

R E S O L U T I O N

WHEREAS, Redevelopment Authority of Prince George's County is the owner of a 27-23-acre parcel of land known as Tax Map 60 in Grid B-2 and is also known as Parcels A and B, said property being in the 13th Election District of Prince George's County, Maryland, and being zoned Mixed-Use Transportation-Oriented (M-X-T); and

WHEREAS, on May 25, 2017, Pennrose Properties, LLC, filed an application for approval of a Preliminary Subdivision Plan for 97 lots; and 32 parcels for the development of 333 multifamily apartments; and 97 single-family attached dwellings (townhomes); and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plan, also known as Preliminary Plan 4-16038 for Glenarden Redevelopment was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on July 20, 2017, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with conditions; and

WHEREAS, on July 20, 2017, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Preliminary Plan of Subdivision 4-16038, including a Variation from Section 24-128(b)(7)(A) to allow townhouse lots that do not have frontage on and pedestrian access to public right-of-way and to further allow multifamily dwellings to be served a private roadway with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision the plan shall be revised as follows:
 - a. Show all proposed sidewalks to including the additional sidewalk segments marked in red on the Preliminary Site Exhibit provided by the Transportation Planning Section.
 - b. Provide the proposed lot, block, and parcel information in the plan's title box.
 - c. Designate a parcel number for 'Street A' or otherwise clarify if 'Street A' will be included within the limits of Parcel A.
 - d. Label the 10-foot public utility easement (PUE) on at least one side of 'Street E.'

- e. Provide a hammerhead or other turn-around treatment to the terminus of 'Alley E,' or provide a connection to the parking compound on Parcel 9.
 - f. Relabel Parcel 6 to show the parcel inclusive of the community building is to be retained by owner, and revise Note 4 accordingly.
2. At the time of final plat, the applicant and the applicant's heirs, successors and/or assignees, shall grant a ten-foot-wide public utility easement (PUE) along all public rights-of-way.
3. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in a resolution of approval, shall require the approval of a new preliminary plan of subdivision prior to the approval of any building permits.
4. Development of this site shall be in conformance with the Stormwater Management Concept Plan No. 32858-2016-00 and any subsequent revisions.
5. Full cut-off optic light fixtures shall be used on this site to reduce light intrusion.
6. At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area except for any approved impacts and shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat:

"Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed."
7. The applicant and the applicant's heirs, successors and/or assignees shall provide private on-site recreational facilities in accordance with the *Park and Recreation Facilities Guidelines*. At the time of DSP, the type and siting of the facilities shall be determined including appropriate triggers for construction.
8. The applicant and the applicant's heirs, successors and/or assignees shall submit three (3) original Recreational Facilities Agreements (RFA) to DRD for construction of recreational facilities on-site for approval prior to the submission of final plats. Upon approval by the DRD, the RFA shall be recorded among the Prince George's County Land Records.
10. Prior to approval of the final plat, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that a homeowners' association has been established. The draft covenants shall be submitted to the Subdivision and Zoning Section to ensure that the rights of The Maryland-National Capital Park and Planning Commission (M-NCPPC) are included. The liber/folio of the declaration of covenants shall be noted on the final plat prior to recordation.

11. Prior to approval of the 20th building permit, the applicant and the applicant's heirs, successors, and/or assignees shall convey to the homeowners' association (HOA) land as identified on the approved preliminary plan of subdivision and detailed site plan. Land to be conveyed shall be subject to the following:
 - a. A copy of the deed for the property to be conveyed shall be submitted to the Subdivision Review Section of the Development Review Division (DRD), Upper Marlboro.
 - b. All waste matter of any kind shall be removed from the property prior to conveyance, and all disturbed areas shall have a full stand of grass or other vegetation upon completion of any phase, section, or the entire project.
 - c. The conveyed land shall not suffer the disposition of construction materials, soil filling, other than the placement of fill material associated with permitted grading operation that are consistent with the permit and minimum soil class requirements, discarded plant materials, refuse, or similar waste matter.
 - d. Any disturbance of land to be conveyed to an HOA shall be in accordance with an approved detailed site plan. This shall include, but not be limited to, the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement, and stormdrain outfalls.
 - e. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to an HOA. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by DRD in accordance with the approved detailed site plan.
 - f. The Planning Board or its designee shall be satisfied that there are adequate provisions to assure retention and future maintenance of the property to be conveyed.
12. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2009 *Approved Landover Gateway Sector Plan and Sectional Map Amendment*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following:
 - a. Reconstruct the existing sidewalk and curb ramps along the subject property's entire frontage of Brightseat Road to meet current County and ADA specification and standards, unless modified by DPIE.
 - b. Reconstruct the existing sidewalk and curb ramps along the subject property's entire frontage of Evarts Street to meet current County and ADA specification and standards, unless modified by the Department of Permitting, Inspections and Enforcement (DPIE).
 - c. Bike parking shall be provided at each of the multifamily buildings. The location, type and number of bicycle racks will be determined at the time of DSP.

- d. Prior to the issuance of the first building permit, provide a financial contribution of \$420 to the Department of Public Works and Transportation for the provision of one Share the Road bikeway sign along the site's frontage of Brightseat Road.
13. Prior to the approval of any building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following required adequate pedestrian and bikeway facilities as designated below or as modified by DPW&T/DPIE in accordance with Section 24-124.01 of the Subdivision Regulations, have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:
 - a. Prior to issuance of the first building permit, the applicant and the applicant's heirs, successors and assigns shall utilize all of the off-site dollars (\$129,000) as specified under Section 24-124.01(c) to the Department of Public Works and Transportation for use towards the completion of the necessary signal and ADA improvements at the Brightseat Road and Evarts Street intersection.
 - b. Prior to signature approval of the Detailed Site Plan, provide an exhibit that illustrates the location and limits of all off-site improvements recommended by staff for the review of the operating agencies. This exhibit shall show the location of the improvements required for ADA compatibility and a full signal upgrade at the Brightseat Road and Evarts Street intersection, consistent with Section 24-124.01(f). The intersection improvements shall be designed by the applicant and constructed by DPW&T.
14. Total development within the subject property shall be limited to uses which generate no more than 201 AM and 233 PM peak-hour trips. Any development generating an impact greater than that identified herein above shall require a new determination of the adequacy of transportation facilities.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.
2. **Background**—The subject property is located on Tax Map 60 in Grid B-2 and is known as Parcels A & B. Parcel A was recorded in Plat Book WWW 67-1 on December 14, 1967. Parcel B was recorded in Plat Book WWW 70-100 on February 26, 1969. The property is entirely under the ownership of the Redevelopment Authority of Prince George's County and consists of 27.23 acres in the Mixed-Use Transportation-Oriented (M-X-T) Zone. The property is currently vacant and was previously improved with 578 garden apartments that were demolished by the Redevelopment Authority of Prince George's County in preparation for the redevelopment of the site.

The applicant is proposing a Residential Revitalization project in accordance with County Council Bill CB-95-2016 which proposes the development of 97 townhomes, 232 multifamily units and 101 age-restricted/senior housing units. The site is proposed to contain a 5,748 square-foot community building, swimming pool, locker rooms, lobby and office areas, fitness and multipurpose rooms, mechanical, electrical and storage rooms and a lifeguard room. The site will be served by private roads and alleys that will provide vehicular access to Brightseat Road to the east, Hamlin Street to the north, and Evarts Street to the south.

The vacant property will be subdivided to create 97 residential lots and 32 parcels which requires the approval of a preliminary plan of subdivision (PPS), and the approval of detailed site plan application (DSP) in accordance with CB-95-2016 and Section 27-445.10(d)(1) of the Zoning Ordinance. Detailed Site Plan DSP-16059 has been submitted for this property, is being processed concurrently with the subject PPS application and is scheduled to be heard by the Planning Board on July 20, 2017, the same day as the PPS. The lotting pattern and street grid system reflected on companion DSP-16059 is consistent with the submitted PPS.

In accordance with CB-95-2016 and Section 27-445.10(b)(4) of the Zoning Ordinance, regulations concerning the height of structures, lot size and coverage, frontage, setbacks, density, bedroom percentages, number of uses, and other requirements of the specific zone do not apply to uses and structures in a Residential Revitalization project. The dimensions and percentages shown on the approved DSP shall constitute the development regulations.

