



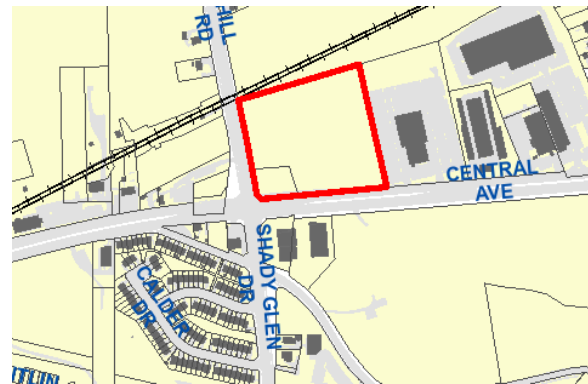
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Detailed Site Plan
Departure
Alternative Compliance
The Marion

DET-2024-007
DPT-2025-0001
ACL-2025-0005

REQUEST	STAFF RECOMMENDATION
Development of 405 multifamily dwelling units with associated infrastructure and amenities.	With the conditions recommended herein: <ul style="list-style-type: none">• Approval of Detailed Site Plan DET-2024-007• Approval of Departure DPT-2025-0001• Approval of Alternative Compliance ACL-2025-0005• Approval of Type 2 Tree Conservation Plan TCP2-2025-0067

Location: In the Northeast quadrant of Hill Road and MD 214 (Central Avenue)	
Gross Acreage:	8.54
Zone:	CGO/MIO
Dwelling Units:	405
Gross Floor Area:	None
Planning Area:	72
Council District:	05
Municipality:	N/A
Applicant/Address: Morgan Station, LLC 1921 Gallows Road, Suite 700 Vienna, Virginia 22182	
Staff Reviewer: David E. Myerholtz Phone Number: 301-780-3411 Email: David.myerholtz@ppd.mncppc.org	



Planning Board Date:	12/04/2025
Planning Board Action Limit:	12/10/2025
Staff Report Date:	11/19/2025
Date Accepted:	10/01/2025
Informational Mailing:	08/07/2024
Acceptance Mailing:	09/03/2025
Sign Posting Deadline:	11/04/2025

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: Detailed Site Plan DET-2024-007
Minor Departure DPT-2025-0001
Alternative Compliance ACL-2025-0005
Type 2 Tree Conservation Plan TCP2-2025-0067
The Marion

The Urban Design Section has reviewed the subject application and presents the following evaluation and findings leading to a recommendation of APPROVAL, with conditions, as described in the Recommendation section of this technical staff report.

I. EVALUATION CRITERIA

The subject property is located within the Commercial, General and Office (CGO) Zone and Military Installation Overlay (MIO) Zone for height. This application is being reviewed under the requirements of Section 27-3605(e) of the Prince George's County Zoning Ordinance. Staff have considered the following criteria in reviewing this detailed site plan:

- A. The Prince George's County Zoning Ordinance;
- B. Preliminary Plan of Subdivision PPS-2024-013;
- C. Certificate of Adequacy ADQ-2024-035;
- D. The 2018 *Prince George's County Landscape Manual*;
- E. The Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- F. The Prince George's County Tree Canopy Coverage Ordinance;
- G. Referral comments; and
- H. Community feedback.

II. BACKGROUND

- A. **Request:** The subject detailed site plan (DET) proposes development of 405 multifamily dwelling units consisting of 38 studio, 202 one-bedroom, 133 two-bedroom, and 32 three-bedroom units, in two buildings, with associated infrastructure and amenities. As part of the application, the applicant has requested

a minor departure from standards in Section 27-6903(d)(1) of the Prince George's County Zoning Ordinance (Zoning Ordinance). The applicant also requests alternative compliance from the requirements of Section 4.6, Buffering Development from Streets, and Section 4.8, Building Frontage Landscape Requirements, of the 2018 *Prince George's County Landscape Manual* (Landscape Manual). In addition, the applicant requests a waiver from Section 27-6206(e) of the Zoning Ordinance, regarding vehicular cross access to an adjoining church development.

- B. Development Data Summary:** The proposed design includes a single development phase with 405 multifamily dwelling units.

	EXISTING	EVALUATED
Zone(s)	CGO/MIO	CGO/MIO
Use	Vacant	Dwelling, multifamily
Total Gross Acreage	8.54	8.54
Floodplain	0.00	0.00
Total Net Acreage	8.54	8.54
Proposed Right-of-way Dedication	0.093	0.093
Lots	1	1
Dwelling Units	0	405
Studio Units	-	38
One-Bedroom Units	-	202
Two-Bedroom Units	-	133
Three-Bedroom Units	-	32

- C. Location:** The subject property is located in the northeast quadrant of Hill Road and MD 214 (Central Avenue).
- D. Proposed Uses:** The subject DET proposes a single use on the property, multifamily residential. This use is permitted in the CGO Zone.
- E. Surrounding Uses:** The subject property is bound by MD 214 (Central Avenue) to the south, and beyond by a fire station and vacant land in the CGO and Local Transit-Oriented – Edge (LTO-E) Zones, respectively. The property is bound by Hill Road to the west, and beyond by primarily vacant land in the Residential, Multifamily 20 (RMF-20) and Residential, Single-Family-Attached (RSF-A) Zones. To the north is vacant land in the Residential, Single-Family-65 (RSF-65) Zone. To the east is an institutional use and a retail sales use in the LTO-E Zone. Further east is the Morgan Boulevard Metro Station.
- F. Previous Approvals:** The 2010 *Approved Subregion 4 Sectional Map Amendment* retained the subject property in the prior Commercial Office/Development District Overlay (C-O/D-D-O) Zones.

On November 29, 2021, the Prince George's County District Council approved CR-136-2021, the Countywide Map Amendment (CMA) which reclassified the subject property from the C-O/D-D-O Zones to the CGO Zone.

Preliminary Plan of Subdivision PPS-2024-013 was approved by the Prince George's County Planning Board on October 2, 2025 (PGCPB Resolution No. 2025-076), for subdivision of a larger 26.17-acre site, which included existing Parcel D and Parcel E, recorded in Plat Book ME 269, page 21. This PPS approved 35 lots and 6 parcels in support of 440 dwelling units, including 405 multifamily units and 35 single-family-detached units. The subject application is for the multifamily portion of the development on proposed Parcel 1, as shown on the PPS. The remaining lots and parcels, which are north of Parcel 1, will be subject to a future detailed site plan.

- G. Design Features:** The applicant proposes development of 405 multifamily units in two buildings, a two-level parking deck, and associated site improvements. Micro-bioretenment areas are incorporated throughout the proposed development and integrated into landscape design.

Building 1 is designed to be oriented toward Hill Road, while Building 2 will face inward toward a central private driveway, and to the rear of Building 1 beyond. The property has two vehicular access points; one on Hill Road, which is the primary entrance to the site, located approximately 460 feet from the intersection of MD 214 and Hill Road. The secondary access point is located at the southeastern corner of the site on MD 214 and will accommodate right-in/right-out traffic only. These access points serve a private, internal driveway that extends through the property, connecting parking areas.

A two-level brick parking structure is proposed along MD 214. Site constraints such as floodplain on the north side of the site and the presence of large utility poles along the MD 214 right-of-way (ROW) presented challenges in site layout. There is also significant grade change from the west side of the site to the east. The parking structure will utilize this grade change to be less visible from MD 214. While staff find that in general, parking should be located to the rear of a site, and that buildings should front MD 214, the proposed layout addresses the site's challenges of topography and the presence of large utility poles, while providing high quality street frontage improvements. Special attention has been paid to the streetscape, including significant landscaping and a mural that will be located on Building 2, facing MD 214 and continue along the east and south sides of the parking structure.

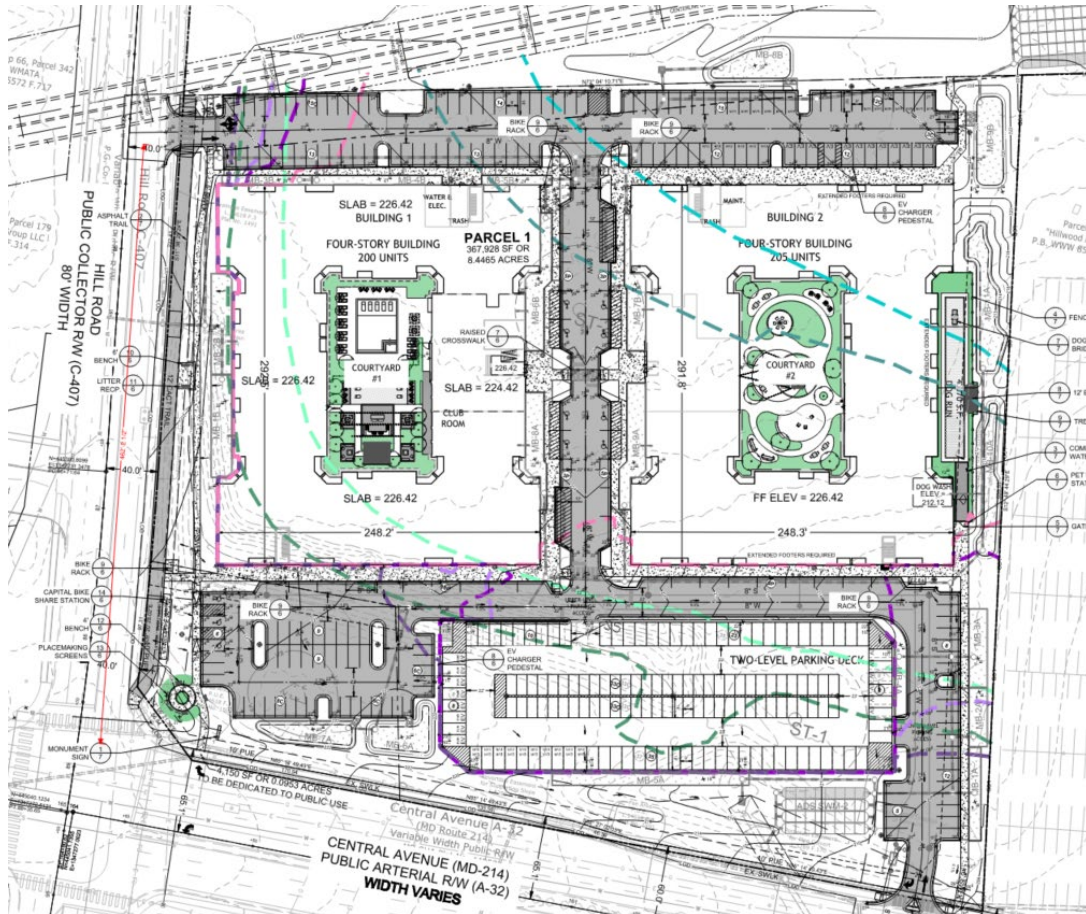


Figure 1: Site Plan

Architecture

The proposed multifamily buildings will be four stories. The proposed parking deck will have two levels and be partially underground due to site topography.

