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

COMMENT: All proposed and existing vehicular accessways are classified in accordance with the above classifications. All proposed alleys connect to a private street.

(c) Required Vehicular Access and Circulation

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

COMMENT: PPS-2025-002 shows the vehicular and pedestrian circulation throughout the site, which will also accommodate emergency vehicles. The PPS shows two vehicular access points along MD 214, and 5-foot-wide sidewalks along both sides of the internal roadways. All driveways and alleys will connect to public and private streets, and all private streets will connect to public rights-of-ways.

(d) Vehicular Access Management

(1) Limitation on Direct Access Along Arterial, Major Collector 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, major collector, 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, major collector, 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, major collector, or collector street**

COMMENT: PPS-2025-002 shows a total of two (2) access points are proposed along MD 214, an arterial roadway. The proposed development will have access to Central Avenue (MD 214) by way of new private roadways and improvements to Gentry Lane. No direct access of residential lot driveways to an arterial or collector road is proposed.

(2) Limitation on Direct Driveway Access along Other Streets

The following standards shall apply to vehicular access along a street other than an arterial, major collector, or collector 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, non-major collector, and/or non-collector streets and abuts the right-of-way of two intersecting streets, two direct driveway access points are allowed (one to each street).**

COMMENT: PPS-2025-002 does not propose any single-family detached dwellings, two-family dwellings, or three-family dwellings.

- (B) For townhouse and multifamily dwellings, and for uses in the Public, Civic, and Institutional; Commercial; and Industrial Use Categories, the number of vehicular access points along a public street shall follow State, County, or municipal access standards, as applicable, to protect the function, safety, and efficiency of travel on the street and any associated bikeways and sidewalks.**

COMMENT: PPS-2025-002 does not propose any conditions of direct access from townhouse dwelling units to a public street.

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

COMMENT: Not applicable.

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

stipulate that both owners shall share in the costs and responsibility of maintaining the driveway.

COMMENT: Not applicable, shared driveways are not proposed.

(e) Cross-Access.

(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.**
- (B) Cross-accessways shall provide for two-way vehicular traffic between the vehicular use areas on the adjoining lots through the use of a single driveway or drive aisle that is at least 22 feet wide or through two one-way driveways or aisles that are each at least 14 feet wide.**
- (C) The Planning Director or review body deciding a parent application may waive or modify the requirement for vehicular cross-access if the applicant clearly demonstrates that such cross-access is impractical or undesirable due to the presence of topographic conditions, natural features, or safety factors.**
- (D) Easements allowing cross-access to and from lands served by a vehicular cross-access, along with agreements defining maintenance responsibilities of landowners, shall be recorded in the Land Records of Prince George's County before record plat or prior to the issuance of a building permit for the development**

COMMENT: Not applicable, the Subject Property is in the RMF-20 Zone, not a Transit-Oriented/Activity Center base zone or PD Zone, nor Nonresidential Base Zone.

(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.

(2) Connectivity Index Score Calculation

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

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

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

(3) Reduction in Minimum Index Score

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

COMMENT: The provided Connectivity Index Score totals 1.79 (25 links and 14 nodes) and the required score is 1.50. Thus, this requirement is met, as demonstrated on the Circulation Exhibit included with this application.

(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.**

COMMENT: Not applicable, no pedestrian/bicycle access is provided from a cul-de-sac head as demonstrated in Figure 27-6206(g).

- (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.**

COMMENT: To be determined with the review of the DET. Currently no pedestrian connections are proposed to connect to adjacent vacant lands.

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

COMMENT: Acknowledged.

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

COMMENT: Acknowledged.

(h) External Street Connectivity

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

for connection with future streets on adjoining undeveloped or underdeveloped lands.

COMMENT: The proposed plan implements a connection to and extension of an existing public street (Gentry Lane) into the development, as well as the proposed upgrade of a site access driveway for the existing church parking lot into a private roadway. No additional proposed stubs or connections to adjacent parcels are proposed.

(i) Continuation of Adjacent Streets

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

COMMENT: The proposed street layout was designed with the surrounding neighborhood and street network in consideration. Two access points are proposed along the main frontage of MD 214. The plan implements a connection to and extension of Gentry Lane (an existing public street). The site access driveway to the existing church parking lot will also be upgraded into a private roadway.

