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Preliminary Plan of Subdivision 4-23022 Addition to Gregory Heights, Parcel G

REQUEST	STAFF RECOMMENDATION
One parcel for 9,705 square feet of commercial development.	With the conditions recommended herein: <ul style="list-style-type: none">• Approval of Preliminary Plan of Subdivision 4-23022• Approval of a Variation from Section 24-121(a)(3)

Location: On the south side of MD 704 (Martin Luther King Jr Highway), approximately 600 feet east of its intersection with Addison Road.

Gross Acreage: 0.91

Zone: IE

Prior Zone: M-U-I/D-D-O

Reviewed per prior Subdivision Regulations: Section 24-1900

Gross Floor Area: 9,705 sq. ft.

Dwelling Units: 0

Lots: 0

Parcels: 1

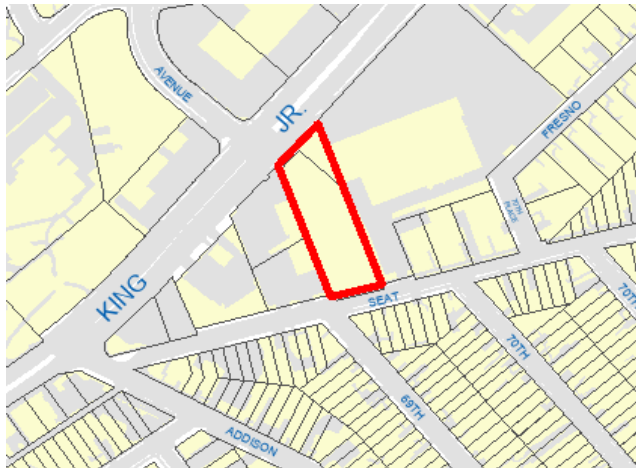
Planning Area: 72

Council District: 07

Municipality: Seat Pleasant

Applicant/Address:
Laundry Unlimited, LLC
18 Esworthy Terrace
Gaithersburg, MD 20878

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Planning Board Date: 06/12/2025

Planning Board Action Limit: 07/25/2025

Mandatory Action Timeframe: 140 days

Staff Report Date: 06/05/2025

Date Accepted: 03/07/2025

Informational Mailing: 12/12/2023

Acceptance Mailing: 02/11/2025

Sign Posting Deadline: 05/13/2024

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at

http://www.mncppcapps.org/planning/Person_of_Record/.

Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-23022
Variation from Section 24-121(a)(3)
Addition to Gregory Heights, Parcel G

OVERVIEW

The subject site is located on the south side of MD 704 (Martin Luther King Jr Highway), approximately 600 feet east of its intersection with Addison Road, and is within Tax Map 66, Grid B3. The property totals 0.91 acre and consists of two parcels identified in the Maryland State Department of Assessments and Taxation records as Parcels 73 and 334, recorded by deed in the Prince George's County Land Records in Book 48902, page 541.

The subject property lies in the Industrial, Employment (IE) Zone. However, this preliminary plan of subdivision (PPS) application was submitted for review in accordance with the Prince George's County Zoning Ordinance and Subdivision Regulations effective prior to April 1, 2022 (the "prior Zoning Ordinance" and the "prior Subdivision Regulations"), pursuant to Section 24-1900 *et seq.* of the current Subdivision Regulations. Therefore, this application is reviewed pursuant to the standards of the prior Subdivision Regulations, where the property lies in the Mixed Use-Infill (M-U-I) Zone and the Subregion 4 Development District Overlay (D-D-O) Zone, which were effective prior to April 1, 2022. The site is further subject to the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (master plan).

The subject PPS qualifies for review under the prior Zoning Ordinance and prior Subdivision Regulations because it meets the requirements of Section 24-1904 of the current Subdivision Regulations. Pursuant to Section 24-1904(a), the applicant participated in a pre-application conference for the subject PPS on August 11, 2023. In accordance with Section 24-1904(b), the applicant provided a statement of justification explaining why they were electing to use the prior regulations. In accordance with Section 24-1904(c) of the Subdivision Regulations, this PPS is supported by and subject to an approved Certificate of Adequacy, ADQ-2023-038.

This PPS proposes to subdivide two existing parcels into one parcel for 9,705 square feet of commercial development, consisting of a laundromat with ancillary office space. It is accompanied by a request for a variation from Section 24-121(a)(3) of the prior Subdivision Regulations, for access from a roadway of arterial or higher classification, which is discussed further in the Access and Circulation finding of this technical staff report.

Staff recommend **APPROVAL** of the PPS, with conditions, and **APPROVAL** of the variation from Section 24-121(a)(3), based on the findings contained in this technical staff report.

