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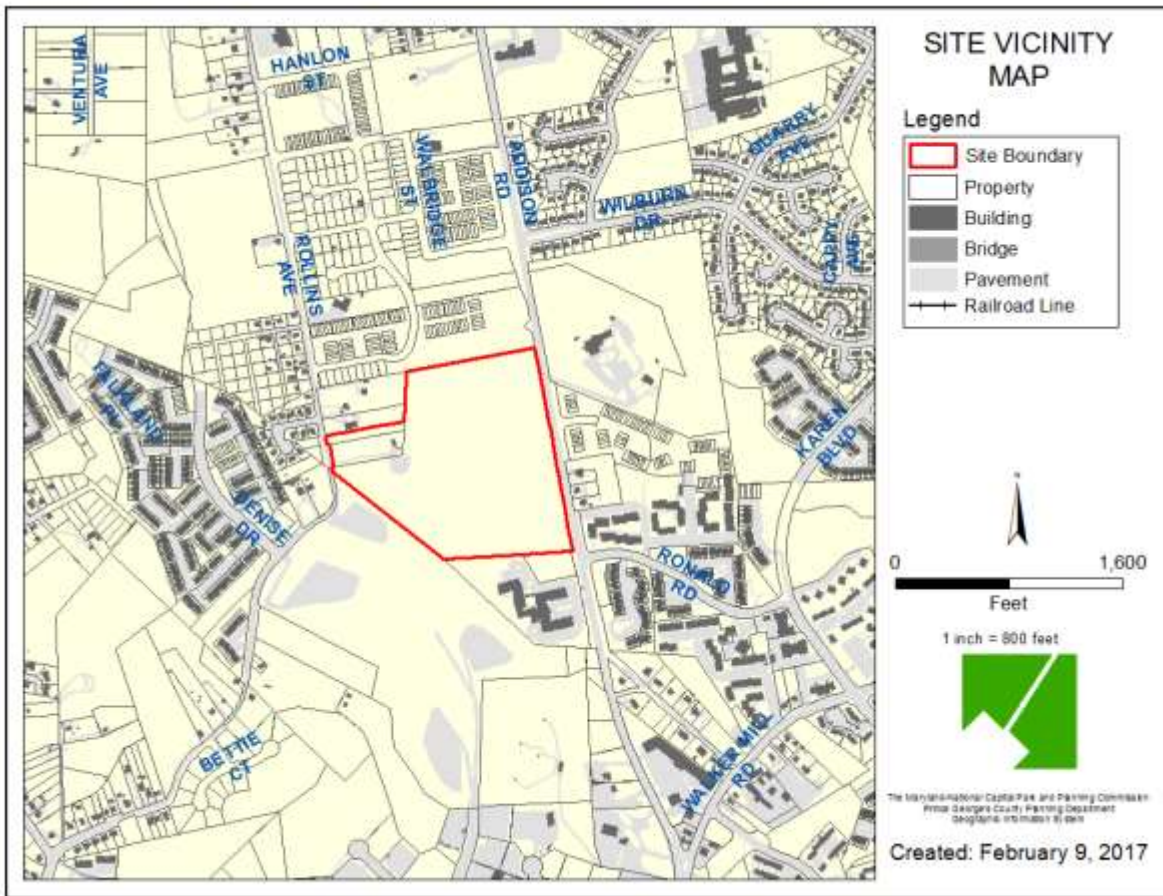
Conceptual Site Plan

CSP-16001

Application	General Data	
Project Name: Metro City Location: On the west side of Addison Road and east side of Rollins Avenue, approximately 4,000 feet southeast of the intersection of MD 214 (Central Avenue) and Addison Road. Applicant/Address: Metro City, LLC. 10701 Lady Slipper Rockville MD 20852	Planning Board Hearing Date:	12/14/17
	Staff Report Date:	11/30/17
	Date Accepted:	06/29/17
	Planning Board Action Limit:	Waived to 12/14/17
	Mandatory Action Timeframe:	168 days
	Plan Acreage:	39.68
	Zone:	R-T
	Dwelling Units:	1,043
	Gross Floor Area:	151,365 sq. ft.
	Planning Area:	75A
	Council District:	07
	Election District	18
	Municipality:	N/A
	200-Scale Base Map:	202SE06

Purpose of Application	Notice Dates	
This case has been continued from the Planning Board hearing date of November 30, 2017 to December 14, 2017. Expand the boundary of the approved Addison Road Metro Town Center D-D-O Zone to include the subject property; rezone from the Residential Townhouse (R-T) Zone to the Mixed-Use Transportation Oriented (M-X-T) Zone; a mixed-used development consisting of 1,043 dwelling units and approximately 151,365 square feet of commercial/retail space. Variance from Section 25-122(b)(1)(G)	Informational Mailing:	03/30/16
	Acceptance Mailing:	06/27/17
	Sign Posting Deadline:	10/31/17

Staff Recommendation		Staff Reviewer: Henry Zhang, AICP, LEED, AP Phone Number: 301-952-4151 E-mail: Henry.Zhang@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Conceptual Site Plan CSP-16001
Type I Tree Conservation Plan TCP1-004-2017
Metro City

The Urban Design staff has completed the review of the subject application and appropriate referrals. The following evaluation and findings lead to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this report.

With this CSP, the applicant proposed to expand the limit of the Development District Overlay (D-D-O) Zone to include the subject property, rezone the property from the R-T to the M-X-T Zone, and obtain approval to construct a mixed-use development as described herein. Staff recommends approval of the request with conditions.

EVALUATION

This conceptual site plan (CSP) application was reviewed and evaluated for compliance with the following criteria:

- a. The requirements of the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*;
- b. The requirements of the 2000 *Approved Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity*;
- c. The requirements of the Prince George's County Zoning Ordinance for the Development District Overlay (D-D-O) Zone, the Mixed-Use Transportation-Oriented (M-X-T) Zone and Site Design Guidelines;
- d. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- e. Other site plan related regulations;
- f. Referral comments.

FINDINGS

Based upon the evaluation and analysis of the subject application, the Urban Design staff

recommends the following findings:

1. **Request:** The subject conceptual site plan (CSP) application proposes to expand the boundary of the approved Addison Road Metro Town Center D-D-O Zone to include the subject property, and to rezone the property from the Residential Townhouse (R-T) Zone to the M-X-T Zone. Once rezoned, the applicant proposes to develop the subject 39.68 acres of land into a mixed-use development, including approximately 151,365 square feet of commercial/retail space and a total of 1,043 residential dwelling units.

The subject property has frontage on Addison Road (Pod 1) to the east and Rollins Avenue (Pod 2) to the west. Pod 1 consists of vertical mix uses including ground floor retail and commercial with residential multifamily dwellings above the first floor. Pod 2 includes townhouses, and multifamily dwellings that include assisted living and senior housing.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone	R-T	M-X-T/D-D-O
Use(s)	Residential	Commercial/retail, and residential
Site Gross Acreage	39.68	39.68
Floodplain Acreage Area	10.36	10.36
Gross Floor Area (GFA) (sq. ft.)		
Commercial/Retail	-	151,365
Residential	-	940,772
Total GFA (sq. ft.)		1,092,137*
Total Residential Dwelling Units	-	1,043*

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

Base Density Allowed	0.40 FAR
Residential component	1.00 FAR
Total FAR Permitted	1.40 FAR (Optional Method of Development)
Total FAR Proposed	0.92 FAR**

Note: * The total number of the dwelling units consist of 73 townhouse units, 664 condominium units, 112 apartment units for the elderly (age 55 and plus) and 194 assisted living units. As long as they are within the maximum approved in this application, the mixes of the dwelling units and the square footage of the development may be altered in future development stages in response to the market condition or as amended by each detailed site plan.

****** FAR may be increased at the time of DSP in accordance with the provisions of Section 27-545(b) of the Zoning Ordinance; but not exceeds 1.4 as approved with this CSP. Additional bonus incentives are required to support a FAR higher than 1.4 and to obtain new approval.

3. **Location:** The subject property is located on the west side of Addison Road and east side of Rollins Avenue, approximately 4,000 feet southwest of the intersection of MD 214 (Central Avenue) and Addison Road, in Planning Area 75A, Council District 7.
4. **Surrounding Uses:** The subject site is bounded to the east by the right-of-way (ROW) of Addison Road and residential development to the east in the Residential Townhouse (R-T), Multifamily Medium Density Residential (R-18) and One-Family Detached Residential (R-55) Zones; to the north, by a townhouse development in the M-U-I/D-D-O Zones beyond; to the west by the ROW of Rollins Avenue and land in the R-55 and Rural Residential (R-R) Zones beyond; and to the south by properties in the Light Industrial (I-1) and R-R Zones.
5. **Previous Approvals:** The subject property is located south of, and immediately adjacent to, the boundary of Addison South subarea of the 2000 *Approved Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity*. The 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* rezoned the subject property from the R-R and R-55 Zones to the R-T Zone. The property consisting of two parcels and one unnumbered lot, is the subject of three record plats. The property has an approved Storm Water Management Concept Plan #48903-2016-00, which will be valid through November 15, 2020.
6. **Design Features:** The applicant proposes to develop the 39.68-acre property as a mixed-use development project consisting of a maximum of 1,043 residential units and 151,365 square feet of commercial/retail space. The subject site is bisected by a tributary of Cabin Branch and the two proposed development envelopes are located on the east and west sides of the stream valley. The retail/commercial space and the proposed residential condominium units in the eastern envelope, or pod, will front on Addison Road in a vertical mix-use pattern and the proposed townhouses and assisted living complex are located in the western envelope, or pod, close to Rollins Avenue. The eastern envelope will be accessed from Addison Road and the western envelope will be accessed from Rollins Avenue. Given the existing stream and its associated buffers, there is only one pedestrian connection proposed between the two development pods.

Recreational facilities for the multifamily component of the development are calculated by multiplying the number of multifamily dwelling units proposed by the population per dwelling unit for the planning area in which the project is located to arrive at the total project population, in accordance with the Department of Parks and Recreation's formula. On-site recreational facilities for the residential community will include a plaza/pocket park that will be integrated with a linear park/bicycle trail, which has been created to be the focal point of the development. Conformance with this requirement will be evaluated at the time of approval of a detailed site plan.

A large development, such as the subject application, has plenty of opportunities to employ green building and sustainable site techniques during the development process. At time of the DSP, the applicant should identify applicable techniques that will be used in the proposed development to achieve a high quality and sustainable development project.

The proposed stormwater management (SWM) facilities as shown on the concept plan indicate primarily the use of bio-retention areas and a small amount of underground facilities in the eastern development pod where the vertical mixed-use development is proposed.

COMPLIANCE WITH EVALUATION CRITERIA

7. **The 2010 Approved Subregion 4 Master Plan and Sectional Map Amendment:** Subregion 4 is located in central Prince George's County and includes the communities located between the District of Columbia boundary (Southern and Eastern Avenues to the west), the Capital Beltway, US 50, and the Suitland Parkway. Subregion 4 Master Plan superseded the land use vision of the 2000 *Approved Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity* for the area, but retained the Development District Overlay Zone of the Sector Plan (see Finding 8 below) that encumbers the subject site. Among many visions for the master plan area, the vision for Addison Road- Seat Pleasant Metro Community Center, where the subject site is located, includes a dense, pedestrian-friendly, vertical, mixed-use development west of the Addison Metro station, along Central Avenue and East Capitol Street, as well as mixed-use development along Addison Road south of Central Avenue. Development on Addison Road, north of Central Avenue (Pod 1), would comprise townhouses and small apartments, while Central Avenue would become more pedestrian-friendly, complete with ground floor, storefront retail. It also includes a gridded street network and a publicly accessible network of civic greens, while preserving the existing viable residential areas, and enhancing the Cabin Branch Stream. Under the vision for Housing and Neighborhood Conservation, Subregion 4 is envisioned to be a vibrant community where quality of life is improved, neighborhoods are conserved, and a variety of high-quality housing types for a range of incomes exist. Specifically, there will be increased opportunities for workforce, single-family home ownership, new opportunities for mixed-use and mixed-income housing, as well as low-rise, medium-density multi-family rental housing (Subregion 4 Master Plan, Page 279).

