

R E S O L U T I O N

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 12, 2018, regarding Detailed Site Plan DSP-17023 for Addison Row, Phase 1, Expedited Transit-Oriented Development Project, the Planning Board finds:

1. **Request:** This detailed site plan (DSP) proposes 321 multifamily dwelling units in two four-story buildings on Parcel 1 and an access roadway on Parcel 2, as Phase 1 of a larger mixed-use development.
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	M-X-T	M-X-T
Use(s)	Vacant	Multifamily Residential
Gross Tract Area (acres)	34.59	34.78
Right-of-Way to be Vacated	0.19	-
Floodplain	1.22	1.22
Net acreage	33.37	33.56
Proposed Parcels		
Parcel 1	-	10.63
Parcel 2	-	19.19
Parcel 3	-	1.37
Parcel 4	-	3.59
Multifamily Dwelling Units	321	
of which 1 Bedroom	129	
2 Bedroom	150	
3 Bedroom	42	

OVERALL PARKING AND LOADING DATA

Parking and Loading Data

	APPROVED
Total Number of Parking Spaces	518*
Standard Spaces	496
Handicapped Spaces	22 (all van-accessible)
Total Number of Loading Spaces	2**
Loading space size	12 ft. x 33 ft.

Bicycle Parking	75 Spaces
Building A	31
Building B	44

Notes: *A parking analysis, in accordance with Section 27-574(a) of the Zoning Ordinance, has been provided to support the proposed number of parking spaces.

**Section 27-583 of the Zoning Ordinance governs off-street loading space requirements for development in the Mixed Use-Transportation Oriented Zone. It provides a three-step method of loading space calculation and allows shared loading spaces among different uses. A shared parking analysis has been provided with this DSP to support the number of parking provided above.

Floor Area Ratio (FAR) in the M-X-T Zone

Base Density Allowed	0.40 FAR
Residential	1.00 FAR*
Total FAR Permitted:	1.40 FAR
Total FAR Proposed:	0.28 FAR** (414,772 sq. ft./ 1,461,874 sq. ft.)

Notes: *Additional density is allowed in accordance with Section 27-545(b)(4) of the Zoning Ordinance, Optional method of development, for providing 20 or more dwelling units.

**This DSP proposes only a portion of the residential uses of a mixed-use development, consisting of residential and commercial uses, that was approved under Conceptual Site Plan CSP-06003. Therefore, the proposed FAR will increase with future DSPs.

3. **Location:** The subject property is located on the north side of Addison Road, approximately 35 feet north of its intersection with North Englewood Drive. It is known as 4800 and 4700 Addison Road, Capitol Heights, Maryland, in Planning Area 72 and Council District 5.

4. **Surrounding Uses:** The site abuts single-family detached dwellings in the One-family Detached Residential (R-55) Zone to the east of the property; commercial, single-family detached dwellings, and religious institutional uses in the Multifamily Medium Density Residential (R-18), R-55, Townhouse (R-T), and Commercial Miscellaneous (C-M) Zones to the south; industrial uses in the R-T Zone to the southwest; and by the Metro Orange and Penn Central Railroad Lines to the northwest. The site adjoins vacant land in the Heavy Industrial (I-2) Zone to the northeast, and beyond that the Cheverly Metro Station.
5. **Previous Approvals:** The subject property has a previously approved Zoning Map Amendment (A-9981-C) that rezoned the subject site from the Light Industrial (I-1), I-2, and Commercial Office (C-O) Zones to the Mixed Use-Transportation Oriented (M-X-T) Zone on December 26, 2007, with 17 conditions. The 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (Subregion 4 Master Plan and SMA) and the 2018 *Approved Greater Cheverly Sector Plan* retained the subject property in the M-X-T Zone and recommended mixed-use development on the site. The subject site also has a Conceptual Site Plan (CSP-06003), which was approved by the Prince George's County Planning Board on September 22, 2008 (PGCPB Resolution No. 08-119). The Prince George's County District Council affirmed the Planning Board's decision and approved that application on March 22, 2010, for the subject property with 26 conditions.

In addition, this property is subject to Preliminary Plan of Subdivision (PPS) 4-16040, which was approved by the Planning Board (PGCPB Resolution No. 18-18) for four parcels for the development of 648 multifamily units on March 8, 2018, subject to 16 conditions.

The site also has an approved Stormwater Management (SWM) Concept Plan, 15244-2006-02, which was approved on March 29, 2018 and is valid through March 29, 2021.

6. **Design Features:** The subject application proposes the first phase (Phase 1) of a larger, mixed-use development that is composed of 648 multifamily dwelling units and approximately 40,000 square feet of commercial/retail uses. The Phase 1 development includes one U-shaped and one L-shaped multifamily apartment building, perpendicular to Addison Road, creating a courtyard with surface parking lots serving the multifamily buildings. The U-shaped building abuts Parcel 2 on the west, which contains the main private entrance drive to the development. The L-shaped building abuts existing single-family detached houses along North Englewood Drive, to the east. The DSP shows two accesses off Addison Road serving the site. The main access to the site, on proposed Parcel 2, is aligned with the existing Elkwood Lane. The second access off of Addison Road, is flanked on both sides by the two buildings and passes through the middle of the courtyard, with surface parking lots on both sides. This access drive ends at a "T" intersection, with a drive aisle of more surface parking located on the north side of the proposed multifamily buildings. To the north of this parking area are recreational facilities serving the residents of this phase.

The DSP shows that the main access drive, which also provides access to future commercial uses and multifamily dwelling units, is configured to take a right turn into the surface parking lot along the north of the proposed multifamily buildings. The turn is awkward, and the layout is confusing

with several entry points. Above all, the proposed layout will create conflicts between the incoming traffic and outgoing vehicles from the lot. The Planning Board believes that a “T” intersection needs to be created to clearly define the hierarchy of the street, in order to facilitate safe circulation around the intersection. A condition has been included in this resolution requiring the applicant to redesign the intersection.

Architecture

The two four-story multifamily buildings are designed in a contemporary style featuring a flat roof that is very popular for this type of residential development. The two buildings are finished with a combination of brick and fiber cement siding. Two-tone brick, in brown and light tan, is proposed as an accent material on the portions of the elevations where the entrances are located and where it can be seen from major roadways. Various architectural articulation techniques, including vertical division of building mass, various color panels, trims, and tower elements, have been employed to create visually interesting elevations. The fiber cement siding features color tones, including white, dark grey, medium grey, dark red, and yellow, have been employed to create a dynamic streetscape. Strong color contrast has also been used on various elevations. Various roof bands and raised parapets are also utilized throughout all elevations to create a varied roofline.

The southern elevations along Addison Road feature vertical divisions of the façades for every two to three bays, creating comfortable visual blocks. A variety of contrasting color tones have been used on the elevations to create more diversity than uniformity. The Urban Design Section suggests that the dark colored brick be applied throughout the first floor of the building to form a consistent base section, to tie the visual blocks along Addison Road. A condition has been included in the staff report requiring the applicant to revise the southern elevations, to be reviewed and approved by the Urban Design Section as the designee of the Planning Board, prior to certification of this DSP. During the public hearing for this DSP, the Planning Board removed the condition.

Lighting

The applicant is specifying standard downward-facing (also known as full cut-off) light fixtures on poles to be provided in the parking lot and along the sidewalks and building-mounted lights.

The details and specifications have been provided on the detail sheet of the landscape plan.

A photometric study has also been provided; however, it does not provide photometrics around the entirety of the developed portion of the property including the building-mounted lights. Therefore, a condition has been included in this resolution requiring the applicant to revise the photometric plan to show the entirety of the lighting, especially along the property lines.

Signage

The DSP proposes building-mounted signs to be placed on the tower element of the elevations fronting on Addison Road. The signage is acceptable. However, no dimensions or details are provided. A condition has been included in this resolution requiring the applicant to provide the sign details, face area, and dimensions prior to certification.

Loading and Trash Facilities

Loading and trash facilities are proposed exterior to the multifamily buildings, in the northeast corner of the parking lot. In this DSP, two loading spaces have been proposed to serve the two buildings.