SETTING

The site is located within Planning Area 72. It is vacant and grassy, sloping very slightly from east to west. MD 704 abuts the subject property on its northern boundary, with commercially developed land in the Commercial, General and Office (CGO) Zone (previously the D-D-O/M-U-I Zone) beyond. On its southern boundary, the site abuts Seat Pleasant Drive, with land in the Residential, Single-Family-65 (RSF-65) Zone (previously the One-Family Detached Residential (R-55) Zone) beyond, which is developed with single-family detached dwellings. The western boundary of the property abuts two developed parcels containing a restaurant and a convenience store in the IE (previously the D-D-O/M-U-I) Zone. The eastern boundary of the property abuts a developed parcel containing the Seat Pleasant Shopping Center in the IE (previously the D-D-O/M-U-I) Zone.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

1. **Development Data Summary**—The following information relates to the subject PPS application and the evaluated development.

	EXISTING	EVALUATED
Zones	IE	M-U-I/D-D-O
Use(s)	Commercial	Commercial
Acreage	0.91	0.91
Parcels	2	1
Outlots	0	0
Dwelling Units	0	0
Gross Floor Area	0	9,705 sq. ft.
Variance	No	No
Variation	No	Yes - Section 24-121(a)(3)

The subject PPS (4-23022) was accepted for review on March 7, 2025. Pursuant to Section 24-119(d)(2) of the prior Subdivision Regulations, the PPS was referred to the Subdivision and Development Review Committee (SDRC) and comments were provided to the applicant at its meeting held on March 28, 2025. Pursuant to Section 24-113(b) of the prior Subdivision Regulations, the requested variation from Section 24-121(a)(3) of the prior Subdivision Regulations was also received on March 7, 2025, and comments were also provided to the applicant at the SDRC meeting on March 28, 2025. Revised plans and documents were received on May 2, 2025, which were used for the analysis contained herein.

2. **Previous Approvals**—The site is not subject to any previous development approvals.
3. **Community Planning**—The 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and conformance with the master plan are evaluated as follows:

Plan 2035

The subject property is located in the Established Communities Growth Policy Area of Plan 2035. The vision for Established Communities is that they are most appropriate for context-sensitive infill and low- to medium-density development (page 20; also refer to Map 1. Prince George's County Growth Policy Map, page 18). Plan 2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries, schools, parks, and open space), and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met" (page 20).

The commercial development proposed with this PPS application is consistent with the recommendations of Plan 2035 for Established Communities. The development will promote infrastructure investments and serve the adjacent residential neighborhoods.

Master Plan

According to Plan 2035, all planning documents which were duly adopted and approved prior to the date of adoption of Plan 2035 remain in full force and effect, except for the designation of tiers, corridors, and centers, until those plans are revised or superseded. Pursuant to Section 24-121(a)(5) of the prior Subdivision Regulations, a PPS must conform to the area master plan, unless events have occurred to render the relevant recommendations no longer appropriate, or the Prince George's County District Council has not imposed the recommended zoning. The master plan recommends Mixed-Use Commercial land use on the subject property. The proposed laundromat and ancillary office space use conform with the recommended land use and is permitted in the D-D-O/M-U-I Zones.

In addition, the PPS shall conform to other relevant master plan goals that are applicable to the subject property. The goals for the mixed-use commercial land use (page 63) are provided below in **bold** text with staff analysis following in plain text:

- **To reinforce the sustainability of the municipalities by promoting the development of commercial/mixed-use projects and public realm enhancements that improve the quality of life and generate tax income within and immediately surrounding the municipalities.**
- **To attract higher quality uses to the area that meet community needs or provide a new opportunity for the area.**

The property is surrounded by various neighborhood-serving commercial establishments to the north (across MD 704), east and west and residential uses to the south (across Seat Pleasant Drive). The proposed development contributes to the mix of uses within the property and along the various blocks designated as mixed-use commercial, facilitating the generation of tax income for the municipality. For development proceeding under the prior Zoning Ordinance, the proposed use is required to conform to the Development District Standards at the time of detailed site plan (DSP), which will promote public realm enhancements, thereby improving the quality of life in the neighborhood.

