THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
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PGCPB No. 2021-81 File No. DSP-16055-04

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 July 1, 2021, regarding Detailed Site Plan DSP-16055-04 for Vista Gardens West, the Planning Board finds:

1. **Request:** The purpose of this amendment to a detailed site plan (DSP) for the Vista Gardens West development is to replace the previously approved hotel with 51 additional single-family attached (townhouse) dwelling units and amend Conceptual Site Plan, CSP-14002, as allowed by the Prince George's County Zoning Ordinance and reflected in PGCPB Resolution No. 16-90(A).

2. **Development Data Summary:**

	PREVIOUSLY	**APPROVED**
Zone(s)	M-X-T	M-X-T
Use(s)	Hotel, retail, office and single-family attached residential	Retail, office and single-family attached residential dwelling units
Acreage	31.34	31.34
100-year floodplain	4.73	4.73
Net Tract Area	26.61	26.61
Dwelling Units	115	166
Residential Square Footage	138,000	303,260*
Commercial Retail (sq. ft.)	29,922	29,226
Commercial Office (sq. ft.)	14,881	14,881
Hotel	95,000 sq. ft. (103 rooms)	0
TOTAL Gross Floor Area	**277,803 sq. ft.**	**347,367 sq. ft.**

Note: *This square footage is estimated, as the DSP does not provide this number. A condition is included herein, requiring this to be noted on the plan and then the floor area ratio (FAR) to be verified.

FAR in the Mixed Use–Transportation Oriented (M-X-T) Zone

Base Density Allowed	0.40 FAR
Residential Bonus Incentive	1.00 FAR
Total FAR Permitted	1.40 FAR*
Total FAR Proposed	0.30 FAR

Note: *Additional density was previously approved, in accordance with Section 27-545, Optional method of development, of the Zoning Ordinance.

Parking and Loading Development Data

Parking Spaces	**Provided Spaces***
Residential – 166 townhouses	394 Total 2 spaces/lot and 2 spaces per condominium townhouse 60 On-street standard spaces 2 Handicapped van-accessible

Note: *The number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Prince George's County Planning Board approval at the time of DSP. As discussed in Finding 8, the Planning Board finds that the provided parking for the additional residential uses is sufficient for the proposed development.

Architectural Models

Model Name	**Base Finished Square Footage**	**Total Finished Square Footage with all options**	**1-Car Garage**
The Edson II	1,280	2,204	Yes
The Alden II	1,567	2,208	Yes

3. Location: The overall Vista Gardens West property is located at the intersection of Annapolis Road (MD 450) and MD 704, (Martin Luther King Jr. Highway) in Planning Area 70, Council District 5, in Lanham, Maryland. The specific area of this DSP amendment is in the southwestern corner of the overall development, in the northeast corner of the intersection of MD 704 and Business Parkway.

4. Surrounding Uses: The overall Vista Gardens West property is bound by MD 450 to the north and east, with single-family dwellings in the Rural Residential (R-R) Zone beyond; to the south by MD 704 and the Vista Gardens Shopping Center in the Commercial Shopping Center Zone, and commercial and industrial uses in the Commercial Office and Light Industrial (I-1) Zones beyond; and to the west by Business Parkway, with industrial uses in the Heavy Industrial and I-1 Zones beyond. The site surrounds two existing residential dwellings in an area of approximately 1.5 acres, zoned R-R, that are not included in the proposed development.

The specific area of this amendment is bound to the south and west by the public rights-of way of MD 704 and Business Parkway, respectively; to the east by vacant property and townhouses in the M-X-T Zone; and to the north by a warehouse distribution site in the I-1 Zone.

5. Previous Approvals: The property was rezoned from the I-1 and R-R Zones to the M-X-T Zone via Zoning Map Amendment A-10028-C, approved by the Prince George's County District Council on August 18, 2014, (Zoning Ordinance No. 11-24).

On July 7, 2016, the Planning Board approved CSP-14002 (PGCPB Resolution No. 16-90), for the development of the property as a mixed-use development with 75,000 square feet of new commercial space, a gas station and associated food and beverage store, a 124-room hotel, and 115 single-family attached dwelling units, in addition to an existing office building of 14,881 square feet.

On the same date of July 7, 2016, the Planning Board approved Preliminary Plan of Subdivision (PPS) 4-13024 (PGCPB Resolution No. 16-91) for the property, which established the lotting pattern, access, and circulation for the property. This PPS was superseded in part by PPS 4-20022 to replace the previously approved hotel use with residential condominium parcels. PPS 4-20022 was approved by the Planning Board on April 29, 2021 for 13 parcels, 51 single-family attached units, and 1 parcel for 14,881 square feet of commercial development, as embodied in PGCPB Resolution No. 2021-52.

DSP-16055 was approved on December 14, 2017 by the Planning Board (PGCPB Resolution No. 17-158), for a mixed-use development, including 29,922 square feet of new commercial retail space, a gas station and associated food and beverage store, a 103-room hotel, 115 single-family attached dwelling units, and an addition to an existing office building of 14,881 square feet. It was subsequently amended three times at a Director level for site changes for specific commercial tenants.

The property is also the subject of Stormwater Management (SWM) Concept Plan 47327-2007-05, approved on February 4, 2021, and valid until November 22, 2022.

6. Design Features: DSP-16055 was approved to develop the overall property as a horizontal mixed-use development consisting of single-family attached dwelling units, a hotel, and commercial retail uses, which includes a gas station and associated food and beverage store. The subject DSP amendment proposes to replace the previously approved hotel with 51 additional condominium townhouse units and amend CSP-14002 for the same change, as allowed by Section 27-282(g) of the Zoning Ordinance, and as further discussed in Finding 9 of this report.