The architectural design of the multifamily building is contemporary, with a generally flat roof, and is finished with a mix of materials including brick as the primary finish material. Fiber cement lap siding and fiber cement panels are used in a varied color palette providing accents. These materials are arranged in a geometric pattern and create visual interest through color blocking, clean lines, and material texture and contrast. Vertical and horizontal articulation in the form of recessed entrances and balconies, varied window groupings, and massing shifts help to break down the building's scale. Ample glazing at the ground-level enhances transparency and promotes a pedestrian-friendly streetscape, while defined entry points create a strong urban presence that blends well into the surrounding environment. Further, the applicant includes a mural on the southeast corner of Building 2, which then continues onto the parking structure. The mural will be visible from MD 214 for both vehicles and pedestrians. This mural will be an opportunity to enhance the design and sense of place for the development by creating a design motif that can be carried throughout other site amenities.

The southwest corner of Building 1, closest to the intersection of MD 214 and Hill Road, has increased height (See Figure 2). Given this is a highly visible portion of the site at this

intersection, staff find that this corner should have additional architectural features such as multiple material types, an angled roof, or other unique features to enhance the quality and design of this development. Staff recommend that the applicant add additional architectural features at the top of the southwest corner of Building 1, subject to review and approval of the Urban Design Section as a designee of the Prince George's County Planning Board. Likewise, staff recommend additional design improvement at the southeast corner of Building 1 and the southwest corner of Building 2, which face MD 214 (see Figure 3). Staff find that these portions of the buildings should create a gateway into this internal drive upon which the primary entrances into each building are located. Additional architectural elements should be incorporated into the design of these corners, to facilitate a gateway into the development.



Figure 2: Architectural rendering from the intersection of Hill Road and MD 214



Figure 3: Architectural rendering of internal drive



Figure 4: Rendering from MD 214, looking northwest

Parking

The subject DET meets the parking requirements (508 spaces required and 509 spaces provided, including 21 guest parking spaces). Parking is provided with surface lots, a two-level parking structure, and parallel parking along the internal driveway adjacent to the buildings. Five bicycle locations for a total of 40 short-term bicycle parking spaces will be installed throughout the site. A bike room is located within Building 1 for 49 long-term bicycle parking spaces.

Signage

The subject DET includes a detail and chart for 1 two-sided freestanding permanent real estate identification sign. The sign is located along MD 214, near its intersection with Hill Road. This real estate sign is approximately 7 square feet in size, which is within the allowable area of 48 square feet.

Lighting

The subject DET includes pole-mounted lighting fixtures. Pole-mounted light fixtures are proposed along the internal driveway, and along the parking areas. All proposed light fixtures will be pole-mounted, full cut-off, and light will be directed downward. The submitted photometric plan demonstrates that the internal driveway and walkways of the site are adequately lit.

Recreation Facilities

PPS-2024-013 determined that the provision of recreational facilities for the proposed development, to meet the mandatory dedication of parkland requirement, shall be provided in accordance with Section 24-4601 of the Subdivision Regulations. As such, the applicant provided a list of recreation facilities along with exhibits with amenity details. The recreation facilities include two courtyards, clubhouses in each building, a dog run with benches, and a fitness center. Details of the courtyard facilities are shown on Sheets 4 and 5 of the landscape plans, and an exhibit was provided with details of the fitness center. Further information is needed including quantity and unit cost of all amenities, and itemization of the amenities associated with the clubhouses for both buildings, for which a condition is included herein.

III. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE ZONING ORDINANCE

A. Detailed Site Plan Decision Standards (Section 27-3605(e))

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

The applicable standards of this Subtitle consist of standards applicable in the CGO Zone - Intensity and Dimensional Standards (Section 27-4203(d)(2)); applicable Development Standards (Part 27-6); and Section 27-4402(c) Military Installation Overlay (MIO) Zone. Detailed findings of conformance to the applicable provisions of the Zoning Ordinance are included below.

- (2) **All conditions of approval in any development approvals and permits previously approved for the property have been considered and imposed as necessary to satisfy the applicable standards of this Subtitle;**

As further discussed in Finding IV below, the DET will be subject to the conditions of approval of PPS-2024-013 and Certificate of Adequacy ADQ-2024-035. If the application is revised as conditioned herein, the proposed development will comply with all of the proposed relevant conditions of approval.

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

The regulated environmental features (REF) on the subject property have been preserved and/or restored to the fullest extent possible based on the limits of disturbance shown on the Type 2 tree conservation plan (TCP2). No additional primary management area (PMA) impacts are proposed with this application. Detailed findings on REF and PMA are included herein.

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

The proposed development is not located in a Planned Development Zone; therefore, this criterion is not applicable.

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

The DET has a companion TCP2-2025-0067, for which staff recommend approval, with conditions, as included herein.

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

The subject application is not a DET for infrastructure; therefore, this provision does not apply.

- (7) **Places of worship located on a lot between one (1) and two (2) acres in size shall also meet the following standards:**

- (A) **The minimum setback for all buildings shall be twenty-five (25) feet from each lot line;**
- (B) **When possible, there should be no parking or loading spaces located in the front yard; and**
- (C) **The maximum allowable lot coverage for the zone in which the use is proposed shall not be.**

The proposed development does not include a place of worship; therefore, this criterion is not applicable.

- (8) **Notwithstanding any other provision in this Section to the contrary, in determining whether to approve an alteration, extension, or enlargement of a legal conforming building, structure, or use filed in conformance with Section 27-1707(c), the Planning Board shall find that the proposed alteration, extension, or enlargement will benefit the development and will not substantially impair implementation of any applicable area master plan or sector plan.**

The proposed development does not alter, expand, or enlarge legally conforming buildings, existing structures or uses; therefore, this criterion is not applicable.

B. Standards applicable in the CGO Zone - Intensity and Dimensional Standards (Section 27-4203(d)(2))

The DET is in conformance with the applicable CGO Zone, Intensity and Dimensional Standards, as shown below:

STANDARD	REQUIRED	PROPOSED
Net lot area, min. (sq. ft.)	7,500	367,928
Lot width, min. (ft.)	50	463
Density, max. (du/ac of net lot area)	48.00	48.00
Lot Coverage, max. (% of net lot area)	70	61.93

STANDARD	REQUIRED	PROPOSED
Front yard depth, min. (ft)	10	10
Side yard depth, min. (ft)	8	8
Rear yard depth, min. (ft)	15	15
Principal structure height, max. (ft)	86	53

C. Standards applicable in the MIO Zone – Modified Performance, Intensity, and Development Standards in the MIO Zone (Section 27-4402(c)(5))

The DET is in conformance with the applicable MIO Zone Intensity and Dimensional Standards, as discussed below:

General Performance Standards: The development solely includes two multifamily buildings with associated infrastructure and amenities. Given the uses proposed, the development does not propose to release into the air any substance which would impair visibility or interfere with operation of aircraft. No lighting is proposed that would interfere with pilot vision as all the fixtures are fully cut-off and light will be directed downward. The development does not propose to produce electrical emissions which would interfere with aircraft communication systems or navigation equipment nor shall it attract a large number of birds beyond that of a typical multifamily building. No sales, handling, above-ground storage, refining, fabrication or manufacturing of prohibited products listed in this section are included with this DET.

Height Standards: This property is within Surface B (Approach-Departure Clearance Surface). The maximum building height for this property, calculated using the method outlined in Section 27-4402(c)(5)(B)(iv)(bb)(II) is approximately 472.50 feet. The maximum height of the buildings included in this DET is 58 feet, which conforms to this requirement.

D. Section 27-6000 Applicable Development Standards

The DET is consistent with the applicable standards in Part 27-6. The following analysis is offered:

a. Section 27-6200—Roadway Access, Mobility, and Circulation

The DET is in conformance with the applicable standards in Section 27-6200 of the Zoning Ordinance, as follows:

Section 27-6202. Consistency with Plans: The design and construction of access and circulation systems associated with this DET is consistent with the transportation goals, objectives, and actions in the 2014 *Prince George's 2035 Approved General Plan* (Plan 2035), the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), and the 2010 *Approved Subregion 4 Master Plan* (master plan) addressing transportation.

Plan 2035

The proposed residential development is consistent with the recommendations of the General Plan for Established Communities by

promoting infrastructure investments and thereby maintaining and enhancing existing public services and facilities in the area. The application will improve pedestrian connectivity from the site and surrounding areas to the Morgan Boulevard Metro Center with sidewalks on Hill Road and on both sides of all new roadways within the site, and the planned construction of the Central Avenue Connector Trail along Hill Road, thereby enhancing walkability and access to transit services.

Master Plan Right-of-Way

The subject property has frontage along MD 214 and Hill Road. Both are master-planned roadways. In the MPOT, MD 214 (A-32) is planned to be a 120-foot-wide ROW and Hill Road (C-407) is planned to be an 80-foot-wide ROW. The plan sheets delineate MD 214 with a ROW width of 65.1 and 60 feet from the centerline, and propose 4,150 square feet of dedication to meet ROW requirements. The plans show Hill Road with a 47-foot-wide ROW from the centerline which meets the requirements, as recommended in both the MPOT and master plan.

Master Plan Pedestrian and Bike Facilities

The MPOT recommends the following facilities along the subject property's frontage:

- MD 214 (Central Avenue): Sidewalks and on road bicycle facilities.
- Hill Road: Planned shared-use facility and Central Avenue Connector Trail

Both the MPOT and area master plan recommend sidewalks and on-road bicycle facilities along MD 214 and along Hill Road.

Regarding MD 214, the site currently has an existing sidewalk along this property frontage, which will be maintained with this application. Standard bicycle lane and signage along the site's MD 214 frontage is not included on this DET. Maryland State Highway Administration (SHA) has a potential improvement project along MD 214 that may include bicycle lanes. The applicant should revise the plans to show standard bicycle lane and signage along frontage of MD 214 or submit correspondence from SHA for modifications to the recommendation, as conditioned herein.