Conformance with Subregion 4 Development District Standards (page 487)

Pursuant to Section 27-548.25(b) of the prior Zoning Ordinance, development in the D-D-O Zone is subject to development district standards. At the time of DSP, the application must

meet the applicable standards of the D-D-O Zone and comply with the general intent and goals of the development district standards. The design standards and guidelines define the character of the public realm within the designated sites. The standards address the following design elements that are relevant to the property at the time of DSP (page 536):

- **General Site Standards and Guidelines**
- **Building Envelope Standards and Guidelines**
- **Street Type Standards and Guidelines**
- **Architectural Standards and Guidelines**
- **Signage Standards and Guidelines**
- **Landscape Standards and Guidelines**
- **Parking and Loading Standards and Guidelines**

While conformance to these standards (pages 538–558) will be evaluated at the time of DSP, the concept plans submitted with the PPS were considered for informing future compliance to build-to line and setback and parking requirements to ensure that the proposed parking location and vehicular access/circulation will conform to the development district standards at the time of DSP.

General Site Standards and Guidelines:

Build-to line—The development district standard for multifamily, mixed-use, and nonresidential buildings, located within the DDOZ areas requires that the building be located along a continuous street wall defined by the build-to line (page 538).

Off-Street Parking—Surface parking lots and structures must be provided to satisfy parking demand. However, off-street parking, to the extent possible, should be strategically located either behind buildings or behind a masonry wall attached to a primary façade to minimize its visual impact on the urban environment (page 538).

Building Envelope Standards and Guidelines:

D. Build-To Line and Setbacks (page 540)

D1. Build-to Line	18 ft. from the back of curb
D2. Side Setback min./max.	0 ft./10 ft.
D3. Rear Setback min./max	0 ft./10 ft.
Frontage Occupancy**	80 percent min

While this is a PPS and the application does not approve the building location, the Stormwater Management (SWM) Concept Plan, 15777-2022-0, shows the proposed building in the center of the site and it is not placed 18 feet from the back of the curb as required by the D-D-O Zone.

In addition, it is noted that MD 704 is the primary street (more heavily travelled), and off-street parking is shown adjacent to the roadway in the front (north), side (east), and back (south) of the proposed building. The application is also within the Opportunity Site 7 (Zone 2, page 318) and the master plan recommends to “Design and construct new commercial or retail buildings that front on the street and include exciting and diverse storefront displays”, and to “Locate surface parking at the rear of the properties rather than fronting on the street”. Staff recommend the applicant consider repositioning the building to relocate parking and move the building closer to the primary street frontage along MD 704 to conform to the off-street parking and build-to-line requirement (page 538 and 540). Conformance to these standards in the D-D-O Zone is required and will be evaluated at the time of DSP. If a modification to these standards is requested, the applicant will have to provide justification as to how the requested amendments will benefit the development, the D-D-O Zone, and will not substantially impair the implementation of the master plan, at the time of DSP application.

The master plan further recommends the following goals, policies, and strategies to help advance the intent and purpose of the plan.

The subject property is located within Living Area B (Zone 2) (Map 5-4: Living Area B, page 89). The master plan identifies the following recommendations for Living Area B (Zone 2) that are relevant to the subject property, shown below in **bold**, with staff’s analysis following in plain text:

Land Use and Community Design (pages 82 and 83):

- **Preserve and strengthen commercial uses in growth centers, shopping nodes, and main street areas.**
- **Direct office development to the centers.**
- **Action Sites: Martin Luther King Jr Highway/Seat Pleasant “main street”**

The proposed commercial development will encourage commercial corridor development and thereby preserve and strengthen commercial uses along the MD 704/Seat Pleasant “main street”, in conformance to this recommendation.

Sectional Map Amendment/Zoning

Pursuant to the adoption of the Subregion 4 Sectional Map Amendment in 2010, the subject property was placed in the Mixed-Use Infill/Development District Overlay (M-U-I/D-D-O) Zone. On November 29, 2021, the District Council approved Prince George’s County Council Resolution CR-136-2021, the Countywide Map Amendment, which reclassified the subject property from Mixed Use Infill / Development District Overlay (M-U-I/ D-D-O) Zone to IE Zone effective April 1, 2022. However, this PPS was reviewed pursuant to the prior zoning.

4. **Stormwater Management**—In accordance with Section 24-120(a)(8) of the prior Subdivision Regulations, an application for a major subdivision must include an approved SWM concept plan, or indication that an application for such approval has been filed with the appropriate agency or municipality having approval authority. An approved SWM Concept Plan and letter (15777-2022-0) were submitted with this PPS application. The Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE) issued approval on November 28, 2022. The plan proposes SWM features that include bioretention facilities. No further information pertaining to SWM is required.

Staff find that development of the site, in conformance with the SWM concept plan and any subsequent revisions, will ensure that no on-site or downstream flooding occurs. Therefore, this PPS satisfies the requirements of Section 24-130 of the prior Subdivision Regulations.