The close proximity of the Subregion 4 plan area to various employment, entertainment, historic, and recreational amenities found in Washington, D.C., makes it the ideal location for continued economic growth and desirable for home ownership and affordable rental housing (Subregion 4 Plan, page 279). The major goals of the Subregion 4 Master Plan are:

- To enhance the quality and character of the existing communities.
- To encourage quality economic development.
- To preserve and protect environmentally sensitive land.
- To make efficient use of existing and proposed county infrastructure and investment.

The Subregion 4 Master Plan supports medium - to high-density residential housing and mixed-use near transit stations, and recognizes that the entire area in proximity to the Addison Road Metro Station is in need of revitalization to attract businesses and residents. This goal cannot be met under the existing circumstances peculiar to the immediate and general area surrounding the Metro Station. The current zoning of the properties within the immediate area of the Metro Station do not support medium - to high-density residential housing and mixed uses. The Metro Station is located upon C-O (Commercial Office) zoned property, which is too restrictive to allow the vision of the Master Plan to be achieved. Further, the immediate area surrounding the Metro Station is an odd assortment of properties none of which are zoned mixed-use high-density development.

Subregion 4 Master Plan also recognizes that there is limited retail and service options in both the variety of offerings and the level of quality of goods within a particular category (e.g., dining venues) (page 23).

The subject site is located immediately to the south of the Addison Road-Seat Pleasant Metro Community Center boundary, adjacent to the boundary of the Addison Road Development

District Overlay Zone. The applicant requests to expand the existing D-D-O Zone boundary to include the subject property and proposes the rezoning of the property from the R-T to the M-X-T zone, which would allow for an increase in the intensity of development and vertical mixed use of the property. Under the M-X-T and D-D-O zones, the increase in density and flexibility for both the residential and commercial development is substantial, compared to the existing R-T Zone. The proposed Conceptual Site Plan, CSP-16001, for Metro City includes a variety of housing types in terms of ownerships (fee-simple townhouse, condominium, rental apartment, and apartment for the elderly, age 55 plus) and price points, along with amenities and sufficient commercial and retail uses based on a detailed market study to support the proposed residential communities. The rezoning of the subject properties to a higher density zone is generally consistent with the goals and the recommendations for the Addison Road -Seat Pleasant Metro Community Center of the Subregion 4 Master Plan, given the location to of over one-half mile south of the Addison Metro Station.

8. **The 2000 Approved Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity:** The Sector Plan for Addison Road Metro Town Center consists of eight subareas for purposes of identifying specific issues and formulating policies to implement the vision of the Sector Plan. The subject site is located outside and south of the Town Center. Specifically, it is adjacent to Subarea 4, which is also known as Addison South (Town Commons). As discussed previously, Subregion 4 Master Plan updated the vision for this area and recommends directing office, commercial/retail development, and high-density condominium and apartment living to the Addison Road–Seat Pleasant Metro Center. Subregion 4 Master Plan retained those previously approved D-D-O Zone and Development District Standards that are not superseded by the D-D-O Zone standards in the Master Plan for the area. The D-D-O Zone standards will be applicable to the subject site and will be reviewed for conformance at the time of detailed site plan.

The 2000 Approved Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity has four prior goals and the main ideas of those goals have been brought forward in the Subregion 4 Master Plan for the Addison Road–Seat Pleasant Metro center. Specifically, the four goals of the Sector Plan are as follows:

- Revitalizing the town center with new, upscale residential and commercial development. The entire town center area is in need of revitalization to attract new business and residents.
- Promoting transit-oriented development near the Metro Station. Transit-oriented development serves Metro users, not the automobile.
- Promoting pedestrian-oriented development. Pedestrian-oriented development aids metro users and will encourage pedestrians to use residential and commercial properties near the metro station; and
- Promoting compact development in the form of a town center, with a town commons area at Addison Road and MD 214, next to the Metro station. Compact development, with higher development densities favoring Metro users and pedestrians, offers the benefits of the Metro station to the greatest number of residents and businesses.

The property within the D-D-O Zone adjacent to the north of the subject site was rezoned to the Mixed-Use Infill (M-U-I) Zone and was subsequently developed with townhouses that include six live/work units. That property is designated Mixed-Use Commercial land use by the Subregion 4

Master Plan. The subject site is designed for Medium-High Residential land use and was rezoned to R-T by the same master plan. However, in accordance with the review comments provided by the Community Planning Division dated August 24, 2017 (Umeozulu to Kosack), the zoning designation (R-T) cannot implement the land use recommendation of the Subregion 4 Master Plan for the area.

The subject CSP proposes a mixed-use project consisting of various housing types and commercial/retail uses that will support a higher density, vertical mixed-use along Addison Road frontage, and pedestrian-friendly development environment in the vicinity of Addison Metro Station, which is north of the site. Since this is the first large development in the area, the proposed development will revitalize the area and attract new business and residents. The proposed CSP is in general conformance with the purposes and recommendations of the Development District Overlay Zone for Addison Road Metro Town Center, as discussed further.

9. **Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the Development District Overlay (D-D-O) Zone, M-X-T Zone, and site design guidelines of the Zoning Ordinance as follows (the Zoning Ordinance provisions are in **boldface** font followed by staff's comments):

- a. Section 27-548.26(b) of the Zoning Ordinance prescribes an applicant requesting to change the boundary of an approved D-D-O Zone and to rezone the property in a D-D-O Zone to demonstrate that the proposed development conforms to the purposes and recommendations for the development district as stated in the Subregion 4 Master Plan and Sector Plan.

The following is an analysis of Section 27-548.26(b) of the Zoning Ordinance to address the impact of the proposed expansion and rezoning as an amendment to an approved Development District Overlay Zone.

(b) Property Owner

- (1) Notwithstanding the provisions of subsection (a), above, a property owner may request that the District Council amend development requirements for the owner's property, as follows:**

- (A) An owner of property in, adjoining, or separated only by a right-of-way from the Development District may request changes to the boundary of the approved D-D-O Zone.**
- (B) An owner of property in the Development District may request changes to the underlying zones or the list of allowed uses, as modified by the Development District Standards.**

This application proposes to request (A) through the expansion of the D-D-O Zone and (B) by changing the underlying zoning from R-T to M-X-T and must be reviewed by the District Council.

- (2) The owner's application shall include:**

- (A) **A statement showing that the proposed development conforms with the purposes and recommendations for the Development District, as stated in the Master Plan, Master Plan Amendment or Sector Plan; and**

The applicant has submitted a Revised Statement of Justification (SOJ) in accordance with the requirement above.

- (B) **A Site Plan, either the Detailed Site Plan required by Section 27-548.25 or Conceptual Site Plan.**

The applicant has submitted a conceptual site plan in accordance with Part 3, Division 9.

- (3) **Filing and review of the application shall follow the site plan review procedures in Part 3, Division 9, except as modified in this Section. The Technical Staff shall review and submit a report on the application, and the Planning Board shall hold a public hearing and submit a recommendation to the District Council. Before final action the Council may remand the application to the Planning Board for review of specific issues.**

The Planning Board's decision will be duly filed with the Clerk of the Council and copies of the decision will be sent to all persons of record.

- (4) **An application may be amended at any time. A request to amend an application shall be filed and reviewed in accordance with Section 27-145.**

The application has been amended since the original filing and is in general conformance with the above Section 27-145 requirements.

- (5) **The District Council may approve, approve with conditions, or disapprove any amendment requested by a property owner under this Section. In approving an application and site plan, the District Council shall find that the proposed development conforms with the purposes and recommendations for the Development District, as stated in the Master Plan, Master Plan Amendment, or Sector Plan, and meets applicable site plan requirements.**

The purposes of the D-D-O Zone are contained in Section 27-548.20 of the Zoning Ordinance and within the Sector Plan. The applicant has filed a conceptual site plan for the entire property proposing the expansion of the D-D-O Zone boundary to include the subject site, the rezoning of the 39.68 acre-site from the existing R-T Zone to the M-X-T Zone and, to develop a mixed-use project on the property. The applicant has also provided a justification statement in support of the expansion of the D-D-O Zone boundary and the rezoning of the property.

Section 27-548.20 lists the following specific purposes of D-D-O Zone:

(1) To provide a close link between Master Plans, Master Plan Amendments, or Sector Plans and their implementation;

The applicant provided the following discussion in the statement of justification:

“Metro City offers a well-balanced mix of multifamily, owner-occupied, and rental properties for all age groups, in a range of price points in an established neighborhood, which is a key recommendation of the Subregion 4 Master Plan. Further, in keeping with the Subregion 4 Plan’s vision for limited commercial uses, particularly in the edge areas, Metro City can meet a need that currently exists in the area for retail and commercial uses. At present, there is no grocery store in close proximity to the proposed community, nor are there any near-by cafés and eateries, coffee shops, dry cleaners or other retail options to accommodate the future residents. The types of limited commercial uses that will be located at Metro Center will be in harmony with the recommendations of the Subregion 4 Plan, and will not only be beneficial to the residents and surrounding community, but will also provide much-needed jobs in the area.”

Addison Road Metro Town Center D-D-O Zone was created to implement the land use visions of the Sector Plan. The existing R-T Zone on the subject property is inconsistent with the vision for the area as established by Subregion 4 Master Plan and Sectional Map Amendment and is not the right zone to implement the land use vision for medium to high densities. An appropriate mixed-use zoning tool is required to achieve the land use pattern envisioned for this location. The inclusion of the subject site into the D-D-O Zone and rezoning of the property to the M-X-T Zone will allow for greater density as envisioned within the area. The subject proposal includes both residential and commercial/retail uses to support a complete community in the vicinity of Addison Metro Station.

(2) To provide flexibility within a regulatory framework to encourage innovative design solutions;

The applicant provided the following discussion in the statement of justification:

“The subject property is seeking to be rezoned to the M-X-T. One of the purposes of the M-X-T Zone is 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 Development District Overlay Zone in which the proposed Metro City will be located is also meant to provide flexibility within a regulatory framework to encourage innovative design solutions, and thus, the M-X-T and the D-D-O-Z complement one another. Metro City is designed as a high-quality, gated community, and

architecturally it will live up to the expectations of today's homebuyer. Specifically, regarding innovative design solutions, the Applicant's development plan provides green roofs on three of the buildings. There are also bio-retention areas and infiltration berms throughout the site. Underground parking is also being provided for all of the buildings."

The subject application will promote the use of transit facilities through its density and adjacency to the transit station, and will reduce single-occupancy vehicle trips. At the same time, the M-X-T Zone with a D-D-O Zone will allow great flexibility to promote innovative design solutions, and will be evaluated at the time of detailed site plan. Staff would note that gating the community may not limit access to the commercial/retail used along Addison Road.

(3) To provide uniform development criteria utilizing design standards approved or amended by the District Council;

The applicant provided the following discussion in the statement of justification:

"The purpose of this CSP application is to request a rezoning of the subject property from the R-T to M-X-T Zone. The development criteria which the Applicant's proposed development will be subject to are set forth in the Addison Road Metro Town Center and Vicinity Sector Plan. The Sector Plan includes design standards that the proposed development is supposed to adhere to, unless any such standards are amended by the District Council. Evaluation of the proposed development regarding the design standards will be reviewed under the Applicant's detailed site plan application."