The previously approved commercial uses at the eastern end of the property, with access off of MD 450 and MD 704, are currently under construction and to remain unchanged with this application. The existing one-story office building, with existing access off Business Parkway, on proposed Parcel 3 in the northwest corner of the site is to remain as is with only parking lot modifications. The previously approved residential component included 115 single-family attached, front- and rear-loaded garage units fronting on a linear park and private streets. The units are laid out in a grid pattern in the northeastern portion of the site with only one vehicular-access point from MD 450.

The subject DSP amendment proposes to extend the private streets of the previously approved residential section to the southwest and continue the grid pattern layout for an additional 51 front- and rear-loaded one-car garage townhouses on condominium parcels. These proposed units front both internal streets and MD 704 and Business Parkway, but are accessed via the connection to MD 450.

The submitted DSP proposes a 15-foot-wide, gravel, emergency-access path between the office parking lot and nearby private residential streets. On-street parking is also shown in several locations. On-site recreational facilities for the expanded residential community will include a plaza/pocket park that is integrated with the linear park/bicycle trail, which has been created to be the focal point of the entire development.

The original DSP approved four models: The Aldridge, Clifton, Chandler II, and Davenport II, all by Dan Ryan Homes. These models offer a one-car front-load garage option and a one-car or two-car rear-load garage option with base finished square footages ranging from 1,458 to 1,892 square feet. The proposed additional 61 townhouses will use some of these models, as well as two new proposed models, the Edson II, at 1,280 base finished square footage with a one-car, front-loaded garage, and the Alden II, at 1,567 base finished square footage with a one-car, rear-loaded garage.

All models are approximately 36.5 feet high and offer multiple front elevation options, including varied rooflines and a variety of façade options, such as full or partial brick, stone, and siding front façades. Other features include reverse and sloping gables, dormers, specialty windows, and enhanced trim. Conditions have been included herein requiring conformance to previous conditions of approval relative to architectural design and highly visible lots. In accordance with the M-X-T Zone requirements, a minimum of 60 percent of the proposed townhouses should have full front façades of brick, stone and/or stucco and a brick tracking chart is included on the cover sheet to ensure this.

No new signage is proposed with this DSP amendment as there are no new residential entrances and the additional units will be a continuation of the existing community. A photometric and lighting plan were provided showing sufficient illumination for the private streets and minimal spillover from the existing office to the proposed townhouse units.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Map Amendment A-10028-C:** On August 18, 2014, the District Council approved Zoning Map Amendment A-10028-C (Zoning Ordinance No. 11-2014), subject to seven conditions. DSP-16055 was found to be in conformance with the conditions attached to the rezoning application and the subject amendment does not substantially affect this finding. However, the following discussion is offered:

   2. The following recommendations should be observed during the preparation and review of the Conceptual Site Plan (CSP) and preliminary plan of subdivision:

a. The site plan shall provide adequate open space at the interface, as determined by the Urban Design Section, to serve as a buffer between the project and abutting residential development.

The DSP shows a linear park between the residential and commercial portions of the development. No residential development abuts the subject property, except for the lots interior to the application.

b. Wherever possible, existing living areas shall be linked to community facilities, transportation facilities, employment areas, and other living areas by a continuous system of pedestrian walkways and bike trials utilizing the open space network.

The linkages shown on the DSP are extensive and continuous, with the exception of a few connections that have been conditioned to be provided.

c. Buffering in the form of landscaping, open space, berming, attractive fencing, and/or other creative site planning techniques should be utilized to protect existing residential areas, particularly the interface along Old Lottsford Vista Road.

The former roadway, Old Lottsford Vista Road, was previously approved to be a landscaped linear park with a trail and other amenities, in conformance with this requirement.

d. Provide a bikeway through the subject property that connects the Washington, Baltimore & Annapolis (WB&A) Trail to internal streets and area roads, and connect specifically to Annapolis Road (MD 450) and Martin Luther King Junior Highway (MD 704). Also provide pedestrian and bicycle connections to the adjacent sidewalks, transit stops, bikeways, and roads. All bikeway location recommendations shall be approved by the Department of Public Works and Transportation (DPW&T) and shall be designed to meet or exceed County and State standards.

The extension of the Washington, Baltimore, and Annapolis (WB&A) Trail onto the subject site is reflected within the previously approved linear park. This park is centrally located and connected to the adjacent development with sidewalks and walkways. Trailhead facilities are proposed on both the residential and commercial sides of the linear park, with facilities including bicycle parking, benches, trail signage, and water fountains.

e. Provide sidewalks on both sides of all proposed internal streets. Right-of-way dedication and locations for sidewalks shall be reviewed and approved for feasibility and appropriateness by the Department of Public Works and Transportation and shall be designed to exceed County and State standards.

Sidewalks are provided along both sides of all internal private streets. A 10-foot-wide asphalt trail is provided to link the linear park to the expanded residential area.

f. Provide sidewalks on the adjacent roadways that abut the subject property, including Annapolis Road (MD 450) and Martin Luther King Junior Highway (MD 704). Right of way dedication and locations for sidewalks shall be reviewed and approved for feasibility and appropriateness by the Department of Public Works and Transportation and shall be designed to exceed County and State standards.

