

PGCPB No. 2024-004

File No. DSP-21037

R E S O L U T I O N

WHEREAS, a new Zoning Ordinance, Subtitle 27, Prince George's County Code went into effect on April 1, 2022; and

WHEREAS, the applicant, Glenwood Hills Venture, LLC, submitted an application for approval of a detailed site plan; and

WHEREAS, pursuant to Section 27-1704 of the Zoning Ordinance, certain development applications which have a valid approval before April 1, 2022, may proceed to the next steps in the approval process under the Zoning Ordinance under which it received its initial approval; and

WHEREAS, therefore, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed this application under the Zoning Ordinance in existence prior to April 1, 2022; and

WHEREAS, in consideration of evidence presented at a public hearing on January 4, 2024, regarding Detailed Site Plan DSP-21037 for Glenwood Hills, the Planning Board finds:

1. **Request:** This detailed site plan (DSP) requests approval of development for multifamily residential and single-family attached (townhouse) dwellings, and retail uses. The plans submitted note 775,000 square feet of industrial development is also proposed and included in the overall gross floor area (GFA) calculations. However, no industrial development is shown on the DSP, and no architecture for industrial buildings has been provided. The DSP includes grading and limited infrastructure for the future anticipated industrial area only. Prior to certification, the DSP should be revised to correct references and GFA calculations to remove the industrial development. The mixed-use pod is proposed between the east-west Potomac Electric Power Company (PEPCO) right-of-way and MD 214 (Central Avenue), and will include 49,000 square feet of retail space, with 524 multifamily residential dwelling units (300 units in the east mixed-use building and 224 units in the west mixed-use building), with structured parking. West of the proposed Karen Boulevard, 126 townhouses are proposed around two on-site community amenity spaces. South of the east-west PEPCO right-of-way will be a significant employment use of 775,000 square feet (future industrial area) situated east of the proposed Karen Boulevard, and west of a north-south PEPCO right-of-way, along its entire easterly border.

2. **Development Data Summary:**

	EXISTING	EVALUATED
Zone	M-X-T/R-55/M-I-O	M-X-T/R-55/M-I-O
Use	Vacant	Single-family Attached Residential, Multifamily Residential, Retail, and Industrial
Total Gross Acreage	133.45	133.45
Floor Area Ratio (FAR)	0	0.31
Residential Square Footage (sq. ft.) GFA	0	224,500 sq. ft.
Single-Family Attached Dwelling Units	0	126
Multifamily Dwelling Units	0	524
Total Dwelling Units	0	650
Single-Family Parking Spaces	0	548
Garage Parking Spaces	0	937

3. **Location:** The subject property is located south of Central Avenue, approximately 700 feet west of its intersection with Shady Glen Drive. The property is bisected by a 66-foot-wide PEPCO right-of-way, in the Residential, Rural (RR) Zone, which traverses in an east-west direction, approximately 250 feet south of Central Avenue. Similar to the subject property, the adjoining properties to the north, east, and south are also located in the Military Installation Overlay (MIO) Zone for height. The Approach/Departure Clearance (50:1)–North End and Transitional Surface (7:1)–Left Runway areas affect the subject site. The boundaries of the MIO Zone, including its sub-zones, are identical to those of the Military Installation Overlay (M-I-O) Zone, which was in effect prior to April 1, 2022. This DSP was evaluated according to the standards of the prior M-I-O Zone.
4. **Surrounding Uses:** North of the site is Central Avenue; the site has approximately 1,100 linear feet of frontage on this master-planned arterial roadway. Across Central Avenue is vacant land and a church in the Residential, Multifamily–20 Zone, and single-family detached dwellings in the Residential, Single-Family-65 (RSF-65) Zone.

The property is bounded on the east by land in the RR Zone; land in the Residential, Single-Family–95 (RSF-95) Zone; and land in the Residential, Multifamily-48 Zone, all of which is owned by PEPCO and used for overhead power transmission lines and a substation. Across this PEPCO-owned land is the Millwood Towne subdivision in the Residential, Single-Family–Attached Zone, and the Millwood Neighborhood Recreation Center, owned by the Maryland-National Capital Park and Planning Commission, in the RSF-95 Zone.

The property is bounded on the south by Walker Mill Middle School, in the RSF-65 Zone. To the west of the property lies residential development consisting of single-family detached dwellings, along with Central High School, both of which are also in the RSF-65 Zone.

5. **Previous Approvals:**

Development Review Case No.	Approval Date	Resolution No.	Note
CSP-88020	9/8/1988	88-303	A 121.42-acre portion of the subject property: 2,146,700 square feet of office space; 1,794 residential dwelling units; a 300-room hotel; and 85,100 square feet of retail space. Never pursued.
CSP-88020-01	3/3/1994	93-269(A)	785 dwelling units and 203,000 square feet of office/retail space.
4-94066	11/10/1994	94-351	418 lots and 9 parcels for mixed-use development. Approved but again did not proceed.
CSP-88020-02	7/15/2004	04-170	597 dwelling units and 203,000 square feet of office/retail space.
4-04081	10/28/2004	04-252	Superseded 4-94066 and approved 316 lots and 19 parcels for development of 594 dwelling units and 203,000 square feet of office/retail use.
DSP-07003	10/11/2007	07-165	Approved for Phase I development
DSP-07046	4/3/2008	08-48	Approved for Phase II development
DSP-07048	4/3/2008	08-49	Approved for Phase III development
DSP-07003-01	5/25/2010	COA	
<i>CB-51-2021: Amended Section 27-441 of the prior Zoning Ordinance, to permit townhouse uses in the R-55 Zone under certain circumstances</i>			
CSP-88020-03	12/8/2022	2022-129	133.45-acre subject property which now includes 12.03 acres of R-55 zoned land. Approved mixed-use development consisting of 126 townhouses, 550 multifamily dwelling units, 775,000 square feet of industrial space, and 50,000 square feet of commercial/retail space.
4-21051	1/19/2023	2023-06	Supersedes 4-04081, 12.03-acre R-55 zoned parcel brought in for townhouses development. Approved 126 lots and 37 parcels for development of up to 550 multifamily dwelling units, 126 single-family attached dwelling units, up to 50,000 square feet of commercial development, and 775,000 square feet of industrial development.

Note: Bold text indicates applicable previous approvals for this DSP.

A 121.42-acre portion of the subject property was rezoned to the Mixed Use-Transportation Oriented (M-X-T) Zone in the 1985 *Approved Master Plan for Suitland-District Heights and Vicinity, Planning Areas 75A and 75B*. Conceptual Site Plan CSP-88020, entitled Meridian, was approved by the Prince George's County Planning Board on September 8, 1988 (PGCPB Resolution No. 88-303). This original approval included 2,146,700 square feet of office space; 1,794 residential dwelling units; a 300-room hotel; and 85,100 square feet of retail space. The development approved under this CSP never came to fruition, and subsequent approvals were never pursued.

CSP-88020 was amended and renamed Glenwood Hills and was approved by the Planning Board on March 3, 1994. The amended CSP-88020-01 was approved with 785 dwelling units and 203,000 square feet of office/retail space. On November 10, 1994, the Planning Board approved Preliminary Plan of Subdivision (PPS) 4-94066 (PGCPB Resolution No. 94-351), subsequent to

this CSP. The development, however, again did not proceed for the M-X-T-zoned portion of the subject property, in accordance with these approvals.