Regarding Hill Road, the Central Avenue Connector Trail (CACT) has a planned alignment along the property frontage. The site plan includes a 5-foot-wide sidewalk and the 12-foot-wide CACT. The CACT also extends internally to the site. However, the CACT as shown on the plans overlaps the required public utility easement (PUE) along Hill Road. The PUE must be provided in accordance with Section 24-4205 of the Subdivision Regulations. The applicant should revise the DET to show the CACT outside of the PUE, to conform to the approved PPS, and any applicable requirements of the Subdivision Regulations or Zoning Ordinance, as conditioned herein.

Staff find the proposed sidewalk and 12-foot-wide trail will accommodate both pedestrians and cyclists and meet the intent of the planned facilities.

The Complete Streets element of the MPOT reinforces the need for multimodal transportation and includes the following policies regarding the accommodation of pedestrians and bicyclists (MPOT, pages 9–10):

Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

The site plan includes a 5-foot-wide sidewalk within the internal circulation network and meets the intent of the policy.

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.

Continuous sidewalks are shown along MD 214 and Hill Road, and the CACT is also proposed along Hill Road. Americans with Disabilities Act (ADA)-compliant crosswalks are shown crossing the vehicular access point along both MD 214 and Hill Road. The proposed facilities will support the policies and strategies of the MPOT.

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 CACT will be located along Hill Road, and provide for a bicycle friendly roadway. The proposed development includes reserved space for long-term bicycle parking within Building 1 on the first floor, near entrances to the building. Short-term parking is provided throughout the site and consists of five inverted U-style bicycle racks. Bicycle parking is located outside of the public ROW along Hill Road, near the site access and immediately adjacent to the CACT. The proposed facilities will support the policies and strategies of the MPOT.

The master plan includes the following recommendations applicable to the subject site:

Policy 1: Incorporate appropriate pedestrian-oriented and TOD features in the centers.

The site plans include sidewalks, trail connections, and marked crosswalks, which meet the intent of the policy. Further, the

pedestrian walkways are designed to enhance pedestrian comfort along MD 214, through the use of landscaping and murals.

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 non-motorized connectivity between neighborhoods.

As discussed above, sidewalks, trail connections, and marked crosswalks will accommodate safe, multimodal routes to the site and adjacent properties. The submitted plans meet the intent of this policy.

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 site plans include a portion of the planned CACT trail along the frontage of Hill Road and internal to the site, to accommodate both pedestrians and cyclists. Short-term and long-term bicycle parking is provided throughout the site and within a storage room in Building 1, which will support bicycle-friendly development and to meet the intent of the policy.

Section 27-6203. Multimodal Transportation System:

Access and circulation systems associated with development shall provide for multiple travel modes per this section. Multimodal access and circulation are proposed via sidewalk, the CACT along the property frontage, marked crosswalks, and ADA curb ramps, and meet the intent of the master plan. Further, a bikeshare station will be located on-site, immediately adjacent to the CACT, increasing access to the multimodal transportation system. Staff find the facilities sufficient based on the development's size and its relationship to existing and planned transportation systems.

Section 27-6204. Circulation Plan or Site Plan Required: The submitted site plans demonstrate pedestrian and vehicular circulation through the site and meet the requirements of this section.

Section 27-6206. Vehicular Access and Circulation: The site plan includes two vehicular access points along Hill Road and MD 214, respectively, and an internal circulation via drive aisles connecting to public roadways to serve the proposed development. A circulation exhibit was provided demonstrating vehicular and emergency vehicle movement through the site. Staff find access and circulation to be sufficient.

The site has direct access along a collector (Hill Road) and arterial (MD 214) roadway. The access along Hill Road is proposed as the primary access, and the lower classification roadway, while the access along MD 214 was provided as a right-in/right-out and is necessary to provide secondary

access for emergency vehicles. Based on the traffic analysis provided, the site would generate less than 500 vehicular trips per day. The criteria of this section have been met.

The site is subject to vehicle cross-access under Section 27-6206(e), of which the applicant requests to waive the requirement. The property to the east of the site is an operating church that controls access to its site via gates, which are only open during services. If a connection was made, the vehicle access would direct users to the existing parking lot that is for church use only. Providing cross access into a parking lot that is gated off from public ROWs presents safety concerns. The applicant also identifies the topographical and stormwater facilities that present challenges for a vehicular connection to be made. The site has steep slopes and several stormwater management (SWM) facilities along the eastern property line which would make vehicular cross access impractical. The Prince George's County Planning Director may waive or modify the requirement for vehicular cross-access when an applicant clearly demonstrates that such cross-access is impractical or undesirable due to safety factors. Accordingly, the Planning Director has waived this requirement pursuant to Section 27-6206(e)(2)(C). Creating connections to the adjoining church property does not meet the intent of the code for encouraging cross-access between mixed-use developments.

Section 27-6207. Pedestrian Access and Circulation: The site plans include a comprehensive sidewalk network along both roadway frontages and along driveways and amenities internal to the site, including marked crosswalks, ADA curb ramps, and the CACT. A sidewalk connection point is provided at the northeast corner of the site which will allow an additional access point to the CACT.

The site is subject to pedestrian cross-access, of which a sidewalk stub is provided along the southeast corner of Building 2, which will provide cross access to the adjoining nonresidential property to the east, to meet the intent of this section. Parking for the site includes surface and garage parking. The garage parking offers 109 parking spaces. Staff recommend crosswalks be provided, connecting the parking garage to the building entrances, as conditioned herein.

Section 27-6208. Bicycle Access and Circulation: The proposed development includes bicycle circulation that can be accommodated via the internal drive aisles and the CACT along the frontage of Hill Road. Short- and long-term bicycle parking is identified on the plan sheets and are conveniently located near the building entrances and within Building 1. The master plan recommends a bicycle lane along MD 214. Standard bicycle lane and signage along the site's MD 214 frontage is not included on this DET. SHA has a potential improvement project along MD 214 that may include bicycle lanes. The applicant should revise the plans to show standard bicycle lane and signage along the frontage of MD 214, or submit correspondence from SHA for modifications to the recommendation, as conditioned herein.

The site is subject to bicycle cross-access under Section 27-6308(b), of which a sidewalk stub is provided along the southeast corner of Building 2. This sidewalk stub is 8.75 feet wide to accommodate bicycles, and will provide access to the adjoining nonresidential property to the east to meet the intent of this section.

b. Section 27-6300—Off-Street Parking and Loading

The DET is in conformance with the applicable standards in Section 27-6300 of the Zoning Ordinance, including vehicular and bicycle parking requirements.

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

Areas: Off-street parking is arranged for convenient access, with no conflicts with public streets and proposed sidewalks.

Among 509 parking spaces provided, there are 11 handicap-accessible parking spaces for people with physical disabilities, in accordance with Section 27-6304(g), as well as the standards in the federal Americans with Disabilities Act accessibility guidelines.

Section 27-6305. Off-Street Parking Space Standards: Off-Street Parking, including visitor parking, will be located in the parking structure and on surface lots within the site, which meet the minimum requirements, in accordance with Table 27-6305(a), based on the principal use and the extent of development.

Parking Tabulations			
Required (min.)			Provided
1.5 per DU	405 DU	405 x 1.5 = 608	-
Section 27-6308(a)(2) 15% reduction	608 x 0.15 = 91.20	-91.20	-
Section 27-6308(c) 5% reduction	608 x 0.05 = 30.4	-30.4	-
1 Visitor Space/20 DU Section 27-6305(g)	405 DU/20=20	21	21*
Standard Spaces (9 feet x 18 feet)			291
Standard On Street Spaces (8 feet x 22 feet)			35**
Compact Spaces (8 feet x 16.5 feet)	Up to 50 percent may be compact		180 (35.3%)
ADA Parking	2 percent of spaces for projects providing over 500 spaces	11	11
Total Parking		508	509
Total Bicycle Space Section 27-6309(a)(2)	4 spaces + 1 space per 10 parking spaces up to a total of 49 bicycle spaces	49	89***
Loading Space Section 27-6310(a)	1 space for units between 100 and 300 + 1 additional space for each additional 200 units	2	2

Notes: *The plans indicate that 21 visitor spaces are provided, but the locations of these spaces are not identified on the plans. A condition is included herein requiring the identification of visitor spaces on the plans.

**There are 35 on-street parking spaces along the central driveway between Buildings 1 and 2, and on the south side of each building, along the drive aisle.

***Among 115 bicycle spaces, 49 long-term spaces are located in a storage room within Building 1, while 40 short-term spaces are located throughout the site.

Although this requirement will take effect on or after January 1, 2027, the applicant noted on the coversheet that 25 EV parking spaces are included with this DET. The applicant also indicated that 49 additional EV-ready parking spaces are included.

Section 27-6306. Dimensional Standards for Parking Spaces and Aisles:

All parking spaces and drive aisles meet the dimensional requirements outlined in Table 27-6306(a). Out of the 509 parking spaces provided, up to 254 spaces (or half) may be designated as compact. The subject DET includes 180 compact spaces.

Section 27-6309. Bicycle Parking Standards: The subject DET includes 89 bicycle parking spaces to meet the requirements of Section 27-6309(a)(2). All external U-shaped bicycle racks are on paved surfaces, at least 3 feet away from the principal buildings, but within 100 feet of the entrance, and will allow for at least 30 inches of spacing between each individual rack. Long-term bicycle parking will be located in a storage room in Building 1, that is conveniently accessible to future tenants of the proposed development.

Section 27-6310. Loading Area Standards: Two loading spaces are included in this DET and are 12 feet by 33 feet in size. These loading spaces are located by the entrances to Buildings 1 and 2 and will not obstruct on-site vehicular circulation as shown on both the pedestrian and bikeway facility plan and the vehicle turning plan. Both spaces are also adequately setback from Hill Road and MD 214, to ensure that they are not visible from public ROWs and are not located within 50 feet of vacant land in a residential or rural and agriculture zone.

- c. **Section 27-6400—Open Space Set-Asides:** Development subject to the standards of Section 27-6400 shall provide the minimum amounts of open space set-asides identified in Table 27-6403: Required Open Space Set-Asides, of the Zoning Ordinance, based on the use classification. Residential uses in the CGO Zone have a 15 percent open space set-aside requirement. The applicant provided an open space set-aside plan showing approximately 21 percent of the site (1.79 acres) as open space being

provided in active/passive recreational areas, and required landscape areas, which meets the requirements of this Section.

