

RESOLUTION

WHEREAS, the Prince George’s County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George’s County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on March 17, 2016, regarding Detailed Site Plan DSP-14024 for Maple Ridge Apartments, Parcel B, the Planning Board finds:

1. **Request:** This detailed site plan (DSP) proposes to add 87 parking spaces to an existing multifamily development.
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	M-X-T	M-X-T
Use(s)	Multifamily	Multifamily
Acreage	9.89	9.89
Gross Square Footage	80,275	80,275
Total Number of dwelling unit	215	215
Of which 3 Bedroom units	15	15
2 Bedroom units	116	116
1 Bedroom units	84	84

Floor Area Ratio (FAR)

Gross floor area (square feet)	80,275
Existing FAR	0.19
FAR allowed in the M-X-T Zone without optional method of	0.40

Other Development Data:

	Existing	Approved
Total Parking Spaces for the overall site	273*	360**
Of which spaces for the physically handicapped	Unknown	8***

Notes: *Section 27-584(a) states the exclusions for previously existing uses in regard to the parking requirements. Specifically, it states that a legally existing use that complies with the previous requirements for parking and loading continues to be legal.

**The number of parking spaces for developments in the M-X-T Zone are to be calculated by the applicant and submitted for Planning Board approval at the time of DSP, as stated in Section 27-574 of Part 11 of the Zoning Ordinance. Parking will be approved with each DSP.

***The plans should be revised to reflect the existing, required, and proposed number of parking spaces for the physically handicapped.

3. **Location:** The subject property is located on the west side of Brightseat Road, approximately 1,500 feet north of its intersection with Landover Road (MD 202), in Planning Area 72, Council District 5. It is within the municipal boundary of the City of Glenarden.
4. **Surrounding Uses:** The subject property is bounded to the north by the right-of-way (ROW) of Evarts Street and property in the Mixed Use–Transportation Oriented (M-X-T) Zone; to the west by undeveloped and wooded property in the M-X-T Zone; to the south by another multifamily development in the M-X-T Zone; and to the west by the ROW of Brightseat Road.
5. **Previous Approvals:** The existing multifamily development was constructed in the residential zone in the 1960s and predated site plan review. The plat for the subject site was recorded as Larbright Manor Parcel B on October 12, 1964. This property was rezoned from the Multifamily Medium Density Residential (R-18) Zone to M-X-T Zone by the 2009 *Approved Landover Gateway Sector Plan and Sectional Map Amendment* (Landover Gateway Sector Plan and SMA). The site also has an approved Stormwater Management Concept Plan, 15176-2015-00, that will be valid through June 19, 2018.
6. **Design Features:** The existing multifamily development is accessed via a full ingress/egress point from Brightseat Road. The internal driveway has perpendicular parking on both sides. The additional new parking compound proposes parking along both sides of a 22-foot-wide drive aisle located in the northeast corner of the property behind Building 8, with limited frontage on Brightseat Road. Interior planting islands, as required by the Section 4.3 of the 2010 *Prince George's County Landscape Manual*, have been provided.

All lighting fixtures included in this DSP are fully cut-off luminaires.

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements in the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance.
 - a. The existing multifamily residential use is a permitted use in the M-X-T Zone.
 - b. Section 27-285(b)(2) of the Zoning Ordinance states the following:

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

There is no conceptual site plan approved for this site and none is required, since the site is developed and there is no increase in gross floor area or the number of dwelling units in this proposal. The existing site improvements predate the site plan review.

In the M-X-T Zone, the Planning Board needs to make the following additional findings in order to approve DSPs, as stated in Section 27-546(d):

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

The proposed development is in conformance with the purposes, as listed in Section 27-542(a), and other provisions of this Division of the Zoning Ordinance. These purposes include, among others, promoting the orderly redevelopment of land in the vicinity of designated General Plan centers and implementing the recommendations in the approved sector plan. The additional parking will improve the quality of life of the existing residents and, therefore, improve the welfare of the general public.

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

The subject site was rezoned to M-X-T through Landover Gateway Sector Plan and SMA. There are no design guidelines or standards in the sector plan.