Consistent with the 2009 *Approved Countywide Master Plan of Transportation*, a standard sidewalk is provided along the subject site's frontage of MD 450 and a sidepath should be provided along MD 704 and is included as a condition herein.

g. Provide right-of-way dedication along Martin Luther King Junior Highway (MD 704) that is sufficient for the inclusion bicycle lanes and a sidepath. Right of way dedication and locations for sidepaths and bike lanes shall be reviewed and approved for feasibility and appropriateness by the Department of Public Works and Transportation (DPW&T) and construction shall be designed to meet or exceed County and State standards.

The improvements listed above were provided with DSP-16055.

3. All future submissions for development activities on the subject property shall contain a Natural Resources Inventory (NRI) plan that covers the entirety of the subject property. The NRI shall be used by the designers to prepare a site layout, which results in nonessential impact to the regulated features of the site.

The project has an approved Natural Resources Inventory, NRI-025-09-01, which was revalidated for one year on February 12, 2021. It was determined that the information on this NRI plan is correct.

5. Any hotel use developed shall not exceed fifty (50) feet in height, above grade, to limit any adverse impact upon the single-family homes across Annapolis Road (MD 450).

The proposed hotel is no longer proposed with this application.

6. The Detailed Site Plan shall demonstrate the use of full cut-off optic light fixtures to the extent practicable.

The submitted DSP includes a light detail and a photometric plan, but it was unclear if the light fixture is full cut-off optics. Therefore, a condition included herein requires this to be provided prior to certification.

8. Prince George's County Zoning Ordinance: The subject application has been reviewed for compliance with the following Zoning Ordinance requirements:

a. The subject application is in conformance with the requirements of Section 27-547 of the Zoning Ordinance, which governs uses in all Mixed-Use Zones.

(1) The proposed residential and commercial/retail uses are permitted in the M-X-T Zone. However, per Footnote 7 of Section 27-547(b), the maximum number and type of dwelling units shall be determined at the time of CSP. The approved CSP-14002 only included up to 124 townhouse units. Hence, this DSP seeks to amend the CSP to allow for up to 166 townhouse units, as are currently proposed. If the amended CSP is approved, then the 166 townhouse units will be permitted.

(2) Section 27-547(d) provides standards for the required mix of uses for sites in the M-X-T Zone as follows:

(d) At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:

(1) Retail businesses;

(2) Office, research, or industrial uses;

(3) Dwellings, hotel, or motel.

The submitted DSP proposes new townhouses and maintains the previously approved commercial/retail space, which meets this requirement.

b. Section 27-548, M-X-T Zone regulations, of the Zoning Ordinance establishes additional standards for the development in this zone. The DSP's conformance with the applicable provisions is discussed as follows, and is shown in **bold,** followed by comments:

(a) Maximum floor area ratio (FAR):

(1) Without the use of the optional method of development—0.40 FAR

(2) With the use of the optional method of development—8.0 FAR

This development will use the optional method of development and specifically utilizes the one bonus incentive in Section 27-545(b) as follows:

(b) Bonus incentives.

(4) Residential use.

(A) Additional gross floor area equal to a floor area ratio (FAR) of one (1.0) shall be permitted where twenty (20) or more dwelling units are provided.

The DSP proposes a total of 166 single-family attached units with a proposed maximum FAR of 0.30, which meets this requirement. The mix of uses, including residential uses, allows the applicant to increase the FAR to a maximum of 1.4.

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

The DSP shows the proposed uses will be located in multiple buildings and on several lots/parcels.

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

The DSP provides regulations for the development on this property.

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

The development is subject to the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), which is discussed further in Finding 12 below.

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

The FAR for the proposed development is calculated in accordance with the requirement.

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

There are no private structures within the air space above, or in the ground below public rights-of-way as part of this project. Therefore, this requirement is not applicable to the subject case.

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

As shown on the DSP, not every lot or parcel has frontage on or direct vehicular access to a public street. PPS 4-13024 and 4-20002 approved private streets for the townhouse lots and parcels.

(h) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand two hundred (1,200) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%)

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

the modifications conform to the applicable regulations for the particular development.

Four variances from this section were approved with PPS 4-13024, but since that time this section has been revised, making some of the variances not necessary. However, a variance allowing for a minimum interior building width of 16 feet, not 18 feet, still applies. The submitted DSP meets the requirements of this section, including the parts that are modified per the previously approved variance.

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

The plan does not propose any multifamily buildings.

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

This requirement does not apply to this DSP, as the subject property was rezoned via a Zoning Map Amendment (A-10028-C) approved in 2014.

c. The subject application has been reviewed for conformance with the requirements of Section 27-546(d) of the Zoning Ordinance, which requires additional findings for the Planning Board to approve a DSP in the M-X-T Zone, as follows:

(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 of the M-X-T Zone, as stated in Section 27-542(a) of the Zoning Ordinance, as was

found with the previous DSP-16055, and incorporated herein. The additional residential uses proposed in this DSP continue to promote the orderly development of this site in the vicinity of a major interchange, reduce automobile use by locating the proposed townhouses next to the commercial portion, provide a flexible response to the market, and create a greater efficiency of the infrastructure for the entire site.

(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;

This requirement does not apply to the subject DSP, as this property was placed in the M-X-T Zone through a zoning map amendment application.

(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 development will be outwardly oriented. Although the linear park/bike trail forms an internal focal point at the center of the community, the additional townhouse units will front onto MD 704 and Business Parkway. This mixed-use development will lead to the rejuvenation of the surrounding neighborhoods and will act as a catalyst for improvements in the areas.