The rezoning of the subject property from the current underlying R-T Zone to a Mixed-Use Zone, (M-X-T) Zone, which allows an increase in density is warranted and will increase ridership, which in turn will increase the return on investment in the transit system and will improve the local tax revenues. The development will be reviewed for conformance with the previously approved uniform D-D-O Zone standards at time of DSP.

(4) To promote an appropriate mix of land uses;

The applicant provided the following discussion in the statement of justification:

"The proposed Metro City meets this purpose by proposing an appropriate mix of land uses that include a wide variety of residential and commercial uses, and as required by the M-X-T Zone. Metro City will offer a mix of townhouses, condominiums, senior apartments, and an assisted living facility with a community center. Additionally, approximately 151,365 square feet of commercial and office uses will be on site to support the residents of Metro City and the surrounding

area. Metro City will feature mixed-use retail and condominiums.”

The proposed plan with the residential and commercial/retail uses supports local growth by spurring redevelopment of the properties surrounding the Metro station. The design of the subject site consists of two pods with appropriate themes that provide a complete community and foster redevelopment in the area. The density of 0.92 FAR as proposed is appropriate.

(5) To encourage compact development;

The applicant provided the following discussion in the statement of justification:

“Metro City’s compact development, which features higher development densities favoring Metro users and pedestrians, offers the benefits of the Metro station to the greatest number of residents and businesses. The Metro Station is just slightly over a half mile from Metro City, a comfortable walking distance for Metro users and pedestrians. All of the development being proposed at Metro City would be considered compact development, particularly with regard to the condominium buildings and the townhouses which is done under a high-density plan layout.”

The subject site is divided by the stream valley into two development pods. The eastern pod (Pod 1) is fronting on Addison Road and will be developed with vertical mixed-use environment consisting of ground floor retail spaces and with condominiums on the top starting from the second floor. The western pod (Pod 2) consists of a variety of residential products to be as compact as it could be. However, the different housing types such as mid-rise apartment buildings may create a compatibility issue if they are located too close to the fee-simple townhomes. Those design and site layout issues will be reviewed at time of DSP, and may result in the relocation or loss of townhouse lots.

(6) To encourage compatible development which complements and enhances the character of an area;

The applicant provided the following discussion in the statement of justification:

“Right next to the proposed development is a residential community known as the Park at Addison Metro. Though this property went through a rezoning to a mixed-use zone, the only mixed use it offered were eight (8) mixed-use attached units (referred to as live/work units) that include the first floor as commercial space and the second and third floors as residential living units. Other than these live/work units, no other commercial uses were provided to serve the needs of this development and the surrounding residential communities. The proposed Metro City, which adjoins the southerly boundary of

this community, has a unique opportunity to provide a mixed-use project, which will feature a significant amount of retail and commercial uses to serve the residents of the surrounding area and continue the trend of mixed-use which has already taken root in the immediate area of the subject site. Metro City will also further a concept that has been established in the area, which is a walkable community that preserves the road and pedestrian circulation patterns promoted by the Sector Plan. The layout of the site will provide direct pedestrian access to the Metro station, consistent with the neighboring communities, which provide critical connections to Addison Road. It is important to emphasize Metro City's compatibility with the existing developments, as compatibility with adjacent properties is one of the criteria for approval of the rezoning."

The proposed two pods are designed to be compatible with its immediate surroundings. For example, the western pod (Pod 2), which is surrounded by the predominantly residential neighborhoods is designed with a variety of housing products that enhance the character of the area. While the eastern pod (Pod 1), which is oriented toward Addison Road, is designed with vertical mixed-use buildings that enhance the character of the area.

(7) To promote a sense of place by preserving character-defining features within a community;

The applicant provided the following discussion in the statement of justification:

"The Subregion 4 Master Plan recognizes that the subregion as a whole contains unique locations where newer and older suburban neighborhoods converge, and the vision of the plan is to balance these newer and older neighborhoods with development that is more urban in character. It is this very scenario that Metro City captures. Metro City offers a well-balanced mix of multifamily, owner-occupied, and rental properties for all age groups, in a range of price points in an established neighborhood, which is a key recommendation of the Subregion 4 Master Plan."

The two development pods have different design themes to be compatible with the surrounding neighborhoods. Each pod will create a sense of place through the proposed development elements.

(8) To encourage pedestrian activity;

The applicant provided the following discussion in the statement of justification:

"Metro City promotes pedestrian-oriented development by providing trails with a connectivity pattern that ultimately leads pedestrians toward the Metro Station. Metro City will install sidewalks along Addison Road within the limits of the subject site. This type of pedestrian-oriented development aids Metro

users and will encourage pedestrians who live or work at Metro to ride the Metro. It is an easy walking distance to the Addison Road Metro Station from Metro City. Metro City will feature higher development densities favoring Metro users and pedestrians, thereby offering the benefits of its close proximity to the Metro station to the greatest number of residents and business.”

Sidewalks will accommodate the pedestrians, and the DSP will provide for convenient and efficient pedestrian and vehicular access to the Metro. Additional bicycle facilities will also be provided at time of the DSP.

(9) To promote economic vitality and investment.

The applicant provided the following discussion in the statement of justification:

“There may be a need to emphasize a specialized market niche to enhance the Addison Road-Seat Pleasant growth center market position. Small block office space targeted to community-serving professional services, such as medical, legal, and accounting, could be incorporated into mixed-use residential development, creating a foothold for a more diverse employment base. Subregion 4 is envisioned to be a vibrant community where quality of life is improved, neighborhoods are conserved, and a variety of high-quality housing types for a range of incomes exist. Specifically, there will be increased opportunities for workforce, single-family home ownership, new opportunities for mixed-use and mixed-income housing, as well as low-rise, medium-density multi-family rental housing.

“Plan 2035 specifically recommends as a tier-specific policy that investments made into this tier should be coordinated and strategically targeted to expand the County’s commercial tax base by attracting and retaining new employers and workers, leveraging private investment, and capitalizing on transit-oriented development opportunities.”

The subject project is the largest development in the close vicinity of Addison Metro Station. The proposed mixed-use elements will bring economic vitality and investment that is greatly needed in the area to eventually revitalize the immediate communities.

Based on the findings this CSP meets the purposes of Section 27-548.20 of the Zoning Ordinance.

b. The subject application is in conformance with the requirements of the M-X-T Zone as follows:

- (1) The subject CSP is in conformance with the requirements of Section 27-547, which governs uses in all mixed-use zones. The proposed residential and commercial/retail uses are permitted in the M-X-T Zone.
- (2) Section 27-547(d) provides standards for the required mix of uses for sites in the M-X-T Zone as follows:

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

- (1) Retail businesses;**
- (2) Office, research, or industrial uses;**
- (3) Dwellings, hotel, or motel.**

The submitted CSP proposes commercial/retail space, and residential units and therefore, meets the requirement of the M-X-T Zone for two uses.

(3) Section 27-548, M-X-T Zone regulations, establishes additional standards for the development in this zone. The CSP's conformance with the applicable provisions is discussed as follows:

(a) **Maximum floor area ratio (FAR):**

- (1) Without the use of the optional method of development—0.40 FAR**
- (2) With the use of the optional method of development—8.0 FAR**

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

(b) **Bonus incentives.**

(4) **Residential use.**

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

The CSP proposes to utilize this incentive and proposes a maximum floor area ratio (FAR) of 0.92, which is still within the 1.40 that is permitted for this site. However, it should be noted that the mix of uses and square footage of the development will be further reviewed at the time of the DSP. Higher FAR that does not exceed 1.4 FAR is also permitted in future DSPs.

(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 illustrative plan shows that the retail uses included in this CSP will be located in the eastern development pod along Addison Road in vertical mixed-use buildings with retail uses at the street level and residential condominiums on top starting from the second floor. The rest of the other housing types including apartments for the elderly and townhouses are located in the western development pod. The entire development in this CSP is composed of multiple buildings.

- (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.**

This requirement is not applicable since this application is for a CSP. Subsequent DSP approvals will provide regulations for the development on this property, as provided in the Zoning Ordinance.

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

The development is subject to the pertinent landscaping standards of the Development District Overlay Zone as contained in both the 2000 Approved Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity and the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*. Any landscape standards or guidelines not addressed in the D-D-O Zone standards will be governing by the requirements of the 2010 *Prince George's County Landscape Manual*. The site's conformance with the applicable landscape requirements will be reviewed at time of DSP.

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

The FAR for the proposed development is calculated in accordance with the requirement. Further refinement of the proposed FAR is anticipated at the time of DSP application.

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

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

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

The property is surrounded by public streets that will provide access to the proposed development. However, because this is a large site, in accordance with the illustrative exhibit, there will be some private streets. Since the applicant will need to go through a subdivision process after the approval of this CSP, final lotting and street patterns will be decided by the Planning Board at time of Preliminary Plan of Subdivision.

- (h) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand eight hundred (1,800) square feet in size, and shall have at least sixty percent (60%) of the full front façades constructed of brick, stone, or stucco. In addition, there shall be no more than six (6) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than six (6) dwelling units (but not more than eight (8) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than six (6) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development, and the end units on such building groups shall be a minimum of twenty-four (24) feet in width. The minimum building width in any continuous, attached group shall be twenty (20) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant**

demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development, and the end units on such building groups shall be a minimum of twenty-four (24) feet in width. The minimum building width in any continuous, attached group shall be twenty-two (22) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages are preferred to be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the District Council may approve a request to substitute townhouses, proposed for development as condominiums, for multifamily dwellings that were required as a condition of approval in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, such townhouses are subject to all other requirements of the Zoning Ordinance.

As stated previously, the illustrative site plan exhibit shows 73 townhouses which need to meet the requirements for the minimum lot size of 1,800 square feet, unit size and number of units in each building stick. However, lot size issue will be further reviewed by the Planning Board at the time of the preliminary plan of subdivision. The other issues will be reviewed at time of the DSP.

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

There are several multifamily buildings shown on the illustrative site plan. Conformance with this requirement will be evaluated at the time of the DSP.

- (j) **As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation)**

should be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance).

This requirement does not apply to this CSP, which requests to rezone the property from the existing R-T Zone to the M-X-T Zone, in accordance with Section 27-548.26(b) of the Zoning Ordinance.

- (4) In accordance with Section 27-546(d)(1) of the Zoning Ordinance, in addition to the findings required to approve a CSP (in Part 3, Division 9), the Planning Board should also make the following findings for projects in the M-XT Zone.

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

The purposes of the M-X-T Zone, as stated in Section 27-542(a), include the following:

Section 27-542(a)

- (1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, and major transit stops, 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 subject project is nearby the Addison Road Metro transit station and development of the property will promote and enhance the economic status of the area by providing a desirable living opportunity, contribute to additional employment opportunities, and revitalize the surrounding neighborhood.

- (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 CSP proposes to extend the boundary of the approved D-D-O Zone and rezone the property to allow a mixed-use development of a medium-to high intensity development as envisioned by the Master 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 proposes 0.92 FAR on the site, which may be increased up to 1.4 FAR that staff believes representing the highest and best use of the land; as it contributes to supporting the transportation planning and infrastructure at this location.

(4) To promote the effective and optimum use of transit and other major transportation systems;

The expansion of the D-D-O Zone boundary to include the subject site and the rezoning to the M-X-T Zone is appropriate in this area due to the proximity to the transit station.