Recreational Facilities and Amenities

This application is required to provide on-site private recreational facilities, in accordance with the previously approved PPS. In accordance with the formulae for determining recreational facilities for a multifamily development of 321 dwelling units, a recreational facility package worth approximately \$364,000.00 is required. The applicant proposes the following facilities that have a dollar amount of approximately \$375,000.00, which meets the requirements. However, the details, specifications, and locations of the splash park, fitness center, kids play room, and resident lounge were not provided on the plans. A condition included in this resolution requires this to be added prior to certification.

Facilities	Dollar Amount
Two Picnic Areas	\$14,000
Pre-school age playground	\$45,000
School-age playground	\$60,000
Kids splash park	\$30,000
Dog Park	\$65,000
Tables (8 additional)	\$16,000
Fitness center (internal to Building B)	\$100,000
Kids playroom (internal to Building B)	\$15,000
Resident lounges (internal to Buildings A and B)	\$30,000

Green Building Techniques

The project has been designed according to sustainable design standards. The project is pursuing National Green Building Standard (NGBS) certification. The NGBS certification process has provided specific metrics for sustainability. The end result is a more resource-efficient and environmentally conscious design. The following narrative outlines some of the project's sustainability features.

Energy Efficiency

Energy efficiency has been a priority throughout the design process. This is driven by the local energy code and to meet the NGBS. Both buildings perform 18 percent better than the 2009 International Energy Conservation Code (IECC) requirements for energy performance. The building's energy-efficient design is in part due to its lighting systems. Light-emitting diode (LED) lighting has been specified throughout the building. In addition, lighting occupancy sensors and other controls are used to further optimize energy performance.

Energy-efficient vinyl and aluminum windows are specified for residential units and common areas of the building. Energy Star appliances including dishwashers, clothes washers, and refrigerators have been specified. The roofs are low slope, white membrane covered with a high

Solar Reflectance Index (SRI) rating. The exterior of the building features a high percentage of prefinished materials to limit the amount of painting and chemicals released into the atmosphere.

Water Efficiency

The Addison Row project reduces water consumption through low-flow plumbing fixtures. The design team has specified low-flow lavatory faucets, toilets, kitchen sinks, and showerheads. Furthermore, irrigation demand is reduced through the use of native and adaptive plants.

Indoor Environmental Quality

Addison Row will be built with low-emitting finishes, including low volatile organic compound (VOC) paints, adhesives, and sealants. Use of low-emitting finishes reduces the potential for a number of adverse health effects from VOC and other indoor air pollutants.

Waste Management

A construction waste management plan is in place to limit the amount of construction debris placed in landfills.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Map Amendment A-9981-C:** Zoning Map Amendment A-9981 was approved by the District Council on September 24, 2007, to rezone the property from the I-1, I-2, and C-O Zones to the M-X-T Zone, subject to 17 conditions. The conditions that are pertinent to the review of this DSP are discussed, as follows:
 3. **Multi-family development shall have direct access to arterial or collector roads and shall not have primary access through single-family residential streets.**

The multifamily development proposed has access from Addison Road, which is a collector road. No access through single-family residential streets is proposed.
 4. **Wherever possible, 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 trails utilizing the open space network.**

Sidewalks are proposed throughout the entire development, linking the living areas to recreation areas and providing direct access to the sidewalks on Addison Road. From Addison Road, walkways are provided to the surrounding community and transportation facilities.
 14. **Prior to Detailed Site Plan approval, the Applicant shall submit a noise study and shall use the appropriate noise and vibration mitigation measures in developing the property.**

A vibration study prepared by Phoenix Noise and Vibration, LLC was submitted for the subject property. The report is based on a site plan showing three residential buildings; however, the DSP only shows two buildings outside the impact area. Based on the Planning Board's review, the closest building proposed in this application is approximately 500 feet from the nearest train track.

15. **All future submission packages shall contain a signed Natural Resources Inventory (NRI). The NRI shall be used to prepare a site layout that results in non-essential impact to the regulated features of the site.**

A Type 2 Tree Conservation Plan, TCP2-007-16-01, based on an approved natural resources inventory (NRI), has been submitted with this DSP. The Planning Board reviewed the submittal and concluded that this condition has been fulfilled.

17. **The residential development of the project shall be limited to a maximum of 2,000 dwelling units and the total development on the property shall be limited to uses that generate no more than 1,683 AM and 2,323 PM peak vehicle hour trips.**

In accordance with approved PPS 4-16040, the trip cap for the entire development would be 391 AM trips and 586 PM trips, based upon the total proposed 648 residential units and 40,640 square feet of retail. This DSP includes the first phase of the larger development for 321 multifamily dwelling units, which is below the established trip cap for the site. This condition is satisfied.

8. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-X-T Zone and the requirements for Expedited Transit-Oriented Development (ETOD) Projects of the Zoning Ordinance:

- a. The proposed multifamily residential development is a permitted use.
- b. In accordance with Section 27-546 of the Zoning Ordinance, the Planning Board must make the following findings for approval of a DSP and a CSP, as follows:

Section 27-546. Site Plans.

- (d) **In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:**

- (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 of the Zoning Ordinance, as follows:

Section 27-542. Purposes.

(a) The purposes of the M-X-T Zone are:

- (1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;**

The DSP proposes to develop a site, within one-half mile of the Cheverly Metro Station, with multifamily buildings in Phase 1 and one commercial space in a future phase. The project promotes the orderly development of land by allowing for the construction of a mixed-use development on a former industrial site, in the vicinity of a major Metro station. The redevelopment will contribute a desirable living opportunity for citizens of the County, as well as future employment opportunities.

- (2) To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;**

The project will create a compact, mixed-use, walkable community with a mix of residential, commercial, recreational, and open space uses, as contemplated by the applicable master plan and sector plan.

- (3) To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;**

The project maximizes the development potential available by locating a mixed-use development in close proximity to major transit lines, including US 50 (John Hanson Highway) and the Cheverly Metro Station.

- (4) To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;**

The project will include a mix of residential and nonresidential uses in close proximity to the Cheverly Metro Station and the Deanwood Metro Station. Enhanced streetscape treatment, sidewalks, and indoor bicycle storage will help to facilitate walking, bicycle, and transit use.

- (5) To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;**

The project will include a mix of residential and nonresidential uses combined in a manner to ensure continuing functioning after workday hours and encourage a vibrant 24-hour environment.

- (6) To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;**

The completed project will include a mix of residential and nonresidential land uses blended together harmoniously.

- (7) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;**

Buildings have been carefully designed to create a distinctive visual character. Future phases with commercial uses will further create a dynamic, functional relationship among uses.

- (8) To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;**

This is a redevelopment, mixed-use project that will include both multifamily residential housing and supporting commercial development. Thus, it is not a single-purpose project. The site is positioned between two metro stations that the residents will have access to and will provide recreational amenities on-site for the residents as well. The land planning was done in such a way as to utilize existing infrastructure on-site, including existing stormdrain and sanitary sewer outfalls. The SWM for the site was designed using environmentally sensitive design criteria and meets the required treatment volume through the use of micro-bioretenion facilities and bioswales. The site was graded so that only one outfall is used, which is an existing outfall; thus, reducing the amount of impact on the environmental buffer.

- (9) To permit a flexible response to the market and promote economic vitality and investment; and**

This DSP proposes a conversion of an obsolete industrial use to a mixed-use community, which will improve the economic vitality of the property and the community.

- (10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.**

The proposed development includes architectural elevations that have been reviewed by the Urban Design Section. The applicant has been working to enhance the architectural elevations that are highly-visible from public roadways.

- (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 site was rezoned to the M-X-T Zone via Zoning Map Amendment A-9981. This finding is not applicable.

- (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;**

This residential phase is oriented outward toward Addison Road and will visually integrate with adjacent, multi-story structures along that roadway.

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

The project is directly adjacent to an existing established neighborhood to the east. A significant bufferyard has been provided in accordance with the 2010 *Prince George's County Landscape Manual* (Landscape Manual). The rest of the surrounding development, north of Addison Road, is predominantly industrial and warehouse uses. The redevelopment of this site will provide significant improvements to the area in the vicinity.

- (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;**

Buildings and other amenities have been carefully designed and placed to create a cohesive, quality environment. Attention has been paid to design, as well as selection of materials, to ensure their enduring quality and a cohesive aesthetic.