Section 27-6406. Design Standards for Open Space Set-Asides: The open space set-aside area includes usable recreational spaces, located in internal courtyards of each building, and landscaped areas, which are primarily located east of Building 2 and along MD 214. A passive pocket park is provided at the intersection of MD 214 and Hill Road with benches, decorative screens, and additional landscaping. The open space areas are connected through the internal pedestrian network of sidewalks. As such, open space will be readily accessible and useable by occupants and users of the proposed development.

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

At the time of final plat, an easement shall be established for the open space to ensure continued use for open space purposes in perpetuity and provide for the continued and effective management, operation, and maintenance of the land and facilities, which is conditioned herein.

- d. **Section 27-6500—Landscaping:** The DET is in conformance with the applicable standards in the Landscape Manual, including Section 4.1, Residential Requirements; Section 4.6, Buffering Development from Streets; Section 4.8, Building Frontage Landscape Requirements; and Section 4.9, Sustainable Landscaping Requirements, as shown on the landscape plans with this application. The applicant is requesting alternative compliance from Section 4.6, Buffering Development from Streets, and Section 4.8 Building Frontage Landscape Requirements, which is further discussed below in Finding V.

The site is subject to Section 4.7, Buffering Incompatible Uses along the north and east property lines. The site meets the requirements of Section 4.7 along the east property line by providing the required Type A bufferyard. The north property line requires a Type B bufferyard as it is a multifamily development adjacent to vacant land in a residential zone. Under Section 4.7(c)(11)(D), if a developing property with a residential use is adjoining vacant property zoned residential, 50 percent of the total bufferyard is required to be provided on the developing lot. The remaining 50 percent shall be provided by the vacant lot when it is developed. As such, this site is required to provide a minimum 10-foot-wide landscaped yard. This is not shown on the plans. Staff recommend that prior to certification, the applicant revise the plans to include this bufferyard, or submit an approved alternative compliance application addressing Section 4.7 of the Landscape Manual, as conditioned herein.

- e. **Section 27-6600—Fences and Walls:** The applicant is proposing a dog run area which will be fenced in using an ornamental steel fence. This fence is located immediately east of Building 2 and meets the general standards for fencing. This fence is 5 feet tall, which conforms to the height requirements

noted in Table 24-6603(a), Fence and Wall Height. No fences or walls are included within 15 feet of a public ROW. Details of the dog run fence and gate are included on Sheet 7 of this DET, which demonstrate conformance to this section. No other fences or walls are included in this application.

- f. **Section 27-6700—Exterior Lighting:** A photometric plan was submitted with this DET, demonstrating conformance to the applicable standards in this section along three lot lines. A detail is provided for the pole-mounted lights along the private driveways.

Section 27-6704. Prohibited Lighting: No prohibited lighting types are proposed.

Section 27-6706. General Standards for Exterior Lighting: As shown on the photometric plan, all lighting will be full cut-off fixtures that are directed downward. Maximum illumination measured in foot-candles, at ground-level, at the lot lines will not exceed the maximums listed in Section 27-6706(c)(1) of the Zoning Ordinance along three property lines. However, the site abuts vacant land in a residential zone along the north property line, for which the maximum illumination level at the lot line is 0.5-foot-candles. The plans indicate that the ground-level foot-candles will be up to 4.1, which does not meet this requirement. In addition, two of the proposed light poles along the north property line are not within the property boundaries. Two conditions are included herein requiring revisions to the plans, to conform to Section 27-6706. The proposed 16-foot-tall exterior lighting fixtures along the driveway and walkways are within the maximum height limit of 30 feet for nonresidential base zones.

- g. **Section 27-6800—Environmental Protection and Noise Controls**

Section 27-6802. Natural Resources Inventory (NRI)

An approved Natural Resource Inventory (NRI-105-2024) was submitted with the application. The site contains 100-year floodplain, wetlands, streams, and steep slopes, that comprise the PMA. The TCP2 and the DET show all required information correctly in conformance with the NRI. No additional information is required regarding the NRI.

Section 27-6803. Trees and Vegetations

This DET complies with the requirements of Subtitle 25, Division 1, General; Subtitle 25, Division 2, Woodland and Wildlife Habitat Conservation Ordinance; and Subtitle 25, Division 3, Tree Canopy Coverage Ordinance, of the Prince George's County Code. See Findings VI and VII below.

Section 27-6804. Floodplain Management

According to NRI-105-2024, the site statistics table shows 0.19 acres of 100-year floodplain on this site.

Section 27-6805. Erosion and Sedimentation Control

Development shall comply with the requirements for sedimentation and erosion control in accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion and Sedimentation Control, of the Prince George's County Code.

The County requires the approval of an erosion and sediment control plan. The TCP2 must reflect the ultimate limits of disturbance (LOD), not only for installation of permanent site infrastructure, but also for the installation of all temporary infrastructure, including erosion and sediment control measures. An approved Concept Grading, Erosion and Sediment Control Plan (CSC No. 58-25) was provided. No further information pertaining to erosion and sediment control plans is required at this time.

Section 27-6806. Stormwater Management

An approved SWM Concept letter and plan (SIT-00181-2024) were submitted. The approved plan shows the use of many micro-bioretenention facilities, and an underground storage facility in this phase of the project. The TCP2 is in conformance with the approved stormwater management (SWM) concept plan.

Section 27-6807. Chesapeake Bay Critical Area: The subject property is not within the Chesapeake Bay Critical Area. Therefore, Section 27-6807 of the Zoning Ordinance is inapplicable.

Section 27-6808. Regulated Environmental Features: The submitted TCP2-2025-0067 shows on-site REF include a stream, wetlands, floodplain, and their associated buffers. Three impacts were approved by the Planning Board with PPS-2024-013 for two SWM outfalls, and a sewer connection. There are no additional impacts proposed with this DET.

Section 27-6809. Unsafe Lands: This section states that "all applications shall conform to the requirements pertaining to unsafe land in Section 24-4300, Environmental Standards, of Subtitle 24: Subdivision Regulations." This application will use the current Subdivision Regulations, and Section 24-4101(c)(1) of Subdivision Regulations states "The Planning Director or Planning Board, as appropriate, shall restrict or prohibit the subdivision of land found to be unsafe for development. The restriction or prohibition may be due to a.) natural conditions, including but not limited to flooding, erosive stream action, high water table, unstable soils, severe slopes or soils that are unstable either because they are highly erodible or prone to significant movement or deformation (Factor of Safety < 1.5), or b.) man-made conditions on the land, including but not limited to unstable fills or slopes."

The predominant soils found to occur according to the U.S. Department of Agriculture Natural Resource Conservation Service Web Soil Survey include Annapolis-Urban land complex, Collington-Wist complex, Collington-Wist-Urban land complex, and Udorthents, highway. According to available mapping information,

unsafe soils containing Marlboro clay or Christiana clay do not occur on this property.

Section 27-6810. Noise Control: A revised Phase I noise study dated July 9, 2025, as well as a Phase II noise study dated August 7, 2025, were submitted with the DET. Based on the findings of these studies, portions of Building 1 on Parcel 1 will be impacted by transportation noise levels above 65 dBA Leq and up to 68 dBA Leq during daytime hours. Modifications to the exterior wall construction of the building were determined to not be required. However, upgraded windows (operating and fixed) that meet specific sound transmission class (STC) rating requirements outlined within the noise study must be installed throughout the building, as specified for certain units as indicated in the Phase II noise study, to achieve interior noise levels at 45 dBA Leq interior or lower. However, these units and/or façades are not identified on the architectural elevations submitted with the DET. The remaining residential units of multifamily Building 1 and all the units of multifamily Building 2 will not be exposed to noise levels above 65 dBA Leq. Similarly, the outdoor activity areas (courtyards) enclosed by multifamily Buildings 1 and 2 will not be impacted by noise levels above 65 or 55 dBA Leq during daytime or nighttime hours and no mitigation is required.

As the noise analysis is based on architecture provided at the time of analysis, prior certification of the DET, certification by a professional engineer with competency in acoustical analysis shall be placed on the DET and architectural plans stating that the building shell of construction has been designed to reduce interior noise levels to 45 dBA Ldn or less for those units requiring noise mitigation, as reflected in the Phase II noise analysis for the subject site, dated August 7, 2025, and conditioned herein.

h. **Section 27-6900—Multifamily, Townhouse, and Three-Family Form and Design Standards**

Site Access: The subject DET includes two vehicular access points, one on Hill Road and one right-in/right-out access on MD 214. The two access points connect within the site through the internal network of driveways.

Location of Off-Street Parking: As shown on the submitted site plans, parking spaces will be located within the proposed parking structure, and on surface lots north and south of the buildings, which include guest and overflow parking. Additional parallel on-street parking is provided. The buildings are oriented towards an internal private driveway. No parking is located between the buildings and Hill Road. Off-street surface parking located beside Building 1 occupies 30 percent of the Hill Road street frontage, which is within the 35 percent maximum for this requirement.

Building Orientation and Configuration: The primary entrances of the proposed multifamily development are oriented towards an internal private driveway.

Maximum Building Length: The maximum building length of any multifamily building shall be 250 feet within the CGO Zone. The buildings conform to the maximum building length on the north and south sides, with a length of 225.7 feet. However, the applicant has requested a minor departure, as discussed in Finding III.E below, to allow a building length of 291.7 feet for the east and west sides of both buildings.

Building Façades: As shown in the submitted architectural elevations, the façades of the proposed multifamily development are designed with wall offsets in the form of projections or recesses, with a minimum depth of 2 feet and spaced less than 50 feet apart.

Pursuant to Section 27-6903(e)(3) of the Zoning Ordinance, the street-facing façades of multifamily buildings are designed with a minimum of three design features, such as a recessed entrance, multiple windows with a minimum 4-inch-wide trim, and roof form and line changes consistent with the wall offsets.

Roofs: The proposed multifamily development is designed with a flat roof that is concealed by parapets extended at least 3 feet above the roof level. All roof-based mechanical equipment will be screened from the street.