Variations have been requested with the subject application from Section 24-128(b)(7)(A), to allow townhouse lots that do not have frontage on and pedestrian access to a public right-of-way, and to allow multifamily dwellings to be served by a private road.

The on-site regulated environmental features include 100-year floodplain and 60-foot-wide stream buffers. A single off-site impact is proposed to the primary management area (PMA), in order to install a connection to an existing sewer line located to the southwest of the property. This impact totals 2,962 square feet and is considered necessary to the orderly development of the subject property. This impact cannot be avoided because it is required by other provisions of the County and state codes. The plan shows the preservation of the remaining areas of PMA.

No clearing of woodland is proposed with the subject application. This project is exempt from the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the site contains less than 10,000 square feet of woodland, and does not have a previously approved tree conservation plan. The site received a Woodland Conservation Exemption Letter (S-002-16) on January 5, 2016, which expires on January 5, 2018.

3. **Setting**—The property is located on the northwest quadrant of the Brightseat Road and Evarts Street intersection. The site is bounded to the north by Hamlin Street, a public street having a 70-foot-wide right-of-way width, and beyond by attached single-family dwellings in the Cottages of Glenarden Subdivision in the Residential Townhouse (R-T) Zone; to the south by Evarts Street, a collector roadway having an 80-foot-wide right-of-way width, and beyond by the Maple Ridge

Apartments in the M-X-T Zone; to the east by detached single-family dwellings in the One-Family Detached Residential (R-55) Zone and Brightseat Road, a collector roadway having an 80-foot-wide right-of-way width; and to the west by vacant land and the Cattail Branch Creek in the R-T Zone.

4. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

Zone Use(s)	EXISTING	APPROVED
	M-X-T Vacant	M-X-T Multifamily, Age-Restricted Multifamily, and Single-Family Attached Dwelling Units
Acreage	27.23	27.23
Outlots	0	0
Dwelling Units:		
Attached	0	97
Multifamily	0	333 (101 Age-Restricted)
Variance	N/A	N/A
Variation	No	Yes
		24-128(b)(7)(A)

Pursuant to Section 24-113 of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee (SDRC) on June 16, 2017. The requested variations from Section 24-128(b)(7)(A) to allow townhouse lots that do not have frontage on, and pedestrian access to, a public right-of-way and to allow multifamily dwellings to be served by a private road, were heard before the SDRC on June 30, 2017.

5. **Environmental**—The Environmental Planning Section previously reviewed the following applications and associated plans for the subject site:

Development Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
NRI-015-2017	N/A	Staff	Approved	1/31/2017	N/A

Proposed Activity

The current application is for residential redevelopment with townhouses and multifamily.

Grandfathering

Phase 1 of the project is not grandfathered with respect to the environmental regulations contained in Subtitle 24 that came into effect on September 1, 2010 because the application is for a PPS.

Site Description

The 27.24-acre site is located on the northwest quadrant of Brightseat Road and Evarts Street. Based on available information and the approved natural resources inventory, the site contains stream buffer and floodplain associated with a stream and wetland system located off-site to the west. This stream system is Cattail Branch in the Lower Beaverdam Creek, which drains into the Anacostia River. The predominant soils found to occur according to the U.S. Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS), Web Soil Survey (WSS), include the Christiana Downer-Urban, Longmarsh and Indiantown, Russet-Christiana, Sassafras-Urban, Woodstown-Urban, and Zekiah and issue soil complexes. Based on available information, Marlboro clay is not found to occur in the vicinity of this property; however, Christiana complexes are. There are no designated scenic or historic roads in the vicinity of the site. According to available information from the Maryland Department of Natural Resources, Natural Heritage Program, rare, threatened, and endangered species are not found to occur in the vicinity of the site. The site contains regulated areas within the designated network of the Countywide Green Infrastructure Plan, which was approved as part of the 2017 *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan*. The site is located within the Landover Gateway Town Center of the Growth Policy Map and Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035).

Master Plan Conformance

The current Master Plan for this area is the 2009 *Landover Gateway Sector Plan and Sectional Map Amendment* (Landover Gateway Sector Plan and SMA).

In the approved master plan and sectional map amendment, the Environmental Infrastructure section contains goals, policies, and strategies. The following guidelines have been determined to be applicable to the current project.

Policy 1. Protect, preserve, and enhance the identified green infrastructure network within the Landover Gateway planning area.

Strategies:

- **Protect the planning area's primary corridor of Cattail Branch during the review of land development proposals to ensure the highest level of environmental quality and ecological health possible and by limiting negative environmental impacts.**
- **Preserve, restore, and enhance regulated areas throughout the development review process by requiring stream restoration and the planting of riparian stream buffers.**
- **Through the development review process, carefully evaluate properties that drain into the Anacostia River for use of environmentally sensitive site design techniques, with an emphasis on making connections to the local green infrastructure network elements.**

- **Consider the use of bridges and other techniques that minimize impacts to features within the network.**
- **Target public land acquisition programs to acquire and/ or protect land within the designated green infrastructure network as appropriate in order to preserve, enhance, or restore essential features.**

The site contains regulated areas as designated in the Countywide Green Infrastructure Plan, which was approved as part of the 2017 *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan*. The regulated environmental features (floodplain and stream buffer) located along the western boundary of the site are associated with the Cattail Branch Primary Corridor. Minimal impacts are proposed for the installation of an off-site sewer connection.

Policy 2. Restore and enhance water quality in areas that have been degraded and preserve water quality in areas not degraded.

Strategies:

- **Identify opportunities for ecologically significant stream and water quality restoration projects within and adjacent to the Cattail Branch primary corridor.**
- **Target required mitigation from site development projects in the area to the Cattail Branch watershed, where necessary, to include expanded vegetative buffers and stabilization of the main stem or tributaries.**
- **Utilize existing or require new stream corridor assessments as part of the development review process and include them with the submission of a NRI as development is proposed for each site. Mitigate areas identified in the assessments during the land development process.**

No stream restoration or mitigation requirements have been identified for this project.

Policy 3. Require the use of environmentally sensitive stormwater management techniques in order to control and/ or reduce volumes of urban stormwater runoff and improve water quality.

Strategies:

- **Require environmentally sensitive design stormwater techniques, such as rain gardens, bioretention and infiltration areas, innovative stormwater outfalls, underground stormwater management, green streets, cisterns, rain barrels, grass swales, and stream stabilization to the fullest extent possible.**
- **Require the use of shared environmentally sensitive stormwater management facilities, where appropriate.**

- **Require street tree plantings to be recessed so that they are able to intercept surface stormwater flow from surrounding impervious areas.**
- **Establish maximum impervious surface percentages in urbanized area during the evaluation of development proposals.**
- **Design parking areas as either shared or as structured lots. The use of parking garages and/ or underground parking shall be priorities.**

The approved stormwater management concept plan shows the use of underground storage, submerged gravel wetland, and numerous bioretention facilities throughout the site to address water quality.

Policy 4. Implement environmentally sensitive design building techniques and reduce overall energy consumption.

Strategies:

- **Encourage the use of green building techniques as designate by the U.S. Green Building Council. New building designs should incorporate the latest environmental technologies in project buildings and site designs. As redevelopment occurs, the existing buildings should be reused and redesigned to incorporate energy and building material efficiencies.**
- **Require the use of at least three green building techniques on each new and redevelopment project, including but not limited to:**
- **Creation of gray water reuse system.**
- **The use of low volatile organic compound materials.**
- **Recycled and/ or sustainable building materials as designated by the U.S. Green Building Council.**
- **Green roofs.**
- **Renewable/ alternative energy sources, such as wind, solar, and geothermal.**
- **Support the development of a countywide green building program that provides incentives for reducing the overall impacts of buildings on the environment and to provide cleaner, healthier buildings to support the health and wellness of county residents and workers.**
- **Reduce energy consumption through the use of more effective and energy efficient indoor and outdoor lighting and air movement systems.**

The use of green building techniques and energy conservation techniques are encouraged as appropriate.

Policy 5. Preserve and enhance the existing urban tree canopy.