One possible connection to an existing street system occurs along the western boundary of the Subject Property. Making this connection was explored to the maximum extent practicable, but strong objection and opposition to the connection was expressed by the existing single-family detached dwelling owners along Bishop Drive. Indeed, the applicant has had numerous meetings with these residents, and while the residents do not have any major objections to the proposed development, they have expressed strong opposition to making a connection to Bishop Drive. For this reason, the applicant has purposefully designed the PPS to avoid making any connection to Bishop Drive and has redesigned the lotting pattern in such a way to provide greater buffers to the existing homes on Bishop Drive.

Further north along the western boundary is Demarest Street, an unbuilt paper street, aligned over the path of a stream with no dependent residents. Attempting a street connection from the proposed development at that point would serve no positive function and would create substantial environmental impact to the existing stream and woodlands.

(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 nonstandard or non-conforming elements that may be proposed.**
- (2) Street widths not in excess of basic design standards, short block lengths, on-street parking, controlled intersections, roundabouts, and other traffic-calming measures are encouraged on all local and**

subcollector streets that connect between two nodes in the connectivity index system, provided they do not interfere with emergency vehicle access.

- (3) Residential development shall employ measures to interrupt direct vehicle flow on linear street segments over 800 linear feet long, to the maximum extent practicable (see Figure 27-6206(j): Traffic Calming Measures). Such measures may include, but shall not be limited to:
 - (A) Stop signs at street intersections;
 - (B) Mini-roundabouts at intersections;
 - (C) Curvilinear street segments to slow traffic and interrupt monotonous streetscapes;
 - (D) Traffic-diverting physical devices such as neckdowns, chicanes, and diverter island
 - (E) Roadway striping to limit vehicular cartway widths or accommodate bike lanes; and
 - (F) Speed tables, raised intersections or elevated pedestrian street crossings.
- (4) Any physical installations that narrow the roadway and extend curbs toward the street centerline, such as bulbouts and chicanes, are discouraged on streets less than 24 feet wide, but are encouraged on wider streets as a traffic calming device and to reduce crossing distance for pedestrians, where practicable.

COMMENT: The applicant will coordinate with DPIE, as needed for the proposed private streets.

(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.

COMMENT: Block lengths have been designed to meet the 200-foot minimum and 1000-foot maximum design criteria.

(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.

COMMENT: The nature of the existing site and the overall bounding forms created by the property lines has led to a mostly linear, infill alignment of residential lots along existing and new roadways through the site. Where a general block design occurs, the lots permit at least two lots across the depth of the block to the maximum extent practicable. One section of the conceptual design provides single-family attached units (townhouses) fronting on private roads or open space with alley access to the rear loaded garages.

(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.

COMMENT: Not applicable as the Property is in the RMF-20 Zone.

(4) General Accessway Layout and Design

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

COMMENT: Not applicable. The site 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.

COMMENT: Acknowledged. All proposed driveways comply with the requirement and will be further evaluated at the DET stage.

(2) Dead-End Driveway Length

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

COMMENT: All proposed dead-end driveways or roadways will have adequate provision for fire trucks, and will be further evaluated at the DET stage. .

(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.

(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.

(C) Medians in Driveway Entrances

Medians may be incorporated at driveway entrances provided:

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

COMMENT: All driveways proposed have been designed to line up with existing or approved driveway, parking lot drive aisle, or roadway intersections on the opposite side of the street to the maximum extent practicable. No medians are proposed within the driveway entrances.

(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.**

(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.

COMMENT: Not applicable, no nonresidential or mixed-use development is proposed with this development plan.

27-6207. Pedestrian Access and Circulation.

(a) Required Pedestrian Access.

(1) General Pedestrian Access.

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

- (A) The primary entrance(s) of principal buildings (or the buildable area of lots, for subdivisions);**

- (B) Off-street parking bays;**
- (C) Any designated or planned transit stations or bus stops and shelters (on-site or on an adjacent street); and**
- (D) Recreation facilities and other common use areas and amenities.**

COMMENT: PPS-2025-002 provides internal pedestrian circulation that permits safe, convenient, efficient, and orderly movement of pedestrians among the origin and destination points within the development. A circulation exhibit has been included with the subject application. Additional details of the internal pedestrian circulation will be provided at the time of Detailed Site Plan.

(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).**

COMMENT: PPS-2025-002 includes sidewalks on both sides of all proposed public and private roads.