Building Façade Fenestration/Transparency: The submitted architectural elevations show that at least 15 percent of the street-facing façade area of the ground-level floors of the proposed multifamily development will be occupied by windows and/or doorways, as shown on Sheet A3-100. Further, for the north side of both buildings which face vacant land in a single-family residential zone, a minimum of 35 percent of the ground-level floor façades and 20 percent of the second floor and above, are occupied by windows or doorways, in conformance with Section 27-61203(d)(1).

Materials: As shown on the architectural elevations, the proposed primary façade materials extend along any side façade that is visible from a street, for a minimum of 20 feet; and material changes occur along a horizontal line, where two forms meet, or where materials occur as accents.

Garage Standards: These regulations are not applicable to the subject DET because the proposed parking structure is exempt from this requirement.

Outdoor Activity Areas: This regulation is not applicable to the subject DET because no single-family dwellings are adjacent to the subject site.

i. **Section 27-61200—Neighborhood Compatibility Standards:**

Building Height and Setbacks: The proposed building setbacks are consistent with adjoining properties. The buildings will be four stories with a height of approximately 53 feet. This is within the maximum height established in Section 27-61203(a)(2). The building height along the north

property line, which is adjacent to vacant land in a single-family residential zone, is the shorter portion of the buildings, in alignment with this section.

Building Orientation: The building primary entrances are oriented toward the internal central drive, as depicted on the submitted elevations. The elevations also show how the street-facing façades have been designed to have increased articulation and design features to promote super quality between the multifamily buildings and the public realm.

Building Design: The building design avoids abrupt changes in roof form with a flat roof. All roof-mounted equipment will be screened from view through the use of parapets. The exterior colors include blue, white, grey, and brick tones, which are consistent with common single-family residential building colors. While balconies are proposed on the north elevation, which faces vacant land in a single-family residential zone, staff find that the design of these balconies improves the overall quality of the development. There is also a Washington Metropolitan Area Transit Authority (WMATA) easement which creates a greater distance between the proposed multifamily building and the developable area of the adjoining land in a residential zone, and lessens the impact of this development. As such, staff support the balconies as proposed on the architectural plans.

Building Materials: the applicant submitted detailed charts demonstrating compliance with the transparency requirements of Section 27-61203(d)(1) as shown on Sheet A3-101 on the architectural plans. The included exterior building materials include brick, fiber cement panel, fiber cement lap siding, and architectural block. No prohibited materials are included in this DET.

Multi-Building Placement: Both buildings represent equal intensity of uses. Staff find the multi-building placement for this site acceptable.

Off-Street Parking: The applicant is proposing off-street parking that does not exceed 1.5 times the required minimum parking for this development. The provided off-street parking is located within a structured parking facility and in surface lots beside both buildings. The parking area on the north side of the buildings is adjacent to a lot line abutting vacant lands in a single-family residential zone, however, the presence of the WMATA easement ensures that any residential development north of the subject property will be set back a minimum of 30 feet from this parking area, and greater than 50 feet for the majority of this property line.

While the façade of the parking structure is not adjacent to single-family dwellings or vacant land in a single-family zone, the materials used, the landscaping provided, and the presence of the mural will soften the visual impact of the structure from MD 214.

Other Site Features: Loading and service areas are located a minimum of 50 feet from residential development, and shall be screened from view of adjacent vacant lands in a single-family residential zone. Service areas for trash and recycling are located interior to the buildings. Loading areas are

along the internal driveway betwixt the two buildings. These areas have been incorporated into the overall design of the site and will be out of view from the adjacent vacant land in a single-family residential zone.

A photometric plan was submitted that requires revision to demonstrate conformance with Section 27-6700. Neighborhood compatibility standards further indicate that exterior lighting fixtures within 100 feet of vacant lands in a residential zone shall have a maximum height of 14 feet. A condition is included herein requiring the lighting fixtures along the north side of the site to conform to this requirement.

As discussed herein, one sign is included with this DET. This sign is not within 50 feet of any lot lines shared with single-family or two-family dwellings, or vacant land in a single-family residential zone. The sign will be 6.67 square feet, which is within the maximum permitted by this section.

Open Space set-asides for this site are not located between the proposed development and the adjacent vacant lands in a single-family residential zone. However, a future phase of this development will include the construction of the CACT and additional open space, which will be located between the subject property and future development to the north of the site, meeting the intent of this section.

Operational Standards: The applicant included a note on the plans indicating that trash collection or other service functions will be limited to only between the hours of 7:00 a.m. and 7:00 p.m. No other functions, such as outdoor dining or amplified music, are proposed with this development.

- j. **Section 27-61300—Agricultural Compatibility Standards:** The subject application is exempt per Section 27-61302, because it is not adjacent to an on-going agricultural use or activity in the Reserved Open Space, Agriculture and Preservation, and Agricultural-Residential base zones.
- k. **Section 27-61400—Urban Agriculture Compatibility Standards:** The subject application is exempt because it is not adjacent to on-going urban agriculture use.
- l. **Section 27-61500—Signage:** The subject DET includes 1, two-sided, free-standing permanent real estate identification sign. Detailed discussions are addressed in Finding II.G above. No animated illumination is proposed with this DET. Dimensions and materials of these signs are shown on Sheet 7 of the site plan, demonstrating conformance to the signage standards. A signage schedule is included on Sheet 8, showing that the signs do not exceed the maximum area allowed.
- m. **Section 27-61600—Green Building Standards:** The proposed development meets the minimum Green Building score requirement of 4.0 points for new residential development containing 25 or more units, as follows:

Table 27-61603(b): Green Building Point System	Points Earned
Air conditioner with stated efficiency greater than 14 SEER is included as standard	0.75
The use of environmental site design, including, but not limited to grass buffers and swales, bioretention (rain garden or porous landscape detention, sand filters, and permeable pavement systems), to meet stormwater management requirements of the County Code	1.0
All showerheads and handheld showers are 2.0 GPM or less	0.5
All lavatory faucets flow rate is 1.5 GPM or less at 60 PSI	0.5
All toilets are 1.28 GPF or less	0.5
Provide an electric vehicle (EV) level 2 charging station that is made available to those using the building	0.75
Provide a covered and secure bicycle parking room that protects parked bicycles from the elements and from theft	1.0
Total	5.0

Based on the analysis herein, in addition to the evidence filed in conjunction with this application, staff find that DET-2024-007 represents a reasonable alternative for satisfying the applicable standards of this Subtitle, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for the intended uses. Documentation has been provided with the submission of the DET.

E. Prince George's County Zoning Ordinance: Minor Departure to Section 27-6903(d)(1).

The applicant has requested a minor departure from standards in Section 27-6903(d)(1) to allow a building length greater than the maximum 250 feet for a multifamily building in a nonresidential base zone. The proposed maximum building length for this development is 291.7 feet.

Section 27-3614(f) of the Zoning Ordinance contains the following required findings for approval of a minor departure:

(1) The departure falls within the thresholds provided in Subsections 27-3614(b)(1), Minor Departures or 27-3614(b)(2), Major Departures, above, for the applicable type of departure;

Section 27-3614(b)(1) of the Zoning Ordinance permits an applicant to request a minor departure, up to 30 percent, from the numeric building length standards in Section 27-6903(d)(1), Maximum Building Length, in the Multifamily, Townhouse, and Three Family Form and Design Standards. Staff find that a minor departure can be filed for this standard, as the request is for a 16.68 percent departure in maximum building length, within Section 27-6903(d)(1).

(2) The departure is consistent with the character of development on surrounding land, and is compatible with surrounding land uses;

The proposed development is compatible with the character of the surrounding neighborhood. The property is surrounded by vacant land and residential uses to the north, a place of worship and commercial uses to the east, and public roadways to the south and west, with residential uses beyond. Existing buildings on properties to the east include building lengths between 250 and 300 feet. While these buildings are not multifamily, townhouse, or three-family buildings and therefore, not subject to the maximum building length requirements of Section 27-6309(d)(1), they do demonstrate that the proposed departure is consistent with the character of development on the surrounding land. Further, the architecture included in this DET breaks up the massing of the building length through façade articulation as discussed in Finding II.G. The residential use of this property is compatible with surrounding uses and is not impacted by the requested departure.

(3) The departure:

(A) Compensates for some unusual aspect of the site or the proposed development that is not shared by landowners in general, and

Relative to the building length standard, an unusual aspect of the site is that the subject property is a corner lot located at an intersection between land in various residential base zones and land in transit-oriented/activity center base zones. The subject property being in a transitional area makes the site unique in comparison to land in the surrounding area.

The land to the north includes the presence of a WMATA easement on Parcel E, which is a protective easement that restricts residential development. This portion of the site also contains the master-planned CACT that further limits location of development. This land is owned by the applicant and was included as part of the associated PPS-2024-013, making the overall property a split-zoned site which limits flexibility where potential uses/development can be located. The site frontage along MD 214 also contains large transmission lines causing potential development to be pushed further back away from ROW, to limit interference with the power delivery and avoid potential safety hazards.

The buildings are located centrally on the site, away from the portion of the site that contains the steepest slopes along the southern property boundary as depicted on the submitted NRI. This placement also accommodates the minimum parking requirements as noted in the Zoning Ordinance.

(B) Supports an objective or goal from the purpose and intent statements of the zone where it is located, or

Section 27-4203(d)(1) includes the purposes of the CGO Zone, which includes (C) to accommodate higher-density residential uses as part of vertically or horizontally mixed-use development. While this DET is not for a mixed-use development, Staff find that the high-density residential use proposed by this application will encourage further commercial and mixed-use development for the surrounding area.

In addition, the master plan places the subject property into the Morgan Boulevard Metro Center area, which recommends dense, urban development close to the Morgan Boulevard Metro Station. The proposed density will contribute to a dense urban environment with pedestrian and bicycle connections to the station.

(C) Saves healthy existing trees.

As depicted on the submitted TCP2, no additional specimen trees beyond those approved to be removed under PPS-2024-013 are proposed to be removed with this application, and the site meets the applicable tree canopy coverage (TCC) requirements as further discussed in Finding VII, below.

(4) The departure will not pose a danger to the public health or safety;

The departure will not pose a danger to the public health or safety and no adverse impacts exist based on the requested departure. No adjacent development or environmental features/views will be impacted.

(5) Any adverse impacts are mitigated, to the maximum extent practicable;

There are no adverse impacts created by exceeding the maximum building length. The building façade articulation and variety of building materials will breakup the massing of the structure and provide for quality development that is compatible with surrounding uses and buildings.