(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 CSP proposes vertical mixed-use commercial and residential uses in the eastern development pod that will complement each other to create a 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, or visit in the area. Due to the site constraints-Cabin Branch Stream Valley bisects the site, the mixed-use of residential and commercial/retail uses will be located oriented toward Addison Road in the eastern pod and the residential function is mainly in the western pod that is surrounded by the largely residential neighborhood.

(6) To encourage diverse land uses which blend together harmoniously;

The proposal includes both residential and commercial development that are designed to protect the existing environmental features on the site. The two development pods have unique characteristics, and each has its own theme that blends into the surrounding areas harmoniously.

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

To rezone the property to the M-X-T Zone will allow for the creation of a development with a distinctive visual character and identity. As discussed above, the western pod features vertical mixed-use development and the eastern pod is predominantly residential dwelling units with amenities including a community building. The distinctive visual character will be further established at the time of DSP.

- (8) To promote optimum land planning with greater efficiency through the use of economies of scale and savings in energy beyond the scope of single-purpose projects;**

Green building and sustainable site development techniques such as those employed in Leadership in Energy and Environmental Design (LEED) standards should be utilized at the time of DSP to the extent practical to promote optimum land use and great savings in energy.

- (9) To permit a flexible response to the market; and**

The M-X-T Zone is one of the mixed-use zones that were created to allow developers maximum flexibility to respond to the changing market. This CSP, consisting of a variety of housing types and commercial/ retail uses, will be well positioned in the changing market.

- (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 architecture for this development will be reviewed at the time of DSP. High quality and standards should be utilized to evaluate the architectural design at the time of DSP, in furtherance of this stated purpose of the M-X-T Zone.

In accordance with Section 27-546(d)(2) through (11) of the Zoning Ordinance, and in addition to the findings required to approve a CSP (in Part 3, Division 9), the Planning Board should also make the following findings for projects in the M-X-T Zone:

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

The subject property is proposed to be rezoned through this CSP application as permitted by the D-D-O Zone provisions of the Zoning Ordinance, so the above finding does not apply.

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

The property is bisected by the Cabin Branch Stream Valley. The CSP shows two distinctive development pods. The western pod has frontage on Addison Road that has an outward orientation with commercial/retail space on the ground floor and residential condominiums on top of the building starting from the second

floor. The eastern pod has a predominantly residential character that is physically and visually integrated with the existing development along Rollins Avenue. Both development pods will be expected to inject new economic vitality into the immediate area.

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

The development is compatible with the general vision proposed in the Master Plan, for re-development around the transit station. The proposed development will greatly improve the aesthetics of the surrounding neighborhoods. However, since many residential products including townhouses and multistory apartment buildings have been shown on the illustrative plan, staff has concerns about the compatibility between townhouse and apartment building within the development and between the proposed assistant living apartment building and the existing townhouse development to the north of the western development pod. The compatibility issue will be further reviewed at time of both preliminary plan of subdivision and detailed site plan when detailed information of site layout and architecture is available, which could result in the relocation or loss of lots.

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

The mix of uses in this CSP includes commercial/retail, and residential development in two distinctive pods. The design scheme provided for review as reflected on the illustrative plan shows that the two development pods will be connected by a pedestrian path. It is preferable to have vehicular connection as well. However, given the existing Cabin Branch Stream Valley, future vehicular connection is not feasible, and the pedestrian connection may not be Americans with Disabilities (ADA) compliant. Further analysis of the feasibility of a pedestrian connection between the two pods of development will occur with the review of the PPS.

Each pod will also be accessible by the existing sidewalk system along both Addison Road and Rollins Avenue. The two development pods show a development scheme, each with its own distinctive focus and is capable of sustaining an independent environment of high quality. The arrangement and design of specific buildings along with other site-specific features will be reviewed at time of DSP.

(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 project consisting of two development pods is to be completed in two stages. Tentatively, Phase I along Addison Road (eastern pod-Pod 1) is designed for vertical mixed use of commercial/retail and residential spaces. Phase II along Rollins Avenue (western pod-Pod 2) is designed for a residential development. Each phase will be a self-sufficient entity.

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

As discussed further, comprehensive review of pedestrian system will be carried out at time of review of Preliminary Plan of Subdivision and Detailed Site Plan review.

- (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 will be met when a DSP is approved for the subject project.

- (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, or will be provided by the applicant, 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.**

By referral memorandum dated November 28, 2017 (Masog to Zhang), the Transportation Planning Section has found adequate transportation facilities will exist to serve the development as discussed further.

- (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 approved by the applicant.**

This requirement is to be evaluated at the time of approval of a DSP for this project.

- (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 property not being developed as a Mixed-Use Planned Community. Therefore, this requirement is not relevant to the subject project.

Based on the findings contained herein, this CSP meets the requirements of the M-X-T Zone.

- c. The CSP has been reviewed for conformance with the applicable site design guidelines contained in Section 27-274. As the project moves through the DSP process, and is refined as to the development details, further review for conformance with the site design guidelines will continue.

Various housing types have been shown on the illustrative exhibit. There is the potential for incompatibility between housing types, such as townhouses and multistory apartment buildings due to their different massing and building heights. Later review at time of preliminary plan of subdivision and detailed site plan will focus on the location where the multistory apartment buildings are adjacent to the proposed townhouses to make sure that enough setbacks of the larger and higher apartment buildings have been maintained from the townhouses. The orientation of the apartment building is also critical to avoid the townhouses being overshadowed by the apartment buildings. In addition, as shown on the illustrative plan, a large assistant living building will be located to the northernmost part of the western pod fronting directly to the existing townhouse community to the north. Due to presence of the environmental features between the proposed building and the existing townhouse community, a significant distance has been preserved. However, there is a deep drop of the topography and the assistant living building will be difficult to screen from the townhouse community. At time of DSP review, attention should be given to the elevations of the assistant living facility that will be visible from the existing townhouse community to make sure that enough vertical elements have been employed on the elevation design to break down the horizontal expanse of the institutional building. The compatibility issue will be further reviewed at time of preliminary plan of subdivision and detailed site plan that may result in loss of lots, dwelling units or gross floor area, or partially rearranging the layout to achieve the optimum relationship between the townhouses and multifamily apartment buildings.

- 10. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 1 Tree Conservation Plan (TCP1-004-2017) was submitted with the CSP application.

- a. Based on the submitted TCP1, the subject site has a woodland conservation threshold of 5.86 acres (20 percent). The Woodland Conservation Worksheet proposes the removal of 14.72 acres on the net tract area for a woodland conservation requirement of 9.92 acres. The requirement is proposed to be exceeded with 10.75 acres of woodland preservation. An additional 10.76 acres of woodland will also be preserved, but not counted as credit. The site originally contained 31 specimen trees, however, two were previously removed as part of a sanitary sewer retrofit project. Currently, a total of 29 specimen trees exist on the property, with three proposed to be removed as part of this project.

The worksheet submitted with the TCP1 is based on the current zoning designation, R-T, which carries a 20 percent woodland conservation threshold. The CSP application

includes a statement of justification for a rezoning request to change the designation to the M-X-T Zone, which carries a 15 percent threshold. Based on the current proposal, the rezoning of the site to the M-X-T Zone would result in a reduction in the required woodland conservation. In consideration of the extensive stream valley and the environmental features of the site, staff recommends woodland conservation be retained at 20 percent, which the current TCP1 demonstrates that can be met onsite with the proposed development. The Environmental Planning Section recommends approval of Type 1 Tree Conservation Plan, TCP1-004-2017 with conditions that have been included in the Recommendation section this staff report.

- b. **Specimen Tree Variance:** The site contains 29 specimen trees (ST) with the ratings of good (ST#'s 11-24, 28, 33, 34, 36, 37, 39, 40, 42, and 45-47) and fair (ST#'s 9, 32, and 41 and 43). The current design proposes to remove ST#'s 45, 46, and 47 for the development of the buildings and associated infrastructure. ST10 and ST38 were removed prior to this application with the Beaver Dam Basin Sanitary Sewer System Rehabilitation project.

Section 25-119(d)(1) of the WCO contains six required findings to be made before a variance can be granted. The Letter of Justification submitted seeks to address the required findings for the three specimen trees together; however, details specific to individual trees has also been provided in the following chart.

ST #	COMMON NAME	DBH (in inches)	CONDITION	COMMENTS	DISPOSITION
9	American beech	31	Fair	Fair, large cavity in trunk, some dead limbs	To be saved
10	Tulip tree	33	Good	Good, some vines	Removed*
11	American beech	31	Good	Good, cavity in trunk	To be saved
12	American beech	30	Good		To be saved
13	American beech	41	Good		To be saved
14	Tulip tree	31	Good		To be saved
15	American sycamore	32	Good		To be saved
16	Tulip tree	34	Good		To be saved
17	Tulip tree	32	Good	Good, some vines	To be saved
18	Tulip tree	30	Good		To be saved
19	Tulip tree	30	Good		To be saved
20	Tulip tree	36	Good		To be saved
21	American beech	36	Good	Good, on stream bank	To be saved
22	Northern Red Oak	31	Good		To be saved
23	Tulip tree	32	Good		To be saved
24	Tulip tree	31	Good		To be saved
28	American sycamore	31	Good		To be saved
32	Tulip tree	30	Fair	Fair, extensive vine	To be saved
33	American sycamore	35	Good	Good, moderate vines	To be saved
34	American sycamore	39	Good	Good, some vines	To be saved
36	Tulip tree	30, 17, 16	Good	Triple trunk	To be saved
37	Tulip tree	32	Good		To be saved
38	Tulip tree	31	Good	Good, on stream bank	Removed*
39	Tulip tree	33, 20	Good	Double trunk	To be saved
40	Tulip tree	30	Good		To be saved
41	Northern Red Oak	31	Fair	Borer damaged	To be saved
42	Tulip tree	48	Good		To be saved
43	American sycamore	30	Fair	Fair, extensive vines	To be saved
45	Tulip tree	30	Good	Some dead limbs	To be removed
46	Tulip tree	32	Good		To be removed
47	Tulip tree	50	Good		To be removed

Note: *Removed with the Beaver Dam Basin Sanitary Sewer System Rehabilitation project.

The six criteria for specimen tree variance listed in Section 25-119(d)(1) are in **bold text** and follow by staff's comments. The variance for ST45, 46, and 47 were evaluated together because the findings are comparable for each one:

(A) Special conditions peculiar to the property have caused the unwarranted hardship.

The proposal shows a total of 29 specimen trees on this property with 27 specimen trees located within the 20.56 acres of PMA. Specimen trees (ST) #46 and #47 are proposed to be removed for the development of the assisted living facility, as they are centrally located in an area outside of the PMA. ST45 is located within the PMA on steep slopes, contiguous with a stream buffer. The applicant proposes to provide an access to the site from Addison Road South and extend the existing culvert through which a stream passes under Addison Road South. ST45 is located within the proposed disturbed area for the access driveway and a proposed mixed-use building, fronting on Addison Road South. Due to the sight distance requirements restricting the options for locating the access, and with a significant portion of the property occupied by PMA, not allowing removal of these trees would cause an unwarranted hardship on the applicant.

(B) Enforcement of these rules will deprive the applicant of rights commonly enjoyed by others in similar areas.

Given that this project is an infill site surrounded by existing road and utility infrastructure, the removal of Specimen trees (ST46) and (ST47) is necessary to provide an efficient use of the land for the proposed development. ST45 is located within the PMA on steep slopes, contiguous with the stream buffer. Due to sight limit restrictions however, the location of the proposed access road will require the removal of ST45. Failing to grant the variance for these three trees would leave the applicant with significantly less area to reasonably develop the site, depriving the applicant rights commonly enjoyed by others in similar areas.