- (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 DSP is Phase 1 of a multi-phase development including 648 multifamily dwelling units and more than 40,000 square feet of commercial/retail uses. There are at least two phases after this phase. Each of the phases of development is designed as a self-sufficient entity, while allowing for effective integration of future phases. Additional development is anticipated in future phases to the north and west of this phase.

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

This project is designed to be pedestrian-friendly, with sidewalks and street trees throughout the project. The pedestrian system will connect to existing sidewalks on Addison Road and other existing trails, including the master plan trail, to provide convenient access to the Cheverly Metro Station in the future.

(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

This requirement has been fulfilled because there is a recreational compound proposed to be located to the north of the multifamily buildings, which will be connected by sidewalks. Adequate attention has been paid to the design of the building façades surrounding the space, proportion, pavement, finishing materials, and street furniture that will contribute to a safe and attractive open space.

(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, 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.

This application is a DSP and this finding does not apply.

- (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.**

The PPS covering the entire site was approved on March 8, 2018, pursuant to PGCPB Resolution No 18-18, in which an adequacy finding was made, and the DSP is consistent with that approval.

- (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 contains a total of 34.78 acres and was not approved as a mixed-use planned community; therefore, this requirement does not apply.

- c. The DSP application is also in conformance with additional regulations of the M-X-T Zone, as follows:

Section 27-544. Regulations.

- (a) **Except as provided in Subsection (b), additional regulations concerning the location, size, and other provisions for all buildings and structures in the M-X-T Zone are as provided for in Divisions 3 and 4 of this Part, General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.**

The plan has been reviewed in accordance with the above provisions of the Zoning Ordinance.

Section 27-548. M-X-T Zone.

(a) Maximum floor area ratio (FAR):

**(1) Without the use of the optional method of development -- 0.40 FAR;
and**

(2) With the use of the optional method of development -- 8.00 FAR.

The DSP indicates that the floor area ratio (FAR) will be approximately 0.28 in this first phase of the development, which is below the permitted FAR of 1.4. Each future DSP should provide for the cumulative FAR, as approved in each phase. The correct permitted FAR should be provided on the DSP, along with the proposed FAR for Phase 1.

(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 proposed development consists of a multifamily residential use in two buildings on Parcel 1. The DSP satisfies this requirement.

(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 shows a layout for the first phase of the development of this project.

(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 landscaping, screening, and buffering issues have been reviewed, along with this DSP, in accordance with the Landscape Manual. Finding 11 below provides a detailed discussion of an evaluation of the landscaping proposal.

(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.

The subject DSP includes four parcels; however, the two buildings are located on Parcel 1, with grading and recreational facilities on Parcel 2. All of the proposed

parcels have frontage on, and direct access to, Addison Road, except as authorized pursuant to Subtitle 24 of the Prince George's County Code, and therefore meets the requirement.

- d. In accordance with Section 27-107.01(a)(242.2)(B) of the Zoning Ordinance, the DSP is an eligible ETOD project, as follows:

(242.2) Transit Oriented Development Project, Expedited: A development proposal, designated for expedited review in accordance with Section 27-290.01 of this Subtitle, where

- (B) for a constructed Washington Metropolitan Area Transit Authority ("WMATA") Metrorail station for which there is no approved TDOZ, the subject property has greater than fifty percent (50%) of its net lot area located within a one-half mile radius of the constructed WMATA Metrorail station as measured from the center of the transit station platform**

The subject site is located totally within one-half mile of the Cheverly Metro Station platform, for which there is no approved Transit District Overlay (T-D-O) Zone.

Section 27-290.01 of the Zoning Ordinance sets out the requirements for reviewing ETOD projects, including submittal requirements, use restrictions, review procedures, the roles of the Planning Board and District Council, and the time limit for both Planning Board and District Council actions. Specifically, Section 27-290.01(b), provides the requirements for the uses and design of ETOD projects, as follows:

- (b) As a condition of site plan approval, an Expedited Transit-Oriented Development Site Plan shall:**

- (1) Use the best urban design practices and standards, including:**

- (A) Encouraging a mix of moderate and high density development within walking distance of a transit station to increase transit ridership, with generally the most intense density and highest building heights in closest proximity to the transit station and gradual transition to the adjacent areas;**

The subject application is located within one-half mile of the Cheverly Metro station. This portion of the proposed development would be considered high-density development.

(B) Reducing auto dependency and roadway congestion by:

- (i) Locating multiple destinations and trip purposes within walking distance of one another;**
- (ii) Creating a high quality, active streetscape to encourage walking and transit use;**
- (iii) Minimizing on-site and surface parking; and**
- (iv) Providing facilities to encourage alternative transportation options to single-occupancy vehicles, like walking, bicycling, or public transportation use;**

(C) Minimizing building setbacks from the street;

This application constitutes the first residential phase of a mixed-use development with an extensive sidewalk network connecting to Addison Road, which leads to the Deanwood Metro Station. Enhanced streetscape amenities are proposed to create a pedestrian-friendly experience and buildings have been sited with minimal setbacks. On-site surface parking has been minimized and bicycle parking has been provided to further reduce automobile dependency. The DSP is also consistent with the applicable design principals of Section 27A-209 of the County Code regarding multimodal transportation options, regulated environmental features, and the location of garbage, loading, and mechanical spaces away from the street space.

(D) Utilizing pedestrian scale blocks and street grids;

The DSP will further define the blocks and grid patterns in the future development of the overall site.

(E) Creating pedestrian-friendly public spaces; and

This DSP proposes two buildings on a portion of a larger property as the first phase of a multi-phased project. There will be a recreational area located to the north of the multifamily buildings that provides a pedestrian-friendly space for future residents. In addition, the DSP also provides sidewalks on both sides of all roadways serving the development that will provide the residents easy access to the Cheverly Metro Station, in the future.

(F) Considering the design standards of Section 27A-209.

Section 27A-209 provides general design principles for urban centers, as stated below:

Section 27A-209. –General Design Principles of Urban Centers and Corridor Nodes.

- (a) Building Façades should be aligned and close to the Street. Buildings form the space of the Street.**
- (b) The Street is a coherent space, with consistent building forms on both sides. Buildings facing across the Street-Space contribute to a clear public space and Street-Space identity.**
- (c) Multimodal, complete Streets incorporating well-designed pedestrian, bicycle, transit, and auto facilities are essential elements of the Urban Centers and Corridor Nodes.**
- (d) Consideration of the natural environment is paramount in the Urban Centers and Corridor Nodes. All new development should be designed in accordance with best practices of environmentally-sensitive site design and sustainability. Development within the Urban Centers and Corridor Nodes shall demonstrate consideration of the natural environment through several means, including the environmental infrastructure Functional Overlay, Regulating Plan, and Permit Site Plan application.**
- (e) Regulated Environmental Features shall be preserved, protected, and restored to a natural state to the fullest extent possible.**
- (f) Buildings oversee the Street-Space with active fronts. This overview of the Street-Space contributes to safe and vital public spaces.**

- (g) **In an urban environment, property lines are generally physically defined by buildings, walls or fences. Land should be clearly public or private—in public view and under surveillance or private and protected from view.**
- (h) **Buildings are designed for neighborhoods, towns, and cities. Rather than being simply pushed closer together, buildings should be designed for the urban situation within towns and cities. Views are directed to the Street-Space and interior gardens or court-yards to highlight these key amenities for the community and reinforce visual surveillance and sense of communal ownership of these spaces.**
- (i) **Vehicle storage and parking (excluding on-Street parking), garbage and recycling storage, and mechanical equipment are kept away from the Street-Space.**

The DSP is also consistent with the applicable design principals of Section 27A-209 regarding all of the following: building façades, complete streets, multimodal transportation options, active street fronts, well-defined street walls, and attractive streetscapes.

- (2) **Provide a mix of uses, unless a mix of uses exists or is approved for development in the adjacent areas,**

The DSP proposes a multifamily use in the first phase. Future commercial uses to the west will complement the residential use to create a mixed-use center.