(6) The site is not subject to a series of multiple, incremental departures that result in a reduction in each development standard by the maximum allowed over the previous twenty (20) years. (Relevant development standards cannot be reduced beyond the maximum thresholds allowed in this Subsection, through more than one departure, over the previous twenty (20) years); and

In the SOJ, the applicant states that the site is not the subject of a series of multiple, incremental departures, which is agreed upon by staff.

(7) For a departure from a standard contained in the Landscape Manual, the Planning Board shall find, in addition to the requirements above, that there is no feasible proposal for alternative compliance, as defined in the Landscape Manual, which would exhibit equally effective design characteristics.

In the SOJ, the applicant states that the site is not the subject of a departure from a standard contained in the Landscape Manual, which is agreed upon by staff.

Conclusion

Based on the foregoing analysis, as well as the plans and supporting documentation filed in conjunction with this DET, staff recommend approval of a minor departure from Section 27-6309(d)(1), to allow a multifamily building to exceed the maximum building length by up to 16.68 percent.

IV. COMPLIANCE WITH PRIOR APPROVALS

Preliminary Plan of Subdivision PPS-2024-013: PPS-2024-013 was approved by the Planning Board on October 2, 2025. The conditions of approval for the PPS that are relevant to the review of this DET are listed below in **bold** text. Staff's analysis of the project's conformance to the conditions follows each one in plain text:

PPS2. Prior to approval, the final plat of subdivision shall include:

- a. **The granting of a minimum 10-foot-wide public utility easement along both sides of all public streets, in accordance with Section 24-4205 and Section 24-4401 of the Prince George's County Subdivision Regulations, in accordance with the approved preliminary plan of subdivision.**

The location of the 10-foot-wide PUE shown on the DET is consistent with the approved PPS, but is overlapped with the Central Avenue Connector Trail, which does not meet the requirement of Section 24-4205 of the Subdivision Regulations, which requires that the PUE shall be located outside the sidewalk. The PUE must be provided in accordance with Section 24-4205 of the Subdivision Regulations and the approved PPS, as conditioned below.

- b. **Right-of-way dedication of Road A and along MD 214 (Central Avenue) and Hill Road, in accordance with Section 24-4201(c) of the Prince George's County Subdivision Regulations and the approved preliminary plan of subdivision.**

The approved PPS reflected ROW dedication along the frontage of Hill Road, providing 47 feet of width from the road centerline, to accommodate a proposed sidewalk. The PPS also approved ROW dedication along the frontage of MD 214 to accommodate an existing sidewalk. The DET, however, only shows the ROW dedication along Central Avenue, and not along Hill Road. The site plan should be revised to show the required ROW dedication along Hill Road, prior to certification.

PPS3. Development of this subdivision shall be in conformance with Stormwater Management Concept Plan No. SIT-00181-2024, and any subsequent revisions, in accordance with Section 24-4303 of the Prince George's County Subdivision Regulations.

A copy of an approved SWM Concept Plan, SIT-00181-2024, and associated approval letter for the site are included with this application. This development is in conformance with the approved SWM concept plan.

PPS6. In accordance with Section 24-4102(c)(3) of the Prince George's County Subdivision Regulations, prior to acceptance of a detailed site plan, the applicant shall submit a Phase II noise study based on the final site layout that contains techniques for enhanced building design or construction materials, which demonstrates conformance to Section 27-6810 of the Prince George's County Zoning Ordinance. The detailed site plan shall identify all dwelling units requiring enhanced building shell design or construction materials for interior noise mitigation. Any detailed site plan containing architecture shall reflect the enhancements required to these units. The detailed site plan shall show the locations and details of features provided for outdoor activity area noise mitigation. The ground-level and upper-level mitigated 65 and 55 dBA/Leq noise contours shall be delineated on the detailed site plan. The noise contours shall account for the locations of all buildings and any noise barriers.

A revised Phase I noise study dated July 9, 2025, as well as a Phase II noise study dated August 7, 2025 were submitted with the DET. Based on the findings of these studies, portions of multifamily Building 1 on Parcel 1 will be impacted by transportation noise levels above 65 dBA Leq and up to 68 dBA Leq during daytime hours. It was determined that modifications to the exterior wall construction of the building are not required. However, upgraded windows (operating and fixed) that meet specific STC rating requirements outlined within the noise study must be installed throughout the building, for certain units, as indicated in the Phase II noise study, to achieve interior noise levels at 45 dBA Leq interior or lower. These units and/or façades are not identified on the architectural elevations submitted with the DET. The remaining residential units of multifamily Building 1 and all the units of multifamily Building 2 will not be exposed to noise levels above 65 dBA Leq. Similarly, the outdoor activity areas (courtyards) enclosed by multifamily Buildings 1 and 2 will not be impacted by noise levels above 65 or 55 dBA Leq during daytime or nighttime hours and no mitigation is required.

To ensure compliance with this condition, certification by a professional engineer with competency in acoustical analysis shall be placed on the DET and architectural plans stating that the building shell of construction has been designed to reduce interior noise levels to 45 dBA Ldn or less for those units requiring noise mitigation, as reflected in the submitted Phase II noise study, as conditioned herein.

PPS7. In accordance with Section 24-4601 of the 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 in accordance with the standards outlined in the *Prince George's County Parks and Recreation Facilities Design Guidelines*.

Approved PPS-2024-013 identified courtyards with internal facilities for each multifamily building, a play area, a dog run, and outdoor seating on Parcel 1. The

current detailed site plan reflects these recreational facilities in accordance with the approved PPS, along with a breakdown of estimated costs. As discussed and conditioned herein, additional information is required regarding the number and value of recreational facilities.

PPS9. In accordance with Section 24-4601(b)(4)(C) of the Prince George's County Subdivision Regulations, the on-site recreational facilities shall be reviewed by the Development Review Division of the Prince George's County Planning Department, for sufficiency and proper siting, in accordance with the *Prince George's County Parks and Recreation Facilities Design Guidelines*, with the review of the site plan. Timing for construction shall also be determined at the time of the site plan.

Recreational facilities details are provided on the detailed site plan. In addition, the timing for construction has been identified, with the facilities proposed to be completed prior to the issuance of a certificate of occupancy for each multifamily building. Staff find the proposal, as modified by the conditions herein, sufficient and properly cited. The proposed construction timing is appropriate.

PPS12. At the time of detailed site plan, the applicant shall show the phasing of the residential development, in order to establish the timing for the submittal of a performance bond, letter of credit, or other suitable financial guarantees for the public recreational facilities (Hill Road Segment of the Central Avenue Connector Trail (CACT)). Prior to approval of building permits, as identified on the approved detailed site plan, for residential development, the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantees to the Prince George's County Department of Parks and Recreation (DPR) for construction of public recreational facilities (Hill Road Segment of the CACT). The public recreational facilities (Hill Road Segment of the CACT) shall be constructed by following the 30 percent design documents of the Central Avenue Connector Trail 30 Percent Design Project: Preliminary Construction Drawings and Final Report (Appendix G).

The location of the sidewalk, 10-foot-wide PUE and CACT segment shown on the DET are not consistent with the approved PPS. The PUE is shown on the site plan overlapping with the CACT, which is now located contiguous to Hill Road's ROW line instead of being located behind the required PUE. The PUE must be provided in accordance with Section 24-4205 of the Subdivision Regulations. The applicant should revise the DET to conform to the approved PPS and any applicable requirements of the Subdivision Regulation and Zoning Ordinance. The trail shall be bonded prior to approval of a building permit, as stated in the condition above, and shall be constructed prior to use and occupancy of Building 1 (closest to Hill Road). At the time of final plat, an easement shall be established for public use/access of the CACT.

PPS13. In accordance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2010 *Approved Subregion 4 Master Plan*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the

following facilities, and show the locations and extent of the following facilities at the time of detailed site plan:

- a. A standard bicycle lane and signage along the frontage of MD 214 (Central Avenue), unless modified by the permitting agency with written correspondence. Any modification shall be in accordance with Prince George's County Department of Public Works and Transportation and Maryland State Highway Administration adopted standards.**

Standard bicycle lane and signage along the site's MD 214 frontage is not included on this DET. As discussed herein, SHA has a potential improvement project along MD 214 that may include bicycle lanes. The applicant should revise the plans to show standard bicycle lane and signage along frontage of MD 214 or submit correspondence from SHA for modifications to the recommendation.

- b. Location and limits of the 10-foot-wide Central Avenue Connector Trail along the property frontage of Hill Road and through the site.**

The CACT is proposed as a 12-foot-wide asphalt trail along the property frontage of Hill Road, however, this location overlaps a required PUE. Staff recommend that the trail be located outside the required PUE, as conditioned herein.

- c. Minimum 5-foot-wide sidewalk along the property frontage of Hill Road, unless modified by the permitting agency with written correspondence. Any modification shall be in accordance with Prince George's County Department of Public Works and Transportation and Maryland State Highway Administration adopted standards.**

A 5-foot-wide sidewalk is identified along the property frontage of Hill Road.

- d. Minimum 5-foot-wide sidewalk along both sides of all internal roadways.**

Five-foot-wide sidewalks are provided along both sides of all internal roadways.

- e. Continental-style crosswalks with associated Americans with Disabilities Act-compliant curb ramps across all vehicular access points.**

Continental-style crosswalks are provided, crossing both vehicular access points.

- f. Short-term bicycle parking at all recreational areas.**

Forty short-term bicycle spaces are provided throughout the site, including near recreational areas.

g. Short- and long-term bicycle parking for the multifamily building(s).

There are 49 long-term bicycle parking spaces provided within Building 1 and 40 short-term bicycle parking spaces are provided throughout the site.

h. Short-term bicycle parking near the entrance of the commercial building(s).

No commercial buildings are proposed with this application.

i. A truck turning exhibit with design vehicle classification, to demonstrate large vehicle movement throughout the site.

A truck turning exhibit with design vehicle classification was provided with this DET, which adequately demonstrates large vehicle movement throughout the site.

PPS19. At the time of detailed site plan, the Type 2 tree conservation plan shall reflect the location of the Central Avenue Connector Trail outside of the woodland conservation easement.

TCP2-2025-0067 reflects the CACT outside of the woodland conservation easement.

PPS21. The detailed site plan shall include a Phase II noise report demonstrating that the interior of the residential buildings can be mitigated to 45 dBA Ldn or less, and that all outdoor activity areas can be mitigated to 65 dBA Ldn or less for daytime, and 55 dBA Ldn or less for nighttime, in accordance with Section 27-6810 of the Zoning Ordinance.