- (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.**

COMMENT: Sidewalk exists along the northern side of Central Avenue (Rte 214), a State route, any required changes will be made in coordination with the appropriate reviewing agency.

(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.

COMMENT: No adjoining lots contain multifamily, townhouse, or mixed-use development. The adjacent parcel containing a nonresidential use to the east already has direct access to the parcels fronting on Central Avenue (church ownership) with an existing access easement to remain. Based on the atypical shape of the Subject Property, the site adjoins vacant/undeveloped land that is zoned to allow multifamily residential, nonresidential, or mixed-use development. The image below highlights the locations of the existing parcels, which are currently zoned RMF-20.



Pursuant to sub-subpart (2)(C), “[t]he 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.” The applicant is requesting a waiver since cross-access is impractical or undesirable due to the presence of topographic conditions, natural features, and safety factors.

It should be noted that based on SDAT, these three (3) areas are currently owned by WMATA, and have been left intentionally vacant to limit access to the adjacent WMATA drainage easement. Blocking or obstructing access with future development could complicate the maintenance of the drainage infrastructure.

Instead, pedestrian connectivity will be provided via the sidewalk system along the improved Gentry Lane. Gentry Lane will be developed with 5-foot-wide sidewalks along both sides of the roadway. This sidewalk system ultimately ties into the sidewalks along the main frontage of MD 214. Requiring additional connections this close to an existing and proposed sidewalk system creates liability and operational issues for both properties, but also creates CPTED issues regarding inconsistencies in design elements, unnecessary disruption of natural features, obstacles, visual obstructions etc. As depicted on the NRI, portions of this area also contain steep slopes making any connection of the site infeasible.

Simply, cross access to neighboring vacant parcels was examined and implementation of these requirements for the subject site is not practical. In the interest of maintaining pedestrian and bicycle safety, implementation of cross access to vacant adjoining parcels should not be pursued. Specifically, pedestrian cross access to adjoining sites should be waived, pursuant to Section 27-6207(b)(2), and bicycle cross access to adjoining sites should be waived, pursuant to Section 27-6208(b)(2).

Cross access will be further analyzed at the time of DET, when buildings and other site features are finalized, at which time this waiver request will be evaluated.

(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.

COMMENT: Not Applicable. The proposed development does not contain a large vehicular parking area or parking garage.

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

COMMENT: PPS-2025-002 provides internal bicycle circulation that permits safe, convenient, efficient, and orderly movement of cyclists within the development. A circulation exhibit has been included with the subject application. Additional details of the internal bicycle circulation and any proposed bicycle facilities will be provided at the time of Detailed Site Plan.

(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.

COMMENT: Filed in conjunction with PPS-2025-002 is a Bicycle Pedestrian Impact Statement, prepared by Lenhart Traffic Consulting. The required bicycle improvements will be determined at the time of detailed site plan.

(B) The Planning Director may, for private streets or, when advised by the permitting agency, for public streets, waive or modify the requirement for bike lanes, bike paths, or other bicycle improvements where the applicant clearly demonstrates that the facilities are impractical or infeasible due to topographic conditions, natural features, or visual obstructions that create hazards.

COMMENT: Acknowledged, and the applicant reserves the right to seek any such relief, as needed, during the time of Detailed Site Plan.

(C) Where a development site fronts an existing street with insufficient right-of-way width to accommodate installation of a required bike path along the frontage, the applicant may install a bike path on the development site, within a public easement running parallel and nearby the public street. Such bicycle paths shall not be restricted from public use and shall allow physical passage at all times.

COMMENT: Acknowledged. This will be further evaluated during the DET.

(b) Bicycle Connectivity Between Developments.

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

(1) Any internal bicycle circulation system shall be designed and constructed to provide bicycle cross-access between it and any internal bicycle circulation system on adjoining parcels containing a multifamily, townhouse, nonresidential, or mixed-use development, or to the boundary of adjoining vacant land zoned to allow townhouse, multifamily, nonresidential, or mixed-

use development (including land in the Residential, Transit-Oriented/Activity Center, and Nonresidential base and PD zones).

(2) The Planning Director may waive or modify the requirement for bicycle cross-access on determining that such cross-access is impractical or undesirable for typical bicyclists' use due to the presence of topographic conditions, natural features, or safety factors. Undesirable conditions shall be defined as those limiting mobility for bicycles as a form of transportation, such as steep grades, narrow connections bounded on both sides by walls or embankments, or limited visibility when straight-line connections are not achievable.