- (3) **Not include the following uses, as defined in Section 27A-106 or, if not defined in Section 27A-106, as otherwise defined in this Subtitle (or otherwise, the normal dictionary meaning):**

- (A) **Adult entertainment;**
- (B) **Check cashing business;**
- (C) **Liquor store;**
- (D) **Pawnshop or Pawn Dealer;**

- (E) Cemetery;
- (F) Vehicle and vehicular equipment sales and services (also includes gas station, car wash, towing services, RV mobile home sales, and boat sales);
- (G) Wholesale trade, warehouse and distribution, or storage (including self-service storage, mini-storage, and any storage or salvage yards);
- (H) Industrial;
- (I) Amusement park;
- (J) Strip commercial development (in this Section, “Strip commercial development” means commercial development characterized by a low density, linear development pattern usually one lot in depth, organized around a common surface parking lot between the building entrance and the street and lacking a defined pedestrian system);
- (K) Sale, rental, or repair of industrial or heavy equipment;
- (L) Any automobile drive-through or drive-up service;
- (M) Secondhand business (in this Section, a “Secondhand business” is an establishment whose regular business includes the sale or rental of tangible personal property (excluding motor vehicles) previously used, rented, owned or leased);
- (N) Nail salon and similar uses designated as North American Industry Classification System (NAICS) No. 812113, except as an ancillary use;
- (O) Beauty supply and accessories store (in this Section, a “Beauty supply and accessories store” is a cosmetology, beauty, or barbering supply establishment engaged in the sale of related goods and materials wholesale and/or retail.), except as an ancillary use; or
- (P) Banquet halls, unless accessory to a restaurant, tavern, hotel, or convention center.

None of the above prohibited uses is included in this DSP, and notes have been added to the plan listing the prohibited uses.

(4) Comply with the use restrictions of Section 27A-802(c), and

Section 27A-802(c) of the County Code further states the following:

- (c) Public utility uses or structures including underground pipelines, electric power facilities or equipment, or telephone facilities or equipment; and railroad tracks or passenger stations, but not railroad yards, shall be permitted in all frontages (Building Envelope Standards), subject to the design regulations of this Subtitle. These uses or structures shall be designed to be harmonious to the overall design and character of the Urban Center District. Other public utility uses or structures including major transmission and overhead distribution lines and structures are prohibited within the Urban Centers and Corridor Nodes Districts.**

This section of the County Code speaks about the installation of public utility structures around the perimeter of the development and creating a harmonious design around these necessary elements and the proposed development. The plan does not include any public utility structure.

- (5) Be compatible with any site design practices or standards delineated in any Master Plan, Sector Plan or Overlay Zone applicable to the area of development. To the extent there is a conflict between the site design practices or standards of subsection (b)(1), above, and those of a Master Plan, Sector Plan or Overlay Zone applicable to the area that is proposed for development under this Section, the site design practices and standards of the Master Plan, Sector Plan or Overlay Zone shall apply.**

The subject site was rezoned to the M-X-T Zone via Zoning Map Amendment A-9981. The DSP is in conformance with the applicable conditions of A-9981, as discussed in Finding 7 above.

- (6) Nothing in this Section shall be interpreted to preclude projects that include the uses described in subsection (b)(3), above, from proceeding without the use of expedited review prescribed in this Section.**

This requirement is not applicable to this DSP because none of the uses listed in subsection (b)(3) above are proposed within this DSP.

- 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). The DSP proposes 518 parking spaces for the 321 units, which equals 1.61 spaces per unit. Under Part 11, Off-street Parking and Loading, of the Zoning Ordinance, a total of 505 spaces is usually required for this type of development. The subject DSP provides 13 more spaces than the parking normally required for this type of multifamily development in conventional zones.

In a memorandum dated June 7, 2018, Lenhart Traffic Consulting, Inc. provided the required parking analysis for this development, concluding that the site will be adequately parked, as proposed. Based upon the provided methodology and procedures, the Planning Board agreed that the site will be adequately parked with the 518 parking spaces as proposed.

- f. Section 27-583, Number of spaces required in M-X-T Zone, of the Zoning Ordinance contains requirements for determining the total number of loading spaces, as follows:
- (a) The number of off-street loading spaces required in the M-X-T Zone are to be calculated by the applicant and submitted to the Planning Board for approval at the time of Detailed Site Plan approval. Prior to approval, the applicant shall submit the methodology, assumptions, and data used in performing the calculations.**
 - (b) The number of off-street loading spaces required shall be calculated using the following procedures:**
 - (1) Determine the number of loading spaces normally required under Section 27-582.**
 - (2) Determine the number of loading spaces that may be readily shared by two (2) or more uses, taking into account the location of the spaces, the uses they will serve, and the number of hours and when during the day the spaces will be occupied.**
 - (3) The number of loading spaces normally required (paragraph (1)) may be reduced by the number of spaces determined to be unnecessary through the use of shared loading spaces (paragraph (2)).**

The DSP proposes 321 multifamily dwelling units. In accordance with Section 27-582(a), two loading spaces are required. The DSP proposes two loading spaces and, therefore, meets the requirement.

9. **Amendment to Conceptual Site Plan CSP-06003:** Conceptual Site Plan CSP-06003 was approved by the Planning Board on September 22, 2008 (PGCPB Resolution No. 08-119). The District Council affirmed the Planning Board's decision and approved the CSP on March 22, 2010, for the subject property with 26 conditions. Section 27-290.01(a)(1) allows for the following:
- (1) **Expedited Transit-Oriented Development Projects located in a Euclidean Zone or a Mixed-Use Zone, where a site plan approval is required, shall be exempt from applicable site plan requirements other than a Detailed Site Plan. Detailed Site Plan applications filed pursuant to this Section shall be eligible for expedited review.**
 - (A) **An application filed pursuant to this Section shall incorporate elements of a Conceptual Site Plan, as needed, to comply with specific conditions applicable to the subject property.**
 - (B) **An application filed pursuant to this Section may amend an existing Conceptual Site Plan applicable to the subject property.**
 - (C) **An application filed pursuant to this Section may amend an existing Detailed Site Plan for the subject property.**

In this instance, the applicant is requesting an amendment to the CSP, via this DSP, in accordance with Section 27-290.01(a)(1)(B) relating to ETOD projects. A separate resolution has been prepared for the CSP. The subject DSP reflects a revised development program. Conceptual Site Plan CSP-06003 was originally approved for mixed-use residential/commercial development consisting of 940–2,000 multifamily units; 121,900 square feet of retail space; 14,300–650,000 square feet of office space; a 178,000-square-foot hotel; and a 25,000-square-foot recreational center. The most recent approved PPS 4-16040 includes only 648 multifamily dwelling units and more than 40,000 square feet of commercial uses that is much smaller than the development approved in CSP-06003. The Planning Board approved the revised scope of development. Detailed Site Plan DSP-17023 now proposes Phase 1 of the development, which includes 321 multifamily units in two buildings. Amendments to the applicable requirements of CSP-06003, which are proposed with DSP-17023, are discussed below, as well as conformance with the applicable conditions that are to remain:

2. **At the time of review of each detailed site plan that includes residential development, the applicant shall specify the total number of proposed dwelling units in the residential portion of the subject DSP. Development Review Division and Department of Parks and Recreation staff shall employ the formula below to**

determine the minimum value of the private recreational facilities package to be provided on-site for the benefit of the residents:

Step 1: $(N \times P) / 500 = M$

Step 2: $M \times S = \text{Value of facilities}$

Where:

N = Number of units in project

M = Multiplier

S = Standard value of facilities for population of 500. (A list of the quantity and respective value of the recreation facilities to be provided for a typical population of 500 is updated regularly.)

P = Population per dwelling unit, based on estimates of average household type and size, by Planning Area. (Estimates made each year by the Research Section of the Department of Planning.)

This phase has been evaluated and the required facilities are shown on the site plan. No amendment is requested to this condition.

3. **At the time of review of each detailed site plan that includes residential development, the formula in condition 2 shall be employed to determine the amount of the applicant's fee due to M-NCPPC, in fulfillment of Basic Plan A-9981-C, Condition 10. The fee shall be the difference between the minimum value of private facilities established by Condition 2 above, and the dollar value of private facilities actually provided by the developer on the subject site. The recreational center owned by the condominium association or the developer and operated by the condominium association, the developer, or their agent or lessee, located on the frontage of Addison Road, may be considered a supplement to the recreational facilities package, to satisfy mandatory dedication requirements in Section 24-135 of the Subdivision Ordinance, if the applicant provides covenants satisfactory to the Planning Board that guarantee non-profit recreation/community/cultural use of the building in perpetuity.**

Reduced fees for residents of the Addison Row development may be included in the covenants depending on the type of facilities proposed in the building. This agreement shall be documented in a Declaration of Covenants recorded with the Final Plats of Subdivision.