On January 10, 2005, the Prince George's County District Council approved CSP-88020-02, for the M-X-T-zoned portion of the subject property, with 597 dwelling units and 203,000 square feet of office/retail space. PPS 4-04081 was approved by the Planning Board on October 28, 2004 (PGCPB Resolution No. 04-252). The PPS approved 316 lots and 19 parcels for development of 594 dwelling units and 203,000 square feet of office/retail use. Several DSPs were approved, subsequently, including DSP-07003 for Phase I, DSP-07046 for Phase II, and DSP-07048 for Phase III of the mixed-use development. This portion of the property was platted in 2012, in accordance with these approvals, in the Prince George's County Land Records in Plat Book MMB 235, Plat Numbers 22–40. However, development did not take place in accordance with these approvals.

On December 8, 2022, the Planning Board approved CSP-88020-03 (PGCPB Resolution No. 2022-129), subject to 17 conditions. This CSP amendment added R-55-zoned Parcels 124 and 125 to the subject site and replaced all prior approved development with mixed-use development of 550 multifamily dwelling units, 126 single-family attached (townhouse) dwelling units, 50,000 square feet of commercial development, and 775,000 square feet of industrial development. The development proposed by the subject DSP is consistent with this CSP approval. Of the 17 conditions approved under CSP-88020-03, those relevant to the review of this DSP are analyzed herein.

The property is subject to PPS 4-21051, which was approved by the Planning Board on January 19, 2023 (PGCPB Resolution No. 2023-06). This PPS approved 126 lots and 37 parcels for development of up to 550 multifamily dwelling units, 126 single-family attached dwelling units (on a 12.03-acre tract located east of the original property, in the R-55 Zone), up to 50,000 square feet of commercial development, and 775,000 square feet of industrial development.

PPS 4-21051 supersedes 4-04081 for resubdivision of the site. It is noted that, as part of this resubdivision, the existing dedicated public rights-of-way which were platted, but never developed, are to be vacated to accommodate the layout shown in PPS 4-21051, including adjustment to the alignment of Karen Boulevard. The applicant has filed a minor Vacation Petition, V-21008, to vacate the prior dedicated public rights-of-way to complete the new lotting pattern.

6. **Design Features:** This approved DSP includes open space at the heart of the community, surrounded by retail and multifamily residential uses. The approved modern architecture style will enhance the community's look and feel, and the buildings will be highly visible as a visual icon from Central Avenue and the regional scale Central Avenue Connector Trail (CACT). Therefore, providing high quality architecture is critical. The central plaza space between two high-rises provides several types of activity spaces. This plaza space, surrounded by high quality architecture, can attract users from the CACT and is expected to provide a key resting point.

Two open spaces in the townhouse community will provide a community living room for social interaction. These are away from Central Avenue, but are well connected with Karen Boulevard through multi-modal transportation infrastructure.

Architecture

The glass façade treatment and cantilever design of the multifamily buildings provide ample transparency on the street level for pedestrians. An upgraded townhouse design has been provided after several iterations. To provide quality architecture for the community, the architectural design uses various materials on the façade, and provides multiple architectural features such as bay windows, gables, varied façades, and undulation.

Recreational Facilities

In the multi-family building, a roof terrace with a swimming pool, fitness room, lounge, and bike room are provided. In the townhouse community, a playground and sitting area with gazebo are provided.

Lighting

The applicant specifies partially shielded lighting within the development and proposes lighting in open spaces and along streetscapes, to promote safe vehicular and pedestrian movements. The photometric plan submitted with the DSP shows appropriate lighting levels along streetscapes, with minimal spillover into the adjacent residential properties.

Signage

The Planning Board approved a separate sign plan for on-site signage, in accordance with Part 12 of the prior Prince George's County Zoning Ordinance, and is approved by the Planning Board, as part of a DSP approval in a M-X-T Zone, per Section 27-548(c) of the prior Zoning Ordinance.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** Per Section 27-285 of the prior Zoning Ordinance, the Planning Board is required to evaluate the following findings when reviewing a DSP application.

Section 27-285 - Planning Board procedures.

(b) Required findings.

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

This DSP demonstrates a reasonable alternative for satisfying the site design guidelines. A detailed analysis is included herein.

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

A CSP was required for the subject property and conformance with the applicable CSP-88020-03 is analyzed herein.

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

A DSP for infrastructure is approved for a portion of the subject property and is further analyzed herein.

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

Section 24-130(b)(5) of the prior Prince George's County Subdivision Regulations was analyzed during the PPS review and found to be in compliance.

Section 27-285(b)(1) of the prior Zoning Ordinance necessitates an analysis of the site design guidelines contained in Section 27-274 of the prior Zoning Ordinance. The Planning Board provided the following analysis:

Subdivision 2. - Requirements For Conceptual Site Plans.

Section 27-274 - Design guidelines.

- (a) **The Conceptual Site Plan shall be designed in accordance with the following guidelines:**

- (1) **General.**

- (A) **The Plan should promote the purposes of the Conceptual Site Plan.**
- (B) **The applicant shall provide justification for, and demonstrate to the satisfaction of the Planning Board or District Council, as applicable, the reasons for noncompliance with any of the design guidelines for**

townhouses and three-family dwellings set forth in paragraph (11), below.

The DSP promotes the purposes of the CSP because the development by the subject DSP is consistent with the CSP approval.

(2) Parking, loading, and circulation.

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

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

(6) Site and streetscape amenities

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

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

The applicant proposes three points of vehicle access for the site, all of which originate along Central Avenue. The western and primary point of access is located at the intersection of Central Avenue and Karen Boulevard (C-429). This portion of Karen Boulevard has yet to be constructed. Two additional points of vehicle access are located east of the primary access point. Karen Boulevard runs north-south through the site and provides vehicular, as well as bicycle and pedestrian access to the townhouse and industrial portion of the development. When Karen Boulevard is fully constructed throughout the site, it will connect with the portion of Karen Boulevard which has been constructed, which is located directly adjacent to Walker Mill Middle School (800 Karen Boulevard, Tax I.D. No. 1992486). The internal access road serving the retail and multifamily part of the development originates along the unconstructed portion of Karen Boulevard, directly south of its intersection with Central Avenue. This roadway runs

east-west through this portion of the development and culminates at the eastern bounds of the subject site.

Improved sidewalks are shown along almost all frontages of the site. A condition is provided herein, to provide marked crosswalks throughout the site, at all pedestrian connection points. These crosswalks will help to connect gaps in the sidewalk network while bringing attention to motorists that pedestrians may be crossing.

Internal and external bicycle parking is indicated on the bicycle and pedestrian facilities plan and the DSP. The bicycle and pedestrian facilities plan shows the location of two internal bicycle parking rooms for the two multifamily buildings. The western multifamily building provides 48 internal bicycle parking spaces, and the eastern multifamily building provides 12 internal bicycle parking spaces. The Planning Board finds the amount of internal bicycle parking to be suitable for the approved development. However, the location of these bicycle parking rooms is not shown on the DSP. A condition is provided herein requiring the applicant to update the DSP to indicate the specific location of the bicycle parking rooms. In addition, the bicycle and pedestrian facilities plan indicates the location of external bicycle parking, with two locations at the retail portion of the development and an additional external bicycle parking location shown on Parcel N, within the townhouse portion of the development. The applicant's detail sheet indicates a loop style bicycle rack at the three external bicycle parking locations. A condition is provided herein requiring the applicant to update the detail sheet on the DSP, to change the loop bicycle rack to an inverted U-style bicycle rack or a similar model that provides two points of contact for a parked bicycle. The applicant's bicycle and pedestrian facilities plan indicates that eight bicycle parking spaces will be provided at each external bicycle parking location, which the Planning Board finds sufficient. Inverted U-style bicycle racks each provide parking for two bicycles. A condition is provided herein that four inverted U-style bicycle racks be provided at each external bicycle parking area.