Strategies:

- **Require a minimum of 10 percent tree canopy coverage on all development projects and encourage the preservation of existing specimen trees (trees 30 inches or greater in diameter at breast height).**
- **Encourage the use of conservation landscaping techniques that reduce water consumption and the need for fertilizers or chemical applications.**
- **Encourage the development of community-based tree planting programs and, where possible, direct fee-in-lieu monies collected for conformance with the Woodland Conservation Ordinance to those programs.**
- **Increase the percentage of urban tree canopy by planting trees and other vegetation, especially along roadways, in median strips, and within residential communities.**
- **Plant trees in strategic locations to cool buildings and reduce overall energy consumption.**

The use of conservation landscaping techniques including the use of native species for on-site planting should be encouraged to reduce water consumption and the need for fertilizers or chemical applications. Tree Canopy Coverage Ordinance requirements should be addressed by the Urban Design Section with the companion DSP application.

Policy 6. Reduce light pollution into residential communities and environmentally sensitive areas.

Strategies:

- **Encourage the use of lighting techniques to provide safety at athletic fields, shopping centers, gas stations, and vehicle sales establishments.**
- **Require the use of full cut-off optic light fixtures.**
- **Require a detailed lighting plan to be submitted for all new projects.**

The minimization of light intrusion from this site into the on-site environmentally-sensitive areas is important to protect the health of the stream valley and associated wildlife. The use of alternative lighting technologies and the limiting of total light output should be demonstrated. Full cut-off optic light fixtures must be used.

Policy 7. Reduce air pollution to support community health and wellness and champion nonmotorized alternatives by placing a high priority on transit-oriented development and transportation demand management projects and programs.

Strategies:

- **Design development and redevelopment projects to minimize the need for motor vehicle trips and to prevent conditions that may create local air pollution nuisances.**
- **Provide an improved, continuous network of sidewalks and bikeways to facilitate pedestrian use and access.**
- **Provide park-and-ride lots along major roads for carpools, vanpools, and transit users.**

The Residential Revitalization Project is located along Brightseat Road, a master plan sidewalk and bikeway corridor. Pedestrian access is accommodated by an extensive internal sidewalk network, which will enhance the walkability of the neighborhood and ensure adequate pedestrian facilities exists to schools. Bike parking will also be provided at each of the multifamily buildings, which will help minimize the need for motor-vehicle trips and help to reduce air pollution to support community health and wellness.

Policy 8. Reduce adverse noise impacts to meet State of Maryland noise standards.

Strategies:

- **Evaluate development and redevelopment proposals using Phase I noise studies and noise models.**
- **Provide for adequate setbacks for projects located adjacent to existing and proposed noise generators and roadways of arterial classification or greater.**
- **Provide noise attenuation measures when noise issues are identified.**
- **Provide sound barriers between incompatible uses.**
- **Restrict hours of operation for uses that produce excessive noise.**

The site does not abut any roadways of arterial classification or greater.

Countywide Green Infrastructure Plan

The Countywide Green Infrastructure Plan was approved with the adoption of the 2017 *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* (CR-11-2017) on March 7, 2017. According to the Countywide Green Infrastructure Plan, the site contains a regulated area within the designated network of the plan.

The following policies and strategies in bold are applicable to the subject application.

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

- 1.1 Ensure that areas of connectivity and ecological functions are maintained, restored and/or established by:**
 - a. Using the designated green infrastructure network as a guide to decision-making and using it as an amenity in the site design and development review processes.**
 - b. Protecting plant, fish, and wildlife habitats and maximizing the retention and/or restoration of the ecological potential of the landscape by prioritizing healthy, connected ecosystems for conservation.**
 - c. Protecting existing resources when constructing stormwater management features and when providing mitigation for impacts.**
 - d. Recognizing the ecosystem services provided by diverse land uses, such as woodlands, wetlands, meadows, urban forests, farms and grasslands within the green infrastructure network and work toward maintaining or restoring connections between these landscapes.**
 - e. Coordinating implementation between County agencies, with adjoining jurisdictions and municipalities, and other regional green infrastructure efforts.**
 - f. Targeting land acquisition and ecological restoration activities within state-designated priority waterways such as stronghold watersheds and Tier II waters.**
- 1.2 Ensure that Sensitive Species Project Review Areas and Special Conservation Areas (SCAs), and the critical ecological systems supporting them, are preserved, enhanced, connected, restored and protected.**
 - a. Identify critical ecological systems and ensure they are preserved and/or protected during the site design and development review processes.**
 - b. Prioritize use of public funds to preserve, enhance, connect, restore and protect critical ecological systems.**

The site contains a Regulated Area along the western boundary associated with Cattail Branch. A small portion of the Regulated Area is shown to be impacted in the northwestern corner of the property for the installation of an underground stormwater management facility. The PMA has

been based on the delineated on-site environmental features including floodplain and stream buffer as shown on the plan. No PMA impacts are shown on this portion of the site.

Another small portion of the Regulated Area is shown to be impacted in the southwestern corner of the property and coincides with a requested PMA impact for the installation of a propose sewer connection.

No Sensitive Species Project Review Areas or Special Conservation Areas are located on or within the vicinity of the subject site.

POLICY 2: Support implementation of the 2017 GI Plan throughout the planning process.

- 2.4 Identify Network Gaps when reviewing land development applications and determine the best method to bridge the gap: preservation of existing forests, vegetation, and/or landscape features, and/ or planting of a new corridor with reforestation, landscaping and/or street trees.**
- 2.5 Continue to require mitigation during the development review process for impacts to regulated environmental features, with preference given to locations on-site, within the same watershed as the development creating the impact, and within the green infrastructure network.**
- 2.6 Strategically locate off-site mitigation to restore, enhance and/or protect the green infrastructure network and protect existing resources while providing mitigation.**

No Network Gaps have been identified on the subject site and no mitigation for impacts to regulated environmental features have been identified.

POLICY 3: Ensure public expenditures for staffing, programs, and infrastructure support the implementation of the 2017 GI Plan.

- 3.3 Design transportation systems to minimize fragmentation and maintain the ecological functioning of the green infrastructure network.**
 - a. Provide wildlife and water-based fauna with safe passage under or across roads, sidewalks, and trails as appropriate. Consider the use of arched or bottomless culverts or bridges when existing structures are replaced or new roads are constructed.**
 - b. Locate trail systems outside the regulated environmental features and their buffers to the fullest extent possible. Where trails must be located within a regulated buffer they must be designed to minimize clearing and grading and to use low impact surfaces.**

No transportation related impacts are proposed with the subject application.

POLICY 4: Provide the necessary tools for implementation of the 2017 GI Plan.

- 4.2 Continue to require the placement of conservation easements over areas of regulated environmental features, preserved or planted forests, appropriate portions of land contributing to Special Conservation Areas, and other lands containing sensitive features.**

No conservation easements are required for the subject application.

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

- 5.8 Limit the placement of stormwater structures within the boundaries of regulated environmental features and their buffers to outfall pipes or other features that cannot be located elsewhere.**
- 5.9 Prioritize the preservation and replanting of vegetation along streams and wetlands to create and expand forested stream buffers to improve water quality.**

All stormwater management facilities have been designed to avoid impacts to regulated environmental features. The site is exempt from the Woodland and Wildlife Habitat Conservation Ordinance.

POLICY 7: Preserve, enhance, connect, restore and preserve forest and tree canopy coverage. *General Strategies for Increasing Forest and Tree Canopy Coverage*

- 7.1 Continue to maximize on-site woodland conservation and limit the use of off-site banking and the use of fee-in-lieu.**
- 7.2 Protect, restore and require the use of native plants. Prioritize the use of species with higher ecological values and plant species that are adaptable to climate change.**
- 7.4 Ensure that trees that are preserved or planted are provided appropriate soils and adequate canopy and root space to continue growth and reach maturity. Where appropriate, ensure that soil treatments and/ or amendments are used.**

Planting of native species are encouraged adjacent to the Cattail Branch stream valley, located along the western boundary of the property.