(C) Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants.

Granting the variance will not confer a special privilege on the applicant because the specimen trees (ST46 and ST47) are outside the primary management area (PMA), central on the property and removal is necessary to efficiently and safely develop the property. Specimen tree (ST45) is located within the PMA on steep slopes, contiguous with the stream buffer. Due to sight limit restrictions however, the location of the proposed access road will require removal of Specimen tree #45. With the limitations on the development envelope of the property, the granting of this variance will not confer on the applicant a special privilege that would be denied to other applicants.

(D) The request is not based on conditions or circumstances which are the result of actions by the applicant.

This variance request is based on the nature of the existing site, distribution of the subject trees, and the existing infrastructure surrounding the site. This variance request is not based on conditions or circumstances which are the result of actions by the applicant.

- (E) **The request does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property.**

The surrounding land uses do not have any inherent characteristic or condition that have created or contributed to this particular need for a variance.

- (F) **Granting of the variance will not adversely affect water quality.**

The trees to be removed are located away from the proximity of the stream and natural drainage systems. This property will be developed in accordance with the latest Maryland Department of the Environment criteria for stormwater management. This includes environmental site design to provide protection for natural resources to the maximum extent practicable, utilizing such practices as limiting impervious area, bio-retention facilities, and infiltration berms. A Conceptual Stormwater Management plan was submitted with the subject application, but a Concept Approval Letter has not been submitted, and the SWM Concept Application number has not been identified.

The required findings of Section 25-119(d)(1) as discussed above have been adequately addressed by the applicant for the removal of ST45, ST46 and ST47. The staff recommends **approval** of the specimen tree variance.

11. **Other site plan related regulations:** Two additional regulations are applicable to the site plan review that usually requires detailed information, which can only be provided at the time of DSP. The discussion provided below is for information only:
- a. **Prince George's County Tree Canopy Coverage Ordinance (TCC)**—Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties that are zoned M-X-T are required to provide a minimum of ten percent of the gross tract area of TCC. This CSP project has 39.68 acres in the M-X-T Zone that results in a required TCC of 3.97 acres for the site. Conformance with the requirements of the Tree Canopy Coverage Ordinance will be ensured at the time of approval of a DSP for the project when detailed information is available.
 - b. **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 2010 *Prince George's County Landscape Manual* (Landscape Manual). Since the site is also located in the Addison Road Metro Town Center Development District Overlay Zone, D-D-O Zone landscape standards will govern this development. Only those landscape requirements in the Landscape Manual that are not modified by the D-D-O Zone landscape standards will be applicable to the proposed development. Conformance with the applicable D-D-O Zone landscape standards and the applicable requirements of the Landscape Manual should be determined at time of DSP or preliminary plan of subdivision when a more detailed plan of development is submitted for review.
12. **Referral Comments:** The subject application was referred to the concerned agencies and divisions and their comments have been summarized as follows:

- a. **Community Planning**—In a memorandum dated August 24, 2017 (Umeozulu to Kosack), the Community Planning Division provided the following summarized comments:

Determinations

This application is filed pursuant to Section 27-548.26(b)(1)(A) and (B) provisions of the Zoning Ordinance to amend the 2000 Addison Road Metro Town Center Development District Overlay (D-D-O) Zone boundary to include an adjoining property and a request to change the underlying zone.

Pursuant to Section 27-548.26(b)(2)(A) and (b)(5), the proposed amendment to the 2000 Addison Road Metro Town Center Development District Overlay Zone generally conforms with the purposes and recommendations for the Development District, as stated in the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*, which directs office, commercial/retail development, and high-density condominium and apartment living to the Addison Road–Seat Pleasant Metro center.

The existing R-T Zone on the subject property cannot implement the Medium-High Residential (8–20 dwelling units) land use recommendation of the Subregion 4 Master Plan. Therefore, a new zone is required to implement the master plan density envisioned for the subject property.

General Plan, Master Plan, And SMA

General Plan:	This application is in the Established Communities Growth Policy areas of the Plan Prince George’s 2035. The vision for the Established Communities is a context-sensitive infill and low to medium-density development.
Master Plan:	The 2010 Approved Subregion 4 Master Plan recommends Medium-High Density Residential land use at a density of 8–20 dwelling units per acre on the subject property.
Planning Area/ Community:	PA 75/Capitol Heights
Aviation/MIOZ:	This application is not located within the Military Installation Overlay (M-I-O) Zone.
SMA/Zoning:	The 2010 Subregion 4 Sectional Map Amendment rezoned the subject property from the R-R Zone and R-55 Zone to the R-T Zone. The 2000 Addison Road Metro (ARM) Town Center Development District Overlay (D-D-O) Zone contains development standards that are applicable to adjoining property to the north.

Request for Application of Development District Overlay Zone

This application conforms with the general purposes and recommendations for the Development District, as stated in the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (Subregion 4 Master Plan and SMA) per Zoning Ordinance Section 27-548.26(b)(2)(A) and (b)(5). Page 100 of the master plan, Land Use and Community Design, recommends directing office, commercial/retail development, and

focusing high-density condominium and apartment living to the Capitol Heights and Addison Road–Seat Pleasant Metro Centers. Although the master plan did not specifically address the subject site as an integral part of the Addison Road–Seat Pleasant Metro center due to its distance from the Metro station, the ARM D-D-O Zone southern boundary adjoins the northern boundary of the site. As a result, this application is filed consistent with Section 27-548.26(b)(1)(A) and (B) provisions of the Zoning Ordinance to amend the 2000 Addison Road Metro Town Center Development District Overlay Zone (D-D-O) Zone boundary to include an adjoining property and a request to change the underlying zone to allow the proposed mixed-use project.

The Subregion 4 Master Plan established the following vision for the Metro center:

“The vision for development of the Addison Road-Seat Pleasant Metro center includes high density, mixed-use development west of the Metro station, along East Capitol Street and Central Avenue, as well as mixed-use development along Addison Road, south of Central Avenue. Development on Addison Road, north of Central Avenue, would comprise townhouses and small apartment, while Central Avenue would become more pedestrian-friendly, complete with ground floor, storefront retail.”

The 2000 Addison Road Metro (ARM) Town Center D-D-O Zone standards were developed to implement the recommendations of the ARM sector plan. The sector plan was replaced by the 2010 Subregion 4 Master Plan recommendations for the town center boundary, but properties retained the 2000 ARM Metro Town Center D-D-O Zone and the applicable standards for development proposals within that Development District. However, the subject application adjoins the southern boundary of the ARM D-D-O Zone. The property north of this boundary was rezoned to Mixed-Use Infill (M-U-I) through a property owner application, and was subsequently developed with townhouses that includes six live/work units. That property is designated Mixed-Use Commercial land use by the master plan. The subject site, south of the Mixed-Use Commercial land use is designated for Medium-High Residential (8–20 du/acre) land use, and was also rezoned by the Subregion 4 Sectional Map Amendment from the R-R and R-55 Zones to the R-T Zone, with the justification to allow for high density residential to support the vision for development at the Walker Mill Village opportunity site.

Request for Reclassification to the M-X-T Zone

The existing R-T Zone on the subject property will not yield the 8–20 dwelling units recommended by the master plan. In order to get the density envisioned, the property must be rezoned to implement the land use recommendation. This application requests a Mixed Use – Transportation Oriented (M-X-T) Zone on the property to develop 1,043 residential units to include 73 townhomes, 664 condominium units, 112 apartment units for 55+ population and 194 assisted living units, and a 151,365 square feet of commercial/retail space, which the residential density requested by this application is higher than the density envisioned by the master plan, and the commercial use was envisioned along Central Avenue to capture pedestrian traffic to and from the Metro and surrounding mixed-use development, no significant development has occurred within one-half mile radius of the Addison Metro Station. The exception being for residential developments – Addison South (Brighton Place) and The Park at Addison Metro. The addition of small neighborhood commercial development within walking distance of the above mentioned residential developments and the density proposed on the subject site would not be detrimental to the implementation of the plan vision for the area. In order to

provide different housing types and integrate a neighborhood commercial development on the subject site by right, the ARM D-D-O Zone boundary should be extended.

Staff recommends **approval** of the M-X-T Zone for the subject property based on the findings in this report, which allows the proposed uses by right.

Based on the information submitted with this application, the concept plan pays appropriate attention to the existing neighborhoods and designs the two proposed development pods in a context sensitive way, which will be further evaluated at the time of DSP. The proposed mixed-use element features a vertical mixed-use pattern and is oriented toward Addison Road. The commercial/retail quantity proposed is sufficient to support a complete development. The CSP designs with the existing environmental feature and envisions a pedestrian connection, if feasible, between the eastern and western pods in order to preserve the environmental features to the extent possible.

- b. **Subdivision Review**—In a memorandum dated July 17, 2017 (Turnquest to Kosack), the Subdivision Section noted that the subject property is located on Tax Map 73 in Grids C-2, and C-3. The Statement of Justification described the site as tax parcels 210, 211, and an Unnumbered Lot (1.9 acres) totaling 39.68 acres. Parcel 210 is recorded in Liber 38876 folio 310, Parcel 211 is recorded in Liber 37625 folio 432, and the Unnumbered lot is recorded in Plat Book WWW 19–41 approved on April 26, 1951. The property is zoned Townhouse (R-T) and is subject to the 2000 *Approved Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity* and the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*.

The property is not subject to an existing preliminary plan of subdivision (PPS). In accordance with Section 24-107 of the Subdivision Regulations, the division and development of more than 5,000 square feet will require a PPS prior to approval of the detailed site plan.

- c. **Transportation Planning**—In a memorandum dated November 28, 2017, the Transportation Planning Section provided the following comments:

The applicant proposes to bring the subject site into the sector plan under the M-X-T Zone, and consequently proposes a mixed-use development consisting of a mix of residential and commercial uses on the site.

As with any rezoning to the M-X-T Zone, the subject property is subject to Section 27-213(a)(3) of the Zoning Ordinance, which requires a transportation adequacy determination. There are no other specific transportation-related requirements associated with adding the site to the sector plan.

The applicant provided staff with a February 2017 traffic impact study (TIS) as part of the application documentation. The purpose of the TIS was to identify and evaluate the critical intersections, in order to determine the impact of the proposed zone changes on the performance of these intersections. A revised TIS was provided in November 2017, and while this study retained the same scope as the original TIS, and used the same underlying data, it proposed additional density on the site. This slightly higher density has been used in evaluating the subject application.

The Transportation Planning staff believes that the Community Planning Division referral has appropriately addressed the land use considerations of placing the M-X-T Zone at this location. In terms of process, the placement of the zone is governed by Section 27-546.26, and so the locational criteria in Section 27-213(a)(1) is not a consideration in granting the M-X-T Zone.

The application is for a mixed-use development. The plan proposes 1,043 residential units, to include 73 high-quality townhomes, 664 condominium units, 112 apartment units dedicated to the elderly population, and 194 assisted living units. Additionally, this development would have approximately 151,365 square feet of commercial/retail space. The development is placed within two pods, one accessing Rollins Avenue, and one accessing Addison Road. The table below summarizes trip generation in each peak hour that will be used for the analysis and for eventually formulating the trip cap for the site:

Trip Generation Summary, CSP-16001, Metro City								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Rollins Avenue Development Pod								
Townhouses	73	units	10	41	51	38	20	58
Assisted Living	194	units	23	14	37	19	31	50
Elderly Housing	112	units	6	9	15	11	7	18
Multifamily Apartments	116	units	12	48	60	46	24	70
Total Rollins Avenue Pod			51	112	163	114	82	196
Addison Road Development Pod								
Multifamily Apartments	548	units	57	228	285	214	115	339
Commercial/Retail	151,365	square feet	141	86	227	354	384	738
Less Internal Trips			-23	-23	-46	-78	-78	-156
Less Pass-By (40 percent AM and PM)			-51	-30	-81	-129	-135	-264
Total Addison Road Pod			124	261	385	361	286	647
Total Site Trips			175	373	548	475	368	843

Development on this site will be subject to a trip cap, which will be determined at the time of preliminary plan review.