Subdivision 1. - M-X-T Zone (Mixed Use - Transportation Oriented).

Section 27-546. - Site plans.

(d) In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:

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

The approved DSP is in conformance with the provided regulations of the M-X-T Zone, as demonstrated herein. A discussion of the purposes of the M-X-T Zone, as described in Section 27-542(a) of the prior Zoning Ordinance, is described below. This DSP, in general, promotes the purposes of the M-X-T Zone, and contributes to the orderly implementation of the 2014 *Plan*

Prince George's 2035 Approved General Plan and the 2010 Approved Subregion 4 Master Plan and Sectional Map Amendment (master plan).

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

The DSP is in conformance with the design intent recommended by the master plan by providing a multi-modal living environment with mixed use, which promotes various activities.

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

The approved multifamily building provides ample transparency on the street level and engages pedestrians and the community. This visual transparency will rejuvenate the surrounding community, which is needed.

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

The approved townhouse architecture style will blend with existing developments and also bring an updated look.

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

The DSP provides compact mixed-use (especially vertical versus horizontal mixed use) development near the metro station which demonstrates cohesive development.

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

There is no formal construction phasing proposed. However, per the PPS condition, Karen Boulevard is expected to be constructed first, and depending on market conditions, either the mixed-use area or the townhouse community

will follow. The prioritized Karen Boulevard construction will allow for each subsequent area of development to be self-sufficient.

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

The approved pedestrian network, as illustrated on the on-site pedestrian and bicycle network and facilities plan, integrates with the multimodal facilities on Karen Boulevard. As noted above, conditions have been provided herein requiring the applicant to provide additional crosswalks between the private roadways and alleys within the development, to enhance safety and connectivity in general.

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

High-quality urban design is provided along the streetscapes and in the recreational facilities on-site. Benches, bicycle racks, and on-site multigenerational recreation facilities provide amenities integrated throughout the community.

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

This item was evaluated during review and approval of the CSP. No further analysis is required.

- (10) **On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed**

public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club).

A finding of adequacy was made on January 19, 2023, at the time of approval of PPS 4-21051. Therefore, this section is not applicable.

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

The subject property measures 133.45 acres and does not meet the above acreage threshold. Therefore, this requirement is not applicable.

The DSP application has been reviewed for compliance with the requirements of the M-X-T, R-55, and M-I-O Zones of the prior Zoning Ordinance.

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

(a) Maximum floor area ratio (FAR):

- (1) Without the use of the optional method of development—0.40 FAR; and**
(2) With the use of the optional method of development—8.00 FAR.

The approved floor area ratio (FAR) for this DSP is 0.31, and the applicant has indicated that the project does not utilize the optional method of development.

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

This DSP is comprised of several lots and approved residential and retail uses within the two buildings fronting Central Avenue.

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

The site plan provides the location, coverage, and height of all improvements, in accordance with this requirement.

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

This DSP conforms with the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), as demonstrated in this resolution. The DSP also conforms with all the requirements of the Prince George's County Tree Canopy Coverage Ordinance, as demonstrated in this resolution.

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

The DSP is consistent with this provision. The residential areas within the M-X-T Zone have been computed into the FAR and the garage parking area has been excluded from the same.

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

This requirement is not applicable to this development proposal, as this application does not propose private structures within the air space above, or in the ground below, public rights-of-way.

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

This DSP application provides each lot with access to an adjacent private street or alley, in accordance with Subtitle 24 of the Prince George's County Code, and as further approved with PPS 4-21051.

- (h) **Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand two hundred (1,200) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as**

applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

Other townhouse-related regulations are reviewed under Section 27-548(h) of the prior Zoning Ordinance, due to Prince George's County Council Bill CB-51-2021.

The approved minimum lot size for the townhouses is 1,460 square feet and the submitted architectural plans demonstrate compliance with this requirement. The maximum number of dwelling units approved within a building group is eight. The approved minimum width of all dwelling units is 20 feet, and the minimum amount of living space is 1,652 square feet.

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

Neither of the two multifamily buildings exceed 110 feet in height. Their heights range between 50–90 feet depending on ground elevation.

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

The application is based on design guidelines and standards, according to the recommendations in the masterplan.

Section 27-430. - R-55 Zone (One-Family Detached Residential)

- (c) **Regulations.**

- (1) **Additional regulations concerning the location, size, and other provisions for all buildings and structures in the R-55 Zone are as provided for in Divisions 1 and 5 of this Part, the Regulations Tables (Division 4 of this Part), General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.**

Division 1. - GENERAL

Sec. 27-420. - Fences and walls.

- (a) Unless otherwise provided, fences and walls (including retaining walls) more than six (6) feet high shall not be located in any required yard, and shall meet the setback requirements for main buildings. (See Figure 42.) On lots consisting of one (1) acre or less, fences in the front yard shall not be more than four (4) feet high unless a variance is approved by the Board of Appeals. In the case of a corner lot consisting of one (1) acre or less, fences in the front yard or side yard shall not be more than four (4) feet high unless a variance is approved by the Board of Appeals. Fences constructed pursuant to a validly issued building permit prior to October 1, 2008, shall not be deemed nonconforming; however, replacement of an existing fence must comply with the four (4) foot limitation.

No wall or fence higher than six feet is located within the setback area.

Sec. 27-421. - Corner lot obstructions.

On a corner lot, no visual obstruction more than three (3) feet high (above the curb level) shall be located within the triangle formed by the intersection of the street lines and points on the street lines twenty-five (25) feet from the intersection. (See Figure 43.)

The provided monument sign at the intersection of Karen Boulevard and Central Avenue is outside of the sight line and does not cause any visual obstruction.

Sec. 27-421.01. - Frontage.

Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code. Additional provisions are contained in Sections 27-431(d) and (e) and 27-433(e) and (f).

All townhouses have vehicular access to a street or alley access behind. Therefore, the DSP complies with this requirement.

Division 4. - REGULATIONS

Sec. 27-442. - Regulations

(b) TABLE I - NET LOT AREA (Minimum in Square Feet)

There is no net lot area required for townhouses. Therefore, the DSP complies with this requirement.

PART 10C. - Military Installation Overlay Zone

Glenwood Hills is located in the upper reaches of the overlay zone for height restrictions from Joint Base Andrews (see Figure 2). Based on the Approach/Departure Clearance Surface (50:1) - North End identifier label, the height restriction is based on an imaginary 50:1 line from the end of the runway north. See Map 4-1 on page 87 of the Joint Base Andrews Naval Air Facility Washington Joint Land Use Study (JBA Study). The map shows and explains the structure height restrictions for Zone B.