5. **Parks and Recreation**—In accordance with Section 24-134(a) of the prior Subdivision Regulations, the subject PPS is exempt from mandatory dedication of parkland requirements because it consists of nonresidential development.
6. **Access and Circulation**—The subject PPS proposes two vehicular access points. The access along MD 704 is proposed as a right-in only, while access along Seat Pleasant Drive is full movement. In addition, the PPS indicates the sidewalk along the frontage of Parcel G, at Seat Pleasant Drive, falls partially on the subject property. This sidewalk should be moved into the public right-of-way, or placed in a public use easement prior to approval of a final plat. Staff further find vehicular access for the proposed development to be sufficient. At the time of site plan, internal circulation is to be demonstrated to ensure efficient movement through the site.

Variation Request

A variation request for access to the subject site via MD 704 has been submitted and reviewed as a part of this PPS application. Section 24-121(a)(3) requires that lots proposed on land adjacent to an existing or proposed roadway of arterial or higher classification be designed to front on either an interior street or service roadway.

The criteria listed below are contained in Section 24-113 of the prior Subdivision Regulations and must be met for a variation to be approved. The criteria are listed in bold text, and staff findings regarding each criterion are given in plain text.

- (a) **Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:**
 - (1) **The granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to other property;**

The traffic impact study provided with the PPS analyzed the access to the site as a right-in, ingress-only movement from MD 704, which indicates minimal impacts to the arterial roadway. In addition, the access is necessary to provide sufficient circulation of truck movements through the site, which would not be possible if Seat Pleasant Drive were the only access. According to the applicant, the neighborhood requested that efforts be made to reduce the trips on Seat Pleasant Drive. The right-in, ingress-only access to the site from MD 704 provides relief to the Seat Pleasant Drive full movement driveway, while ensuring adequate traffic operations. Therefore, staff find that this criterion is met and granting the variation would not be detrimental to the public safety, health, or welfare, or injurious to other property.

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

The property is unique in its width being more narrow than abutting properties also bounded by MD 704 and Seat Pleasant Drive. The narrow configuration of the property limits the developability of the site while providing sufficient on-site circulation, thus making turnaround of delivery and emergency vehicles impossible if not provided the passthrough circulation option afforded by the right-in, ingress-only movement from MD 704. This long, narrow parcel shape is unique to this property and not generally applicable to other surrounding properties. Therefore, staff find that this criterion is met.

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

The approval of a variation from Section 24-121(a)(3) is unique to the Subdivision Regulations and under the sole approval authority of the Prince George's County Planning Board. Staff are not aware of any other law, ordinance, or regulation that would be violated by this request.

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

The prior Subdivision Regulations requires development to utilize a lower classification roadway for site access. Although Seat Pleasant Drive is designated as a lower classification roadway, the subject property's unique narrow shape limits development of the property, should it be required to adhere to the strict letter of these regulations, and utilize Seat Pleasant Drive as the sole ingress and egress. As demonstrated by the provided truck turning exhibit, the only viable access for delivery and emergency vehicles to access and serve the subject site is via ingress from MD 704 and egress onto Seat Pleasant Drive. Therefore, development options would otherwise be

unduly limited or unfeasible for the owner, which creates a hardship beyond a mere inconvenience. As such, staff find that this criterion has been met.

- (5) **In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where multifamily dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113(a), above, the percentage of dwelling units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George's County Code.**

The site is not in any of the above-listed zones. Therefore, this criterion is not applicable.

Based on the preceding findings, staff find the purposes of prior Subtitle 24 of the Prince George's County Code are served to a greater extent by the alternative proposal set forth and recommend approval of the variation from Section 24-121(a)(3), to allow the proposed right-in access to the site from MD 704, as shown on the PPS.

7. **Transportation**—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), the master plan, and the prior Subdivision Regulations to provide the appropriate transportation recommendations.

MPOT and Master Plan Conformance

Master Plan Right-of-Way

The subject property has frontage on MD 704, along the northern bounds of the site, which is identified as an arterial roadway with a recommended right-of-way width of 120 to 150 feet. The PPS proposes dedicating 686 square feet of existing Parcel 334 to meet the minimum 120-foot right-of-way width along the property's frontage. No dedication is required along existing Parcel 73, as that area of the property's frontage on MD 704 currently provides the minimum right-of-way width. Therefore, staff find that the proposed dedication shown on the PPS conforms to the requirements of the MPOT and master plan and will be sufficient to serve the additional traffic generated by the site. The area of dedication for MD 704 shown on the plan (686 square feet) does not match the calculation shown on the plan, to the left of the vicinity map (shown as 697 Square feet). This area should be consistently listed on the PPS.