Traffic Study Analyses:

The traffic generated by the proposed preliminary plan would impact the following intersections, interchanges, and links in the transportation system:

- MD 332 (Old Central Avenue) at Rollins Avenue
- MD 214 (Central Avenue) at MD 332
- MD 214 at Addison Road
- Addison Road at Wilburn Drive

- Addison Road at site access north
- Addison Road at site access south
- Addison Road at Ronald Road
- Walker Mill Road at Addison Road
- Walker Mill Road at MD 458 (Silver Hill Road)
- Walker Mill Road at Rollins Avenue
- Rollins Avenue at site access

The application is supported by a traffic study dated February 2017 using counts dated September 2017. The study was provided by the applicant and referred to the Maryland State Highway Administration (SHA) and the Prince George's County Department of Public Works and Transportation (DPW&T) and the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). Comments are attached. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the "Transportation Review Guidelines."

Existing Traffic:

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

Links and signalized intersections: Level of Service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Regulations, is permitted at signalized intersections within any tier subject to meeting the geographical criteria in the Guidelines.

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

The following critical intersections, interchanges and links identified above, when analyzed with existing traffic using counts taken in September 2016 and existing lane configurations, operate as follow:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
MD 332 at Rollins Avenue	24.7*	22.1*		
MD 214 at MD 332	814	1,237	A	C
MD 214 at Addison Road	1,186	1,282	C	C
Addison Road at Wilburn Drive	1,040	1,036	B	B
Addison Road at site access north	Future	Future		
Addison Road at site access south	Future	Future		
Addison Road at Ronald Road	928	921	A	A
Walker Mill Road at Addison Road	1,393	1,364	D	D
Walker Mill Road at MD 458	492	715	A	A
Walker Mill Road at Rollins Avenue	504	519	A	A
Rollins Avenue at site access	Future	Future		

*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the "Guidelines," delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.

Background Traffic:

None of the critical intersections identified above are programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation "Consolidated Transportation Program" or the Prince George's County "Capital Improvement Program." Background traffic has been developed for the study area using the approved but unbuilt developments in the area. A 0.5 percent annual growth rate for a period of six years has been assumed. The critical intersections, when analyzed with background traffic and existing lane configurations, operate as follow:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
MD 332 at Rollins Avenue	33.3*	30.4*		
MD 214 at MD 332	895	1,390	A	D
MD 214 at Addison Road	1,302	1,537	D	E
Addison Road at Wilburn Drive	1,280	1,296	B	B
Addison Road at site access north	Future	Future		
Addison Road at site access south	Future	Future		
Addison Road at Ronald Road	1,074	1,149	B	B
Walker Mill Road at Addison Road	1,527	1,581	E	E
Walker Mill Road at MD 458	560	797	A	A
Walker Mill Road at Rollins Avenue	562	579	A	A
Rollins Avenue at site access	Future	Future		

*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the "Guidelines," delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.

Total Traffic:

The following critical intersections, interchanges and links identified above, when analyzed with the programmed improvements and total future traffic as developed using the “Transportation Review Guidelines,” including the site trip generation as described above, operate as follow:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
MD 332 at Rollins Avenue				
Maximum Vehicle Delay (seconds)	198.4*	56.6*	No pass	No pass
Minor Street Approach Volume	319	197	No pass	No pass
Critical Lane Volume	896	1,093	Pass	Pass
MD 214 at MD 332	953	1,495	A	E
MD 214 at Addison Road	1,371	1,628	D	F
Addison Road at Wilburn Drive	1,505	1,471	E	E
Addison Road at site access north				
Maximum Vehicle Delay (seconds)	+999*	+999*	No pass	No pass
Minor Street Approach Volume	227	296	No pass	No pass
Critical Lane Volume	1,368	1,233	No pass	No pass
Addison Road at site access south				
Maximum Vehicle Delay (seconds)	981.1*	+999*	No pass	No pass
Minor Street Approach Volume	211	225	No pass	No pass
Critical Lane Volume	1,442	1,553	No pass	No pass
Addison Road at Ronald Road	1,122	1,241	B	C
Walker Mill Road at Addison Road	1,603	1,667	F	F
Walker Mill Road at MD 458	608	842	A	A
Walker Mill Road at Rollins Avenue	619	636	A	A
Rollins Avenue at site access	10.8*	11.2*	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the “Guidelines,” delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

Several critical intersections do not operate acceptably under total traffic in both peak hours. Each is discussed below:

MD 214 & Addison Road: This is projected to exceed the CLV threshold of 1,600 in the total traffic conditions during the evening peak hour. Two options have been identified that would mitigate the site’s impact and result in a CLV of less than 1,600.

1. Option 1 involves the construction of an eastbound right-turn lane on MD 214 at Addison Road.
2. Option 2 involves the construction of a westbound double-left-turn lane on MD 214 at Addison Road.

The applicant indicates that the improvement should be phased with the development, and the appropriate phasing should be determined at the time of preliminary plan review. The improvement also offers two options, and this should be clarified further at the time of preliminary plan review. It is advised that the “Transportation Review Guidelines” require further feasibility analysis, and this must be provided at the time of preliminary plan review. With these improvements, the intersection would operate at LOS D with a

CLV of 1,371 in the AM peak hour, and at LOS E with a CLV of 1,489 in the PM peak hour.

Addison Road at the north and south site access points: These intersections are projected to exceed 50 seconds of delay. Furthermore, both driveways are projected to exceed 100 vehicles per hour, and to exceed a CLV of 1,150. In these situations, the standard practice is to require a traffic signal warrant analysis and, if warranted, the applicant would be responsible for constructing a signal if required, by DPW&T. If signalized, the critical lane volume at each intersection would remain within the level-of-service E standard as reported in the results table.

Addison Road and Walker Mill Road: This is projected to exceed the CLV threshold in the evening peak hour. It is recommended that the westbound approach of Walker Mill Road be reconfigured to consist of one left-turn lane and one shared left/right-turn lane. With these improvements, the intersection would operate at LOS D with a CLV of 1,385 in the AM peak hour, and at LOS D with a CLV of 1,444 in the PM peak hour.

The County has provided comments on the traffic study which are summarized below:

1. The first and second comments are provided for the information of the applicant, and are routine parts of access permit review.
2. The third comment on the traffic study refers to the traffic assignment that assigns some site traffic onto Brighton Place. The transportation planning staff agrees with this comment, and believes that the site traffic assignment should be revised to reflect this concern at the time of preliminary plan.
3. The fourth comment on the traffic study refers to the Rollins Avenue approach at MD 332, and the County believes that this intersection fails. As noted in the results table, this intersection does pass under the Guidelines, but this intersection should be given further attention with a new analysis at the time of preliminary plan.

The state has provided comments on the traffic study. Most comments repeat items that the County identified.

Vehicular access to and within the site, along with the layout of uses, is deemed to be acceptable at this time. This determination is subject to further analysis of private streets serving the two pods of development.

Master Plan Rights-of-Way

Addison Road is a master plan arterial facility. Adequate right-of-way dedication of 60 feet from centerline is reflected on the plan; however, DPW&T has a design for future widening of this roadway that needs to be coordinated with this plan. Rollins Avenue is a master plan primary facility. Adequate right-of-way dedication of 30 feet from centerline is reflected on the plan. The master plan shows an additional primary roadway affecting this property which is an extension of Victorianna Drive. Given that the function of connecting Victorianna Drive to Rollins Avenue was accomplished with the Addison Road South development, this additional primary roadway is no longer needed or desirable, and there is no need whatsoever to reflect that roadway on this plan.

In consideration of these findings, the Transportation Planning Section determines that the plan conforms to the required findings for approval of the conceptual site plan from the standpoint of transportation, in consideration of the requirements of Sections 27-276 and 27-546 subject to two conditions that have been included in the Recommendation section of this report.

- d. **Trails**—In a memorandum dated November 6, 2017 (Shaffer to Zhang), the Transportation Planning Section has reviewed the conceptual site plan application for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), and the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (area master plan), to implement planned trails, bikeways, and pedestrian improvements. Because the site is not located in either a designated Center or Corridor, it will not be subject to the requirements of Section 24-124.01 of the Subdivision Regulations and the “Transportation Review Guidelines – Part 2, 2013” at the time of Preliminary Plan.

Three master plan trail/bikeway issues impact the application, with a stream valley trail recommended along Cabin Branch (see MPOT map), and sidewalks and designated bike lanes recommended along both Addison Road and Rollins Avenue. The text from the MPOT and area master plan regarding these facilities 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).

Cabin Branch: Proposed trail along Cabin Branch between Addison Road and Walker Mill Road. (area master plan, page 103)

Rollins Avenue: Install continuous sidewalks from Walker Mill Road to Central Avenue. (area master plan, page 103)

Rollins Avenue: Implement bike lanes from Walker Mill Road to Central Avenue. (area master plan, page 102)

The Complete Streets element of the MPOT supports the provision of complete streets, sidewalks, and on-road accommodations for bicyclists. 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.

Sidewalks are recommended along all road frontages and along both sides of all internal roads consistent with these policies. The property immediately to the north (Addison Road South, PPS 4-05024) has been conditioned to install eight-foot-wide sidewalks

along their frontages of both Addison Road and Rollins Avenue. The same width is recommended for the frontages of the subject site.

At the time of review of the PPS, the following will be further evaluated:

Frontage Improvements along Addison Road: The Department of Public Works and Transportation (DPW&T) is currently designing a complete and green street project for Addison Road. This project will include bike lanes, standard or wide sidewalks and treatment for stormwater management. Frontage improvements for the subject site need to be coordinated with this project at the time of PPS and DSP.

Americans with Disabilities Act (ADA) Accessibility of the Internal Trail: An internal trail is included on the submitted plans that will connect the townhouses proposed off Rollins Avenue with the multifamily condominiums located off Addison Road. There are existing steep slopes within the stream valley that will have to be negotiated to accommodate the trail. The area of greatest concern is where the trail comes up the hill and out of the stream valley behind the mixed-use condominiums (eastern pod). Further analysis of the appropriate alignment, ADA accessibility and feasibility of this connection will take place at the time of PPS and Detailed Site Plan. Staff supports the concept of this trail connection, but an appropriate alignment needs to be determined that minimizes environmental impacts while achieving accessibility guidelines and standards to extent feasible and practicable.

The conceptual site plan is in conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*.

- e. **Environmental Planning**—In a memorandum dated November 9, 2017 (Burke to Zhang), the Environmental Planning Section (EPS) provided analysis of the above referenced Conceptual Site Plan (CSP) and a Type 1 Tree Conservation Plan (TCP1) stamped as received on June 29, 2017 and subsequent revisions. The Environmental Planning Section's comments are summarized as follows:

Background

Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
NRI-045-2016	N/A	Staff	Approved	6/10/2016	N/A
CSP-16001	TCP1-004-2017	Planning Board	Pending	Pending	Pending

Grandfathering

The project is subject to the current regulations of Subtitles 24, 25 and 27 that came into effect on September 1, 2010 and February 1, 2012 because the application is for a new Conceptual Site Plan and there are no previous tree conservation plan approvals.