Forest Canopy Strategies

- 7.12 Discourage the creation of new forest edges by requiring edge treatments such as the planting of shade trees in areas where new forest edges are proposed to reduce the growth of invasive plants.**

- 7.13 Continue to prioritize the protection and maintenance of connected, closed canopy forests during the development review process, especially in areas where FIDS habitat is present or within Sensitive Species Project Review Areas.**
- 7.18 Ensure that new, more compact developments contain an appropriate percentage of green and open spaces that serve multiple functions such as reducing urban temperatures, providing open space, and stormwater management.**

No clearing of woodland is proposed with the subject application. Green space within the interior of the proposed development is encouraged.

POLICY 12: Provide adequate protection and screening from noise and vibration.

- 12.2 Ensure new development is designed so that dwellings or other places where people sleep are located outside designated noise corridors. Alternatively, mitigation in the form of earthen berms, plant materials, fencing, or building construction methods and materials may be used.**

The site does not abut any roadways of arterial classification or greater, and no other nearby noise and vibration sources have been identified with the subject application that would require mitigation.

Natural Resources Inventory/Existing Conditions

A Natural Resources Inventory, NRI-015-2017, was approved on January 31, 2017, and was submitted with the subject application. No revisions are required for conformance to the NRI.

Woodland Conservation

This project is exempt from the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the site contains less than 10,000 square feet of woodland, and does not have a previously approved tree conservation plan. The site received a Woodland Conservation Exemption Letter (S-002-16) on January 5, 2016, which expires on January 5, 2018. No additional information is required with regard to woodland conservation.

Regulated Environmental Features/Primary Management Area

This site contains regulated environmental features that are required to be preserved and/or restored to the fullest extent possible under Section 24-130(b)(5) of the Subdivision Regulations. The on-site regulated environmental features include 100-year floodplain and 60-foot-wide stream buffers.

Impacts to the regulated environmental features should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for stormwater management facilities.

Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. Stormwater management outfalls may also be considered necessary impacts, if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, stormwater management facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with County Code.

A letter of justification for the proposed impacts was received by the Environmental Planning Section (EPS) on July 5, 2017. The plans show a single off-site impact to the PMA, in order to install a sewer connection to an existing line located to the southwest of the property. This impact totals 2,962 square feet and is considered necessary for the orderly development of the subject property. This impact cannot be avoided because it is required by other provisions of the County and state codes. The plan shows the preservation of the remaining areas of PMA.

Based on the level of design information available at the present time, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible, based on the limits of disturbance shown on the impact exhibits. The impact approved in concept is for an off-site sewer connection.

At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area except for any approved impacts and shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat:

“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.”

6. **Community Planning**—The subject application is located in Planning Area 72 within the Landover Community, and within the 2009 *Approved Landover Gateway Sector Plan and Sectional Map Amendment* (Landover Gateway Sector Plan and SMA). The Landover Gateway Sector Plan and SMA rezoned the subject property to the M-X-T Zone and recommended a medium-density residential land use for the property. This application provides the appropriate density to complement a slightly denser core east of Brightseat Road and a less dense single-family residential development north of the project site. Moreover, the application offers the addition of a successful housing mix including housing opportunities across a broad spectrum of ages and incomes. The internal rights-of-way, pedestrian amenities, open space, and the 5,748-square-foot community building will promote the vibrant environment discussed in the plan’s vision.

This application is consistent with the goals of the *Plan Prince George’s 2035 Approved General Plan*, which designates the Landover Gateway area as a Local Town Center. The vision for the

Local Town Center is to serve as a focal point of concentrated residential development and limited commercial activity serving the Established Communities. Town centers are less dense than other center types, are auto-oriented with access from arterial highways and serve as anchors for larger areas of suburban subdivisions. These centers have a walkable core, with a mix of uses spread horizontally across the town center as opposed to a vertical mix of uses.

Planning Issues

The applicant proposes to build 232 multifamily units, 101 age-restricted multifamily units and 97 one-family attached units (townhouses) as part of a residential revitalization project. The criteria for a residential revitalization project are found in Section 27-445.10 and 27-547 of the Zoning Ordinance, and has among its criteria that applicable projects contain the renovation or redevelopment of certain multifamily, attached one-family or two-family, or detached one-family dwelling units located within a designated Revitalization Tax Credit District. The proposed site is the former location of the Glenarden Apartments, which is in the Revitalization Tax Credit District and thus meets the criteria.

The 2009 *Approved Landover Gateway Sector Plan and Sectional Map Amendment's* rezoning of the subject property and nearby properties to the M-X-T Zone facilitates the plan's implementation. The Planning Board finds that the proposed development contributes to the residential density and amenities planned for the Landover Gateway Local Town Center.

7. **Parks and Recreation**—Department of Parks and Recreation (DPR) has reviewed and evaluated the PPS for conformance with the requirements of the Landover Gateway Sector Plan and SMA, the Land Preservation and Recreation Program for Prince George's County, and the Formula 2040 Functional Master Plan for Parks, Recreation and Open Space, as they pertain to public parks and recreational facilities.

This application is a residential revitalization project proposing 333 multifamily dwelling units and 97 townhouse dwelling units on 27.24 acres in the M-X-T Zone. The applicant has provided conceptual information on proposed private recreational facilities, including a community clubhouse, pool and tot-lot, that will be constructed as part of the residential revitalization project and available to the residents.

There are a number of recreational opportunities in close proximity to the subject property. Henry P. Johnson Neighborhood Park, located directly across Brightseat Road, includes an open-play field, loop walking trail, playground, basketball court, picnic shelter and tennis courts. In addition, the Glenarden Community Center is located within a half mile of the subject property off McLain Avenue. This park includes a lighted combination football/soccer/softball field, tennis courts, basketball courts and a playground.

The Planning Board approves DPR's recommendations for the provisions of private recreational facilities in order to meet the provisions of Section 24-134 of the Subdivision Regulations. The proposed private recreational facilities, in conjunction with these relatively close existing public

recreational facilities, will adequately service the recreational needs of the future residents of this proposed development.

8. **Trails**—The Transportation Planning Section has reviewed the PPS for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), and/or the appropriate area master/sector plan in order to implement planned trails, bikeways, and pedestrian improvements.

The subject application proposes the redevelopment of two existing parcels within the Landover Gateway Center. The site proposes 333 multifamily units and 97 townhouses. The property is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2009 *Approved Landover Gateway Sector Plan and Sectional Map Amendment*. Because the site is located in the designated Landover Gateway Center, it is subject to the requirements of Section 24-124.01 and the “Transportation Review Guidelines, Part 2, 2013,” at the time of PPS.

Background:

Two master plan trails impact the subject property, with both Brightseat Road and Evarts Street being designated as master plan sidewalk and bikeway corridors. The area sector plan includes the following text regarding these proposals:

Provide continuous sidewalks and on-road bicycle facilities on the Evarts Street extension.

This extension will provide pedestrian access between the Woodmore Town Centre and the Landover Civic Center and commercial core. In addition, this pedestrian connection across the Capital Beltway (I-95/495) will provide for a more unified, walkable study area by providing access across a major pedestrian barrier.

Provide continuous sidewalks/wide sidewalks and on-road bicycle accommodations along Brightseat Road

Brightseat Road is a major north–south connection through the sector plan area, and currently, facilities for pedestrians are fragmented. The road currently does not include striping for bicycle facilities. However, due to the speed and volume of vehicles along the road, its connectivity through the sector plan area, and its connection to FedEx Field, designated bike lanes are recommended. Brightseat Road should also include accommodations for bicycles and pedestrians at the planned interchange with Landover Road (MD 202). These facilities will provide safe nonmotorized connectivity to the Landover Civic Center and commercial core from surrounding neighborhoods. The sector plan also recognizes the importance of providing sidewalks as new development occurs and road frontage improvements are made. The sector plan includes the following text regarding sidewalks and further identifies Brightseat Road and Evarts Street as priority sidewalk corridors:

Provide standard sidewalks along both sides of all internal roads within the study area.

The provision of sidewalks and trail connections will enhance the walkability of the neighborhood, as well as ensure that adequate pedestrian facilities exist to schools.

Brightseat Road and Evarts Street are designated as priority sidewalk corridors due to their access through and around the planned regional center and their access to local community facilities.