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

The most intensive uses, the commercial buildings, are located in the triangle formed by the intersection of MD 704 and MD 450, with the single-family attached units occupying the central portion of the site adjacent to floodplain, and the linear park. The proposed mixed-use development will be compatible with the Vista Gardens Marketplace across MD 704 to the south, and the existing one-story office building provides a transition between the residential uses on-site and the adjacent business park. The floodplain provides an effective buffer between the business park and the proposed townhouses.

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

The mix of uses, arrangement of buildings, and other improvements and amenities including the linear park/bike trail reflect a cohesive development

capable of sustaining a vibrant, independent environment of continuing quality and stability. The proposed development on the subject site will create a focal point for the neighborhood and provide a crucial link to the larger (WB&A) trail system.

(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 development is not anticipated to be phased, with multiple sections currently under construction. However, each building phase could be a self-sufficient entity that allows for the effective integration of subsequent construction phases.

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

The DSP shows an extensive network of internal sidewalks, pedestrian walkways, and trails throughout the site. However, the Planning Board requires some additional connections to complete the system that are conditioned below. Therefore, the DSP, if revised as conditioned, will include a comprehensive and convenient pedestrian system.

(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

The plans have been reviewed for the above issues and are found to be satisfactory. Space for a gathering place has been previously approved within the linear park. Adequate attention has been paid to human scale and high-quality urban design through the use of paving, furniture, lighting, and plantings.

(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 for a DSP. Therefore, the above 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 applicable CSP-14002 and PPS 4-13024 for the proposed development were both approved in 2016, with the additional PPS 4-20022 approved in 2021. This requirement has been met.

(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 DSP does not propose a Mixed-Use Planned Community.

d. The DSP is in general conformance with the applicable site design guidelines, as referenced in Section 27-283 of the Zoning Ordinance, and contained in Section 27-274 of the Zoning Ordinance. For example, grading will be minimized to the extent practicable, and all disturbed areas will be restored, and the architecture proposed for the townhouses are constructed of durable, low-maintenance materials and employ a variety of architectural features and designs, such as specialty windows and door treatments.

e. In accordance with Section 27-574 of the Zoning Ordinance, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval at the time of DSP. Detailed information regarding the methodology and procedures to be used in determining the parking ratio is outlined in Section 27-574(b). Section 27-568(a) of the Zoning Ordinance normally requires that the developer provide 339 parking spaces for the 166 residential units and 394 parking spaces are proposed with this DSP. Specifically, the 104 parking spaces required for this new reconfigured section have been provided on each lot and in on-street spaces.

The Planning Board finds that this amount is sufficient for the additional residential units in consideration of this proposal and the original DSP-16055 approval.

9. Amendment to Conceptual Site Plan CSP-14002: The applicant is requesting to amend CSP-14002 with this DSP, as allowed by Section 27-282(g). In this instance, amendments are requested to modify the CSP to make it consistent with the uses proposed in this DSP amendment. Plans for Vista Gardens West have evolved since approval of the original CSP in 2016, through subsequent approval of PPS 4-20022, and as proposed by the subject DSP.

As further detailed in Finding 5, CSP-14002 was approved by the Planning Board on July 7, 2016 and is embodied in their resolution of approval (PGCPB Resolution No. 16-90) for the construction of a mixed-use development, including 75,000 square feet of new commercial space, a gas station and associated food and beverage store, a 124-room hotel, and 115 single-family attached dwelling units, in addition to an existing office building of 14,881 square feet. The subject DSP now proposes to remove the hotel from the site design and replace it with 51 single-family attached condominium townhouse dwelling units. While this requires amendments to the CSP plans and findings in the resolution relative to uses and FAR, no amendments to conditions of approval are required or proposed. The CSP conditions that are applicable to this DSP amendment are discussed as follows:

1. Prior to certificate approval of the conceptual site plan (CSP), the applicant shall:

a. Delete the references to Residential Development Standards on the coversheet.

b. Revise the plans to show an emergency access connection between Parcel C, Block A, and Parcel 2, Block B.

c. Revise the CSP development data to reflect the correct development qualities.

CSP-14002 was revised to comply with the three Planning Board conditions of approval and was certified on December 28, 2016. The proposed conversion of the hotel parcel into the townhouses reflected in the amended CSP-14002 site plan will remain in compliance with these conditions. Where appropriate and necessary, the proposed DSP amendment has been revised to reflect changes in site conditions reflected by the revised CSP-14002 relating to the exact location of the emergency access connection.

2. At the time of detailed site plan (DSP), information shall be provided, or the issues shall be addressed as follows:

a. Parking shall be calculated separately for the hotel, commercial buildings, and townhouses. Parking spaces in the townhouse driveways must allow at least 19 feet of parking space for cars, which must not obstruct pedestrian or

vehicular travel routes. A minimum of ten percent more parking for visitors shall be provided in the townhouse area.

The breakdown of the required and provided parking, segregated by the individual uses, is outlined within General Note 7 of the proposed DSP-16055-04 plan set. The driveways for the additional 51 townhouses are all dimensioned to be a minimum of 19 feet long, and more than 10 percent visitor parking is provided in the townhouse area.

c. The details of the private recreational facilities shall be reviewed and approved.

As previously approved, the main private recreational facility is an approximately 7,000-square-foot private homeowners association (HOA) pocket park located between the residential units and abutting the west side of the public linear park that bisects the property. Other amenities in the applicant's proposal include a pergola/trellis within a plaza area, seating areas and connector trail to the linear park. The Planning Board finds these amenities acceptable for the additional residential units.

d. All outdoor recreation areas shall be shown located outside the unmitigated 65 dBA Ldn, with the exception of the linear park.