Site Description

This 36.67-acre site is located on the west side of Addison Road South approximately 3,500 feet south of the intersection with Central Avenue, in Capitol Heights. The site is currently vacant. A review of the available information indicates that the property is

bisected by the Cabin Branch stream, a tributary of Lower Beaverdam Creek, which ultimately flows to the Anacostia River. Additionally, nontidal wetlands, steep slopes and PMA are mapped on this property. The Sensitive Species Project Review Area (SSPRA) map received from the Maryland Department of Natural Resources Natural Heritage Program shows no rare, threatened, or endangered species found to occur on, or near this property. Potential Forest Interior Dwelling Species (FIDS) habitat or FIDS buffer are mapped on-site. The site is located within the Environmental Strategy Area 1 of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan*. The approved 2017 *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* shows that the entire property contains both Regulated and Evaluation network features, based on the stream and associated wetlands, steep slopes and buffers.

Environmental Review

As revisions are made to the plans submitted, the revision boxes on each plan sheet shall be used to describe what revisions were made, when, and by whom.

Natural Resource Inventory Plan/Existing Features

The application has an approved Natural Resource Inventory NRI-045-2016. The TCP1 and the CSP show all the required information correctly in conformance with the NRI. No revisions are required for conformance to the NRI.

Statement of Justification

The Statement of Justification includes a request for impacts to 47,245 square feet (1.08 acres) of stream and buffer disturbance, 3,506 square feet (0.08 acre) of wetland disturbance, 18,815 square feet (0.43 acre) of wetland buffer disturbance, and 83,743 square feet (1.92 acres) of total PMA disturbance.

PMA Impacts

The Statement of Justification for PMA impacts, received on November 9, 2017, includes a request for impacts to 83,743 square feet (1.92 acres) of the PMA. This includes 47,245 square feet (1.08 acres) of stream and buffer disturbance, 3,506 square feet (0.08 acre) of wetland disturbance, 18,815 square feet (0.43 acre) of wetland buffer disturbance, and disturbance to the steep slopes associated with the stream, stream buffer, 100-year floodplain, and adjacent wetlands and associated buffers.

Analysis of Impacts

Based on the revised statement of justification, the applicant is requesting a total of 6 impacts described below. Inconsistencies with respect to the areas of impact were found in the request, specifically in Impact 3 and Impact 6. The statement of justification describes 2,217.24 square feet of PMA disturbance for Impact 3, however the Impact Summary Table and Impact Exhibit #3 both show 2,417.24 square feet. The statement of justification and Impact Exhibit #6 for Impact 6 show 5,709.73 square feet of PMA disturbance, however the Impact Summary Table shows 6,522.54 square feet.

Impact 1: PMA, Wetland and buffer, Stream and buffer

To provide good sight distance and a safe intersection for the mixed-use development on Addison Road South, the main site access to the property is proposed to align with the main entrance of the Walker Mill subdivision, located directly across Addison Road South. Additionally, Addison Road South is classified as an arterial road, and must therefore have a minimum right-of-way width of 120 feet. Section 23-103 of the Prince

George's County Code requires that with the development of land, the applicant is responsible for upgrading the road to an approved standard with any necessary widening, culvert or storm drain extensions, and sidewalks or trails. In addition to the required frontage improvements, the applicant is proposing an entrance to the site, a drive aisle with sidewalks and 11 parking spaces, as well as approximately 19,000 square feet of the mixed-use condominium/commercial building on Parcel E, all within the PMA. The request shows that the impacts necessary for this proposal are approximately 3,222 square feet of wetlands, 16,554 square feet of wetland buffer, 37,344 square feet of stream and buffer, and 65,377 square feet of PMA.

Staff recommends **approval** of Impact 1.

Impact 2: PMA Impact for the north wing of the mixed-use condominium

The permanent impact of approximately 1,591 square feet of PMA is proposed on the northwest side of the mixed-use condominium/commercial structure on Parcel D. Underground and garage parking is proposed in this structure to consolidate the overall development footprint on the site. Due to steep slopes extending from the stream buffer, a portion of this structure is proposed within the PMA.

Staff recommends **approval** of Impact 2.

Impact 3: PMA, Wetland and buffer, Stream and buffer

Addison Road South is classified as an arterial road, and must therefore have a minimum right-of-way width of 120 feet. Section 23-103 of the Prince George's County Code requires that with the development of land, the applicant is responsible for upgrading the road to an approved standard with any necessary widening, culvert or storm drain extensions, and sidewalks or trails. The request shows that the impacts necessary for this proposal are 2,217 square feet of PMA, which includes 285 square feet of wetlands, 2,261 square feet of wetland buffer, 723 square feet of stream and buffer, and associated steep slopes.

Staff recommends **approval** of the Impact 3.

Impact 4: PMA, Stream buffer

A proposed bio-retention outfall, infiltration berm and associated grading is proposed to permanently impact approximately 1,287 square feet of PMA, which includes 1,240 square feet of stream buffer and associated steep slopes near the western boundary adjacent to parcel 208. The location of the proposed fifteen-inch concrete pipe is the most direct route from the bio-retention to the stream, to minimize PMA impacts.

Staff recommends **approval** of Impact 4.

Impact 5: PMA, Stream buffer

The proposed sanitary sewer connection is will permanently disturb approximately 6,523 square feet of PMA, which includes 2,907 square feet of stream buffer, floodplain and associated steep slopes. This connection represents the best location, considering the topography of the site, to accommodate the proposed development in the western section of the site.

Staff recommends **approval** of Impact 5.

Impact 6: PMA, Stream buffer, Wetland buffer

A proposed bio-retention, two outfalls and associated grading will permanently impact an area of approximately 5,710 square feet of PMA, which includes 4,985 square feet of stream buffer 46 square feet of wetland buffer and associated steep slopes. The disturbance is due to the proposed bio-retention and outfalls necessary to provide water runoff treatment, storage and discharge from the proposed townhomes and cul-de-sac. Because of the surrounding steep slopes, the bio-retention has been placed on the lowest and less steep terrain to maximize water treatment and storage.

Staff recommends **approval** of Impact 6.

Based on the level of design information currently available, the limits of disturbance shown on the TCP1 and the impact exhibits, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible. Staff finds that the impacts necessary for public road infrastructure improvements, sewer line connection and outfalls (Impacts #3, #4, #5, and part of Impacts #1, and #6.), as well as the impacts necessary for stormwater management facilities, building and retaining wall placement and the associated grading (Impacts #2, and Part of Impacts #1 and #6) are reasonable for the orderly and efficient development of the subject property. At the time of Preliminary Plan of Subdivision, provide a detailed assessment of the impacts, including consistent tabulations and the area of steep slope disturbance within the PMA.

Soils

The predominant soils found to occur according to the United States Department of Agriculture, Natural Resources Conservation Service (USDA NRCS), Web Soil Survey are the Collington-Wist-Urban land complexes, Marr-Dodon complexes and Widewater and Issue Soils (frequently flooded). Marlboro clay and Christiana complexes were not found on or near this property.

Stormwater Management

A Conceptual Stormwater Management Plan was submitted with the subject application, but a Concept Approval Letter has not been submitted, and the SWM Concept Application number has not been identified. The SWM concept plan shows the use of ESD elements to address water quality requirements.

The approved stormwater management concept plan is required to be designed in conformance with any approved watershed management plan, pursuant to Subtitle 32 Water Resources and Protection, Division 3 Stormwater Management, Section 172 Watershed Management Planning.

Submittal of an approved SWM concept approval letter will be required with the PPS.

The Environment Planning Section recommends approval of CSP-16001 and TCP1-004-2017, subject to conditions.

- f. **Prince George's County Health Department**—In memorandum dated October 27, 2017 (Adepoju to Kosack), the Environmental Engineering Program of the Prince George's County Health Department has completed a health impact assessment review of the conceptual site plan submission for Metro City and has the following comments/recommendations, followed by staff comment:

- “(1) Health Department permit records indicate there are no carry-out /convenience store food facilities or market/grocery stores within a ½ mile radius of this location. A 2008 report by the UCLA Center for Health Policy Research found that the presence of a supermarket in a neighborhood predicts higher fruit and vegetable consumption and a reduced prevalence of overweight and obesity. Future planning should consider designating first floor retail space to businesses that provide access to healthy food choices within the commercially-zoned area. Stakeholder input requests the establishment of a full-service supermarket in the vicinity of the project.”

The above comment is noted and has been transmitted to the applicant.

- “(2) The public health value of access to active recreational facilities has been well documented. Indicate the location of active recreational facilities within ¼ mile of the proposed residences.”

The recreational facilities and pedestrian system will be provided and be fully evaluated later on in the PPS and DSP process. An existing park-Suitland-District Heights Community Park is located across Addison Road from the subject site. Another park- Rollins Avenue Neighborhood Park is also located in the close vicinity of the subject site to the west of the Rollins Avenue.

- “(3) Consider including in the design plans “pet friendly” amenities for pets and their owners in the designated open space area. The areas may consist of the appropriate safe playing grounds, signage, and fencing. Pet refuse disposal stations and water sources are strongly recommended at strategic locations.”

This comment has been transmitted to the applicant. The amenities for both pets and their owner will be evaluated at time of PPS and detailed site plan.

- “(4) There is an increasing body of scientific research suggesting that community gardens enhance nutrition and physical activity and promote the role of public health in improving quality of life. The developer should consider setting aside space with in the designated “open space” on the plan for a community garden.”

The above comment is noted and has been transmitted to the applicant.

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

The above comment is noted and has been transmitted to the applicant. A site plan note to this effect should be provided on the detailed site plan.

“(6) No construction noise should be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George’s County Code.”

The above comment is noted and has been transmitted to the applicant. A site plan note to this effect should be provided on the detailed site plan.

- g. **Historic Preservation Section**—In a memorandum dated July 17, 2017 (Berger to Kosack), the Historic Preservation Section reviewed the applicant’s application.

The subject property was part of the Seat Pleasant plantation occupied by Thomas Owen Williams. Large tobacco plantations dominated the Seat Pleasant landscape throughout the 1700s and 1800s. Seat Pleasant was a 452-acre land grant surveyed for Thomas Gantt, III, on February 18, 1765, and patented on May 26, 1767. Seat Pleasant was carved out of earlier land grants known as Good Luck and Father’s Gift. Thomas Owen Williams acquired 250 acres of the Seat Pleasant survey from Thomas Gantt on June 21, 1777. The subject property is located within the bounds of Williams’ Seat Pleasant plantation. His house was located on what is now the site of St. Margaret’s School, to the north of the subject property on Addison Road. This house and its various quarters for the plantation’s enslaved laborers and outbuildings are documented in the 1798 Federal Direct Tax records. Thirty-eight enslaved laborers worked on the Seat Pleasant plantation in the late 1700s. Thomas Owen Williams died in 1818, and he devised the Seat Pleasant plantation to his daughter, Mary, who married Thomas Berry. The Seat Pleasant plantation remained in the Berry Family until 1873, when 736 acres were sold to Benjamin Lowndes Jackson, William Bladen Jackson, and George J. Seufferle. The land was then subdivided, and the community was named for the early-nineteenth-century estate of the Williams and Berry Families. The 1873 plat show several buildings including houses, farms, outbuildings, cabins, a store, and a blacksmith shop, reflecting the rural nature of the area.

Section 106 review may require archeological survey for state or federal agencies. Section 106 of the National Historic Preservation Act (NHPA) requires Federal agencies to take into account the effects of their undertakings on historic properties, to include archeological sites. This review is required when state or federal monies, or federal permits are required for a project.