A revised Phase I noise study dated July 9, 2025, as well as a Phase II noise study dated August 7, 2025, were submitted with the DET. Based on the findings of these studies, portions of multifamily Building 1 on Parcel 1 will be impacted by transportation noise levels above 65 dBA Leq and up to 68 dBA Leq during daytime hours. Modifications to the exterior wall construction of the building were determined to not be required. However, upgraded windows (operating and fixed) that meet specific STC rating requirements outlined within the noise study must be installed throughout the building, as specified for certain units, as indicated in the Phase II noise study, to achieve interior noise levels at 45 dBA Leq interior or lower. However, these units and/or façades are not identified on the architectural elevations submitted with the DET, which shall be provided prior to certification. The remaining residential units of multifamily Building 1 and all the units of multifamily Building 2 will not be exposed to noise levels above 65 dBA Leq. Similarly, the outdoor activity areas (courtyards) enclosed by multifamily Buildings 1 and 2 will not be impacted by noise levels above 65 or 55 dBA Leq during daytime or nighttime hours and no mitigation is required.

Certificate of Adequacy ADQ-2024-035: The property is subject to the conditions in ADQ-2024-035. This ADQ is valid for 12 years from the date of approval, subject to the additional expiration provisions of Section 24-4503(c). The conditions relevant to the

review of this DET are listed below in bold text. Staff analysis of the project's conformance to the condition follows in plain text:

ADQ 1. Total development within the subject property shall be limited to uses that would generate no more than 221 AM and 266 PM peak-hour vehicle trips.

The subject application of 405 multifamily dwelling units is consistent with the prior approval and will not exceed the established trip cap.

ADQ 2. 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 on-site and off-site pedestrian and bicycle adequacy improvements consistent with Section 24-4506(c)(1)(G) of the Prince George's County Subdivision Regulations with the detailed site plan submission.

The applicant provided exhibits that demonstrate on-and off-site pedestrian and bicycle facilities.

ADQ 3. Prior to approval of the first building permit for the subject property, 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 24-4506 of the 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. **Provide a Bikeshare Station within one-half mile of the subject site, to be located in the vicinity of the planned Central Avenue Connector Trail. The bikeshare station includes the following details:**
 - i. **Design/construct/purchase an 11-dock station.**
 - ii. **Purchase of 6 bikes**
 - iii. **Pay for and execute a 10-year operating/maintenance agreement for the Bikeshare station -year operating/maintenance agreement for the Bikeshare station.**

The bikeshare station included in this DET was required as an off-site improvement with approval of ADQ-2024-035. The most suitable location was determined to be along the CACT within the bounds of the subject site. Including the station within the site limits of this DET is permissible; however, public accessibility to and maintenance of the station needs to be established in consultation with DPW&T, for which a condition is provided herein.

V.

COMPLIANCE WITH THE 2018 PRINCE GEORGE'S COUNTY LANDSCAPE MANUAL

The application is subject to the requirements of Section 4.1, Residential Requirements; Section 4.3, Parking Lot Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; Section 4.8, Building Frontage Landscape Requirements; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual.

The site is subject to Section 4.7, Buffering Incompatible Uses, along the north and east property lines. The site meets the requirements of Section 4.7 along the east property line by providing the required Type A bufferyard. The north property line requires a Type B bufferyard as it is a multifamily development adjacent to vacant land in a residential zone. Under Section 4.7(c)(11)(D), if a developing property with a residential use is adjoining vacant property zoned residential, 50 percent of the total bufferyard is required to be provided on the developing lot. The remaining 50 percent shall be provided by the vacant lot when it is developed. As such this site is required to provide a minimum 10-foot-wide landscaped yard. This is not shown on the plans. Staff recommend that prior to certification, the applicant revise the plans to include this bufferyard, or submit an approved alternative compliance application addressing Section 4.7 of the Landscape Manual, as conditioned herein.

As part of DET-2024-007, the applicant filed a request for alternative compliance (ACL-2025-0005) from the requirements of Section 4.6, Buffering Development from Streets, and Section 4.8, Building Frontage Landscape Requirements, of the Landscape Manual. Specifically, the applicant seeks relief, as follows:

Section 4.6 – Buffering Development from Streets

REQUIRED: Section 4.6(c)(1)(B)(i) Buffering Residential Development from Streets, Major Collector or Arterial Road, along Central Avenue

Linear feet of property line adjacent to the street	599 feet
Minimum width of buffer	50 feet
Shade Trees (6 per 100 linear feet)	26*
Evergreen Trees (16 per 100 linear feet)	68*
Shrubs (30 per 100 linear feet)	124*

Note: *The applicant is taking a partial reduction in the required plant units due to the provision of the minimum 6-foot-high garage within the bufferyard, per Section 4.6(c)(1)(C).

PROVIDED: Section 4.6(c)(1)(B)(i) Buffering Residential Development from Streets, Major Collector or Arterial Road, along Central Avenue

Linear feet of property line adjacent to the street	599 feet
Minimum width of buffer	21 feet
Shade Trees	32
Evergreen Trees	68
Shrubs	199

Justification of Recommendation

The applicant requests alternative compliance from the requirements of Section 4.6, Buffering Developments from Streets, which requires a minimum buffer width of 50feet when a multifamily development is oriented toward a street classified as an arterial, such as Central Avenue. The proposed freestanding two-level parking garage and surface parking lots encroach into the buffer, reducing the provided width to a minimum of 21 feet for approximately 328 linear feet, or 55 percent of the buffer length. The applicant has provided plant units above the requirement (an additional 6 shade trees and 75 shrubs) to ensure there is an attractive view of the development from the street. In addition, the applicant has proposed a decorative mural along the eastern façade, decorative screens, and a parapet on the garage, which contributes to an attractive view of the property from Central Avenue.

Since the provided plant units exceed the requirement, in addition to the provision of enhanced architectural features on the garage, the Alternative Compliance Committee finds the applicant’s proposal equally as effective as normal compliance with Section 4.6.

Section 4.8 – Building Frontage Landscape Requirements

REQUIRED: Section 4.8(c)(3)(C), Requirements for Multifamily Dwelling Units Building Frontage Zone

Total Length of Building Frontage	1,870 linear feet
Number of Shade Trees Required (1 per 30 linear feet)	62
Number of Shade Trees Required less those within the right-of-way or per Section 4.10	62
Number of Ornamental Trees required at 1 per 1,000 square feet	Not Applicable
Building Frontage Zone less than 14 feet in depth	25,053 sq. ft. x 8% = 2,004.24 sq. ft. planted area required

PROVIDED: Section 4.8(c)(3)(C), Requirements for Multifamily Dwelling Units Building Frontage Zone

Total Length of Building Frontage	1,870 linear feet
Number of Shade Trees Provided	53
Number of Ornamental Trees Substitutes	18
Planted Area Provided	15,121 sq. ft.
Tree Grates	18 x 24 sq. ft. = 432 sq. ft.
All other planted areas	15,121 sq. ft.

Justification of Recommendation

The site is proposed with a combined building frontage length of 1,870 linear feet, across seven sides of the two proposed buildings, which requires 62 shade trees per Section 4.8 of the Landscape Manual. In lieu of providing one shade tree per

30 linear feet as required by Section 4.8(c)(3)(C), the applicant proposes to provide some of the required shade trees at closer distances and four building frontages with a more spread-out placement of shade trees, to allow for Americans with Disabilities Act compliance regarding width of sidewalks. The applicant proposes to exceed the planted area required under Section 4.8(c)(3)(A)(I), along the building frontage zone. This proposed planted area consists of 15,121 square feet of micro-bioretenction box planting area along four of the seven building frontages on-site. The micro-bioretenction box planting area meets the purposes and objectives of Section 4.8, as it enhances the building frontage zones that cannot meet the shade tree planting and minimum tree planter surface area. The applicant also requests alternative compliance from Section 4.8(c)(3)(D) tree planter surface area and proposes to alternatively utilize tree grates along four building frontages in the CGO Zone. The Alternative Compliance Committee finds this acceptable, to ensure sufficient sidewalk widths for the residents.

Since the provided planted areas exceed the requirement, in addition to the added 18 tree grates, the Alternative Compliance Committee finds the applicant's proposal equally as effective as normal compliance with Section 4.8, Building Frontage Landscape Requirements.

Recommendation

The Planning Director recommends APPROVAL of Alternative Compliance ACL-2025-0005, from the 2018 *Prince George's County Landscape Manual*, for Section 4.6(c)(1)(B)(i), Buffering Development from Streets, and Section 4.8(c)(3)(C) and (D), Building Frontage Landscape Requirements, regarding the placement of shade trees in the building frontage and the use of tree grates outside of Transit-Oriented/Activity Center Zones, subject to two conditions, which are included herein.

VI. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE 2024 PRINCE GEORGE'S COUNTY WOODLAND AND WILDLIFE HABITAT CONSERVATION ORDINANCE

The property is subject to Division 2 of the Woodland and Wildlife Habitat Conservation Ordinance (WCO), the 2018 Environmental Technical Manual (ETM), and the environmental regulations contained in Subtitles 24 and 27 because the application was subject to PPS-2024-013.

TCP2-2025-0067 was submitted with this application, showing that this 26.17-acre site contains 0.19 acre of floodplain for a net tract area of 25.98 acres, consistent with the site statistics of the NRI. This property is unique in that the site is partially in a Plan 2035 transit-oriented center. The overall site is being separated into two phases on the TCP2. This phase of the project contains a total of 9.41 acres of net tract woodlands with no wooded floodplain. The TCP2 for this phase shows the woodland conservation requirement of 10.29 acres being met with 0.36 acre of preservation, 0.11 on-site reforestation, and 9.82 acres of off-site woodland conservation credits. It should be noted that the worksheet on the TCP2 is an older worksheet and the TCP2 submitted for signature approval shall include the updated worksheet, found on the Commission's website, and remain consistent with the TCP1 woodland conservation worksheet approved for this project, as conditioned herein.

Specimen Trees

With PPS-2024-013, the Planning Board approved five on-site specimen trees (ST-1 through ST-5), for removal. Specimen Trees St-1 and ST-2 will be removed with this phase. The applicant has chosen to replace these trees by paying a fee-in-lieu in the amount of \$4,375.00 in lieu of planting. No additional specimen tree removal was requested with this application.