The subject property also has frontage on Seat Pleasant Drive, along its southern boundary. The MPOT and the master plan do not identify Seat Pleasant Drive as a master-planned facility. It is also not identified as a county road by DPIE, who in their referral provided on May 2, 2025, have deferred comments to the Maryland Department of Transportation State Highway Administration (MDOT SHA) and the City of Seat Pleasant. Both MDOT SHA and the City of Seat Pleasant were referred to on this PPS application on March 7, 2025, and again after revised plans and information were received from the applicant on May 5, 2025. However, neither have provided comments as of the writing of this technical staff report. Nevertheless, the applicant identifies Seat Pleasant Drive as a 50-foot public right-of-way on the PPS, and proposes roadway dedication of 1,650 square feet along the property's southern frontage on Seat Pleasant Drive.

Master Plan Pedestrian and Bike Facilities

The MPOT and master plan recommend bicycle lanes along MD 704. The MD 704 right-of-way is currently improved with a bicycle lane along the property frontage, which meets the intent of the plans. In addition, the MPOT recommends a side path along the frontage of MD 704. However, this portion of the road is currently developed with a 6-foot-wide sidewalk along the frontage of the property on MD 704. To meet the intent of the master plan, staff recommend the sidewalk be widened to a minimum of 10 feet wide, unless modified by the permitting agency.

The master plan further recommends a standard bicycle lane along Seat Pleasant Drive. To meet the intent of the master plan, staff recommend that the facility be provided, unless modified by the permitting agency.

The MPOT provides policy guidance regarding multimodal transportation and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling (MPOT, pages 9–10). These policies are provided below in **bold** text, with staff's analysis following in plain text:

Complete Streets

Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

The frontage of the site along MD 704 is currently improved with an Americans with Disabilities Act (ADA) compliant sidewalk and a bicycle lane. Staff recommend a standard bicycle lane and a minimum 5-foot-wide ADA-compliant sidewalk be provided along the frontage of Seat Pleasant Drive. In addition, staff recommend crosswalks and ADA-compliant curb ramps crossing all vehicular access points to meet the intent of this policy.

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.

The frontage of the site along MD 704 is currently improved with a bicycle lane. Staff recommend that a standard bicycle lane be provided along the frontage of Seat Pleasant Drive. Staff also recommend that bicycle parking be provided on-site to accommodate multimodal use.

In addition, the master plan recommends the following policies (page 252):

Policy 2: Provide sidewalks and neighborhood trail connections within existing communities to improve pedestrian safety, allow for safe routes to Metro stations and schools, and provide for increased nonmotorized connectivity between neighborhoods.

Policy 3: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.

The frontage of the site along MD 704 is currently improved with a sidewalk and a bicycle lane. Staff recommend a standard bicycle lane, 5-foot-wide ADA-compliant sidewalks and curb ramps, and crosswalks along Seat Pleasant Drive to meet the intent of the above policies.

Based on the findings presented above, transportation facilities will exist to serve the proposed subdivision, as required under prior Subtitle 24 of the Prince George's County Code, and will conform to the MPOT and master plan, with the recommended conditions provided in this technical staff report.

- 8. Public Facilities**—This PPS was reviewed for conformance to the master plan, in accordance with Section 24-121(a)(5). The master plan contains the following overall goals:

Schools

- **Provide residents with public schools that are conveniently located, of adequate size, feature state-of-the-art technology and quality instructional opportunities, and serve as active centers for their communities** (page 264).

Public Safety

- **Locate police and fire and rescue facilities and services that meet the size and location needs of the community to minimize response time** (page 267).
- **Provide fire and rescue facilities that meet the needs of the community based upon established county standards and able to accommodate modern vehicles and equipment** (page 267).

Water and Sewer Facilities

- **Provide adequate public water and sewer service to areas eligible for service** (page 276).
- **Ensure that sewer capacity at the wastewater treatment plants serving Subregion 4 is sufficient to meet the county's future needs** (page 276).

The proposed development will not impede achievement of the above-referenced goals. The analysis provided with this technical staff report, and approved Certificate of Adequacy ADQ-2023-038, illustrates that pursuant to adopted tests and standards, public safety facilities and water and sewer services are adequate to serve the proposed development.

There are no master-planned police, fire and emergency medical service facilities, public schools, parks, or libraries recommended on the subject property.

The 2008 *Approved Public Safety Facilities Master Plan* also provides guidance on the location and timing of upgrades, renovations to existing facilities, and construction of new facilities; however, none of its recommendations affect the subject site.