For the sector plan area to be walkable, pedestrian facilities and safety need to be improved along these corridors.

The Complete Streets element of the MPOT reinforces the need for these recommendations and includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

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

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.

Proposed On-Site Bicycle and Pedestrian Improvements:

Sidewalks currently exist along the subject site's frontage of both Evarts Street and Brightseat Road. However, these sidewalks will have to be reconstructed as they do not meet current County or Americans with Disabilities Act (ADA) specifications or standards. Sidewalks are provided along both sides of most of the internal roads. In order to complete the sidewalk network on-site and meet the intent of the Complete Street policies, additional segments of sidewalk are recommended as marked in red on the Preliminary Site Exhibit.

Review of the Bicycle and Pedestrian Impact Statement (BPIS) and Proposed Off-Site Improvements:

Due to the location of the subject site within the Landover Gateway Center, the application is subject to County Council Bill CB-2-2012, which includes a requirement for the provision of off-site bicycle and pedestrian improvements. Section 24-124.01(c) of the Subdivision Regulations includes the following guidance regarding off-site improvements:

- (c) As part of any development project requiring the subdivision or re-subdivision of land within Centers and Corridors, the Planning Board shall require the developer/property owner to construct adequate pedestrian and bikeway facilities (to the extent such facilities do not already exist) throughout the subdivision and**

within one-half mile walking or bike distance of the subdivision if the Board finds that there is a demonstrated nexus to require the applicant to connect a pedestrian or bikeway facility to a nearby destination, including a public school, park, shopping center, or line of transit within available rights of way.

County Council Bill CB-2-2012 also included specific guidance regarding the cost cap for the off-site improvements. The amount of the cost cap is determined pursuant to Section 24-124.01(c):

The cost of the additional off-site pedestrian or bikeway facilities shall not exceed thirty-five cents (\$0.35) per gross square foot of proposed retail or commercial development proposed in the application and Three Hundred Dollars (\$300.00) per unit of residential development proposed in the application, indexed for inflation.

Based on Section 24-124.01(c) and the 430 dwelling units proposed, the cost cap for the site is \$129,000. Section 24-124.01 also provided specific guidance regarding the types of off-site bicycle and pedestrian improvements that may be required, per Section 24-124.01(d):

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

- 1. installing or improving sidewalks, including curbs and gutters, and increasing safe pedestrian crossing opportunities at all intersections;**
- 2. installing or improving streetlights;**
- 3. building multi-use trails, bike paths, and/or pedestrian pathways and crossings;**
- 4. providing sidewalks or designated walkways through large expanses of surface parking;**
- 5. installing street furniture (benches, trash receptacles, bicycle racks, bus shelters, etc.); and**
- 6. installing street trees.**

A variety of possible off-site improvements were discussed with the applicant. Destinations in the immediate vicinity of the subject site include the many multifamily residential complexes along Brightseat Road, the commercial shopping center on the south side of MD 202 and Henry P. Johnson Park off Evarts Street. There are also multiple bus stops along Brightseat Road, some of which have shelters and others do not. Possible off-site improvements that were considered included 1) widening the existing sidewalk on the west side of Brightseat Road to ADA standards, 2) providing a sidewalk on the east side of Brightseat Road, 3) installing bus shelters at multiple

locations and 4) and constructing ADA/pedestrian signal improvements at the Evarts Street and Brightseat Road intersection.

In the BPIS report submitted by the applicant, three bus shelters were proffered, as well as crossing improvements (pedestrian signal, two ADA ramps, and crosswalk) at the Evarts Street and Brightseat Road intersection. However, after discussions with the Department of Permitting, Inspections and Enforcement (DPiE)/Department of Public Works and Transportation (DPW&T), it was determined that the full signal needs to be replaced at the intersection. DPiE/DPW&T both felt that the priority for pedestrian safety in the immediate vicinity of the subject site was the upgrade of the signal at the intersection of Brightseat Road and Evarts Street to include pedestrian signals across all legs and retrofitting the approaches to meet current County and ADA standards. This improvement was seen as being a significantly more pressing need than the absence of shelters at some of the bus stops along Brightseat Road. A full upgrade of the intersection is estimated to cost \$300,000, which is beyond the \$129,000 cost cap specified in Section 24-124.01(c). However, DPiE and DPW&T confirmed that if the applicant utilized all of the off-site dollars towards improving the intersection, DPW&T could program the remaining dollars and complete the work in FY 2019. This is the most pressing pedestrian safety need in the corridor, and the off-site dollars should be utilized towards improving this intersection. Furthermore, the time table established by DPW&T provides the necessary “time table for construction” required pursuant to Section 24-124.01.

Demonstrated nexus between the subject application and the off-site improvements:

Section 24-124.01(c) requires that a demonstrated nexus be found with the subject application in order for the Planning Board to require the construction of off-site pedestrian and bikeway facilities.

- (c) **As part of any development project requiring the subdivision or re-subdivision of land within Centers and Corridors, the Planning Board shall require the developer/property owner to construct adequate pedestrian and bikeway facilities (to the extent such facilities do not already exist) throughout the subdivision and within one-half mile walking or bike distance of the subdivision if the Board finds that there is a demonstrated nexus to require the applicant to connect a pedestrian or bikeway facility to a nearby destination, including a public school, park, shopping center, or line of transit within available rights of way.**

The demonstrated nexus between each of the proffered off-site improvements and the subject application is summarized below:

Demonstrated Nexus Finding:

The off-site ADA and signal improvements at the Brightseat Road and Evarts Street intersection required pursuant to Section 24-124.01 will directly benefit the future residents of the subject site by ADA ramps, pedestrian signals and crosswalks at the intersection closest to the site. These crosswalks will provide an improved pedestrian crossing along high volume and multi-lane Brightseat Road, which is designated as an arterial roadway south of the intersection. Furthermore,

the intersection improvement will improve pedestrian access from the subject to the multiple bus stops along Brightseat Road.

Finding of Adequate Bicycle and Pedestrian Facilities:

County Council Bill CB-2-2012 requires that the Planning Board make a finding of adequate bicycle and pedestrian facilities at the time of PPS. CB-2-2012 is applicable to PPS within designated Centers and Corridors. The subject application is located within the designated Landover Gateway Center, as depicted on the *Adequate Public Facility Review Map of the General Plan*. CB-2-2012 also included specific guidance on the criteria for determining adequacy, as well as what steps can be taken if inadequacies need to be addressed.

As amended by CB-2-2012, Section 24-124.01(b)(1) and (2) of the Subdivision Regulations includes the following criteria for determining adequacy:

- (b) Except for applications for development project proposing five (5) or fewer units or otherwise proposing development of 5,000 or fewer square feet of gross floor area, before any preliminary plan may be approved for land lying, in whole or part, within County Centers and Corridors, the Planning Board shall find that there will be adequate public pedestrian and bikeway facilities to serve the proposed subdivision and the surrounding area.**
 - 1. The finding of adequate public pedestrian facilities shall include, at a minimum, the following criteria:**
 - a. The degree to which the sidewalks, streetlights, street trees, street furniture, and other streetscape features recommended in the Countywide Master Plan of Transportation and applicable area master plans or sector plans have been constructed or implemented in the area; and**
 - b. The presence of elements that make is safer, easier and more inviting for pedestrians to traverse the area (e.g., adequate street lighting, sufficiently wide sidewalks on both sides of the street buffered by planting strips, marked crosswalks, advance stop lines and yield lines, “bulb out” curb extensions, crossing signals, pedestrian refuge medians, street trees, benches, sheltered commuter bus stops, trash receptacles, and signage. (These elements address many of the design features that make for a safer and more inviting streetscape and pedestrian environment. Typically, these are the types of facilities and amenities covered in overlay zones).**
 - 2. The finding of adequate public bikeway facilities shall, at a minimum, include the following criteria:**

- a. **The degree to which bike lanes, bikeways, and trails recommended in the Countywide Master Plan of Transportation and applicable area master plans or sector plans have been constructed or implemented in the area;**
- b. **The presence of specially marked and striped bike lanes or paved shoulders in which bikers can safely travel without unnecessarily conflicting with pedestrians or motorized vehicles;**
- c. **The degree to which protected bike lanes, on-street vehicle parking, medians or other physical buffers exist to make it safer or more inviting for bicyclists to traverse the area; and**
- d. **The availability of safe, accessible and adequate bicycle parking at transit stops, commercial areas, employment centers, and other places where vehicle parking, visitors, and/or patrons are normally anticipated.**

With the additional internal sidewalks recommended, the upgrading of the existing sidewalks along the site's frontages of Brightseat Road and Evarts Street and the proposed off-site ADA and signal improvements at the intersection of Brightseat Road and Evarts Street, the proposed development will provide a comprehensive pedestrian network internal to the site and will improve the pedestrian network in the immediate vicinity of the site, including the closest controlled pedestrian crossing of Brightseat Road. The ADA improvements at the intersection will make the route more accessible for all users and will improve access from the subject site to nearby bus stops along Brightseat Road. "Share the Road with a Bike" Signage is recommended along Brightseat Road and designated bike lanes (or other appropriate on-road treatment) can be considered by DPW&T at the time of road resurfacing.