The applicant no longer proposes a recreational center, as the applicant significantly reduced the density from that approved in the CSP. The multifamily buildings provide on-site facilities in accordance with the specified formula, as described in Finding 6.

This condition should be amended to remove the discussion relative to the recreational center, which is no longer proposed or required on the property.

4. **Prior to approval of the final plat of subdivision, the applicant shall provide evidence of the payment of a fee to the Department of Parks and Recreation for the construction and reconstruction of the public recreational facilities in the surrounding neighborhood.**

This DSP proposes no funding for public recreational facilities in the surrounding neighborhood, and requests removal of this condition. Again, the proposed density was tremendously reduced, and no-off site facilities are justified. The Planning Board agreed with the applicant's requested amendment, as this requirement is no longer appropriate due to the change in the density of the development.

5. **The applicant, the applicant's heirs, successors, and/or assignees, shall provide private recreational facilities in accordance with the standards outlined in the Parks and Recreation Facilities Guidelines.**

The above condition remains valid and the proposed private recreational facilities are designed in accordance with the guidelines.

6. **The applicant shall allocate appropriate and developable areas for the private recreational facilities on the subject property. The private recreational facilities shall be reviewed by the Urban Design Section of DRD for adequacy and property siting, prior to the Planning Board's approval of the detailed site plan.**

The above condition remains valid and the proposed private recreational facilities have been found to be adequate and properly sited, relative to this phase of the development.

9. **At the time of detailed site plan review, the applicant shall demonstrate to the Planning Board that the on-site private recreational facilities will be properly developed and maintained for the benefit of future residents, through covenants, a recreational facilities agreement, or other appropriate means, and that such instrument will legally bind the applicant and the applicant's heirs, successors, and/or assignees.**

The applicant remains committed to providing adequate recreational facilities, in accordance with the above requirements, via on-site facilities and will provide a recreational facilities agreement as required.

10. **The conceptual site plan and all subsequent plans of development shall include the following modifications:**

- a. **The right-of-way for Addison Road shall be reflected as 80 feet, consistent with the master plan and information shown on prior approved record plats.**

The existing Addison Road right-of-way varies from 73 feet to 82 feet currently and no additional dedication is required on the subject side of the road, as it already consists of 40 feet or more from the centerline.

- b. **The portion of Minnesota Avenue Extended to the north and east of the area of this application should be displayed in a dashed or crosshatched fashion and labeled “Possible Future Roadway Connection.”**

Since the revision to the CSP is being processed via the DSP application, this note is no longer appropriate. A connection to Minnesota Avenue is not anticipated, nor feasible, and is not shown on approved PPS 4-16040 or proposed Detailed Site Plan DSP-17023. The Planning Board agrees with the applicant’s requested amendment to remove this condition, as this requirement is no longer appropriate due to the findings made in the PPS approval.

11. **The applicant and the applicant’s heirs, successors, and/or assignees shall provide a financial contribution of \$210 to the DPW&T for the placement of bicycle signage. A note shall be placed on the final record plat that payment is to be received before issuance of the first building permit.**

The condition has been updated and addressed in the findings below, relative to the PPS approval.

12. **Prior to approval of the applicable DSP, a 50-foot-wide tree preservation/landscape buffer shall be provided along the entire eastern property line. Where quality woodland exists along the eastern property line, it shall be preserved in its entirety to a maximum of 50 feet in width. The Urban Design Section shall serve as Planning Board designee, for the evaluation and approval of the applicant’s preservation and landscape buffer.**

A 50-foot-wide buffer is provided along the entire eastern property line and is proposed to include woodland preservation, reforestation, and landscape plantings. The Planning Board concludes that this is sufficient, and conformance to the Landscape Manual requirements for the bufferyard are also conditioned to be provided.

14. **Prior to approval of any detailed site plan within the area covered by CSP-06003, the plans shall demonstrate conformance to the CSP. An enhanced streetscape shall be provided along Addison Road, as contemplated by the CSP.**

A streetscape of sidewalk, decorative fencing, and landscaping is proposed along Addison Road, in conformance with this condition.

- 16. Development of the site shall follow the recommendations of “Report of Preliminary Geotechnical Exploration, Addison Road at Cheverly Metro,” dated August 4, 2006, or any subsequent report approved by the Prince George’s County Department of Public Works and Transportation.**

A geotechnical report has been submitted to the Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE), and included with this application, which evaluates the existing soil conditions on the site and indicates their suitability for redevelopment purposes, in conformance with this condition.

- 17. Prior to submittal of any DSP application, a vibration analysis of the adjacent Metrorail and railway tracks shall be submitted. If mitigation is required, then it is to be approved with the Detailed Site Plan.**

A vibration analysis is included with this application, in conformance with this condition. The study did not indicate that any mitigation is required for the multifamily buildings proposed in this phase of development.

- 22. The residential development shall have no more than 2,000 dwelling units, and total development on the property shall be limited to uses that generate no more than 1,683 AM and 2,323 PM peak hour vehicle trips. This requirement may cause a reduction in the amount of office, retail, and/or residential development.**

The development program has been reduced significantly since the approval of CSP-06003. Based on the approved PPS for 648 residential units and 40,640 square feet of retail, the trip cap for the development is 391 AM trips and 586 PM trips. This condition is satisfied.

- 23. Prior to the issuance of any building permits for exclusively residential buildings within Phase II or III, building permits shall be issued and construction shall be substantially complete for at least two of the following Buildings: A, B and C.**

This condition is no longer valid, as the development program has been significantly reduced with DSP-17023. The residential portion of the development is proposed in two phases, with Phase 1, as proposed in this DSP, to include Buildings A and B and future Phase 2 to include Building C. The retail development is anticipated to begin after the Phase 1 residential is constructed and prior to commencement of the Phase 2 residential. The Planning Board agrees with the applicant’s requested amendment to remove this condition, as this requirement is no longer appropriate due to the change in the density of the development. The proposed phasing of the amended development program is appropriate.

- 24. Prior to the issuance of the 501st use and occupancy permit for residential uses, the recreation building shall be constructed and open for use.**

Since the development program has been reduced significantly from what was approved with CSP-06003, the number of anticipated residents will not be sufficient to support the continued operation and maintenance of the previously proposed recreation building. An extensive package of indoor and outdoor private recreational facilities has been proposed in lieu of the previously approved recreation building. Therefore, this condition is no longer valid. A trigger for the completion of the proposed recreational facilities in this DSP has been established in this approval. The Planning Board agrees with the applicant's requested amendment to remove this condition, as this requirement is no longer appropriate due to the change in the density of the development and the removal of the recreation building.

- 26. With each DSP application for land covered by this CSP, the applicant shall submit a traffic access and circulation system study prepared by a qualified traffic engineer. The study shall demonstrate that all interior traffic circulation and all off-site circulation to and from the subject tract will be free of congestion or unsafe conditions, for vehicles and pedestrians.**

A study was submitted with this application demonstrating that circulation will be free of congestion or unsafe conditions for vehicles and pedestrians.

The Planning Board supports the amendments to the CSP conditions, as proposed.

- 10. Preliminary Plan of Subdivision 4-16040:** The Planning Board approved Preliminary Plan of Subdivision 4-16040 on March 8, 2018 with 16 conditions (PGCPB Resolution No. 18-18). The conditions that are pertinent to the review of this DSP are discussed, as follows:

- 2. A substantial revision to the use 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 approval of any building permits.**

The PPS was approved for four parcels for the development of 648 multifamily units and more than 40,000 square feet of commercial/ retail uses. The DSP includes 321 dwelling units and does not propose any substantial change in the mix of uses.

- 3. Development of the site shall be in conformance with an approved stormwater management (SWM) concept plan and any subsequent revisions. The final plat shall note the approved SWM concept number.**

The DSP includes an approved SWM Concept Plan, 15244-2006-02, and is in conformance with the approval.