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

COMMENT: No adjoining lots contain multifamily, townhouse, or mixed-use development. The adjacent parcel containing a nonresidential use to the east already has direct access to the parcels fronting on Central Avenue (church ownership) with an existing access easement to remain. Based on the atypical shape of the Subject Property, the site adjoins vacant/undeveloped land that is zoned to allow multifamily residential, nonresidential, or mixed-use development.

Pursuant to sub-subpart (b)(2), “[t]he 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.” The applicant is requesting a waiver since cross-access is impractical or undesirable due to the presence of topographic conditions, natural features, and safety factors.

It should be noted that based on SDAT, these three (3) areas are currently owned by WMATA, and have been left intentionally vacant to limit access to the adjacent WMATA drainage easement. Blocking or obstructing access with future development could complicate the maintenance of the drainage infrastructure.

Instead, bicycle connectivity will be provided via the sidewalk system along the improved Gentry Lane. Gentry Lane will be developed with 5-foot-wide sidewalks along both sides of the roadway. This sidewalk system ultimately ties into the sidewalks along the main frontage of MD 214. Requiring additional connections this close to an existing and proposed sidewalk system creates liability and operational issues for both properties, but also creates CPTED issues regarding inconsistencies in design elements, unnecessary disruption of natural features, obstacles, visual obstructions etc. As depicted on the NRI, portions of this area also contain steep slopes making any connection of the site infeasible.

Simply, cross access to neighboring vacant parcels was examined and implementation of these requirements for the subject site is not practical. In the interest of maintaining pedestrian and bicycle safety, implementation of cross access to vacant adjoining parcels should not be pursued. Specifically, pedestrian cross access to adjoining sites should be waived, pursuant to Section 27-6207(b)(2), and bicycle cross access to adjoining sites should be waived, pursuant to Section 27-6208(b)(2).

Cross access will be further analyzed at the time of DET, when buildings and other site features are finalized, at which time this waiver request will be evaluated.

(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.**

(2) On-Street Bicycle Facilities

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

COMMENT: Acknowledged. Required bicycle facilities will be further evaluated at the time of DET.

(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.

COMMENT: Acknowledged, and the applicant reserves the right to seek any such relief, as needed, during the review of a subsequent Detailed Site Plan.

SECTION 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.

COMMENT: The proposed Open Space Set-Aside area for the proposed development is approximately 31%, and the required area is 20%, as demonstrated on the open space set-aside exhibit included with the subject application. This will be further reviewed at the time of Detailed Site Plan.

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.

COMMENT: The submitted Open Space Set-Aside exhibit details the acreage and square footage of the various areas. This criteria will be further reviewed with DET-2024-021.

27-6405. Areas Not Counted as Open Space Set-Asides

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

(a) Private yards not subject to an open space or conservation easement;

- (b) Street rights-of-way or private access easements, including sidewalks located within those rights-of-way or easements;**
- (c) Vehicular parking areas or lots (excluding the landscaped areas);**
- (d) Driveways for dwellings;**
- (e) Land covered by structures not designated for active recreational uses**
- (f) Designated outdoor storage areas; and**
- (g) Stormwater management facilities and ponds, unless located and designed as a site amenity (e.g., with low fencing, vegetative landscaping, gentle slopes, fountain or other visible water-circulation device, and pedestrian access or seating).**

COMMENT: The submitted open space exhibit identifies the various areas counted toward the open space requirement. None of which include the prohibited areas noted above.

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

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

(a) Location.

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

COMMENT: The open spaces are located so as to be readily accessible and useable by occupants and users of the development, with particular attention to providing focal points.

(b) Configuration.

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

COMMENT: The open space location areas have been interconnected to the maximum extent practicable. This will be further evaluated during the review of the DET.

(c) Orientation of Adjacent Buildings.

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

COMMENT: The placement of buildings adjacent to the open space areas will be further reviewed at the time of Detailed Site Plan.

(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.**

COMMENT: The submitted open space exhibit identifies the various areas counted toward the open space requirement, majority of which is identified as natural features.