The approved mixed-use buildings along Central Avenue are in excess of 23,300 linear feet (or more than 4.4 miles) away from the end of the runway. Hence, the height restriction calculated for the area of the tallest buildings would be at 50:1, approximately 466 feet. The applicant's architectural plans show the tallest buildings (the two mixed-use structures) are 76 feet and 87 feet high, respectively—well below the applicable height restriction. In addition, when the analysis of the subject property's 212-foot elevation is considered versus the elevation of 278 feet at Joint Base Andrews, the buildings will only be 10–21 feet high relative to the end of the Joint Base Andrews runway elevation.

Section 27-548.53. - Applicability.

Glenwood Hills is within the area for height limitations at the upper reaches, but is outside of the M-I-O Zone for noise intensity (See Figures A and B of Section 27-548.58 of the prior Zoning Ordinance). The applicant provides the information for property building heights approved on the DSP.

Section 27-548.54. - Requirements for Heights.

Based upon the regulatory formulas for distance and locations of buildings, the development's approved building heights are substantially less than any height limitations for the property. The approved buildings do not include any substantial additions to the top of the buildings, such as monopoles or towers, that would significantly alter the calculations shown on the plan.

Section 27-548.55. - Requirements for Noise.

Based upon Figure B, the property subject to the DSP is not within the limits for which noise intensity is to be measured or addressed.

Section 27-548.56. - Requirement for Part 10C.

The applicant's approved development is not in conflict with the list of Prohibited Uses, nor Limited Permitted Uses expressed in paragraphs (a) and (b) of this section because the DSP property is not within the "Safety Zones"—collectively the Accident Potential Zones and Clear Zones.

Section 27-548.57. - Referrals to Joint Base Andrews.

This requirement will be handled by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) as building permits for the development are submitted for review.

Section 27-548.58. - Modification of Prohibited or Limited Permitted Uses.

Modification of Prohibited or Limited Permitted Uses: As noted previously, the DSP property is not within the Accident Potential Zones and hence this section is not applicable.

8. **Conceptual Site Plan CSP-88020-03:** Section 27-285(b)(2) of the prior Zoning Ordinance necessitates an analysis of the applicable CSP. The approved **CSP-88020-03 superseded all prior CSP approvals**. The conditions relevant to the review of this DSP are listed below in **bold text**. The Planning Board's analysis of the project's conformance to the conditions follows each one in plain text:

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

The approved DSP includes grocery store space as one of the retail programs. The area lacks fresh food options and will benefit from a grocery store that carries fresh fruit and vegetables rather than only processed food.

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

The circulation demonstrates a major pedestrian connection through Karen Boulevard using an 8-foot side path on the west side and a 5-foot sidewalk on the east side. These facilities lead to the multiple bus stops along Central Avenue and to the Addison Road-Seat Pleasant Metro Station. In addition, the CACT on the Potomac Electric Power Company (PEPCO) easement will connect multiple metro stations by providing biking and walking opportunities.

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

The DSP provides infrastructure and grading for the industrial use area, but the landscape plan is not provided. This condition will be enforced when the DSP for the full development of the industrial buildings is submitted.

- 8. The applicant and the applicant's heirs, successors, and/or assignees shall provide adequate private recreational facilities in accordance with the standards outlined in the Park and Recreation Facilities Guidelines. The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division, for adequacy and proper siting, prior to approval of the detailed site plan by the Prince George's County Planning Board.**

The private recreational facilities are in compliance with the standards outlined in the Park and Recreation Facilities Guidelines. The amount provided is adequate and the triggering timing for the construction completion is provided as a condition herein.

- 13. Prior to approval of the first detailed site plan, if significant archeological resources exist, the applicant and the applicant's heirs, successors, and/or assignees shall provide a plan for any interpretive signage to be erected and public outreach measures (based on the findings of the Phase I, II, and/or Phase III archeological investigations). The location and wording of the signage and the public outreach measures shall be subject to approval by the Maryland-National Capital Park and Planning Commission staff archeologist. The plan shall include the timing for the installation of the signage and the implementation of public outreach measures.**

A Phase I archeology survey was conducted on a portion of the subject property in 2007 and again in November 2022. Multiple sites were identified including 18PR838 and 18PR839. However, the Planning Board concluded that those sites lack integrity and the ability to contribute significant information on the history of Prince George's County. Therefore, no further work was required on those sites.

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

An 8-foot side path is provided on the west side of Karen Boulevard. Therefore, a condition is included herein to display the shared-use path along Karen Boulevard as being 10 feet wide, unless modified by the operating agency, with written correspondence.

- b. Standard bicycle lane along Karen Boulevard, in accordance with the American Association of State Highway and Transportation Officials guidelines, unless modified by the operating agency with written correspondence or in the applicant's approved final plans.**

Two 5-foot one-way bike lanes are provided, one on each side of Karen Boulevard, totaling 10 feet of bike lanes on this road.

- c. The minimum 5-foot-wide sidewalk along both sides of all internal roadways throughout the site and associated Americans with Disabilities Act curb ramps and crosswalks.**

A 5-foot-wide sidewalk along both sides of all internal roadways is provided throughout the site and a condition is provided herein to ensure the provision of crosswalks.

- d. Americans with Disabilities Act-compliant curb ramps and crosswalks crossing all vehicular access points.**

Americans with Disabilities Act curb ramps are provided throughout the site, however, marked crosswalks are not depicted, and are required. Therefore, a condition is provided herein.

- e. Designated pathways for pedestrians through surface parking lots.**

There are no surface parking lots in the DSP. The parking is designed to be either inside garages or on-street parking.

- f. Streetscape amenities are to be accessible and functional throughout the site to accommodate the mixed-use community.**

The streetscape amenities such as benches and tables are easily accessible in the public plaza and complement activities from mixed use.

- g. Long-term bicycle parking within the multifamily building and short-term bicycle near the building entrance, in accordance with the American Association of State Highway and Transportation Officials guidelines.**

The facilities plan shows the location of the long-term bicycle parking. However, the Planning Board requests that the details of the long-term bicycle parking be provided with the plan sheets, to satisfy PPS Condition 14d. Therefore, a condition is provided herein.

- h. Short-term bicycle for the commercial and industrial areas at a location convenient to the buildings, in accordance with the American Association of State Highway and Transportation Officials guidelines.**

The facilities plan shows the location of the short-term bicycle parking. However, an alternative design (loop-style bicycle rack vs. inverted-U style bicycle rack) model is decided and conditioned herein.

- i. **Dedicated parking spaces for rideshare activities.**
Dedicated parking spaces for rideshare activities are not provided. Therefore, a condition is included herein. In addition, multimodal opportunities may become appropriate at locations proximate to this area, as the project develops and service provider opportunities arise within the area.

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

- a. **Entrance features shall be submitted for review and shall be appropriately coordinated in design and location.**

A monument sign with illumination is provided at the intersection of Karen Boulevard and Central Avenue, which will create a strong community identity.

- b. **Pole-mounted freestanding signs shall be prohibited for the commercial/retail and multifamily component of the development. Freestanding and building-mounted signage shall not be internally lit.**

The listed prohibitions are observed in this DSP.

- c. **Lighting fixtures throughout the development shall be coordinated in design.**

Modern style lighting fixtures are provided throughout the development.

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

Special paving materials are not provided; therefore, a condition is included herein to label them on the plan.

- 9. **Preliminary Plan of Subdivision 4-21051:** PPS 4-21051 was approved subject to 28 conditions. The conditions relevant to the review of this DSP are listed below in **bold** text. The Planning Board's analysis of the project's conformance to the conditions follows each one in plain text.