4. **In accordance with Section 24-135(b) of the Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall provide adequate, private recreational facilities in accordance with the standards outlined in the *Park and Recreation Facilities Guidelines*.**

A list of the private on-site recreational facilities has been provided in Finding 6. The recreational facility package meets the requirements.

5. **At the time of detailed site plan, private on-site recreational facilities shall be approved for adequate siting and layout, and the triggers for construction shall be established.**

A condition has been included in this resolution requiring that the applicant install all recreational facilities prior to approval of the use and occupancy permit for the second multifamily building.

6. **Total development within the subject property shall be limited to uses which generate no more than a net total of 391 AM and 586 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.**

This condition establishes an overall trip cap including commercial and full residential buildout for the subject property of 391 AM and 586 PM peak-hour trips. The full buildout of the 648 multifamily dwelling units will generate 337 AM and 389 PM peak-hour trips. This DSP includes only 321 dwelling units and is within the established trip cap.

13. **Prior to approval of the detailed site plan (DSP), the DSP shall:**

- a. **Demonstrate how the outdoor activity areas will be mitigated to noise levels 65 dBA Ldn or less. If mitigation of other than the recommended seven-foot-high noise barrier is used, an amended Phase II noise study shall be submitted to determine if the proposed mitigation is sufficient.**
- b. **Adjust the common boundary line between Parcels 1 and 3 to accommodate an appropriate drive aisle extending into the property, if deemed appropriate.**

A Phase II noise study has been submitted with this DSP. According to the review by the Environmental Planning Section, the DSP is for Phase 1 of the development, and the unmitigated 65 dBA Ldn noise contour is located only on a small portion of Building B on Parcel 1. Noise impacts to the affected building can be mitigated through the use of enhanced building materials to reduce interior noise to 45 dBA Ldn or less. A condition has been included in the resolution addressing the noise issue at time of building permit.

The plans do not reflect an adjustment of the common boundary between Parcels 1 and 3, and a condition is included in this resolution requiring this, in conjunction with the redesign of the intersection.

11. **2010 Prince George's County Landscape Manual:** In accordance with Section 27-548 of the Zoning Ordinance, landscaping, screening, and buffering within the M-X-T Zone should be provided pursuant to the provisions of the Landscape Manual. The application is subject to the requirements of Section 4.1, Residential Requirements; Section 4.3, Parking Lot Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual.
 - a. **Section 4.1, Residential Requirements:** The DSP is subject to the requirements of Section 4.1, which stipulate that, for multifamily dwellings, a minimum of one major shade tree shall be planted per 1,000 square feet or fraction of green area provided. The site needs to provide 66 shade trees, and the landscape plan provides 71 shade trees in conformance with the requirements.
 - b. **Section 4.3, Parking Lot Requirements:** The DSP is subject to the requirements for parking lot interior planting, as stated in Section 4.3(c)(2) of the Landscape Manual, which stipulates that interior parking lot planting is required for parking areas that measure 7,000 square feet or larger. There are two parking lots that need to provide interior planting. For Building A, the parking lot measures 49,242 square feet in size and 8 percent of the parking lot needs to be interior planting area, to be planted with 20 shade trees. The landscape plans provide 11.9 percent and 38 shade trees that exceeds the requirements. For Building B, the parking lot measures 142,272 square feet and 13 percent of the parking lot needs to be interior planting area, to be planted with 95 shade trees. The landscape plans provide 13.3 percent and 99 shade trees that exceed the requirements.
 - c. **Section 4.6, Buffering Development from Streets:** The layout of the DSP results in yards of both multifamily buildings fronting on Addison Road, which is a collector roadway. Section 4.6(c)(1)(B) requires a bufferyard for any yard of a multifamily development adjacent to a major collector roadway or higher. Therefore, a condition has been included in this resolution requiring the schedules and labeling to be removed, as Addison Road is a lower classification.
 - d. **Section 4.7, Buffering Incompatible Uses:** The proposed multifamily development is adjacent to an existing single-family detached subdivision to the east for a total of 638 linear feet. Section 4.7 requires a Type B bufferyard between the subject site and the adjacent single-family detached use. The schedule provided on the landscape plan indicates that the required building setback and landscape yard have been provided in full. However, it states that the plant unit requirement was reduced by 50 percent due to the provision of a six-foot-high opaque fence. This reduction provision in Section 4.7(c)(4)(F)

is not applicable along existing residentially developed lots, such as this property. Therefore, the full requirement of 511 plant units needs to be provided. A condition has been included in this resolution requiring that the schedule and plan be revised to provide the full plant unit requirement within the bufferyard.

- e. **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) be native species (or the cultivars of native species). The minimum percentage of each plant type required to be native species and/or native species cultivars and the percentage to be provided with this application are specified below:

Tree type	Required	Provided
Shade trees	50%	100%
Ornamental trees	50%	100%
Evergreen trees,	30%	100%
Shrubs	30%	100%

The landscape plan demonstrates conformance with the requirements of Section 4.9.

12. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This site is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance because the property has previously approved tree conservation plans. A Type 2 Tree Conservation Plan (TCP2-007-16-01) was submitted with this DSP application.

The 34.59-acre site contains 8.36 acres of existing woodland on the net tract and 0.91 acre of woodland within the 100-year floodplain. This M-X-T-zoned site has a woodland conservation threshold of 5.01 acres, or 15 percent of the net tract, as tabulated. The TCP2 shows a proposed net tract woodland clearing of 3.65 acres, requiring woodland conservation of 6.14 acres. The TCP2 proposes to meet this requirement by providing 4.03 acres of on-site woodland preservation, 1.44 acres of reforestation, and the remaining 0.67 acre in off-site woodland conservation credits.

13. **Prince George's County Tree Canopy Coverage Ordinance:** A ten percent tree canopy coverage (TCC) requirement applies to this M-X-T-zoned site, in accordance with the Tree Canopy Coverage Ordinance. This amounts to approximately 3.48 acres of TCC, if applied to the entire acreage of the property. The subject application provides a schedule showing that approximately 5.47 acres of on-site woodland will be provided, in combination with 0.91 acre of existing trees, for a total of 6.38 acres in TCC. Therefore, the TCC requirements have been met.
14. **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. **Community Planning**—The Planning Board found the following:

General Plan

This application is located in the Established Communities Growth Policy Area. The vision for the Established Communities area is context-sensitive infill and low- to medium-density development.

Master Plan

The 2018 *Approved Greater Cheverly Sector Plan* and the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* recommends mixed and mixed-use residential land uses, respectively.

In addition, the Subregion 4 Master Plan, Living Areas section, identifies the following strengths and opportunities, and land use recommendations:

Economic Development

The subject property lies just north of Living Area B. “Because the area is underserved by retail establishments (e.g. restaurants, pharmacies), commercial development opportunities also exist along the major corridors and in existing neighborhood centers in Subregion 4.” (page 96)

Land Use Recommendations

“Develop mixed use within one-half mile of centers.” (page 100)

“Limit mixed use overlays surrounding the growth centers to the following sites: Martin Luther King Jr corridor, Walker Mill/Addison Road, Marblewood Avenue/Cedar Heights Industrial Area. (page 100)

“Promote single-family and townhouse development only in the living areas.” (page 100)

Aviation/ Military Installation Overlay (MIO) Zone

This application is not located within an aviation policy area or the Military Installation Overlay (M-I-O) Zone.

- b. **Subdivision**—The Planning Board found the application’s conformance with the applicable prior conditions of approval attached to PPS 4-16043.