Section 24-122.01(b)(1) of the prior Subdivision Regulations states that the location of the property, within the appropriate service area of the Ten-Year Water and Sewerage Plan, is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for PPS or final plat approval. The 2018 Water and Sewer Plan placed this property in water and sewer Category 3, Community System. Category 3 comprises all developed land (platted or built) on public water and sewer, and undeveloped land with a valid PPS approved for public water and sewer. In addition, the property is within Tier 1 of the Sustainable Growth Act, which includes those properties served by public sewerage systems. Accordingly, the subject property is in the appropriate service area for PPS approval.

9. **Public Utility Easement**—In accordance with Section 24-122(a) of the prior Subdivision Regulations, when utility easements are required by a public company, the subdivider shall include the following statement in the dedication documents recorded on the final plat:

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

The standard requirement for public utility easements (PUEs) is a minimum of 10 feet wide along public rights-of-way. The site abuts MD 704 to the north and Seat Pleasant Drive to the south. The required PUE is reflected on the PPS, along both road frontages, in conformance to this section. However, the PUE adjacent to MD 704 is not labeled on the PPS. Therefore, a recommended condition of approval is included herein to ensure this label appears on the plan.

10. **Historic**—The master plan contains goals and policies related to historic preservation (pages 161–173). However, these are not specific to the subject site, or applicable to the proposed development. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. A Phase I archeology survey is not recommended. The subject property does not contain and is not adjacent to any designated Prince George’s County historic sites or resources.

11. **Environmental**—The following applications and associated plans were previously reviewed for the subject site:

Development Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
NRI-115-2019	N/A	Staff	Pending	Pending	N/A
NRI-115-2019-01	N/A	Staff	Approved	8/11/2022	N/A
NRI-115-2019-02	N/A	Staff	Approved	12/7/2023	N/A

Development Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
4-23022	S-148-2022	Planning Board	Pending	Pending	Pending

Grandfathering

The site is subject to the grandfathering provisions of the 2024 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) that came into effect July 1, 2024, and Prince George's County Council Bill CB-77-2024 which was enacted on January 3, 2025. The development is subject to the environmental regulations contained in prior Subtitles 24 and 27 of the Prince George's County Code because this is a new PPS using the prior Zoning Ordinance.

Site Description

A review of the available information indicates that no regulated environmental features (REF) are present on-site. According to the Sensitive Species Project Review Area map received from the Maryland Department of Natural Resources Natural Heritage Program and provided on PGAtlas, there are no rare, threatened, or endangered species found to occur on or near this property.

Prince George's Plan 2035

The site is located within the Environmental Strategy Area 1 of the Regulated Environmental Protection Areas Map, as designated by Plan 2035, and within the Established Communities of the General Plan Growth Policy Map.

Environmental Conformance with Applicable Plans

Master Plan Conformance

The master plan contains environmental policies that should be addressed during the review of development within the plan area. The following policies are applicable to the current project regarding natural resources preservation, protection, and restoration. The text in **bold** is from the master plan, and the plain text provides comments on plan conformance:

Green Infrastructure/Wildlife Habitat (page 200)

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

The site does not contain regulated or evaluation areas as shown in the *Countywide Green Infrastructure Plan* (GI Plan) of the 2017 *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan*.

Policy 2: Minimize the impacts of development on the green infrastructure network and SCA's.

The site does not contain regulated or evaluation areas as shown in the GI Plan and is not in the vicinity of a special conservation area.

Water Quality and Stormwater Management/Tributary Action Items
(page 205)

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

This project has an approved SWM concept plan from DPIE, which was approved under the current stormwater regulations. The SWM plan proposes to manage the stormwater on-site through the use of bioretention facilities.

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

There are no streams on or in the vicinity of this site.

Policy 3: **Require on-site management of stormwater through the use of environmentally sensitive stormwater management techniques (i.e., fully implement the requirements of ESD) for all development and redevelopment projects.**

The approved SWM plan proposes to manage the stormwater on-site through the use of bioretention facilities.

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

There are no streams on or in the vicinity of this site.

Air Quality and Greenhouse Gas Emissions (page 206)

Policy: **Reduce air pollution to support public health and wellness by placing a high priority on transit-oriented development and transportation demand management (TDM) projects and programs.**

Air quality is a regional issue that is currently being addressed by the Council of Governments.

Green Building Sustainability (page 208)

Policy 1: **Implement environmental sensitive building techniques that reduce overall energy consumption.**

The development applications for the subject property, which require architectural approval, should incorporate green building techniques and the use of environmentally sensitive building techniques to reduce overall energy consumption. The use of green

building techniques and energy conservation techniques is encouraged to be implemented to the greatest extent possible.