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

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

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

A copy of SWM Concept Plan 48714-2021-1 and an associated approval letter were submitted with the DSP application. The approval is dated November 16, 2022, and expires on December 10, 2024.

4. Prior to approval, the final plat of subdivision shall include:

a. The granting of public utility easements along the public and private rights-of-way, in accordance with the approved preliminary plan of subdivision.

The DSP shows public utility easements (PUEs) along the public road frontages of Central Avenue and Karen Boulevard, in accordance with the PPS. The DSP also shows sufficient PUEs within the townhouse development to serve the single-family attached units. These PUEs are not fully compliant with Section 24-128(b)(12) of the prior Subdivision Regulations, which requires a PUE along at least one side of all private roads. Private Road A lacks a PUE where it turns a corner in the northwest portion of the townhouse development; this would need to be provided either on Parcel K between Lots 48 and 49, or on Parcel T next to Lot 103. Private Road A also lacks a PUE for a short distance (about 15 feet) near its intersection with Karen Boulevard; this could be provided either on Parcel A near Lot 71, or on Parcel H near the SWM feature. A condition is provided herein to show the missing PUEs.

b. Right-of-way dedication along all roadways in accordance with the approved preliminary plan of subdivision.

The DSP includes dedication of rights-of-way for public streets Central Avenue and Karen Boulevard and all private streets in accordance with the PPS.

e. Draft access easements or covenants, in accordance with Section 24-128(b)(9) of the prior Prince George's County Subdivision Regulations, for shared access for the nonresidential parcels, shall be submitted to the Development Review Division (DRD) of the Prince George's County Planning Department for review and approval, as determined with the detailed site plan. Upon approval by DRD, the easements or covenants shall be recorded among the Prince George's County Land Records, and the Liber and folio of the document(s) shall be noted on the final plat, prior to plat recordation.

The DSP does not show any access easement(s) to allow shared access to the nonresidential parcels. At the time of the PPS, it was anticipated that cross access connections could be provided to serve Parcels 2-6, Block C, in order to minimize the number of access driveways needed to Karen Boulevard to serve the industrial development. The DSP shows the location of five driveway aprons on Karen Boulevard, for access to Parcels 2-6. Based upon their location, Parcels 2, 3, and 4 will be accessed through shared driveways. However, no access easements are shown for these parcels, nor are access easements shown for any of the other parcels. An evaluation of consolidated access has not been provided. While the statement of justification (SOJ) submitted by the applicant states that "All of the driveways proposed along Karen Boulevard have been consolidated to the extent possible, and shared access easements are proposed for the driveways between parcels," no further justification or evaluation of the proposed driveways was provided, and the DSP does not show shared access easements. It would not be appropriate to determine the boundaries of any easements with the current DSP, as it does not propose any development on these parcels. Driveway aprons should not be constructed until further evaluation of the consolidated access locations is provided. The location and boundaries of any shared access and access easements should be determined with a future DSP amendment for the development of the nonresidential parcels. Therefore, a condition is provided herein, to remove the driveway aprons from this DSP and show them on future DSP applications. Provisions for shared access to the nonresidential parcels may also be established via the property owner's association covenants. Per this condition, the nonresidential parcels may not be platted until easements or covenants for shared access have been established. A condition is provided herein to revise the DSP prior to certification, to show Parcels 2-6 as future development parcels.

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

The DSP provides a variety of on-site private recreational facilities to serve the residential portions of the development, including fitness rooms, lounges, and roof terraces for the mixed-use buildings, and a playground, gazebo, and sitting areas for the townhouse development.

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

At the time of the PPS, it was found that the DSP should determine what private facilities are necessary to meet residents' on-site recreation needs and propose these, together with

a contribution to the Prince George's County Department of Parks and Recreation (DPR) for construction of the CACT, to meet the requirements of mandatory parkland dedication (PGCPB Resolution No. 2023-06, Finding 8). The contribution for construction of the CACT was required to be up to 50 percent of the required value of recreational facilities. It was further found that additional on-site facilities exceeding the required value may still be proposed by the applicant. The total required value of facilities for this application, based on 126 attached units and 524 multifamily units, would be \$625,850, resulting in a required contribution of \$312,925 towards construction of the CACT and an equal required value for the on-site private recreational facilities. The value of private recreational facilities proposed by the applicant is \$1,345,100, according to the Recreational Facilities Calculation table on Sheet 24 of the DSP. This exceeds the required value and is acceptable.

The DSP must also determine the proposed timing for construction of the on-site recreational facilities. The facilities integral to the mixed-use buildings will be constructed concurrently with those buildings and are proposed to be complete prior to the final use and occupancy permit for each building. According to the Recreational Facilities Calculation table, for the townhouse development the facilities on Parcels N, R, and K are proposed to be complete prior to the townhouse development's 56th building permit, prior to its 96th building permit, and prior to its 126th use and occupancy permit, respectively.

There is a separate list on Sheet 24 of Proposed Private Recreational Facilities, which gives a detailed breakdown of the proposed facilities for the townhouse development. However, the total value of facilities in this table (\$157,373) does not match the total value of facilities given in the Recreational Facilities Calculation table (\$250,000). A condition is provided herein that prior to certification of the DSP, these values should be reconciled. In addition, the application includes a separate document entitled "Glenwood Hills: Recreation Facilities & Cost" dated November 18, 2022, which gives a detailed breakdown of the proposed facilities for the multifamily development. This detailed breakdown should be incorporated into the DSP, and the values in it reconciled with those on the DSP, prior to certification of the DSP. The DSP and the separate document agree that the total value of the facilities for the west mixed-use building will be \$480,000. However, the document says that the total value of the facilities for the east building will be \$588,100, while the DSP says the total value will be \$615,100.

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

Though this condition requires that a public recreational facilities agreement (RFA) for the CACT be submitted at the time of the final plat for any residential lot or parcel, the PPS also conditions that a draft of the RFA be submitted with the DSP (Condition 28). The PPS found that the RFA should determine the timing for construction of the trail segment (PGCPB Resolution No. 2023-06, Finding 8). A draft of the public RFA was submitted with the DSP; this draft proposes that construction will commence prior to issuance of the 127th residential building permit, contingent on the Maryland-National Capital Park and Planning Commission providing information and supplemental funds needed to construct the trail, and that construction will be completed prior to the issuance of the permit reflecting 60 percent of the total residential building permits within Glenwood Hills. This proposed schedule may need to be clarified since the intent is that the trail will be complete prior to 60 percent of the dwelling units being constructed, but because most of the units are multifamily, 60 percent of the total number of units will not match 60 percent of the number of building permits. DPR should determine whether the proposed RFA, including the proposed timing for construction of the trail, is acceptable.

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

At this time, the Planning Board is not aware whether the necessary agreements, easements, and permits are in place to allow construction of a segment of the CACT within the PEPCO right-of-way. If these are not in place by the time the applicant is seeking building permits for residential development, the applicant will be required to make a financial contribution to support future construction of the trail segment instead of constructing the trail segment itself, accounting for both mandatory dedication of parkland and bicycle and pedestrian impact statement (BPIS) contributions, per Conditions 1a and 13f of the PPS, respectively. DPR should advise on whether formal discussions with PEPCO have occurred to facilitate construction of the trail segment on their land.