- c. **Environmental**—The Planning Board found the following:

Site Description

The site is located on the north side of Addison Road, northeast of its intersection of North Englewood Drive. The overall site contains 34.59 acres in the M-X-T Zone. One existing building with associated parking and circulation exists on-site, as well as the remains of a demolished building associated with Raze Permit 2732-2008-RZW. An open field and

woodlands are also associated with this site along the northern portion of the property. According to the approved floodplain study from DPIE an area of 100-year floodplain exists on-site. Other regulated environmental features, including areas of steep slopes, streams, wetlands, and associated buffers, inclusive of primary management area (PMA), are also found on the property. The site is in the Lower Beaverdam Creek subwatershed, which drains into the Anacostia River watershed and eventually into the Potomac River Basin. This site is in a stronghold watershed. The predominant soils found to occur on-site, according to the U.S. Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS), Web Soil Survey (WSS), include Christiana-Downer complex (25–40 percent slopes), Christiana-Downer-Urban land complex (5–15 percent slopes), Russett-Christiana-Urban land complex (0–5 percent slopes), Udorthents highway (0–6 percent slopes), Urban land-Russett-Christiana complex (0–5 percent slopes), Urban land-Udorthents (0–5 percent slopes), and Zekiah and Issue soils frequently flooded. According to available information, no Marlboro clay exists on-site; however, Christiana complexes are found on the property. This site is not within a Sensitive Species Project Review Area based on a review of the GIS layer prepared by the Maryland Department of Natural Resources, Natural Heritage Program. According to PGAtlas, forest interior dwelling species habitat does not exist on-site. This site is not within an aviation policy area associated with an Airport. The site does not share frontage with a special roadway designated as a historic or scenic road.

Preservation of Regulated Environmental Features/Primary Management Area

Wetlands, streams, and a 100-year floodplain are found to occur on this property. These features, and the associated buffers, comprise the PMA on the subject property.

A statement of justification and exhibits for the proposed impacts to the PMA were emailed to the Environmental Planning Section on June 7, 2018. The project proposes impacts to the PMA for slope stabilization and a SWM outfall. The current Environmental Technical Manual provides guidance in determining if a site has been designed to meet the threshold of “fullest extent possible.” The first step in the evaluation is determining if an impact is avoidable. If an impact cannot be avoided because it is necessary for the overall development, the next step is to minimize the impact. If an impact cannot be minimized, mitigation (if proffered) may be considered depending on the extent of the impact. The following is a summary of each impact requested.

Impacts for Slope Stabilization:

- **Impact 1 (2,366 square feet)**
- **Impact 2 (297 square feet)**
- **Impact 4 (281 square feet)**
- **Impact 5 (439 square feet)**

This request proposes to impact various areas of PMA with grading of steep slopes for stability of the erodible soils on the previously graded site. A geotechnical report was

previously reviewed by DPIE, which approved the necessary grading as part of the SWM concept plan. These impact areas were discussed at the Subdivision and Development Review Committee (SDRC) meeting and it was determined that the impacts had decreased in size from what was proposed on the preceding PPS (4-16040). These impacts are necessary for the development of the property and cannot be avoided. The Planning Board supports all four impacts.

Impacts for Stormwater Outfall Structures

Impact 3 totals 7,044 square feet of PMA (steep slopes and 100-year floodplain) for the upgrade of an existing outfall that was previously constructed. The upgrade is necessary to replace the existing pipe due to the change in slope and connection to the approved stormwater system needed to accommodate the proposed construction.

This impact area was discussed at the SDRC meeting and it was determined that the impacts had increased in size from what was proposed on the preceding PPS (4-16040). These impacts are necessary for the development of the property and cannot be avoided. The Planning Board supports these impacts.

Noise

The site is adjacent to Addison Road to the south and the CSX Railway, the CSX and Southern Railway, and the Washington Metropolitan Area Transit Authority (WMATA) Railway to the west. A Phase 2 noise study, dated February 1, 2018, was submitted with this application from Phoenix Noise and Vibration, LLC. This appears to be the same report submitted and reviewed with the PPS application for this project.

The DSP is only showing Phase 1 of the development and the unmitigated 65 dBA Ldn noise contour is located only on a small portion of Building B on Parcel 1. Noise impacts to the affected building can be mitigated through the use of enhanced building materials to reduce interior noise to 45 dBA Ldn or less.

The PPS and TCP1 state that the on-site outdoor play areas would be affected by the unmitigated 65 dBA Ldn noise contour. This DSP and TCP2 application show a temporary outdoor play area that will be relocated in the final phase of the development. At that time, the final location of the outdoor play area may require noise mitigation. According to the noise study, a seven-foot wall barrier, along the western and other boundaries of these areas, will be necessary at that time to mitigate the noise impacts.

Soils

The predominant soils found to occur on-site, according to the USDA NRCS WSS, include Christiana-Downer complex (25–40 percent slopes), Christiana-Downer-Urban land complex (5–15 percent slopes), Russett-Christian-Urban land complex (0–5 percent slopes), Udorthents highway (0–65 percent slopes), Urban land-Russett-Christian complex (0–5 percent slopes), Urban land-Udorthents (0–5 percent slopes), and Zekiah soils.

According to available information, no Marlboro clay exist on-site; however, Christiana complexes are mapped on this property. Christiana complexes are considered unsafe soils that exhibit shrink/swell characteristics during rain events, which make it unstable for structures. According to Section 24-131, Unsafe Land, of the Subdivision Regulations, the Planning Board shall restrict or prohibit land found to be unsafe for development because of natural conditions such as unstable soils and high watertable.

As part of the PPS review process, a geotechnical report was submitted to the Environmental Planning Section and DPIE. This report was reviewed by DPIE and an email, dated January 25, 2018, was submitted with the PPS review in which DPIE indicated that there are no geotechnical concerns regarding this case.

Stormwater Management

An approved SWM Concept Plan and Letter (15244-2006-02) were submitted with the application for this site. The approval was reissued on March 29, 2018, with this project from the DPIE. The SWM concept plan shows the entire development and proposes to construct 42 new on-site micro-bioretenention ponds and four swales with infiltration. No SWM fee for on-site attenuation/quality control measures is required.

- d. **Transportation**—The Planning Board found the following:

Master Plan, Right-of-Way Dedication

The property is located in an area where the development policies are governed by the Subregion 4 Master Plan and SMA, as well as the 2009 *Approved Countywide Master Plan of Transportation* (MPOT). The plans recommend that Addison Road (C-408) maintain its collector status and maintain its variable right-of-way width of 70–80 feet. The section of Addison Road along the subject property's frontage is dedicated to the master plan requirement, and no additional dedication will be required of the applicant.

Review Comments

The proposed buildings front Addison Road and access to this site is also on Addison Road. Finally, the internal circulation of the site is acceptable.

The existing site is located in the M-X-T Zone and it allows for design flexibility and a mix of land uses with high densities and intensities, and provides for a variety of residential, commercial, and employment uses. Based on a review of the DSP, the plan proposes 321 multifamily residential units in two four-story buildings on Parcel 1. However, the ultimate buildout of the site proposes a total of 648 (327 additional) multifamily residential units and 40,640 square feet of commercial space.

The following table summarizes trip generation for the overall proposed residential use:

Trip Generation Summary, DSP-17023,						
	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
648 Apartments	67	270	337	253	136	389
Total Net New Residential Trips	67	270	337	253	136	389
Trip Cap: 4-16040			391			586

Overall, from the standpoint of transportation, it is determined that this plan is acceptable and meets the findings required for a DSP, as described in the Zoning Ordinance.

- e. **Trails**—The Planning Board provided an analysis of the subject DSP application for conformance with the MPOT and the appropriate area master/sector plan in order to implement planned trails, bikeways, and pedestrian improvements. The site is covered by the MPOT and the Subregion 4 Master Plan and SMA (area master plan). Due to its location outside the Cheverly Metro Center, the application was not subject to the requirements of Section 24-124.01 of the Subdivision Regulations and the “Transportation Review Guidelines, Part 2” at the time of the PPS.

Three master plan trail/bikeway issues impact the subject property, with a stream valley trail recommended along Lower Beaverdam Creek, sidewalks and designated bike lanes recommended along Addison Road, and a trail or wide sidewalk connection recommended along the right-of-way (or paper street) along the northern edge of the site. Text regarding the trail connection through the site was included in the *2005 Approved Sector Plan and Sectional Map Amendment for the Tuxedo Road/Arbor Street/Cheverly Metro Area* is copied below. This proposal was retained in the MPOT and the Subregion 4 Master Plan (see plan maps), but the text was not carried forward:

“Provide a trail connection from the proposed Beaverdam Creek stream valley trail to Addison Road. This trail will link residents of the Addison Road corridor with the Cheverly Metro Station. The trail could be accommodated in the paper street connecting to Addison Road (area master plan, page 40).”