9. **Transportation**—The subject property was previously developed with 578 garden apartments. That development was razed some time ago, and the property has been dormant since. The Applicant is proposing 430 dwelling units and a community center.

Traffic Impact

Since the trip generation is projected to exceed 50 trips in either peak hour, the applicant has provided a Traffic Impact Study (TIS) dated May 2017. Due to some technical issues within the original study, a resolution of said issues was requested to be presented in a revised TIS. Using data from this revised (June 2017) TIS, the following results were determined:

EXISTING CONDITIONS		
Intersection	AM	PM
	(LOS/CLV)	(LOS/CLV)
MD 704 @ Ardwick Ardmore Road	E/1,469	D/1,361
Brightseat Road @ Glenarden Parkway	A/747	A/626
Brightseat Road @ Hamlin Street *	25.6 seconds	30.5 seconds
Brightseat Road @ Girard Street *	16.6 seconds	26.2 seconds
Brightseat Road @ Evarts Street	A/285	A/285
MD 202 @ Brightseat Road	C/1,230	D/1,436
* Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable. If delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using <i>The Highway Capacity Manual</i> (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed. If the CLV falls below 1,150 for either type of intersection, this is deemed to be an acceptable operating condition.		

In evaluating the effect of background traffic, an average growth of one and one-half percent (1.5%) for three years were applied to the through traffic volumes on roads maintained by the Maryland State Highway Administration (SHA). A rate of one percent was applied to all other roads. No development having greater than a *de minimus* impact was found within the study area. A background scenario based on growth in traffic yielded the following results:

BACKGROUND CONDITIONS		
Intersection	AM	PM
	(LOS/CLV)	(LOS/CLV)
MD 704 @ Ardwick Ardmore Road	E/1,520	D/1,410
Brightseat Road @ Glenarden Parkway	A/770	A/645
Brightseat Road @ Hamlin Street	27.2 seconds	32.0 seconds
Brightseat Road @ Girard Street	17.3 seconds	32.0 seconds
Brightseat Road @ Evarts Street	A/325	A/293
MD 202 @ Brightseat Road	C/1,279	D/1,489

Regarding the total traffic scenario, the TIS applied trip generation rates for multiple residential types based on trip rates from the "Transportation Review Guidelines, Part 1, 2012." The following represents a breakdown of the proposed development:

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
97 Townhouse Units	14	54	68	50	27	77
232 Apartment Units	23	97	120	91	47	140
101 Senior Housing Units	5	8	13	10	6	16
430 Units - Total Trips	42	159	201	151	82	233

Based on 430 proposed dwelling units, the trips were computed as 201 (420 in, 159 out) AM peak trips, and 233 (151 in, 82 out) PM peak trips. The study assumed a trip distribution of 40 percent to/from the north on Brightseat Road, and 60 percent from the south, towards MD 202. A third analysis (total traffic) revealed the following results:

TOTAL TRAFFIC		
Intersection	AM	PM
	(LOS/CLV)	(LOS/CLV)
MD 704 @ Ardwick Ardmore Road	E/1,552	D/1,447
Brightseat Road @ Glenarden Parkway	A/815	A/690
Brightseat Road @ Hamlin Street *	41.7 seconds	46.3 seconds
Brightseat Road @ Girard Street *	21.4 seconds	40.2 seconds
Brightseat Road @ Evarts Street	A/337	A/327
MD 202 @ Brightseat Road	C/1,314	E/1,505
Brightseat Road @ Site Entrance 2 *	14.8 seconds	20.9 seconds

The results of the traffic analyses show that under total traffic, all of the critical intersections are deemed to be operating adequately. It is worth noting that a community center is also being proposed as part of the new development, yet no trip generation was assigned to this use. Information provided by the applicant is that the use is exclusively for the residents of the proposed development, hence no external trips are anticipated.

Outside Agency Review

The TIS was also reviewed by representatives from the Department of Public Works and Transportation (DPW&T) and the Maryland State Highway Administration (SHA). Both agencies expressed concerns with some technical aspect of the TIS. The applicant was made aware of these issues and was directed to provide responses to the agencies' concerns. The applicant responded in writing, and provided a corrected TIS, which was the basis of this review. The revised TIS adequately addressed all of the concerns expressed by the review agencies.

Master Plan, Right-of-Way Dedication

The property is located in an area where the development policies are governed by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), as well as the 2009 *Landover Gateway Sector Plan and Sectional Map Amendment*. The plans recommend both Brightseat Road (C-400) and Evarts Street (C-401) to be upgraded to collector roads. Since both roads are currently within an 80-foot right-of-way, no additional dedication is being required.

Transportation Findings

The application analyzed is a PPS for a residential development. The 430-unit residential development consist of 97 townhouses, 232 garden and midrise apartments and 101 senior housing units. These units collectively will generate 201 AM and 233 PM peak-hour trips. These rates were determined using the "Transportation Review Guidelines, Part 1, 2012."

The traffic generated by the proposed PPS will impact the following (critical) intersections:

- MD 704 @ Ardwick Ardmore Road
- Brightseat Road @ Glenarden Parkway
- Brightseat Road @ Hamlin Street
- Brightseat Road @ Girard Street
- Brightseat Road @ Evarts Street
- MD 202 @ Brightseat Road
- Brightseat Road @ Site entrance

All of the intersections deemed critical are projected to operate within the transportation adequacy thresholds.

The findings and recommendations outlined below are based upon a review of the materials and analyses conducted by the Transportation Planning Section, consistent with the “Guidelines.”

The subject property is located within the Transportation Service Area (TSA) 1, as defined in the *Plan Prince George’s 2035 Approved General Plan*. As such, the subject property is evaluated according to the following standards:

- **Links and signalized intersections:** Level-of-service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better;
- **Unsignalized intersections:** The procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted. A three-part process is employed for two-way stop-controlled intersections: (a) vehicle delay is computed in all movements using *The Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using *The Highway Capacity Manual* (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed. Once the CLV exceeds 1,150 for either type of intersection, this is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

Transportation Conclusions

The Planning Board finds, based on the preceding comments and data, pursuant to Section 24-124(a) of the Subdivision Regulations, the proposed development conforms to the required findings for approval of the PPS from the standpoint of transportation.

10. **Schools**—The PPS has been reviewed for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and CR-23-2003.