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

The applicant's submission contains a bicycle and pedestrian facilities plan indicating improvements associated with PPS 4-21051. Specifically, the plan accurately indicates the 8-foot-wide side path along the site's frontage of Central Avenue and the west side of Karen Boulevard, as well as the 5-foot-wide sidewalk along the east side of Karen Boulevard. The plans also include the portion of the CACT which connects the subject site to adjacent properties.

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

The applicant's On-Site Pedestrian and Bikeway Facilities Plan depicts the on-site facilities intended to meet this condition, which include 5-foot-wide on-road bike lanes along Karen Boulevard, 8-foot-wide shared-use paths along Karen Boulevard and Central Avenue, and 5-foot-wide sidewalks and streetlights along Karen Boulevard. The applicant's submission accurately reflects Condition 12 of PPS 4-21051.

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

- a. Upgrade the signalized intersection at Hill Road/Willow Hill Drive with pedestrian signal poles, pedestrian signal heads, and Americans with Disabilities Act-compliant pedestrian push buttons. This intersection is used by children, pedestrians, and cyclists that access the Peppermill Community Center/Park, as well as the Highland Elementary School and Judith P. Hoyer Montessori School.**

- b. Upgrade the Walker Mill Road/Karen Boulevard signalized intersection with pedestrian signal poles, pedestrian signal heads, and Americans with Disabilities Act-compliant pedestrian push buttons.**
- c. Install a rectangular rapid flashing beacon at the intersection of Shady Glen Drive and Shady Glen Terrace.**
- d. Install a rectangular rapid flashing beacon at the entrance of Walker Mill Middle School, along the existing Karen Boulevard.**
- e. Upgrade the four existing crosswalks at the cross streets along Karen Boulevard to be Americans with Disabilities Act compliant.**
- f. Direct the remaining funds under the cost cap toward the construction of the Segment 4 phase of the Central Avenue Connector Trail project.**

The improvements required by Conditions 13a to 13e above are shown on the applicant's Off-site Pedestrian and Bikeway Facilities Plan. The CACT (Condition 13f) is depicted on the on-site Pedestrian and Bikeway Facilities Plan despite being an off-site improvement. The PPS calculated the BPIS cost cap as being \$614,638 and estimated that the funds which could be directed to the construction of CACT would be approximately \$354,478. The above referenced condition will be addressed at the time of building permit, unless modified by the operating agency, with written correspondence.

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

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

The submitted bicycle and facilities plan includes the bicycle lane along Karen Boulevard, satisfying Condition 14a. A 5-foot-wide sidewalk is included along the internal roadways. However, pedestrian connections are not provided along the easternmost roadway that serves the retail and multifamily buildings. Pedestrian circulation is not encouraged due to the loading areas; therefore, Condition 14b is satisfied. Americans with Disabilities Act curb ramps are provided throughout the site, however, marked crosswalks are not depicted, and are required. Therefore, a condition is provided herein to show marked crosswalks on the plan. Lastly, the facilities plan shows the location of the short and long-term bicycle parking. A condition is provided herein to show the details of the long-term bicycle parking on the plan sheets to satisfy Condition 14d.

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

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

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

The applicant's SOJ for this DSP indicates that the development is not proposed to be phased. Accordingly, no phasing plan for the transportation improvements required by Conditions 13 and 14 was provided. The industrial development may still be constructed later than the residential and commercial development, given that the current DSP does not propose any industrial development. However, the transportation improvements required by Conditions 13 and 14 will be required to be built in a single phase.

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

This condition should be evaluated with a future DSP amendment which proposes industrial development taking access from Karen Boulevard. The mixed-use and townhouse components of the development each propose one entrance from Karen Boulevard, and it was not anticipated at the time of the PPS that these entrances would be subject to consolidation.

The DSP shows the location of five driveway aprons on Karen Boulevard, for access to the future Parcels 2-6. Based upon their location, Parcels 2, 3, and 4 will be accessed through two shared driveways located on Parcel 3. Parcels 5 and 6 are provided with individual driveways. However, at this time, the applicant has not demonstrated the feasibility of the consolidated driveways, given that this DSP does not propose development of the industrial parcels. Furthermore, it has not been demonstrated that the access points have been consolidated to the maximum extent possible, as required by this condition. Subsequent DSP applications will need to be filed, which show the site layout for development of Parcels 2-6. Therefore, the Planning Board finds that the appropriate time to show the location of the access driveways, and to provide information regarding the feasibility of their consolidation, is with the next DSP, when layouts are proposed for the end user buildings and their associated parking and driveway areas, based on their circulation needs. With future DSPs, the applicant should provide circulation plans, sight distance analyses, and other relevant information to support the proposed driveways. Accordingly, a condition is provided herein to remove the access driveways to Parcels 2-6 from this DSP, to be shown with future DSPs when they can be appropriately reviewed for conformance with this condition.

The DSP also shows detailed grading for Parcels 2-6, which includes rough outlines for future building pad sites, retaining wall, SWM facilities, and outlines for access driveways. The proposed grading shown for these future driveways does not take into account that the ultimate site layout and location of the driveways may be different than that used to create this grading plan. Specifically, the grading between Parcels 3 and 4, and between Parcels 5 and 6, creates swales which would preclude adjustment to the location of access driveways and ability for parcel cross access near these swales. In addition, a SWM facility is located between Parcels 4 and 5, close to the right-of-way for Karen Boulevard, which restricts future design and location of access driveways along Karen Boulevard. While all grading need not be removed for these parcels, a condition is provided herein to modify the DSP to remove or revise grading and infrastructure improvements that would preclude the future potential of cross access between Parcels 2-6 and/or result in substantial changes to the grading proposal put forth on the DSP sought for approval at this time.

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

“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-066-94-04 or most recent revision), or as

modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

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

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

The applicant submitted a Type 2 Tree Conservation Plan, TCP2-038-2023, with the subject application. This condition shall be addressed with the final plat review.

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

The applicant submitted a revised noise analysis in accordance with this condition. At staff's request, the revised noise analysis follows the Prince George's County Planning Department's most recent guidelines for evaluating noise under the current Zoning Ordinance. Specifically, the noise was evaluated separately during the hours of 7am to 10pm (daytime) and 10pm to 7am (nighttime) for outdoor activity areas, with the goal of demonstrating that noise will be mitigated in outdoor activity areas to no more than 65 dBA equivalent continuous sound level (Leq) during daytime hours and no more than 55 dBA Leq during nighttime hours. This differs from prior Planning Department guidelines which evaluated noise over a 24hour period to ensure mitigation to below 65 dBA day-night average sound level (Ldn). The noise study also evaluated indoor noise with the goal of ensuring that interior noise is mitigated to be no more than 45 dBA Leq.

The noise study found one outdoor activity area, for the multifamily development, which will need noise mitigation in order to meet the recent requirements. This area is a north-facing upper courtyard in the east mixed-use building which will require a 7-foot-tall noise barrier. The noise study did not find any significant noise impacts on the townhouse development.

Staff previously had concerns about a possible outdoor activity area on Parcel A, Block F, on the west side of Karen Boulevard. The DSP shows a monument structure with bicycle parking and water fountains on this parcel, next to a monument sign. This structure would provide some amenities to bicyclists on the Karen Boulevard shared-use path, Central Avenue shared-use path, and CACT, but would not rise to the level of an outdoor activity area because use of these amenities would be limited to brief periods of time when bicyclists are parking their bicycles. Accordingly, no noise mitigation is needed for this area.