This trail is shown on the area master plan along the right-of-way for Minnesota Avenue. This connection is intended to provide access from Addison Road to the stream valley trail. Steep slopes may preclude the connection on the location shown on the master plan and the Prince George’s County Department of Parks and Recreation has indicated that they are not interested in acquiring parkland at this location (between the stream valley and Addison Road) in order to provide a public connection. As this connection will be private and serve the residents of the subject site only, it can be accommodated via the internal sidewalk network reflected on the PPS and DSP. The sidewalk network proposed on-site is comprehensive and provides pedestrian access from the subject site to the proposed recreational facilities and future stream valley trail.

Text regarding the stream valley trail and Addison Road was included in the MPOT and is copied below:

“Addison Road Sidewalks and Bike Lanes: Designated bike lanes and continuous standard or wide sidewalks are needed to provide multimodal access to the Addison Road Metro Station south of MD 214. These facilities will accommodate safe and convenient multimodal access to the Addison Road Metro Station from the communities along Addison Road (MPOT, page 19).”

The submitted plans include a standard sidewalk along Addison Road. Pavement markings for bike lanes (or another appropriate bicycle treatment) will be made by DPW&T/DPIE. Bicycle signage is recommended per the CSP.

“Lower Beaverdam Creek Stream Valley Trail: This trail will utilize a park trail corridor as well as some on-road improvements along Pennsy Drive to provide nonmotorized access to the Cheverly and Landover Metro stations. It will also provide access from Subregion 4 to the Anacostia Tributary Trails Network. This planned trail along the entire length of Lower Beaverdam Creek within Subregion 4 will be a substantial addition to the existing Anacostia Tributary Trails Network and will provide needed urban greenspace within an industrial corridor. This is a long-term recommendation as significant land acquisition and stream restoration will be required. Evaluate the feasibility of extending the Lower Beaverdam Creek to New Carrollton Metro (MPOT, page 35).”

This is a long-term recommendation. Land acquisition needs to occur along the stream valley before construction of the trail can occur between the site and the Cheverly Metro Station. The recently funded Cheverly Metro Access Study will evaluate opportunities and the feasibility for implementing this master plan trail in the vicinity of the subject site. Potentially, the homeowners association trail proposed at the rear of the PPS could be connected into this stream valley network.

The Complete Streets section of the MPOT 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.

The internal sidewalk network reflected on the submitted DSP is comprehensive, extends throughout all sections of the subject site, and fulfills the policies noted above. These sidewalks will also accommodate access to the stream valley trail for the future residents of the site.

The Prince George's County Planning Department and the Town of Cheverly have received a Transportation/ Land Use Connections Grant from the Metropolitan Washington Council of Governments for a planning study for improving access to the Cheverly Metro. This study will facilitate dialogue between operating agencies, area residents, and other key stakeholders for improving non-motorized access to the station. The applicant for the Addison Row development is encouraged to provide input into this study. It is anticipated that the study will commence in the fall and have a number of stakeholder and community meetings to solicit input and feedback. This study will look at the viability of the trail along the stream valley, the potential for a direct connection from Addison Row to the station, parallel to the railroad tracks, and other opportunities for linking the communities south of US 50 with the station.

- f. **Historic Preservation**—The Planning Board stated that the subject property is near to, but not adjacent to, the Fairmount Heights High School Historic Site (72-064). A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that 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. A Phase I archeology survey is not recommended.
- g. **Prince George's County Health Department**—As of this resolution, no comments have been received from this office.
- h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—As of this resolution, no comments have been received from this office.
- i. **Prince George's County Police Department**—As of this resolution, no comments have been received from this office.
- j. **Washington Metropolitan Transit Authority (WMATA)**—As of this resolution, WMATA did not offer any comments on the subject application.
- k. **District of Columbia Office of Planning**—As of this resolution, no comments have been received from this office.
- l. **Washington Suburban Sanitary Commission (WSSC)**—In an email response dated May 31, 2018, WSSC provided standard comments on the subject DSP that have been transmitted to the applicant. WSSC's requirements will be enforced through their separate permitting process.

- m. **Verizon**—As of this resolution, Verizon did not offer comments on the subject application.
 - n. **Potomac Electric Power Company (PEPCO)**—As of this resolution, PEPCO did not offer comments on the subject application.
15. As required by Section 27-285(b)(1) of the Zoning Ordinance, if it is approved with the proposed conditions, the DSP represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
16. Section 27-285(b)(4) of the Zoning Ordinance provides the following required finding for approval of a DSP:
- (4) The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).**

The Planning Board found that 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.

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 Type 2 Tree Conservation Plan TCP2-007-2016-01, and further APPROVED Detailed Site Plan DSP-17023 for the above described land, 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. Obtain signature approval of Preliminary Plan of Subdivision 4-16040.
 - b. Provide a redesign to define a clear "T" intersection at the end of the main entrance drive on Parcel 2, including adjustments to the proposed property lines for Parcels 1 and 3, to be reviewed and approved by the Urban Design and Transportation Planning Sections, as designees of the Planning Board, with the applicant's exhibits as a reference.
 - c. Revise the plans to include indoor bicycle racks at each of the proposed buildings, and indicate the location of the interior storage rooms. The location, type, and number of bicycle parking spaces shall be indicated on the plans.

- d. Measure and submit vibration levels at one sample point, in the central area between Buildings A and B, over a 24-hour period. A report on the results and conclusion of the measurements shall be submitted to the Environmental Planning Section.
- e. Revise the Type 2 tree conservation plan (TCP2) as follows:
 - (1) Revise the TCP2 approval block to add the DSP number (DSP-17023) and reason for review (Phase 1) information.
 - (2) Label the 65 dBA Ldn noise contour on Sheets 3 and 4.
- f. Prepare and submit the required woodland conservation easements to the Environmental Planning Section for review by the Office of Law and submit for recordation to the Office of Land Records. The following note shall be added to the standard Type 2 tree conservation plan notes on the plan, as follows:

“Woodlands preserved, planted, or regenerated in fulfillment of on-site woodland conservation requirements have been placed in a Woodland and Wildlife Habitat Conservation Easement recorded in the Prince George’s County Land Records at Liber _____ folio _____. Revisions to this TCP2 may require a revision to the recorded easement.”
- g. Provide the proposed trail alignment in accordance with Applicant’s Exhibit A of the previously approved Preliminary Plan of Subdivision, 4-16040.
- h. Use a different line type to delineate the sheet line and the property line.
- i. Revise the landscape plan and Section 4.7 schedule of the 2010 *Prince George’s County Landscape Manual*, to provide the total required number of the plant units, with no reduction for fencing.
- j. Provide the signage details, face area, and dimensions for the proposed building-mounted signs.
- k. Provide details, specifications, and locations for the proposed splash park, fitness center, kids play room, and resident lounge.
- l. Revise the photometric plan to incorporate all proposed lighting and light impacts around the entirety of the developed portion of the site, especially along adjacent property lines.
- m. Provide a floor area ratio note indicating the permitted and proposed amounts for Phase 1 only.

- n. Revise the landscape plan to remove all notes and schedules for Section 4.6 of the 2010 *Prince George's County Landscape Manual*.
2. Prior to approval 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.
3. Prior to approval of the first grading permit, copies of the recorded easement documents with the liber and folio shall be provided to the Environmental Planning Section, and the Liber and folio of the recorded woodland conservation easement shall be added to the Type 2 tree conservation plan.
4. Prior to approval of any building permit, the applicant shall provide a noise certification prepared by a professional engineer, with competency in acoustical analysis, stating that the interior noise levels have been reduced to 45 dBA Ldn or less through the proposed building materials, for the portions of the residential buildings within the unmitigated 65dBA Ldn or higher noise impact area.
5. The applicant and the applicant's heirs, successors, and/or assignees shall provide a payment of \$420 to the Prince George's County Department of Public Works and Transportation for the placement of bicycle signage along Addison Road. A note shall be placed on the final record plat for payment to be received prior to issuance of the first building permit.
6. Prior to approval of the use and occupancy for the second multifamily building in Phase 1, all recreational facilities shall be complete and open to the residents.

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, and Hewlett voting in favor of the motion, and with Commissioner Doerner absent, at its regular meeting held on Thursday, July 12, 2018, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 19th day of July 2018.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

EMH:JJ:HZ:gh