**Impact on Affected Public School Clusters
Attached Single-Family Units**

Affected School Clusters #	Elementary School Cluster 4	Middle School Cluster 4	High School Cluster 4
Dwelling Units	97 DU	97 DU	97 DU
Pupil Yield Factor	0.145	0.076	0.108
Subdivision Enrollment	14	7	10
Actual Enrollment	11,626	4,454	8,008
Total Enrollment	11,640	4,461	8,018
State Rated Capacity	14,216	5,518	9,389
Percent Capacity	82%	81%	85%

Multifamily Units

Affected School Clusters #	Elementary School Cluster 4	Middle School Cluster 4	High School Cluster 4
Dwelling Units	333 DU	333 DU	333 DU
Pupil Yield Factor	0.119	0.054	0.074
Subdivision Enrollment	40	18	25
Actual Enrollment	11,626	4,454	8,008
Total Enrollment	11,666	4,472	8,033
State Rated Capacity	14,216	5,518	9,389
Percent Capacity	82%	81%	86%

County Council Bill CB-31-2003 established a school facilities surcharge in the amounts of: \$7,000 per dwelling if a building is located between Interstate 495 (I-495) and the District of Columbia; \$7,000 per dwelling if the building is included within a basic plan or conceptual site plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$12,000 per dwelling for all other buildings. County Council Bill CB-31-2003 allows for these surcharges to be adjusted for inflation and the current amounts are \$9,116 and \$15,628 to be paid at the time of issuance of each building permit. In 2013, Maryland House Bill 1433 reduced the school facilities surcharge by 50 percent for multifamily housing constructed within an approved transit district overlay zone; or where there is no approved transit district overlay zone within a ¼ mile of a Metro station; or within the Bowie State MARC Station Community Center Designation Area, as defined in the 2010 *Approved*

Bowie State MARC Station Sector Plan and Sectional Map Amendment. The bill also established an exemption for studio or efficiency apartments that are located within the county urban centers and corridors as defined in Section 27A-106 of the County Code; within an approved transit district overlay zone; or where there is no approved transit district overlay zone then within one-quarter mile of a Metro station. This act is in effect from October 1, 2013 through September 30, 2018.

The school facilities surcharge may be used for the construction of additional or expanded school facilities and renovations to existing school buildings or other systemic changes.

11. **Fire and Rescue**—The PPS was reviewed for adequacy of fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(C) and (E) of the Subdivision Regulations.

Section 24-122.01(e) (1) (E) states that “A statement by the Fire Chief that the response time for the first due station near the property proposed for subdivision is a maximum of seven (7) minutes travel time. The Fire Chief shall submit monthly reports chronicling actual response times for call for service during the preceding month.” The proposed project is served by Kentland Fire/EMS Co. 833 is located at 7701 Landover Road.

“In the Fire/EMS Department’s Statement of Adequate Apparatus, as of July 15, 2016, the Department states they have developed an apparatus replacement program to meet all the service delivery needs of the County.”

The Deputy Fire Chief Dennis C. Wood, MS, NR-P, Emergency Services Command of the Prince George’s County Fire/EMS Department, has confirmed as of July 6, 2017 that the subject property is within the required seven-minute drive time.

Capital Improvement Program (CIP)

The Prince George’s County FY 2017-2022 Approved CIP provides funding for rehabilitating the existing station.

12. **Police Facilities**—The subject property is in Police District VI, Beltsville. The response time standard is ten minutes for emergency calls and 25 minutes for nonemergency calls. The times are based on a rolling average for the preceding 12 months. The PPS was accepted for processing by the Planning Department on May 25, 2017.

Reporting Cycle	Previous 12 Month Cycle	Emergency Calls	Nonemergency Calls
Acceptance Date 5/25/2017	12/2015-1/2015	7 minutes	12 minutes
Cycle 1			
Cycle 2			
Cycle 3			

Based on the most recent available information as of December 2015, police response times, the response time standards of 10 minutes for emergency calls and the 25 minutes for nonemergency calls were met on June 6, 2017.

13. **Water and Sewer**—Section 24-122.01(b)(1) states that “the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for preliminary or final plat approval.”

The 2008 *Water and Sewer Plan* placed this property in Water and Sewer Categories 3 Community System. The property is within Tier 1 under the Sustainable Growth Act and will therefore, be served by available and adequate public systems.

14. **Use Conversion**—The subject application is proposing the development of 430 residential dwelling units and a 5,748-square-foot community center. If a substantial revision to the use on the subject property is proposed that affects Subtitle 24 adequacy and findings as set forth in the resolution of approval, a new PPS shall be required prior to approval of any building permits.

15. **Public Utility Easement (PUE)**—Section 24-122 of the Subdivision Regulations requires a public utility easement (PUE) along both sides of all public rights-of-way. The property’s street frontage is along Brightseat Road, Hamlin Street and Evarts Street, and the applicant has provided the required public utility easement along their side of the public streets.

In accordance with the Subdivision Regulations, when utility easements are required by a public utility company, the subdivider should include the following statement in the owner’s dedication on the final plat:

“Utility easements are granted pursuant to the terms and provisions recorded among the Prince Georges County Land Records of Prince George’s County in Liber 3703 at Folio 748.”

16. **Stormwater Management**—Stormwater Management Concept Plan No. 32858-2016-00 was approved for this site on July 3, 2017 and will expire on July 3, 2020. Development must be in conformance with that approved plan or subsequent revisions to ensure that on-site or downstream flooding does not occur.

The concept letter indicates that the project is considered redevelopment. Proposed stormwater management features include green street devices, an underground storage system, submerged gravel wetlands, and numerous bio-retention facilities. The project requires no fee-in-lieu of providing on-site attenuation/quality control measures.

17. **Historic**—The subject property was previously the site of 578 garden apartments which were demolished by the Redevelopment Authority of Prince George’s County. A search of current and historic photographs, topographic and historic maps, and locations of currently known

archeological sites indicates the probability of archeological sites within the subject property is low. This proposal will not impact any historic sites, historic resources or known archeological sites.

18. **Urban Design**—The application is subject to the requirements of Section 27-547, Uses Permitted, of the Zoning Ordinance. The proposed Residential Revitalization project of townhouses and multifamily units are permitted in the M-X-T Zone pursuant to Footnote 19, which states:

Dwelling units, or property on which they formerly existed, as described in (a)(1) of Section 27-445.01 of this Subtitle, may be replaced by proposed multifamily, attached one-family or two-family, or detached one-family dwelling units in a Residential Revitalization project.

The subject property qualifies for this Footnote as it is a proposed Residential Revitalization project with multifamily and attached one-family dwelling units. Detailed site plan review is required for the subject proposal. The DSP should be approved prior to final plat, and in accordance with Section 27-445.10(d)(2) of the Zoning Ordinance, **“shall include the approval of architectural elements including, but not limited to building materials, typical building elevations, signs and outdoor lighting.”**

Conformance with the 2010 Prince George’s County Landscape Manual

Per Section 27-445(b)(6) of the Zoning Ordinance, landscaping, screening, and buffering of all Residential Redevelopment projects should comply with the requirements of the 2010 *Prince George’s County Landscape Manual* (Landscape Manual) to the extent that is practical.

Conformance with the requirements of the Landscape Manual, to the extent that is practical, will be determined at the time of DSP review when detailed information is submitted. The following discussion of the relevant provisions of the Landscape Manual is provided for informational purposes.

- a. **Section 4.1, Residential Requirements**—Requires a certain number of plants be provided for residential dwellings depending on their size and type.
- b. **Section 4.3, Parking Lot Requirements**—Requires the enhanced appearance of surface parking facilities as viewed from the street and adjacent compatible uses.
- c. **Section 4.6, Buffering Development From Streets**—Requires buffering of rear yards of townhouses from streets.
- d. **Section 4.7, Buffering Incompatible Uses**—Requires that vegetated buffers be included along shared property lines where the abutting uses are deemed incompatible by the Landscape Manual.

- e. **Section 4.9, Sustainable Landscaping Requirements**—Requires that a percentage of the plant materials be native plants, along with other sustainable practices.
- f. **Section 4.10, Street Trees Along Private Streets**—Requires that street trees be provided along private streets, which are proposed within the development.

Conformance with the Tree Canopy Coverage Ordinance

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance (TCC), requires a minimum percentage of the site to be covered by tree canopy for any development projects that propose more than 5,000 square feet or greater of gross floor area or disturbance and that require a grading permit. The subject site is zoned M-X-T and is required to provide a minimum of ten percent of the gross tract area to be covered by tree canopy. Compliance with this requirement will be further evaluated at the time of DSP review.

Recreational Facilities

The Subdivision Regulations requirement for Mandatory Parkland Dedication is proffered through the provision of active recreational facilities located on Parcel 6. However, the adequacy of recreational facilities provided for the multifamily and townhouse development will be determined at the time of DSP.

- 19. **Department of Housing and Community Development**—The PPS application was referred to the Department of Housing and Community Development as required by Council Bill CB-95-2016 and Section 27-445.10(e) of the Zoning Ordinance.