(2) In the Transit-Oriented/Activity Center base and Planned Development (PD) zones, and to the maximum extent practicable, open space set-asides shall be located and organized to include, protect, or enhance the open areas and features identified in Section 27-6406(d)(1) above, except that the establishment of squares, plazas, forecourts, civic greens, and similar urban open space amenities shall have the highest priority.

COMMENT: Not applicable, the property is not located in the Transit-Oriented/Activity Center base or Planned Development zones.

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

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

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

COMMENT: Not applicable, the property is not located in the IH Zone.

27-6407. Development in Open Space Set-Asides.

Development within open space set-asides shall be limited to that appropriate to the purposes of the type(s) of open space set-asides. Where appropriate, such development may include, but is not limited to, walking, jogging, and biking paths or trails; benches or other seating areas; meeting areas; tables, shelters, grills, trash receptacles, and other picnic facilities; docks and other facilities for fishing; environmental education guides and exhibits; historic interpretive signage; gazebos and other decorative structures; fountains or other water features; play structures for children; gardens or seasonal planting areas; pools; athletic fields and courts; and associated clubhouses.

COMMENT: Development within the proposed Open Space Set-Aside areas will be further reviewed at the time of Detailed Site Plan.

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

- (a) Open space set-asides required by this Ordinance or by Subtitle 24: Subdivision Regulations, shall be managed and maintained in compliance with all applicable provisions of Maryland law. To the extent not inconsistent with Maryland law, such open space set-asides shall be managed and maintained as permanent open space through one or more of the following options:**
 - (1) Conveyance of open space set-aside areas to a property owners' or homeowners' association that holds the land in common ownership;**
 - (2) Conveyance of open space set-aside areas to a third-party beneficiary such as an environmental, historical, or civic organization, a municipality, or M-NCPPC, that is organized for, capable of, and willing to accept responsibility for managing and maintaining the land;**
 - (3) Establishment of easements or covenants; or**
 - (4) If public stormwater management facilities are treated as site amenities, through stormwater management easements.**
- (b) All options involving private ownership of open space set-aside areas shall include deed restrictions, covenants, or other legal instruments that ensure continued use of the land for its intended open space purposes, in perpetuity, and provide for the continued and effective management, operation, and maintenance of the land and facilities.**
- (c) Responsibility for managing and maintaining open space set-asides rests with the owner of the land of the open space set-asides. Failure to maintain open space set-asides in accordance with this Section and the development approval or permit shall be a violation of this Ordinance.**

COMMENT: Acknowledged.

SECTION 27-6800 – ENVIRONMENTAL PROTECTION AND NOISE CONTROLS

27-6802. Natural Resource Inventory (NRI)

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

COMMENT: Filed in conjunction with PPS-2025-002, is the approved NRI-022-2025; proposed TCP1; and Site Development Concept Plan (Case No.: 00521-2025).

27-6803. Trees and Vegetation

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

COMMENT: As noted above, the proposed TCP1 is submitted with this application for review. Compliance with Subtitle 25, Division 3, Tree Canopy Coverage Ordinance, will be further evaluated during the review of the DET.

27-6804. Floodplain Management

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

COMMENT: The subject property has areas of floodplain along the stream in the northern portion of the site, but no development is proposed within or directly adjacent to that delineation. Recommendation A-3, "Prioritize preserving and restoring natural resource areas and agricultural open space to reduce flood risk", speaks to the topics reviewed previously in a slightly different manner. The proposed development at Cornerstone Commons prioritizes the existing natural features on the property and their role in a much wider, interconnected ecosystem. Development of the property would not be removing a source of local food production from the larger community as it has no history of agricultural significance.

Flood mitigation and preservation of natural assets such as tree canopy, riparian buffers, and wetlands are all critical site design features associated with our approach to the conceptual layout of the subject property. The existing environmental features of the site will not only be protected to the greatest extent possible, but they will be visually integrated into the residential spaces as part of the community. The proposed development will comply with the requirements outlined in Subtitle 32, Division 4, Floodplain Ordinance to be reviewed and evaluated by DPIE.

27-6805. Erosion and Sediment Control

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

COMMENT: A Phase I Erosion and Sediment Control Plan has been included with this submittal.

27-6806. Stormwater Management

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

COMMENT: The Site Development Concept Plan has been submitted to DPIE under case number SIT-00521-2025, and the applicant anticipates approval prior to formal acceptance of the PPS.