The noise study also found that although well-developed architectural drawings for the mixed-use buildings are not yet available, it is likely that exterior walls with a Sound Transmission Class (STC) rating above 50 and windows rated above 30 STC will be needed for units on the north elevation. To ensure that this is done, at the time of each building permit for the mixed-use buildings, the permit should include a certification by a professional engineer with competency in acoustical analysis, stating that the building shell or structure has been designed to reduce interior noise levels in the multifamily units to 45 dBA Ldn or less. For the interior noise levels, mitigation to below 45 dBA Ldn is desirable over 45 dBA Leq because Ldn averaging imposes a 10 decibel (dB) penalty to nighttime noise levels which Leq averaging does not.

A condition is provided herein that, prior to certification, the DSP shall be revised to remove the four 65 dBA Ldn noise lines and replace them with the unmitigated and mitigated 65 dBA Leq and 55 dBA Leq noise lines, at the upper level.

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

This condition was addressed prior to signature approval of the Type 1 tree conservation plan (TCP1).

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

A draft of the public RFA for the CACT was submitted as required and is further discussed under Condition 9 above.

- 10. 2010 Prince George's County Landscape Manual:** The application is subject to the requirements of Section 4.1-2, Residential Requirements for Townhouses; Section 4.2-1, Requirements for Landscape Strips Along Streets; Section 4.7-1, Buffering Incompatible Uses; Section 4.9-1, Sustainable Landscaping Requirements; and Section 4.10, Street Trees Along

Private Streets, of the **Landscape Manual**. The landscape plan provided with the subject DSP contains the required schedules demonstrating that the requirements have been met.

11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the property is greater than 40,000 square feet in size and contains more than 10,000 square feet of existing woodland. TCP2-038-2023 was submitted for review with the DSP application.

The site contains a total of 120.86 acres of woodlands, with 4.28 acres of wooded floodplain. With the passage of CB-51-2021, it was determined that the entire site would be subject to the M-X-T Zone regulations, including the regulations for the woodland conservation thresholds. The site has a woodland conservation threshold of 15 percent, or 19.29 acres. The TCP2 proposes to clear 91.09 acres of woodland, 1.68 acres of wooded floodplain, and 0.08 acre of off-site woodlands, resulting in a total woodland conservation requirement of 43.83 acres. The woodland conservation requirement is approved to be met with 28.23 acres of on-site preservation, 3.64 acres of afforestation, and 11.96 acres of off-site credits.

Less woodland clearing is approved on-site, in comparison to the TCP1. It is unclear if the increase in clearing is due to the request to expand primary management area (PMA) Impacts 6 and 8, and if this difference is accounted for in this modified total. The total clearing on-site shall be reflective of all clearing approved with this DSP. Technical revisions are required to the TCP2 prior to the certification of the DSP, in conformance with the conditions provided herein.

In May 2022, an environmental site assessment was conducted on-site which identified numerous surface and subsurface waste matter and contaminated soils. This document was prepared by Geo-Technology Associates, Inc, and highlights that an environmental management plan (EMP) will be prepared for the site, which is currently in review. In conjunction with the review of the PPS and this DSP, Environmental Planning Section staff received correspondence from the following agencies involved in the review of the EMP: The Maryland Department of the Environment, Prince George's County Health Department, Prince George's County Soil Conservation District, and DPIE. As part of the EMP review, these agencies may require additional work through the establishment of conditions. These conditions may include additional clearing, grading, or mitigation activities. At this time, the final approved EMP has not been submitted for review. Environmental Planning Section staff shall review the EMP for conformance prior to the certification of the TCP2, including the limits of disturbance (LOD) and any conditions or requirements set forth by other operating agencies that could potentially affect the regulated environmental features (REF) or the approved woodland conservation.

12. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that propose more than 5,000 square feet of gross floor area or disturbance and require a grading permit. The tree canopy coverage is based on the gross tract area and is required to provide a minimum of 10 percent in the M-X-T Zone. The subject DSP provides the required schedule which demonstrates conformance to these requirements through existing trees and the provision of new plantings on the subject property.

13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized below. The Planning Board has reviewed and adopted the respective comments and have incorporated the same herein by reference:
- a. **Community Planning**—In a memorandum dated October 30, 2023 (Bishop to Garland), the DSP is consistent with a variety of goals, strategies, and policies, including those regarding community development, green infrastructures, and transportation connectivity.
 - b. **Subdivision**—In a memorandum dated December 6, 2023 (Diaz-Campbell to Garland), several key issues are noted and included as conditions herein.
 - c. **Transportation Planning**—In a memorandum dated November 30, 2023 (Ryan to Garland), it was noted that the plan is acceptable and meets the findings required for a DSP, as described in the prior Zoning Ordinance and the applicable prior conditions of approval associated with the subject property.
 - d. **Environmental Planning**—In a memorandum dated December 1, 2023 (Kirchhof to Garland), it was noted that based on the level of design information submitted with this application, the REFs are being preserved to the extent practicable. Modifications required by the Prince George's County Soil Conservation District have expanded Impacts 6 and 8 by 2,450 square feet (0.06 acre) total. These impacts are necessary for the safe conveyance of stormwater off-site and are approved. No specimen trees are proposed for removal with this application.

Soils

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

Stormwater Management

An approved site development concept plan and SWM Concept Letter (48714-2021-1) were submitted by the applicant dated November 29, 2022. This letter was reviewed and approved by DPIE on November 16, 2022, and expires on December 10, 2024. All erosion and sediment control devices and SWM devices shown within the industrial portion of the site are conceptual in nature and shall be fully evaluated with a subsequent DSP. All erosion and sediment control devices including earth dikes, traps, and basins shall be contained within the LOD shown. Any impacts beyond the LOD shown on this plan will require a revision to the TCP2, associated with a DSP revision evaluated by the Planning Board.

- e. **Historic Preservation**—In a memorandum dated October 11, 2023 (Stabler, Smith, and Chisholm to Lockhart), it was noted that the subject property does not contain and is not adjacent to any designated Prince George’s County historic sites or resources. The DSP was recommended for approval, with no conditions.
 - f. **Permit Review**—In a memorandum dated October 13, 2023 (Jacobs to Lockhart), several comments were provided, but no conditions were offered.
 - g. **Prince George’s County Department of Parks and Recreation (DPR)**—DPR staff provided a memorandum dated December 1, 2023 (Thompson to Garland). After the referral memorandum was written, per the follow up discussion with DPR and the applicant to retain approved PPS conditions, a selected condition was included herein.
 - h. **Prince George’s County Fire/EMS Department**—In an email with no date information (Reilly to Lockhart), it was noted that the length of a dead-end alley should not exceed longer than 150 feet and fire department connections should be no more than 200 feet from a proposed fire hydrant.
 - i. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPiE)**—As of the writing of this resolution, no comments were offered.
 - j. **Washington Suburban Sanitary Commission (WSSC)**—In an email dated October 25, 2023 (from Snyder to Garland), comments regarding technical corrections were provided.
 - k. **Prince George’s County Health Department**—As of the writing of this resolution, no comments were offered.
 - l. **Prince George’s County Housing and Community Development Department**—At the time of the writing of this resolution, no comments were offered.
14. **Community Feedback:** At the time of the writing of this resolution, the Planning Department did not receive any written correspondence from the community on this subject application.
15. **Public Hearing**—At the public hearing held on January 4, 2024, the Planning Board heard testimony on the subject application. No members of the public signed up to speak. The Planning Board discussed dog parks and electric vehicle (EV) charging station matters. Therefore, two additional conditions are included herein, as discussed in Finding 8 in this resolution.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George’s County Code, the Prince George’s County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Type 2 Tree Conservation Plan TCP2-038-2023, and further APPROVED Detailed Site Plan DSP-21037 for the above-described land, subject to the following conditions:

1. Prior to certification of the detailed site plan (DSP), the DSP shall be modified as follows:
 - a. On Sheet 24, in the Recreational Facilities Calculation table, revise the total number of multifamily units proposed from 550 to 524.
 - b. On Sheet 24, in the Recreational Facilities Calculation table and in the Private Recreational Facilities Calculations table (for the townhouse development), correct the value of the recreation facilities required for the townhouses to \$133,955, using a population per dwelling unit by planning area of 2.82.
 - c. On Sheet 24, in the Recreational Facilities Calculation table, revise the value of the recreation facilities required for the multifamily dwellings to \$491,894, based on 524 multifamily dwellings and a population per dwelling unit by planning area of 2.49.
 - d. On Sheet 24, or on another sheet, if necessary, add the detailed breakdown of recreation facilities for the multifamily development contained in the Glenwood Hills: Recreation Facilities & Cost document dated November 18, 2022. Ensure the value of facilities provided for the east and west buildings is consistent with the value of facilities provided in the Recreational Facilities Calculation table.
 - e. Ensure the detailed breakdown of recreational facilities for the townhouse development contained in the Proposed Private Recreational Facilities table is consistent with the total value for the townhouse recreation facilities given in the Recreational Facilities Calculation table.
 - f. Revise the DSP to remove the four 65 dBA Ldn noise lines and replace them with the unmitigated and mitigated 65 dBA Leq and 55 dBA Leq noise lines, at the upper level.
 - g. Add a note below the parcel tables on the coversheet to indicate that the acronym "P.O.A." stands for Property Owners Association.
 - h. Revise the Site Data column and the parking calculations on the coversheet, as necessary, to reflect the correct square footage of retail development proposed.
 - i. In the townhouse portion of the development (Block E), provide a 10-foot-wide public utility easement along at least one side of Private Road A, on Parcel K and/or Parcel T.
 - j. In the townhouse portion of the development, provide a 10-foot-wide public utility easement along at least one side of Private Road A, at its intersection with Karen Boulevard, either on Parcel A or Parcel H.
 - k. Revise labels for Parcels 2-6, Block C, to denote them as future development parcels, and revise associated notes and calculations to remove the gross floor area which is not shown with this detailed site plan.

- l. Remove the driveway entrances shown on Parcels 2-6, Block C. A maximum of three temporary construction driveway entrances may be shown to these parcels, collectively, for site grading purposes.
- m. Remove or revise grading and infrastructure improvements that would preclude the future potential of cross access and/or result in substantial future changes to the grading, to accommodate potential consolidated driveways and cross access between Parcels 2-6, Block C.
- n. Add the following general note to the coversheet:

“Grading approved with this detailed site plan (DSP) on Parcels 2-6, Block C, shall not prohibit future determination of regrading necessary to accommodate consolidated driveway access and/or cross access connectivity at the time of any future DSP amendment for development of these parcels, if found to be appropriate in accordance with the Condition 18 of Preliminary Plan of Subdivision 4-21051.”
- o. Provide marked crosswalks at all pedestrian connection points throughout the site, to provide continuous pathways through the site.
- p. Display the location and details of the internal bicycle parking rooms at each multifamily building.
- q. Remove the loop-style bicycle rack and replace it with a minimum of four inverted U-style bicycle racks or a similar model that provides two points of contact for a parked bicycle.
- r. Add a table of development standards to the site plan for fences, decks, and sheds for the townhouses.
- s. Note the construction timing of the sitting area on Parcel K as the 111th building permit.
- t. Label special paving materials in appropriate areas such as the entrance to the subdivision from MD 214 (Central Avenue), the central recreation area, the entrance to the multifamily development, and the commercial/retail development.
- u. Update the plans to display the shared-use path along Karen Boulevard as being 10 feet wide, unless modified by the operating agency, with written correspondence.
- v. Update the plans to provide parking spaces for rideshare activities at the retail and multifamily part of the development.

- w. Update the plans and provide details of the dog park, to be located within the applicant's proposed entrance feature area shown on the DSP at the intersection of MD 214 (Central Avenue) and proposed Karen Boulevard, to be reviewed and approved by the Urban Design Section as designee of the Planning Board.
 - x. Update the plans to include electric vehicle (EV) charging stations within various levels of the mixed-use buildings or proximate to such buildings, if such stations are on the ground level.
- 2. The total woodland clearing associated with Detailed Site Plan DSP-21037 shall include the clearing requested with the revised primary management area Impacts 6 and 8.
 - 3. The detailed site plan and Type 2 tree conservation plan shall show proposed conceptual sediment control devices, infrastructure, and stormwater facilities within the industrial area, demonstrating conformance with the approved stormwater concept plan and sediment and erosion control plan, or any subsequent revisions of the aforementioned plans.
 - 4. The approved environmental management plan (EMP) shall be submitted for review prior to signature approval of the Type 2 tree conservation plan (TCP2). The TCP2 shall be in conformance with any conditions set forth by the EMP.
 - 5. Prior to certification, the Type 2 tree conservation plan shall meet all the requirements of Subtitle 25, Division 2 of the Prince George's County Code, and the Environmental Technical Manual (ETM), and shall be revised as follows:
 - a. Add the standard graphic detail for the permanent tree protection fence from the ETM.
 - a. Maintain a consistent heading font/form for the general notes section. Revise the off-site woodland conservation notes heading to be consistent with the other headings.
 - 6. Prior to certification of the Type 2 tree conservation plan (TCP2) for this site, documents for the required woodland conservation easements shall be prepared and submitted to the Environmental Planning Section, for review by the Office of Law and submission to the Office of Land Records for recordation. The following note shall be added to the standard TCP2 notes on the plan as follows:

“Woodlands preserved, planted, or regenerated in fulfillment of woodland conservation requirements on-site have been placed in a woodland and wildlife habitat conservation easement recorded in the Prince George's County Land Records at Liber _____ Folio _____. Revisions to this TCP2 may require a revision to the recorded easement.”
 - 7. Prior to approval of a building permit for any building identified on the detailed site plan as being affected by daytime noise levels of above 65 dBA Leq, and/or nighttime noise levels of above 55 dBA Leq, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permit, stating that the building shell or structure has been designed to reduce interior noise levels in the dwellings to 45 dBA Ldn or less.

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

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, and Shapiro voting in favor of the motion, and with Commissioner Doerner absent at its regular meeting held on Thursday, January 4, 2024, in Upper Marlboro, Maryland.

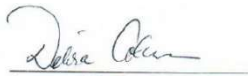
Adopted by the Prince George's County Planning Board this 25th day of January 2024.

Peter A. Shapiro
Chairman



By Jessica Jones
Planning Board Administrator

PAS:JJ:HG:rpg


Approved for Legal Sufficiency
M-NCPPC Office of General
Counsel

1/22/24