The certified DSP-16055, as well as this DSP amendment, have been designed to comply with this condition. A new traffic noise analysis dated November 10, 2020 was prepared for the revised site design associated with PPS 4-20022 and DSP-16055-04.

e. A standard sidewalk shall be provided along the subject site's entire frontage of Annapolis Road (MD 450), unless modified by the Maryland State Highway Administration.

f. A standard sidewalk shall be provided along the subject site's entire frontage of Business Parkway, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement.

g. Sidewalks shall be provided along both sides of all internal roads, unless determined not feasible or appropriate, and modified by the Planning Board or its designee at the time of DSP.

h. A ten-foot-wide shared-use path shall be provided along the subject site's entire frontage within the right-of-way of Martin Luther King Jr. Highway (MD 704), unless modified by the Maryland State Highway Administration.

The certified DSP-16055 site plan, as well as this DSP amendment, have been designed in compliance with the above six conditions.

k. Units with visible rear yards fronting on either Annapolis Road (MD 450) or private streets shall have enhanced architectural elements. Side entries shall be considered for dwelling units on Lots 100 and 101, abutting the private central green area (Parcel KI, Block A), at a minimum.

This condition of approval does not apply to DSP-16055-04, as it does not propose units adjacent to MD 450, or the dwelling units on Lots 100 or 101.

m. Identify highly visible residential units that require enhanced architectural treatments.

The certified DSP-16055 and this amendment identify the highly visible residential units. However, the architectural elevations should be revised to indicate which elevation is to be used on these lots or units.

n. Sufficient area shall be shown along all private streets to ensure conformance with Section 4.10, Street trees along Private Streets, of the 2010 Prince George's County Landscape Manual, in addition to the provision of sidewalks, at the time of DSP.

DSP-16055 reflects an Alternative Compliance approval, AC-17019, from the requirements of Section 4.10 of the Landscape Manual. The applicant is requesting an extension of Alternative Compliance AC-17019-02, for a similar treatment on the proposed private streets. The applicant proposes to provide sufficient area for tree planting in an alternate location than as specified in Section 4.10(c)(1). The request for alternative compliance is addressed in detail in Finding 12 of this report.

3. Prior to signature approval of the preliminary plan of subdivision (PPS), the following shall be addressed:

a. The PPS and the Type 1 tree conservation plan (TCP1) shall correctly show the lower and upper unmitigated 65 dBA Ldn noise contours along the entire frontage of Martin Luther King Jr. Highway (MD 704) and Annapolis Road (MD 450). The recommended mitigation measures shall also be shown on the TCP1.

b. Adequate on-site private recreational facilities shall be provided in accordance with the standards outlined in the Park and Recreation Facilities Guidelines. The private recreational facilities shall be reviewed by the M-NCPPC, Development Review Division (DRD), Urban Design Section, for adequacy and proper siting. The private recreational facilities package

to be provided shall include those facilities proposed with the conceptual site plan application, which include, but are not limited to, bike racks, benches, tables, lighting, and landscaping.

The certified PPS 4-13024, approved PPS 4-20022, DSP-16055, and Type 1 tree conservation plan (TCP1) are designed in conformance with the above two conditions.

4. Prior to issuance of any permits which impact wetlands, wetland buffers, streams, or Waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.

This condition remains in effect and will be applied at the time of permitting.

10. Preliminary Plan of Subdivision 4-20022: PPS 4-20022 was approved by the Planning Board on April 29, 2021, subject to 16 conditions. The following are relevant to the review of this DSP, as follows:

4. Development of the site shall be in conformance with a Stormwater Management Concept Plan (47327-2007-05) and any subsequent revisions.

An approved copy of the SWM concept plan (47327-2007-05) and approval letter were submitted with this application. The development proposed in the amended DSP is in substantial conformance with the approved SWM concept plan.

5. Prior to approval of a final plat:

a. The final plat shall grant 10-foot-wide public utility easements along the public and private rights-of-way.

The DSP reflects all the required 10-foot-wide public utility easements along the public and private streets, in conformance with PPS 4-20022.

b. The applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that a homeowners association has been established for the subdivision. The draft covenants shall be submitted to the Subdivision Section to ensure that the rights of The Maryland-National Capital Park and Planning Commission are included. The liber/folio of the declaration of covenants shall be noted on the final plat, prior to recordation.

This DSP amendment does not label the parcels which will be owned and maintained by the HOA. This information should be provided on the DSP either on the plan itself, or in the form of a table, as conditioned herein.

c. The applicant and the applicant's heirs, successors, and/or assignees shall provide a draft access easement agreement or covenant for emergency access from the residential development through Parcel 3 to Business Parkway, to The Maryland-National Capital Park and Planning Commission (M-NCPPC), Development Review Division, for approval. The easement agreement shall contain the rights of M-NCPPC, be recorded in land records, and the liber/folio shown on the final plat, prior to recordation. The final plat shall reflect the location and extent of the easement, in accordance with the approved preliminary plan of subdivision.

A 15-foot-wide access easement for emergency access from the residential development through Parcel 3 to Business Parkway is proposed in this DSP amendment, in conformance with PPS 4-20022.