Chesapeake Bay Critical Area (page 209)

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

This property is not located in the Chesapeake Bay Critical Area.

Tree Canopy and Green Space (page 210)

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

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires the site to provide tree canopy coverage. Compliance with the Tree Canopy Coverage Ordinance must be addressed at the time of site plan review and demonstrated on the landscape plan.

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

Subtitle 25, Division 3, Tree Canopy Coverage Ordinance, mandates an increase to the tree canopy countywide and will be addressed with the site plan review.

Conformance with the Green Infrastructure Plan (GI Plan)

The GI Plan was approved with the adoption of the *Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* (CR-11-2017) on March 7, 2017. According to the GI Plan, the site is not within the green infrastructure network as no regulated or evaluation areas exist on-site; therefore, the proposed development is in conformance with the GI Plan.

Other Environmental Review

Natural Resources Inventory/Existing Conditions

In conformance with Section 24-120(a)(22) of the prior Subdivision Regulations, an approved Natural Resources Inventory (NRI-115-2019-02) was submitted with the application. The site has no woodlands and contains no REF. No additional information is required for conformance to the NRI.

Woodland Conservation

The site is subject to the grandfathering provisions of the WCO that came into effect July 1, 2024, and CB-77-2024 which was enacted on January 3, 2025. The enactment of the grandfathering provisions of CB-77-2024 validated the WCO exemption letter starting January 3, 2025, and the exemption will remain valid until June 30, 2026.

This project is exempt from the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the site is less than 40,000 square feet in

size and does not have a previously approved tree conservation plan. The site received a Woodland Conservation Exemption Letter (S-148-2022) on August 11, 2022. No additional information is required regarding woodland conservation.

Specimen Trees

There are no specimen trees on-site.

Regulated Environmental Features

The subject property does not contain any on-site REF or primary management area.

Soils

In accordance with Section 24-131 of the prior Subdivision Regulations, this application was reviewed for unsafe land restrictions. The predominant soils found to occur according to the United States Department of Agriculture Natural Resource Conservation Service Web Soil Survey include Christiana-Downer-Urban land complex, Urban land-Russet-Christiana complex, and Urban land. According to available mapping information, unsafe soils containing Marlboro clay does not occur on this property; however, Christiana clay does exist. This information is provided for the applicant's benefit.

Based on the preceding findings, staff find that the PPS conforms to the relevant environmental policies of the master plan and GI Plan, and the relevant environmental requirements of Subtitle 25 and prior Subtitle 24 of the Prince George's County Code.

- 12. Urban Design**—Proposed development proceeding under the prior Zoning Ordinance for this site is required to file a DSP, in accordance with Section 27-548.25(a) of the prior Zoning Ordinance.

The proposed laundromat use and ancillary office space use are permitted in the D-D-O/M-U-I Zones. Under the prior Zoning Ordinance, conformance with, but not limited to the following regulations shall be demonstrated at the time of DSP review:

- Section 27-546.17, Uses, as applicable;
- Section 27-546.18, Regulations, as applicable and modified by the D-D-O Zone;
- Section 27-546.19(c), Site Plans for Mixed Uses; and

The D-D-O Zone is superimposed over focus areas within the master plan. The subject property is located within the Martin Luther King Jr Highway/Seat Pleasant/Fairmount Heights Revitalization focus area. The following design standards are applicable to the subject site and will be evaluated at the time of DSP review:

- General Site Standards and Guidelines (page 538)
- Building Envelope Standards and Guidelines (pages 539–541)
- Street Type Standards and Guidelines (pages 542–545)
- Architectural Standards and Guidelines (pages 546–548)

- Signage Standards and Guidelines (pages 549–550)
- Landscaping Standards and Guidelines (pages 550–554)
- Parking and Loading Standards and Guidelines (pages 554–557)

Conformance with the requirements of the 2010 *Prince George's County Landscape Manual* and the Tree Canopy Coverage Ordinance will also be evaluated at the time of site plan review.

Additional recommendations at the time of site plan are as follows:

- The approved SWM plans show that the proposed building is located internally, with an associated parking lot around it. Staff recommend moving the building close to MD 704, to align with the “main street” vision outlined in the master plan (page 318), and provide direct pedestrian access from MD 704. Subsequently, the SWM area between the proposed building and MD 704 will need to be re-located as necessary, and a revision to the SWM concept plan with DPIE may be required. The proposed parking area can then be consolidated to the east and south of the proposed building, which aligns with the Off-Street Parking Guidelines of the master plan (Policy 4, page 319).
- Staff recommend incorporating greater transparency on the building's side elevations facing MD 704 and Seat Pleasant Drive, to help activate the building frontage and create the appearance of a more engaging, street-facing presence.