Riparian Stream Buffer

The site contains a riparian stream buffer that is required to be fully wooded in accordance with Section 25-121(c)(1)(C) of the County Code; however, with the approval of the PPS, a PMA impact was approved by the Planning Board along the eastern property line in this phase and was within the stream buffer for a SWM outfall from the underground stormwater facility. This clearing is not proposed to be replaced. Also, it should be noted that existing WMATA structures are within the stream buffer.

VII. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE PRINCE GEORGE'S COUNTY TREE CANOPY COVERAGE ORDINANCE

Subtitle 25, Division 3, the 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 2,500 square feet of gross floor area, or disturbance, and requires a building or grading permit. The subject site is in the CGO Zone, which requires a minimum of 15 percent of the net tract area to be covered by tree canopy. The subject site is 8.54 net acres and the required TCC is approximately 1.27 acres (or approximately 55,189 square feet). The site plan proposes sufficient TCC with the proposed landscaped trees to meet the minimum requirement.

VIII. REFERRAL COMMENTS

The subject application was referred to the concerned agencies and divisions. The referral comments are incorporated herein by reference, and major findings are summarized as follows:

- A. **Community Planning**—In a memorandum dated October 31, 2025 (Nair to Myerholtz), the Community Planning Division provided an analysis of the relevant policies and goals of Plan 2035 and the master plan related to land use, community design, transportation, environment, water quality and SWM, and green space. The analysis found that the application generally meets the intent of the master plans through site design and architecture.
- B. **Transportation Planning**—In a memorandum dated October 30, 2025 (Smith to Myerholtz), the Transportation Planning Section provided a review of conditions attached to prior approvals, and a review of applicable Part 27-6 development standards, which are incorporated into the findings above. The Transportation Planning Section determined that the application is acceptable and meets the findings for pedestrian and bicycle transportation purposes.
- C. **Environmental Planning**—In a memorandum dated October 31, 2025 (Rea to Myerholtz), the Environmental Planning Section finds the application to be in conformance with Section 27-3605(e)(3) and (6), and Sections 27-6802, 27-6803,

27-6805, 27-6808, and 27-6809 within Section 27-6800, Environmental Protection and Noise Controls, of the Zoning Ordinance, subject to the findings and conditions in the Recommendation section of this technical staff report.

- D. **Subdivision**—In a memorandum dated November 6, 2025 (Bartlett to Myerholtz), the Subdivision Section provided an analysis of relevant prior conditions of approval from PPS-2024-013, which have been incorporated into this technical staff report.
- E. **Historic Preservation**—In a memorandum dated October 8, 2025 (Stabler, Smith, and Chisholm to Myerholtz), the Historic Preservation Section indicated that the subject property does not contain and is not adjacent to any designated Prince George’s County historic sites or resources.
- F. **Prince George’s County Department of Parks and Recreation (DPR)**—At the time of writing this technical staff report, DPR did not offer comments on the subject application.
- G. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this technical staff report, DPIE did not offer comments on this application.
- H. **Prince George’s County Fire/EMS Department**—At the time of the writing of this technical staff report, the Fire/EMS Department did not offer comments on this application.
- I. **Prince George’s County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on this application.
- J. **Prince George’s County Health Department**—At the time of the writing of this technical staff report, the Health Department did not offer comments on this application.
- K. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this technical staff report, WSSC did not offer comments on this application.
- L. **Maryland State Highway Administration (SHA)**—At the time of the writing of this technical staff report, no correspondence has been received from SHA.
- M. **Public Utilities**—At the time of the writing of this technical staff report, public utility companies did not offer comments on this application.
- N. **City of Seat Pleasant**—The subject property is located within 1.0 mile of the geographical boundary of the City of Seat Pleasant. The DET application was referred to the municipality for review on October 1, 2025. At the time of the writing of this technical staff report, the City of Seat Pleasant did not offer comments on this application.

IX. COMMUNITY FEEDBACK

On September 19, 2024, the applicant conducted a pre-application neighborhood meeting at Peppermill Community Center, 610 Hill Road, in Capitol Heights, beginning at 6:30 p.m., in accordance with Section 27-3402 of the Zoning Ordinance. Prior to the meeting, the required mailing and sign posting were completed by the applicant. A written summary of the meeting was included in the DET submission. At the time of the writing of this technical staff report, staff did not receive any inquiries regarding the subject application.

X. RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DET-2024-007, Minor Departure DPT-2025-0001, Alternative Compliance ACL-2025-0005, and Type 2 Tree Conservation Plan TCP2-2025-0067, for The Marion, subject to the following conditions:

1. Prior to certification of the detailed site plan (DET), the applicant and the applicant's heirs, successors, and/or assignees shall revise the DET, as follows, or provide the specific documentation:
 - a. Identify the visitor parking spaces on the plan, and indicate how they will be designated as such. Provide any necessary site details for this designation.
 - b. Revise the plans to meet the requirements of Section 27-6706 of the Prince George's County Zoning Ordinance regarding maximum illumination levels along the north lot line abutting vacant land in a residential zone.
 - c. Revise the lighting fixtures for the parking structure such that they will not be visible from public rights-of-way.
 - d. Revise the plans to include the lighting along the north lot line within the property boundary of the subject development.
 - e. Revise the light fixtures along the north property boundary to be no more than 14 feet in height, per Section 27-61203(g)(3) of the Prince George's County Zoning Ordinance.
 - f. Revise the proposed north property line to match what was approved under Preliminary Plan of Subdivision PPS-2024-013, so that it does not bisect the north parking area, and ensure this property line is consistent throughout the plans.
 - g. Add additional architectural features at the top of the southwest corner of Building 1, subject to review and approval of the Urban Design Section as a designee of the Prince George's County Planning Board.
 - h. Update the list of all recreational facilities on the coversheet to include quantities and unit cost, and to include the Central Avenue Connector Trail along with timing for construction prior to issuance of a uses and occupancy

permit for Building 1 (closest to Hill Road). Include a floor plan to identify the location of the proposed fitness center and clubhouses.

- i. Provide Continental-style crosswalks from the parking garage to the multifamily buildings.
 - j. Revise the plans to include the bufferyard along the north property line required by Section 4.7 of the 2018 *Prince George's County Landscape Manual*, or submit an approved alternative compliance application addressing Section 4.7 along this property line.
 - k. Revise the 10-foot-wide public utility easement to be consistent with the approved preliminary plan of subdivision and in conformance with the Prince George's County Subdivision Regulations and Prince George's County Zoning Ordinance.
 - l. Revise the architectural elevations of multifamily Building 1 to indicate the units requiring mitigation of the doors and windows (operating and fixed) to reduce interior noise levels to 45 dBA Leq or less, to include the specific minimum sound transmission class (STC) rating requirements outlined within the noise study of 28 (W), 26 (D) STC.
 - m. Provide standard bicycle lane and signage along frontage of Central Avenue (MD 214) or correspondence from the State Highway Administration for modifications to the recommendation.
2. Prior to certification of the detailed site plan, certification by a professional engineer with competency in acoustical analysis shall be placed on the DET and architectural plans stating that the doors and windows (operating and fixed) have been designed to reduce interior noise levels to 45 dBA Leq or less for those units requiring mitigation, as reflected in the Phase II noise analysis for the subject site, dated August 7, 2025, in accordance with Section 27-6810 of the Prince George's County Zoning Ordinance.
3. Prior to signature approval of the detailed site plan, the Type 2 tree conservation plan (TCP2) shall be revised as follows:
- a. Replace the worksheet on the plan with the current woodland conservation worksheet found on The Maryland-National Capital Park and Planning Commission's website. The TCP2 worksheet shall be consistent with the Type 1 tree conservation plan worksheet approved with the preliminary plan of subdivision.
 - b. Add a note under the specimen tree removal worksheet noting this is for Phase 1 only.
 - c. Have the TCP2 Worksheet signed by the qualified professional who prepared the worksheet.
 - d. Add the signed owner's awareness certificate to the plan.

- e. In conformance with Section 25-122(d) of the Prince George's County Code, 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.”

4. In accordance with Sections 27-6207(b)(3) and 27-6208(b)(3) of the Prince George's County Zoning Ordinance, the applicant shall demonstrate that the associated easement has been established allowing pedestrian and bicycle cross access from the adjoining nonresidential property to the east. The easement shall be reviewed and approved by the Development Review Division of the Prince George's County Planning Department and be fully executed, prior to approval of a final plat for the development. The document shall set forth the maintenance responsibility of the landowner and shall include the rights of the Prince George's County Planning Board. The document shall be recorded in the Prince George's County Land Records, and the Liber/folio indicated on the final plat, prior to recordation.
5. Prior to approval of a final plat, the applicant and the applicant's heirs, successors, and/or assignees shall provide a draft public use access easement and maintenance agreement or covenant for the public recreation facility, Central Avenue Connector Trail, to The Maryland-National Capital Park and Planning Commission (M-NCPPC), Department of Parks and Recreation, for approval. The easement agreement shall contain the rights of the Prince George's County Planning Board, be recorded in the Prince George's County Land Records, and the Liber/folio shown on the final plat, prior to recordation. The final plat shall reflect the location and extent of the easement, in accordance with the approved detailed site plan.
6. Prior to approval of a final plat, the applicant and the applicant's heirs, successors, and/or assignees shall provide a draft public use access easement and maintenance agreement or covenant for the bikeshare station, to the Development Review Division of the Prince George's County Planning Department, for approval. The easement agreement shall be prepared in consultation with Prince George's County Department of Public Works and Transportation, contain the rights of the Prince George's County Planning Board, be recorded in the Prince George's County Land Records, and the Liber/folio shown on the final plat, prior to recordation. The final plat shall reflect the location and extent of the easement, in accordance with the approved detailed site plan.
7. In accordance with Section 27-6408 of the Prince George's County Zoning Ordinance, the applicant shall demonstrate that the associated easement or covenant has been established for open space set-aside areas. The easement shall be

reviewed and approved by the Development Review Division of the Prince George's County Planning Department and be fully executed, prior to approval of a final plat for the development. The document shall set forth the continued use of the land for its intended open space purposes, in perpetuity, and provide for the continued and effective management, operation, and maintenance of the land and facilities, and shall include the rights of the Prince George's County Planning Board. The document shall be recorded in the Prince George's County Land Records, and the Liber/folio indicated on the final plat, prior to recordation.