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

The proposed addition of 87 parking spaces is internal to the multifamily development. However, the development is integrated both physically and visually with the existing development.

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

The proposed addition of 87 parking spaces is compatible with the existing properties in the vicinity of this area.

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

This site is not a mixed-use site.

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

The site is developed and this DSP is limited to the addition of 87 parking spaces to better serve the residents of the existing development. Once this DSP is approved, the applicant will proceed to the building/grading permit process and construct the parking lot.

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

The additional parking spaces are located behind Building 8 in the northeast corner of the site. Like the existing parking lots, this one is connected physically to all of the parking spaces on the site. The residents can walk conveniently to the parking lots.

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

There are no gathering places proposed in this DSP.

- (9) **On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club), or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development.**

The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.

The subject application is a DSP and, therefore, this finding is not applicable.

- (10) **On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club).**

The subject site was developed in the 1960s. This DSP does not propose any additional gross floor area, nor does it propose to increase the number of dwelling units, but simply adds a parking compound for 87 spaces. This finding is not applicable to this DSP.

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

The subject site does not propose to develop a mixed-use planned community.

8. **Prince George's County Landscape Manual:** The DSP application is subject to the requirements of Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; and Section 4.9, Sustainable Landscaping Requirements, of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), as follows:
- a. **Section 4.2, Requirements for Landscape Strips Along Streets**—Section 4.2 requires that, for all parking lots abutting all public and private streets, a landscape strip should be provided on the property. The proposed parking lot is adjacent to the ROW of Brightseat Road. The applicant selects Option 2—to provide a landscape strip that is a minimum of ten feet wide and has average width of at least 15 feet to be planted with one shade tree and five shrubs per 35 linear feet of frontage, excluding driveway openings. The landscape plan meets the requirements.

- b. **Section 4.3, Parking Lot Requirements**—Section 4.3 requires a percentage of the parking lot, determined by the size, to be interior planting area and a perimeter landscape strip along all adjacent properties. This section is only applicable to the proposed new parking area, which is 30,823 square feet in size; requiring eight percent of the parking lot to be interior planting area, and to be planted with one shade tree per 300 square feet of the interior planting area. The landscape plan provides ten percent interior planting area and ten shade trees, which meets the requirements. The parking lot abuts the existing property on the north and requires five feet of landscape strip to be planted with one shade tree and three shrubs per 35 linear feet of the property line. The landscape plan provides the required 10 shade trees and 30 shrubs to meet the requirements.
- c. **Section 4.4, Screening Requirements**—Section 4.4 may apply to the site if trash facilities exist on the site. Appropriate screening, in accordance with Section 4.4, should be required prior to certificate of approval.
- d. **Section 4.9, Sustainable Landscaping Requirements**—Section 4.9 requires that a certain percentage of plants within each plant type (including shade trees, ornamental trees, evergreen trees, and shrubs) should be native species (or the cultivars of native species). The minimum percentage of plants of each plant type required to be native species and/or cultivars is specified below:

Shade trees	50 percent
Ornamental trees	50 percent
Evergreen trees	30 percent
Shrubs	30 percent

The landscape plan provides 64 percent of native shade trees and 88 percent of native shrubs. However, the single ornamental tree species should be changed to a native species, or revise the plan to provide for 50 percent of the ornamental trees to be native.

- 9. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This proposal is exempt from the Woodland and Wildlife Habitat Conservation Ordinance because no woodland clearing is proposed for this DSP and there is no previously approved tree conservation plans. A standard exemption letter was issued for this site and is valid until December 3, 2016. A tree conservation plan is not required at this time.
- 10. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit for disturbing more than 5,000 square feet of a site. Properties that are zoned M-X-T are required to provide a minimum of ten percent of the gross tract area in TCC. Section 25-128(c) states that, for redevelopment sites, TCC applies only to the area within the limits of disturbance. The applicant proposes to use a combination of the existing woodland and proposed landscaping to fulfill the requirements. However, no TCC schedule is

provided and a condition has been included in this resolution to require the applicant to provide the TCC schedule to show conformance with the Tree Canopy Coverage Ordinance.