- 13. Community Feedback**—At the time of the writing of this technical staff report, the Prince George's County Planning Department had not received any correspondence from the community regarding this subject application.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised as follows:
 - a. Revise the site area computations noted on the plan for MD 704 (Martin Luther King Jr Highway), to reflect consistent right-of-way dedication area with the plan labeling.
 - b. In the calculations provided to the left of the vicinity map, update the area calculation of Parcel 73, the dedication area for MD 704 (Martin Luther King Jr Highway), the total tract area, and the total area for Parcel 1.

- c. Revise General Notes 6, 7, 12, and 16 to reflect the correct area calculations requested in Conditions 1a and 1b above.
 - d. Correct General Note 20 to reflect 9,705 square feet as the proposed gross floor area.
 - e. Identify the portion of the existing sidewalk that encroaches onto proposed Parcel 1, along its frontage of Seat Pleasant Drive, as being within a proposed public use easement, or show the sidewalk to be proposed in the public right-of-way.
 - f. Revise the liber and folio numbers provided on the plan for Parcels 73 and 334 from "L. 43131 F. 580", to "L. 48902 F. 541".
 - g. Revise the title block of the plan to "Addition to Gregory Heights, Parcel G" and add the preliminary plan number, 4-23022, in large, bold text.
 - h. Provide a right-in access arrow for driveway location from MD 704 (Martin Luther King Jr Highway).
 - i. Provide arrows on the plan depicting the full movement access driveway location from Seat Pleasant Drive.
 - j. Provide a dimension from the centerline of MD 704 (Martin Luther King Jr Highway) to the property line.
 - k. Remove the liber and folio from the title block.
 - l. Show existing bicycle lanes and signage along the property frontage of MD 704 (Martin Luther King Jr. Highway).
2. Development of this site shall be in conformance with Stormwater Management Concept Plan 15777-2022-0, and any subsequent revisions, in accordance with Section 24-130 of the prior Prince George's County Subdivision Regulations.
3. Prior to approval, the final plat of subdivision shall include:
- a. The granting of a 10-foot-wide public utility easement along the abutting public rights-of-way, in accordance with the approved preliminary plan of subdivision, in accordance with Section 24-122(a) of the prior Prince George's County Subdivision Regulations.
 - b. Right-of-way dedication along MD 704 (Martin Luther King Jr Highway) and Seat Pleasant Drive, in accordance with Section 24-123(a)(1) and (5) of the prior Prince George's County Subdivision Regulations, and the approved preliminary plan of subdivision.
 - c. A public use easement for the portion of the sidewalk along Seat Pleasant Drive that encroaches on the subject property. Provide a draft copy of the easement for review with the plat application, which includes the rights of The Maryland-National Capital

Park and Planning Commission. Alternatively, this sidewalk may be moved off the subject property and into the public right-of-way.

- d. A note indicating the Prince George's County Planning Board's approval of a variation from Section 24-121(a)(3) of the prior Prince George's County Subdivision Regulations, in accordance with the resolution for Preliminary Plan of Subdivision 4-23022, approving one right-in access driveway to MD 704 (Martin Luther King Jr Highway).
4. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2010 *Approved Subregion 4 Master Plan*, the following facilities shall be provided, and the details, location, and extent of the following facilities shall be shown on the site plan:
- a. Unless modified by the operating agency with written correspondence:
 - (1) A minimum 10-foot-wide Americans with Disabilities Act (ADA)-compliant sidewalk along MD 704 (Martin Luther King Jr Highway).
 - (2) A minimum 5-foot-wide Americans with Disabilities Act (ADA)-compliant sidewalk along Seat Pleasant Drive.
 - (3) A standard bicycle lane along the property frontage of Seat Pleasant Drive.

Any modifications shall be in accordance with Prince George's County Department of Public Works and Transportation and Maryland State Highway Administration adopted standards.
 - b. Americans with Disabilities Act (ADA)-compliant curb ramps and crosswalks crossing all vehicular access points.
 - c. Designated pathways to the building entrance and throughout the site for pedestrians.
 - d. Short-term bicycle parking, to include a minimum of two inverted U-style or similar style bicycle racks at a location no more than 50 feet from the building's entrance.

STAFF RECOMMEND:

- Approval of Preliminary Plan of Subdivision 4-23022
- Approval of a Variation from Section 24-121(a)(3)