6. Prior to the approval of any detailed site plan, provide plans that illustrates the location, limits, specifications, and details displaying the following facilities listed below, unless modified by the appropriate operating agency (Maryland State Highway Administration (SHA) or Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)), with written correspondence:

a. Standard five-foot-wide sidewalks along both sides of all roads, public or private, excluding alleys.

b. Ten-foot-wide shared-use path along the subject property's entire frontage of MD 704.

c. A standard sidewalk along the subject site's entire frontage of Business Parkway.

d. Perpendicular Americans with Disabilities Act ramps and marked crosswalks crossing all legs of both intersections of Vista Sola Way and Vista Green Lane; Vista Glen Lane and Vista Sola Way; and the intersection of Vista Green Lane and Vista Glen Lane.

e. A bicycle lane along the subject property's frontage of Business Parkway.

f. A pedestrian connection between the residential and commercial portion.

g. Outdoor bicycle parking on Parcel D.

h. Continental style crosswalks crossing the subject's site's entrance along Business Parkway.

The applicant's submission displays five-foot-wide sidewalks along both sides of all roads per subcondition a. Bicycle racks have been displayed next to Parcel D.

The Planning Board finds that a detail sheet be provided showing the inverted-U style bicycle rack, or a similar style that provides two points of contact for each parked bicycle.

Subconditions b, c, e, f, g, and h are not reflected on the applicant's submission. The Planning Board finds, as conditioned herein, that the applicant should update plans to display these improvements prior to the certification of the DSP. Specifically, provide a 10-foot-wide shared-use path along the subject property's frontage of MD 704, a standard sidewalk along the frontage of Business Parkway, a bicycle lane along the subject property's frontage of Business Parkway, a pedestrian connection between the residential and commercial portion of the development, and continental style crosswalks crossing the subject site's entrance along Business Parkway.

Regarding subcondition d, perpendicular Americans with Disabilities Act (ADA) ramps and marked crosswalks are displayed crossing Vista Sola Way at Vista Glen Lane and at Vista Green Lane. The Planning Board finds, as conditioned herein, that the applicant should update plans to display ADA ramps and marked crosswalks at the intersection of Vista Green Lane and Vista Glen Lane, crossing Vista Glen Lane at Vista Sola Way, and crossing Vista Green Lane at Vista Sola Way.

7. Prior to the acceptance of any detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the pedestrian and bicyclist adequacy improvements approved with Preliminary Plan of Subdivision 4-20022, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations.

The exhibit, as required by this condition, was not included with the application, and should be submitted for review prior to certification of the DSP, as conditioned herein.

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

Details and a cost estimate for the previously approved private on-site recreational facilities were provided. This indicates that the previously approved facilities are adequate for the 166 total townhouse units. The proposed trail connection with additional benches and bike racks to this linear park facility are properly sited and adequate for the additional residential units.

12. Total development within the subject property shall be limited to uses that would generate no more than 36 AM and 41 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision (PPS), with a new determination of the adequacy of

transportation facilities. Furthermore, it is noted that this cap is part of the original trip cap for Vista Gardens West, PPS 4-13024, and is in no way intended to represent an additional entitlement for the overall area covered by

The changes proposed by this development include the reconfiguration of the hotel site to include 51 townhouse condominium units. This change would generate fewer trips than were allowed under PPS 4-13024 and DSP-16055. A review of the project and previous trip cap was reviewed as a part of this application and like the former applications, it was determined that it conforms with the trip cap. With the reduction in square footage proposed by the subject plan, it is determined that the plan complies with the trip cap condition. Also, no change in access is proposed.

16. **Prior to approval of building permits, certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that the building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less for dwelling located on Parcels 7 and 8.**

    This will be required to be provided at the time of permitting for the units facing MD 704.

11. **Detailed Site Plan DSP-16055 and its amendments:** DSP-16055 was approved on December 14, 2017 by the Planning Board (PGCPB Resolution No. 17-158), for a mixed-use development. It was subsequently amended three times at a Director level for site changes for specific commercial tenants, which did not affect the original conditions of approval. These conditions of approval were either addressed prior to certification of DSP-16055, or will be enforced at the time of permitting, as they remain in effect. Some conditions relative to architectural requirements have been included herein, relative to the two proposed house types.

12. **2010 Prince George's County Landscape Manual:** In accordance with Section 27-548, landscaping, screening, and buffering within the M-X-T Zone should be provided, pursuant to the provisions of the Landscape Manual. This DSP is subject to the requirements of Section 4.1, Residential Requirements; Section 4.2, Requirements for Landscape Strips along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; Section 4.9, Sustainable Landscaping Requirements, and Section 4.10, Street Trees Along Private Streets of the Landscape Manual. The DSP provides the necessary plantings and schedules in conformance with the Landscape Manual with the exception of Section 4.10.

    The applicant requests alternative compliance from the requirements of Section 4.10, Street Trees Along Private Streets, for the location of the required planting strip between the street curb or edge of paving and the sidewalks. Specifically, the applicant is seeking relief, as follows:

Section 4.10, Street Trees Along Private Streets

REQUIRED: Section 4.10(c)(1), Street Trees Along Private Streets, Vista Glen Lane, Vista Green Lane, and Vista Sola Way

Length of Landscape Strip	385 linear feet
Width of Landscape Strip	5 feet
Shade Trees (1 per 35 linear feet)	11

PROVIDED: Section 4.10(c)(1), Street Trees Along Private Streets, Vista Glen Lane, Vista Green Lane, and Vista Sola Way

Length of Landscape Strip	385 linear feet
Width of Landscape Strip	10 feet
Shade Trees	13

Justification
The applicant is requesting alternative compliance from Section 4.10(c)(1), Street Trees Along Private Streets, which requires a five-foot-wide landscape strip between the street curb or edge of paving and the sidewalks to accommodate street trees. The applicant is proposing front-loaded townhouses with associated driveways connecting directly to private roadways, which necessitates the sidewalk to be located directly adjacent to the curb, rather than behind a landscape strip. As a result, the landscape strip typically required for street trees is nonexistent; alternatively, a 10-foot-wide planting strip is provided behind the sidewalk, except where there are driveways. This alternative design allows for more planting area for each proposed street tree.