The Prince George's County Department of Housing and Community Development supports the PPS and companion DSP applications for the Glenarden Apartments Redevelopment. The Glenarden Apartments Redevelopment Project is a major phased redevelopment effort spearheaded by the Redevelopment Authority of Prince George's County, the current site owner. The Redevelopment Authority has demolished the original 578-unit blighted and crime ridden complex and partnered with the lead developer, Pennrose Properties, LLC, to design and develop 430 units of new affordable, workforce, and market rate multifamily housing and homeownership units targeted to seniors and families. The redevelopment plan also includes a community center, a pool and green space in a pedestrian-friendly environment.

The Glenarden Apartments Redevelopment Project supports the following goals of the Prince George's County Housing and Community Development Consolidated Plan 2016-2020 as well as countywide revitalization and community development needs:

- a. Increases the supply of new affordable rental housing;
- b. Increases the supply of new homeownership opportunities;
- c. Eliminates community blight;

- d. The planned mixed income targets for new rental and homeownership units ranging from 30% of the area median to 120% of the area median income, will significantly deconcentrate poverty in the census tract, where the site is currently located, and;
 - e. The Glenarden Apartments Redevelopment Project is strategically located within a mile of the vacant Landover Mall site and the planned Prince George's County Regional Medical Center in Largo, offering the opportunity to provide new workforce housing for new employees and businesses.
20. **Variation Request**—The Glenarden Redevelopment project will be served by private roads ranging in size from 22 feet to 92 feet and alleys with a minimum paving width of either 22 or 24 feet. No public streets are proposed within the subdivision. The applicant has requested two variations from Section 24-128(b)(7)(A) of the Subdivision Regulations, to allow townhouse lots that do not have frontage on, and pedestrian access to, a public right-of-way, and to allow multifamily dwellings to be served by a private road.

Section 24-128(b)(7)(A) of the Subdivision Regulations states the following:

Section 24-128. Private roads and easements.

- (b) **The Planning Board may approve preliminary plans of development containing private roads, rights-of-way, alleys, and/or easements under the following conditions:**
 - (7) **In Comprehensive Design and Mixed-Use Zones:**
 - (A) **For land in the V-L, V-M, R-L, R-S, R-M, R-U, M-U-I, L-A-C, M-A-C, M-X-C, M-U-TC, and M-X-T Zones, the Planning Board may approve a subdivision (and all attendant plans of development) with private roads to serve attached single-family dwellings, two-family dwellings, and three-family dwellings, but not single-family detached or multifamily dwellings, in accordance with the requirements of Subsections (e) and (f) of Section 27-433 of the Zoning Ordinance, except as hereinafter provided. In all of the above zones, and in the R-R Zone when developed as a cluster subdivision, the Planning Board may approve a subdivision with alleys to serve any permitted use, provided the lot has frontage on and pedestrian access to a public right-of-way. The District Council may disapprove the inclusion of alleys during the consideration of the detailed site plan for a cluster subdivision. For the purposes of this Section, an “alley” shall mean a road providing vehicular access to the rear or side of abutting lots, and which is not intended for general traffic circulation.**

- (i) **The pavement width of private roads may be reduced to not less than a minimum of twenty-two (22) feet when it is determined that the provision of the minimum width is consistent with a safe, efficient, hierarchical street system for a development.**
- (ii) **The pavement width of private alleys shall be not less than eighteen (18) feet when it is determined that the provision of the minimum width is consistent with a safe, efficient, vehicular access to individual lots. Since alleys only provide vehicular access to lots with frontage on a public street, alleys shall not be required to be improved with street trees or curb and gutter, unless a drainage problem has been identified by the Department of Permitting, Inspections, and Enforcement or the Department of Public Works and Transportation.**

Section 24-113 of the Subdivision Regulations sets forth the required findings for approval of variation request:

Section 24-113 Variations

- (a) **Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle and Section 9-206 of the Environment Article; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon the evidence presented to it in each specific case that:**

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

The Glenarden Redevelopment project is proposed as part of the overall Landover Gateway Focus Area, and will be a substantial improvement from what had previously occupied the subject property. The provision of attractive buildings, open space and recreational opportunities, pedestrian-friendly infrastructure with off-site connections, and a wide range of housing types that are flexible to market forces ensures the development of an active, safe, attractive and integrated community that implements critical development goals identified by Prince George's County.

The multifamily dwellings will be served by private streets ranging in size from 46 feet to 92 feet, and the townhouse dwellings will be well served by private roads and alleys with a

minimum paving width of 22 feet, consistent throughout the proposed development. Access is provided via private streets and alleys to the public streets surrounding the property. Access will be by way of a safe and efficient network of streets within the development. As a result, granting the variation to allow multifamily dwellings to be served by a private street, and to allow townhouse lots that do not have frontage on, and pedestrian access to, a public right-of-way will not be detrimental to the public safety, health, or welfare, or injurious to other property.

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

The property is being developed under the Residential Revitalization Ordinance as set forth in CB-95-2016 and Section 27-445.10 of the Zoning Ordinance, which is “limited to any form of existing multifamily or attached one-family dwelling units or unimproved property located in a Revitalization Tax Credit District, on which multifamily dwelling units existed on January 1, 2001, but were subsequently razed voluntarily, as a result of condemnation proceedings initiated by the County, or as requested by the Redevelopment Authority of Prince George’s County (“Redevelopment Authority”) on property for which the Redevelopment Authority is title owner” and is unique in this aspect.

The Residential Revitalization project is proposed to improve a deteriorated, obsolete, and demolished multifamily development by replacing the dwellings with a mix of dwelling types, as intended in the M-X-T Zone. The proposed development provides for housing of several types, as well as recreational amenities and within the context of a neo-traditional walkable community. The development is served by a network of roads and alleys and interconnecting walkways with access to adjacent public transportation and in proximity of commercial neighborhood serving uses. The application of the public roadway standards for road width and turning radii specified by DPW&T would not be practical or achievable within the network of roads and alleys serving the development. Therefore, for the reasons stated above, the conditions on which the variation is based are unique to this property.

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

The variation to Section 24-128(b)(7) is unique to the Subdivision Regulations and under the sole authority of the Planning Board. Therefore, the variation does not constitute a violation of any other applicable law, ordinance, or regulation.

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

The owner of the subject property is the Redevelopment Authority of Prince George's County. The property where the Residential Revitalization project is proposed is constrained by a stream valley to the west, and steep slopes to the south. The subject property will be developed consistent with the purposes of Residential Revitalization Ordinance and the underlying M-X-T Zone. To achieve the density, unit mix and character and amenities, as recommended in the 2009 *Approved Landover Gateway Sector Plan and Sectional Map Amendment* and provided for in the Residential Revitalization Ordinance, the application of the strict regulations would result in a particular hardship. The application of the public roadway standards for road width and turning radii specified by DPW&T would not be practical or achievable within the network or private roads and alleys serving the development, and the diversity of unit types and the minimum density requirements contained in County Council Bill CB-95-2016 and Section 27-445.10(b)(2) of the Zoning Ordinance could not be achieved if the strict letter of these regulations are carried out.

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

The subject property is zoned M-X-T; therefore, this provision does not apply.

The site is unique to the surrounding properties and the variation requests are supported by the required findings. Approval of the variations will not have the effect of nullifying the intent and purpose of the Subdivision Regulations, which is to guide development according to the General Plan, area master plan and their amendments.

The Planning Board approves the variations to Section 24-128(b)(7)(A) of the Subdivision Regulations, to allow townhouse lots that do not have frontage on, and pedestrian access to, a public right-of-way, and to allow multifamily dwellings to be served by a private roadway.

21. **City of Glenarden**—This application was referred to City of Glenarden on May 31, 2017. The Subdivision and Zoning Section left a voice mail message on July 12, 2017 at the City's administrative office to see if they had any questions or concerns concerning the subject application, or if they would like to submit comments for the Planning Board's consideration. However, at the time of the writing of the staff report, comments have not yet been received from the City concerning the application.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Geraldo, Doerner and Hewlett voting in favor of the motion at its regular meeting held on Thursday, July 20, 2017, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 27th day of July 2017.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator

PCB:JJ:JF:ydw