27-6807. Chesapeake Bay Critical Area

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

COMMENT: The subject property is not located 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.

COMMENT: The submittal package for PPS-2025-002 includes NRI-022-2025, approved on March 31, 2025. Existing environmental features have been protected to the maximum extent practicable. Analysis of Section 24-4300 is addressed above within this statement of justification.

27-6809. Unsafe Lands

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

COMMENT: No portion of the land is unsafe for development.

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.

(b) Except within a Transit-Oriented/Activity Center base or PD zone or the MU-PD Zone, the following shall not be located on a lot or parcel adjacent to an existing street classified as arterial or higher unless the applicant demonstrates, through a noise study, that transportation-generated noise is less than, or will be mitigated to be less than, 55 dBA during the hours of 10:00 PM to 7:00 AM and no greater than 65 dBA during the hours of 7:00 AM to 10:00 PM at the proposed location:

- (1) Any new structure intended for residential occupancy in the Residential Uses principal use classification;**
- (2) Day care center for children outdoor activity areas, including but not limited to playgrounds and sitting areas; and**
- (3) Nursing home facilities.**

(c) Where applicable, development shall comply with the requirements for noise control in Section 27-4402(c), Military Installation Overlay (MIO) Zone.

(d) Residential lots and uses that are adjacent to existing or planned streets classified as arterial or higher shall demonstrate that outdoor activity areas are mitigated to 65 dBA during the hours of 7:00 a.m. and 10:00 p.m., and 55 dBA during the hours of 10:00 p.m. to 7:00 a.m., and that interior noise levels are mitigated to 45 dBA or less through the submission of a noise study prepared and signed by a professional engineer with competence in acoustical engineering.

COMMENT: Submitted with this application is a Phase I and II Noise Analysis conducted by Phoenix Noise & Vibration. The results indicated that the two front-load townhomes closest to Central Avenue (Block C – Lots 25 and 24) will be exposed to future daytime transportation noise levels above 65 dBA Leq. All other townhomes at Cornerstone Commons will not be impacted by future daytime transportation noise levels greater than 65 dBA Leq. Future nighttime transportation noise impact upon all townhomes will be below 65 dBA Leq. Results of this analysis further indicate that a 7-foot noise barrier along the border of the backyards of the three townhomes closest to Central Avenue is required to maintain noise levels below 65 dBA Leq during the daytime and 55 dBA Leq during the nighttime. With the addition of these noise barriers, which the applicant will provide, noise levels in all outdoor activity areas throughout the site will be maintained below 65 dBA Leq during the daytime and 55 dBA Leq during the nighttime.

SECTION 27-61300 – AGRICULTURAL COMPATIBILITY STANDARDS

27-61302. Applicability

(a) General

Except where exempted by Subsection 27-61302(b), Exemptions, below, the standards in this Section shall apply to all new residential and nonresidential uses (including public, civic, institutional, commercial, or industrial uses) that are proposed to be located adjacent to an ongoing agricultural use or activity in the ROS, AG, and AR base zones.

(b) Exemptions

In addition to the exemptions specified in Section 27-6103, General Exemptions, the standards in this Section shall not apply to residential portions of a conservation subdivision adjacent to an agricultural use or activity taking place within the conservation subdivision's open space set-aside.

COMMENT: No portion of the Subject Property is located adjacent to an ongoing agricultural use or activity in the ROS, AG, or AR base zones. All adjacent properties are zoned RMF-20, RSF-65, and RSF-95, and thus, buffer requirements are not applicable.

SECTION 27-61400 – URBAN AGRICULTURE COMPATIBILITY STANDARDS

27-61402. Applicability

The standards in this Section shall apply to all new residential and nonresidential uses that are proposed to be located adjacent to an on-going urban agriculture use in the ROS, AR, RE, RR, RSF-65, RSF-95, RSF-A, RMF-12, RMF-20, RMF-48, and Transit-Oriented/Activity Center base and PD Zones.

COMMENT: No portion of the Subject Property is located adjacent to an ongoing urban agriculture use.

X. CONCLUSION

For all of the above-stated reasons, and based on all of the supporting documents and evidence that has (or will be) submitted into the record for this matter, the Applicant respectfully requests approval of PPS-2025-002 and associated TCP1 in conformance with the requirements of Subtitle 24 and Subtitle 27 of the Prince George's County Code.

Respectfully submitted,

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