Section 4.10 of the Landscape Manual requires one street tree to be planted for every 35 linear feet of private street. Vista Glen Lane, Vista Green Lane, and Vista Sola Way total 385 linear feet in length. Using this formula, the applicant would be required to plant 11 street trees, but is proposing 13 street trees.

The Planning Board finds the applicant's proposal equally effective as normal compliance with Section 4.10, Street Trees Along Private Streets, as it provides an excess of both the number of street trees and planting area while allowing front-loaded townhouses with driveways connecting directly to private roadways. Specifically, the applicant will plant two additional street trees, which is 18 percent more than the normal requirements of the Landscape Manual.

The Planning Board APPROVES of Alternative Compliance AC-17019-02 from the requirements of Section 4.10, Street Trees Along Private Streets, of the 2010 *Prince George's County Landscape Manual*, along Vista Glen Lane, Vista Green Lane, and Vista Sola Way, to allow the planting strip to be located behind the sidewalks, as proposed on the site plan.

13. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:
This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the gross tract area exceeds 40,000 square feet

and there are more than 10,000 square feet of existing woodland on-site. TCP1-043-96-03 was submitted with the PPS application, and a Type 2 Tree Conservation Plan (TCP2-094-96-06) was submitted with the current DSP showing the proposed development.

The site contains 10.03 acres of upland woodlands and 3.79 acres of wooded floodplain. This application proposes to clear all 10.03 acres of upland woodland, 0.07 acre within the floodplain, and 1.52 acres of off-site woodlands. The off-site clearing is for road improvements and access. The woodland conservation requirement is being met with 1.49 acres of on-site reforestation, 0.67 acre of natural regeneration, and 8.92 acres of off-site woodland conservation. Any forest mitigation banks used to satisfy off-site woodland conservation requirements for this project must conform to Subtitle 25 of the Prince George's County Code and Sections 5-1601 through 5-1613 of the Natural Resources Article of the Maryland Code (the Maryland Forest Conservation Act), as amended. A portion of the reforestation is within the primary management area (PMA). There is also planting along the boundary outside of the PMA. The plan has been updated from the original approval to show the proposed building footprints and associated infrastructure and requires technical revisions, as conditioned herein.

14. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, of the Tree Canopy Coverage Ordinance, of the Prince George's County Code requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties that are zoned M-X-T are required to provide a minimum of 10 percent of the gross tract area in TCC. The subject site is 31.34 acres in size and needs to have 3.13 acres of the property in tree canopy. The DSP provides the required schedule and is in compliance with this requirement for the entire area of the DSP through a combination of woodland preservation and proposed tree plantings.

15. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

a. **Historic Preservation**—No historic comments were provided on the subject application. However, in the approval of PPS 4-20022, the Planning Board found that all previous conditions of approval relative to historic issues had been satisfied. This amendment for additional residential units does not change this finding.

b. **Community Planning**—The Planning Board adopts a memorandum dated June 2, 2021 (Dickerson to Bossi), incorporated herein by reference, which indicated that pursuant to Part 3, Division 9, Subdivision 3 of the Zoning Ordinance, master plan conformance is not required for this application.

c. **Transportation Planning**—The Planning Board adopts a memorandum dated June 7, 2021 (Saunders Hancock, to Bossi), incorporated herein by reference, which stated that they reviewed the subject DSP for conformance with the applicable conditions of prior approvals, which have been included in the findings of this report.

Based on the preceding findings, adequate transportation facilities will exist to serve the proposed subdivision, and access is acceptable as no change is proposed.

d. **Subdivision Review**—The Planning Board adopts a memorandum dated June 4, 2021 (Vatandoost to Bossi), incorporated herein by reference, which provided an analysis of this application for conformance with the governing PPS 4-20022, which has been incorporated into findings above. The Planning Board concludes that the DSP is in substantial conformance with the approved PPS and included conditions herein relative to technical corrections.

e. **Pedestrian and Bicycle Facilities**—The Planning Board adopts a memorandum dated June 3, 2021 (Ryan to Bossi), incorporated herein by reference, which provided an evaluation of this DSP for conformance with applicable conditions attached to prior approvals that have been included in the findings above.

The Planning Board concludes that the pedestrian and bicycle transportation site access and circulation of this plan is acceptable, consistent with the site design guidelines pursuant to Sections 27-274 and the M-X-T requirements pursuant to Section 27-546(d), and the relevant design guidelines for transportation and concludes that the submitted DSP is deemed acceptable from the standpoint of bicycle and pedestrian transportation, subject to conditions, which have been included herein.

f. **Prince George's County Department of Parks and Recreation (DPR)**—DPR did not provide comments on the subject application.

g. **Permit Review**—The Planning Board adopts a memorandum dated June 8, 2021 (Glascoe to Bossi), incorporated herein by reference, which noted that there are no permit-related comments on the application.

h. **Environmental Planning**—The Planning Board adopts a memorandum dated June 2, 2021 (Rea to Bossi), incorporated herein by reference, which offered a discussion of the DSP's conformance with the prior conditions, the WCO as discussed above, and the following summarized comments:

Natural Resources Inventory Plan/Existing Features
NRI-025-09-01 was revalidated on February 12, 2021 for one year and was provided with this application. The site contains 100-year floodplain, wetlands, and their associated buffers which comprise the PMA. There are three specimen trees on-site. The TCP2 and the DSP show all the required information correctly in conformance with the NRI.