The subject property was once part of a large plantation known as Seat Pleasant throughout the eighteenth and nineteenth centuries. Seat Pleasant was the home of Thomas Owen Williams, who was a Major in the Upper Battalion of Militia in Prince George’s County during the Revolutionary War. The plantation was devised to Thomas Owen Williams’ daughter, Mary Williams Berry, who resided at Seat Pleasant until her death in 1857. In the 1860s the land was sold to John E. Berry, Jr. The Williams and Berry’s held large numbers of enslaved laborers on the Seat Pleasant Plantation. The subject property is located in an outlying area of the former plantation and near an area where a “cabin” is shown on the 1873 plat of Seat Pleasant.

Cabin Branch runs through the center of the subject property. Prehistoric archeological resources are commonly identified along streams. Therefore, there is a moderate to high probability that prehistoric resources will be encountered on the subject property. In accordance with the Planning Board’s directives, as described in the Guidelines for

Archeological Review, May 2005, and consistent with Subtitle 24-104, 24-121(a)(18), and Section 24-135.01 of the Subdivision Regulations, the subject property should be the subject of a Phase I archeological investigation to identify any archeological sites that may be significant to the understanding of the history of human settlement in Prince George's County, including the possible existence of slave quarters and slave graves, as well as archeological evidence of the presence of Native American peoples, and is recommended.

Prior to submittal of the preliminary plan, there shall be a determination as to the extent of the land that should be the subject of a Phase I archaeological investigation with the concurrence of the Development Review Division (DRD). The applicant shall complete and submit a Phase I investigation (including research into the property history and archaeological literature) for those lands determined to be subject. If appropriate, a Phase II Study may be required with the PPS to reflect avoidance and or preservation in place. Due to the development constraints the spatial relationship of the proposed structures, parking, landscaping, and conservation areas must be carefully planned. How the preservation in place of possible archeological sites may impact the layout should be determined with the PPS. Prior to approval of the Detailed Site Plan, the applicant shall submit Phase II and Phase III investigations as determined by DRD staff as needed at the time of PPS. The plan shall provide for the avoidance and preservation of the resources in place or shall provide for mitigating the adverse effect upon these resources. All investigations must be conducted by a qualified archaeologist and must follow *The Standards and Guidelines for Archeological Investigations in Maryland (Schaffer and Cole: 1994)* and must be presented in a report following the same guidelines.

- h. **Prince George's County Department of Parks and Recreation (DPR)**—In a memorandum dated November 13, 2017 (Sun to Zhang), DPR stated the following:

The subject property is not adjacent to any existing M-NCPPC-owned parkland. The Subregion 4 Master Plan notes that the local Planning Area currently lacks adequate parkland, and that by the year 2030, the shortfall will be over 9,400 acres of Parkland with the Subregion. As a result, Parcel 21 (approximately 37 acres of the 39.7 acres) of this development is identified for Public Parkland. The property is also bisected by 10.26 acres of floodplain. The Subregion 4 Master Plan recommends the development of a trail through the property (Back Branch Trail).

Although the master plan calls for the property to be parkland, the topography is very challenging on the property and consists of minimal developable land area for active recreation use. Additionally, the property is not contiguous to existing parkland as additional acquisition efforts would be required to connect this property to existing parkland. The DPR instead, has been focusing efforts on the expansion of the Rollins Avenue Park, which is approximately 1,200 feet northwest of the subject property.

There are current plans for the Phase I development of the Rollins Avenue neighborhood park which would include a playground, tennis and basketball court, and a parking lot, and pavilions. Construction of the facilities is scheduled to start mid 2018 with an anticipated early 2019 opening of the Park. There is also a Phase II design of Rollins Avenue Park which will include: a dog park, loop trail, community garden plots and an additional pavilion area with no anticipated construction start due to limited funding at this time. DPR is also currently looking at opportunities to acquire additional properties

to the west of Rollins Avenue Park in order to provide a connection to the existing Capitol Heights Park which is located further to the west.

At the time of the preliminary plan of subdivision, mandatory dedication of parkland pursuant to Section 24-134(a) of the Prince George's County Subdivision Regulations will be determined, and provides for the dedication of land, the payment of a fee-in-lieu, or private on-site recreational facilities. Based on the proposed density of development on the Development Plans, 15 percent of the net lot area could be required to be dedicated to the Maryland National Capital Park and Planning Commission (M-NCPPC) for public parks, which would equate to 5.95 acres. Mandatory dedication of parkland will be further evaluated at time of preliminary plan of subdivision. The applicant should file a proposal for the fulfillment of mandatory dedication of parkland with the acceptance of the PPS.

- i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated August 29, 2017 (Giles to Kosack), DPIE provided standard comments regarding rights-of-way of Addison Road and Rollins Avenue, improvements within the ROWs, storm drainage systems, utilities, frontage improvements, soil investigation, and 100-year floodplain delineation. DPIE noted that the Site Development Concept No. 48903-2016 for storm water is still under review. Those comments will be enforced through DPIE's separate permitting process.
 - j. **Prince George's County Police Department**—As of the writing of this staff report, the Police Department did not respond to the referral request.
 - k. **Prince George's County Fire Department**—As of the writing of this staff report, the Police Department did not respond to the referral request.
 - l. **Capitol Heights, District Heights and Seat Pleasant**—As of the writing of this staff report, the above noted municipalities did not respond to the referral request.
13. Based on the foregoing and as required by Section 27-276(b)(1) of the Zoning Ordinance, the CSP will, if approved with conditions, represent a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
14. Section 27-276(b)(4) of the Zoning Ordinance provides the following required finding for approval of a CSP:
- (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 Environmental Planning Section in a memorandum (Burke to Zhang, dated November 9, 2017) noted that based on the level of design information currently available, the limits of disturbance shown on the TCP1 and the impact exhibits as submitted with this application, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible.

RECOMMENDATION

Based on the forgoing evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and further recommend to the District Council APPROVAL of Conceptual Site Plan CSP-16001, and Type 1 Tree Conservation Plan, TCP1-004-2017, including the Specimen Tree Variance, for Metro City, as follows:

- A. APPROVAL of the request to expand the boundary of the approved Addison Road Metro Town Center Development District Overlay (D-D-O) Zone to include the subject property.
- B. APPROVAL of the request to rezone the property from the R-T Zone to the M-X-T Zone.
- C. APPROVAL of Conceptual Site Plan CSP-16001 and Type 1 Tree Conservation Plan TCP1-004-2017, including the Specimen Tree Variance, for Metro City, subject to the following conditions:
 - 1. Prior to certification of CSP-16001, the following information and revisions shall be provided:
 - a. Add the D-D-O Zone to the proposed zoning for the property.
 - b. Provide a note indicating the layout shown on the plan “for illustrative purposes.”
 - c. The TCP1 Plan shall be revised as follows:
 - (1) Add “TCP1-004-2017” to the title and to the approval block on sheet 1.
 - (2) Revise General Note #17 to correct the spelling of “cemeteries.”
 - (3) Revise General Note #21 to state “General Plan: Plan Prince George’s 2035, Environmental Strategy Area One.”
 - (4) Revise the limit of disturbance (LOD) to be located a minimum of 10 feet from all buildings and retaining walls.
 - (5) Revise all woodland conservation areas to be 10 feet from all retaining walls and townhouse lot lines, and 20 feet from all commercial and multifamily buildings.
 - (6) Provide the unit/lot numbers for the townhouses on Sheet 4 of 5.
 - (7) Provide the break line between the match line sheet 3 of 5 and match line sheet 2 of 5 on sheet 4 of 5.
 - (8) Correct the title of the “Standard Type 1 Tree Conservation Plan Notes” on Sheet 5.
 - (9) Revise Standard Type 1 TCP Plan Note #6 to state that the property is within “Plan Prince George’s 2035, Environmental Strategy Area One.”

- (10) Revise Standard Type 1 TCP Plan Note #7. Rollins Avenue is *not* classified as scenic or historic.
- (11) Correct the spelling of “permanent” in the Signage Notes on Sheet 5, Note #8.
- (12) Correct the spelling of “pruning” in the Legend on Sheets 2, 3, and 4.
- (13) Provide an Owners Awareness Certification on the plan.
- (14) Provide a symbol in the legend for the sanitary sewer.
- (15) Have the revised plan signed and dated by the qualified professional preparing the plan.

2. At time of detailed site plan and PPS as indicated, the applicant shall:

- a. Provide eight-foot-wide sidewalks along the subject site’s entire frontages of both Addison Road and Rollins Avenue, unless modified by DPW&T.
- b. Provide bike parking at the entrance area to the multifamily buildings, including assistant living facility and commercial/retail spaces.
- c. Provide standard sidewalks along both sides of all internal roads, excluding private alleys.
- d. Address compatibility issue between the proposed townhouses and multistory multifamily apartment buildings in the eastern development pod by providing sufficient setbacks; and between the proposed multistory assistant living building with the existing townhouse community by providing vertical division of the elevations that will be visible from the townhouse community to avoid horizontal expanse of the institutional building. This shall also be addressed with the PPS.
- e. Provide the follow site plan notes:
 “During the demolition and construction phases, this project will conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.”

 “During the demolition and construction phases, this project will conform to construction activity noise control requirements as specified in the Code of Maryland Regulations (COMAR).”

3. Prior to acceptance of the preliminary plan, Phase I (Identification) archeological investigations, according to the Planning Board’s *Guidelines for Archeological Review* (May 2005), shall be submitted for the above-referenced property to determine if any cultural resources are present. Evidence of The Maryland-National Capital Park and Planning Commission (M-NCPPC) concurrence with the final Phase I report and recommendations is required prior to approval of the preliminary plan.

4. At the time of PPS, the applicant shall provide a detailed assessment of the PMA impacts, including consistent tabulations and the area of steep slope disturbance within the PMA.
5. Prior to the issuance of building permits with the subject property, the following road improvements shall (a) have full financial assurances, (b) have been designed per the appropriate operating agencies and (c) have been permitted for construction through the operating agency's access permit process.
 - a. MD 214 and Addison Road: The applicant has identified two options that mitigate the site's impact and result in a CLV of less than 1,600.
 - (1) Option 1 involves the construction of an eastbound right-turn lane on MD 214 at Addison Road.
 - (2) Option 2 involves the construction of a westbound double-left-turn lane on MD 214 at Addison Road.

This improvement, regardless of the option chosen, shall be phased with the development, and the appropriate phasing shall be determined at the time of preliminary plan review. Because the improvement offers two options, and the selected option should be clarified further at the time of preliminary plan review. It is advised that the "Transportation Review Guidelines" require further feasibility analysis, and this must be provided at the time of preliminary plan review.
 - b. Addison Road at the north and south site access points: At a time to be determined at the time of preliminary plan of subdivision, the applicant shall submit an acceptable traffic signal warrant study to the County for signalization at each of these locations. The applicant should utilize a new 12-hour count, and should analyze signal warrants under total future traffic as well as existing traffic at the direction of the County. If a signal or other traffic control improvements deemed warranted at that time, the applicant shall bond the signal with the County and install it at a time when directed by the County.
 - c. Addison Road and Walker Mill Road: Reconfiguration of the westbound approach of Walker Mill Road, to consist of one left-turn lane and one shared left/right-turn lane.
6. A revised traffic study shall be required and submitted with the acceptance of the preliminary plan of subdivision, covering the same scope utilized for this plan. The study shall utilize current counters per the "Transportation Review Guidelines," and shall appropriately address the Maryland Department of Transportation and the Prince George's County Department of Public Works and Transportation comments on the current study. Additionally, the study shall provide a feasibility analysis for the options recommended for improving the MD 214/Addison Road intersection, to assist in a determination of the most appropriate improvement.