11. **Further Planning Board Findings and Comments from Other Entities:** The summarized comments of the concerned agencies and divisions are as follows:
 - a. **Subdivision Review Section**—The Planning Board found that the DSP is consistent with the record plat for this site, except for the distance of the property line in the southeast corner of the site that does not match the record plat. A condition has been included in this resolution to require the applicant to revise the DSP to match the record plat. The Planning Board concluded that there are no other subdivision issues at this time.
 - b. **Transportation Planning Section**—The Planning Board conducted an analysis of the subject application regarding site access and mater plan roadways. Brightseat Road is an arterial roadway with 120 feet of ROW and Evarts Road has 80 feet of ROW. No development is proposed in the rights-of-way. On-site circulation and access are acceptable.
 - c. **Environmental Planning Section**—The Planning Board found that the site has been issued a numbered exemption from the Woodland and Wildlife Habitat Conservation Ordinance (E-027-14) because no woodland clearing is proposed for the project. The exemption letter is valid until December 3, 2016. A natural resources inventory (NRI) equivalency letter has been issued based on the numbered woodland conservation exemption and that no regulated environmental features are proposed to be impacted. The NRI equivalency letter is valid until December 3, 2019.

The site is also in close proximity to the Capital Beltway (I-95/495), a designated freeway, and Landover Road (MD 202) which is a designated expressway. These roadways are regulated for traffic-generated noise with respect to residential uses; however, since the proposal is for improvements to parking areas that serve existing apartments, no additional information with respect to noise is required for the current application. The site does not front on any designated scenic or historic roadway. No other environmental requirements have been identified for this application.
 - d. **Prince George's Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated January 22, 2016, DPIE provided a standard response and noted that the proposed DSP is consistent with the approved stormwater management concept plan. Other permit requirements will be enforced by DPIE at the time of issuance of permits for the development.
 - e. **Prince George's County Police Department**—At the time of the writing of this resolution, the Police department had not responded to the referral request.

- f. **City of Glenarden**—At the time of the writing of this resolution, the City of Glenarden had not responded to the referral request.
12. As required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
13. As required by Section 27-285(b)(4) of the Zoning Ordinance, the Planning Board must also find that the regulated environmental features on a site have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirements of Section 24-130(b)(5) of the Subdivision Regulations. Since there are no regulated environmental features found on the subject property, no preservation or restoration is necessary.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Detailed Site Plan DSP-14024, Maple Ridge Apartments, Parcel B, subject to the following conditions:

1. Prior to certification of this detailed site plan (DSP), the applicant shall:
- a. Revise the parking schedule to provide information about the existing and proposed parking spaces for the physically handicapped.
 - b. Revise the site plan to reflect the minimum dimension of a 22-foot-wide drive aisle and the minimum size of parking spaces per Section 27-558 of the Prince George's County Zoning Ordinance for the proposed parking compound.
 - c. Revise the landscape plan to provide a tree canopy coverage (TCC) schedule in conformance with the TCC requirements.
 - d. Demonstrate conformance with Section 4.4, Screening Requirements, of the 2010 *Prince George's County Landscape Manual* relating to screening of existing trash facilities on-site.
 - e. Revise the landscape plan to provide for a minimum of 50 percent of the ornamental trees to be native species.
 - f. Revise the approval block to remove any information related to a conceptual site plan.
 - g. Revise the DSP for the distance of the property line in the southeast corner of the property to match the record plat.

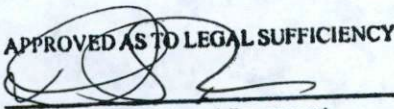
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

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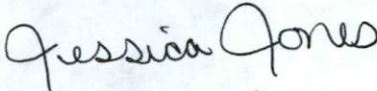
This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Shoaff, Geraldo and Hewlett voting in favor of the motion at its regular meeting held on Thursday, March 17, 2016, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 7th day of April 2016.

APPROVED AS TO LEGAL SUFFICIENCY


M-NCPPC Legal Department
Date 3/18/16

Patricia Colihan Barney
Executive Director


By Jessica Jones
Planning Board Administrator

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