Specimen Trees
A Subtitle 25 variance application to remove Specimen Trees 1, 3, and 5 was reviewed and approved with CSP-14002. These specimen trees were located in the area of this PPS, but were removed under TCP1-048-96-01. No additional information is required with regard to removal of Specimen Trees 1, 3 and 5.

Stormwater Management
A SWM concept approval letter (47327-2007-05) and associated plans were submitted with the application for this site. The plan proposes to construct three bio-retention facilities, one wet pond, and one bio-swale. An existing extended detention structure will also be used. A SWM fee of $28,000 for on-site attenuation/quality control measures is required. This stormwater approval expires November 22, 2022.

i. **Prince George's County Fire/EMS Department**—The Fire Department did not provide comments on the subject application.

j. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—DPIE did not offer comments on the subject application.

k. **Prince George's County Police Department**—The Police Department did not offer comments on the subject application.

l. **Prince George's County Health Department**—The Planning Board adopts a memorandum dated June 1, 2021 (Adepoju to Bossi), incorporated herein by reference, in which the Health Department noted that they have completed a desktop health impact assessment review of the DSP for Vista Gardens West. In addition, they provided the following summarized comments on the DSP that have been included herein, as appropriate:

(1) Health Department permit records indicate there are approximately 10 existing carry-out/convenience store food facilities and two markets/grocery stores within a half mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes.

(2) Indicate how the project will provide for pedestrian access to the site by residents of the surrounding community.

Commercial uses were previously approved for the property and transportation connections were evaluated and approved at the time of PPS.

(3) During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements, as specified in Subtitle 19 of the Prince George's County Code.

(4) During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements, as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

These issues are already noted on the plan.

m. **Maryland State Highway Administration (SHA)**—SHA did not provide comments on the subject application.

16. As required by Section 27-285(b) of the Zoning Ordinance, the required findings for a DSP are as follows:

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

Based on the foregoing, the DSP, if approved with the proposed conditions below, 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.

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

As discussed in Finding 9 above, the DSP has been found to be in conformance with the applicable CSP, as amended with this application.

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

The subject application is not a DSP for infrastructure. Therefore, this requirement is not applicable.

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

No regulated environmental features on the subject site are proposed to be impacted by this DSP amendment. Therefore, they have been preserved and/or restored in a natural state to the fullest extent possible.

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 Detailed Site Plan DSP-16055-04, Alternative Compliance AC-17019-02, and Type 2 Tree Conservation Plan TCP2-094-96-06, for Vista Gardens West, subject to the following conditions:

1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made, or information provided:

    a. Provide a standard sidewalk along the subject property's frontage of Business Parkway, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.

    b. Provide a detail sheet showing the bicycle racks to be inverted-U style or racks of a similar style that provide two points of contact for securing and supporting each parked bicycle.

    c. Provide a 10-foot-wide shared-use path along the subject property's frontage of MD 704, unless modified by the Maryland State Highway Administration, with written correspondence.

    d. Provide continental style crosswalks traversing the entrance along Business Parkway, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.

    e. Provide a bicycle lane along the subject property's frontage of Business Parkway, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.

    f. Provide parallel or perpendicular Americans with Disabilities Act ramps and marked crosswalks at the intersection of Vista Green Lane and Vista Glen Lane, crossing Vista Glen Lane at Vista Sola Way, and crossing Vista Green Lane at Vista Sola Way.

    g. Provide the residential square footage on the plan and adjust the floor area ratio, as necessary.

    h. Indicate that the proposed light fixtures include full cut-off optics.

    i. Provide dimensions for all optional decks on the templates and elevations.

j. Identify the side elevation of the 'Alden II' and 'Edson II' models to be used on high visibility lots/units.

k. Provide an exhibit that illustrates the location, limits, specifications, and details of the pedestrian and bicyclist adequacy improvements approved with Preliminary Plan of Subdivision 4-20022, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations.

l. Provide standard decks, unless the buyer opts out, and a minimum of the first floor finished in brick, stone, or stucco on all rear-load garage townhouse units.

m. Revise all townhouse side elevations to provide a minimum of two standard architectural features. For highly visible townhouse lots, a minimum of three standard endwall features combined with a minimum of the first floor finished in brick, stone, or stucco shall be provided.

n. Identify the parcels to be conveyed to the homeowners association.

o. Revise the Type 2 tree conservation plan (TCP2) as follows:

(1) Correct the TCP2 number and the revision number on the worksheet shown on the TCP2.

(2) Add the current off-site woodland conservation notes to the plan.

(3) Update the owner's signature in the Owner's Awareness Certification.

(4) Revise the title and approval block of the plan to say DSP-16055-04 not -03.

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

* * * * * * * * * * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner and Hewlett voting in favor of the motion at its regular meeting held on Thursday, July 1, 2021, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 1st day of July 2021.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

EMH:JJ:AB:nz

APPROVED AS TO LEGAL SUFFICIENCY
(*pending hearing*)

M-NCPPC Legal Department
Date: June 29, 2021