The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
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Detailed Site Plan DET-2023-011
Major Departure MJD-2024-002
Alternative Compliance ACL-2024-002
Addison Park

REQUEST	STAFF RECOMMENDATION
This case was continued from the Prince George's County Planning Board hearing date of November 21, 2024 to December 12, 2024. **DET:** Development of 293 dwelling units of apartment housing for the elderly in two buildings. **MJD:** A major departure from standards regarding curb cuts in Section 27-4204(b)(1)(B), sidewalk size in Section 27-4204(b)(1)(C), and building entrances in Section 27-4204(b)(1)(F)(iii) **ACL:** Alternative compliance from the requirements of Section 4.3, Parking Lot Requirements, Section 4.6, Buffering Development from Streets, Section 4.7, Buffering Incompatible Uses, and for Section 4.8, Building Frontage Landscape Requirements, of the 2018 *Prince George's County Landscape Manual*.	With the conditions recommended herein: • Approval of Detailed Site Plan DET-2023-011 • Approval of Major Departure MJD-2024-002 from standards in Section 27-4204(b)(1)(B), Section 27-4204(b)(1)(C), and Section 27-4204(b)(1)(F)(iii) • Approval of Alternative Compliance ACL-2024-002 • Approval of Type 2 Tree Conservation Plan TCP2-032-2024 • Approval of a Variance to Section 27-4204(e)(3)

Location: On the south side of Old Central Avenue, approximately 1,300 feet west of its intersection with Addison Road

Gross Acreage:	4.40
Zone:	RSF-65
Dwelling Units:	293
Gross Floor Area:	N/A
Planning Area:	75A
Council District:	07
Municipality:	N/A

Applicant/Address:
Addison Park, L.P.
7500 Greenway Center Drive, Suite 1000
Greenbelt, MD 20770

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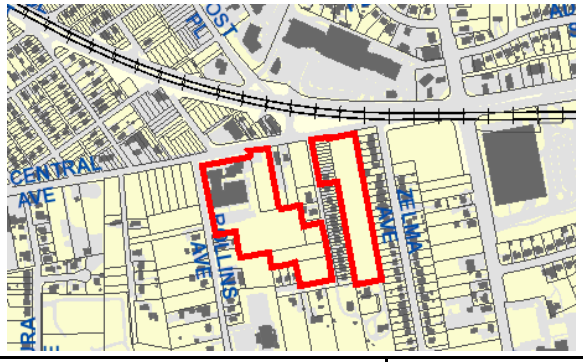

Planning Board Date:	12/12/2024
Planning Board Action Limit:	Indefinite
Staff Report Date:	11/26/2024
Date Accepted:	06/28/2024
Informational Mailing:	08/30/2023
Acceptance Mailing:	06/27/2024
Sign Posting Deadline:	10/22/2024

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at http://www.mncppcapps.org/planning/Person_of_Record/.
Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DET-2023-011
Major Departure MJD-2024-002
Alternative Compliance ACL-2024-002
Type 2 Tree Conservation Plan TCP2-032-2024
Variance to Section 27-4204(e)(3)
Addison Park

The Urban Design staff has reviewed the subject application and presents the following evaluation and findings leading to a recommendation of APPROVAL, with conditions, as described in the Recommendation section of this technical staff report.

I. EVALUATION CRITERIA

A. Prince George's County Zoning Ordinance.

B. The 2018 Prince George's County Landscape Manual;

C. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance. Pursuant to Section 25-119(a)(2)(B) of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance, applications for a detailed site plan (DET) shall include a Type 2 tree conservation plan (TCP2) or a standard letter of exemption. If a site requires approval of a TCP2, with an associated DET application, the TCP2 is reviewed simultaneously with the associated plan.

D. Prince George's County Tree Canopy Coverage Ordinance. The site is subject to the requirements of the Prince George's County Tree Canopy Coverage Ordinance.

II. BACKGROUND

A. Request: The subject detailed site plan (DET) proposes development of the physical site improvements for 293 apartment housing for the elderly dwelling units, consisting of 278 one-bedroom and 15 two-bedroom units, in two buildings. As part of the application, the applicant has requested a major departure from standards in Section 27-4204(b)(1)(B), Section 27-4204(b)(1)(C), and Section 27-4204(b)(1)(F)(iii) of the Prince George's County Zoning Ordinance. The applicant also requests a variance to Section 27-4204(e)(3) for the minimum build-to-line for Building 2, and an alternative compliance request from the requirements of Section 4.3, Parking Lot Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and,

Section 4.8, Building Frontage Landscape Requirements, of the 2018 *Prince George's County Landscape Manual* (Landscape Manual).

B. Development Data Summary:

	EXISTING	EVALUATED
Zone(s)	RSF-65	RSF-65
Use	Vacant	Apartment housing for the elderly
Total Gross Acreage	4.40	4.40
Floodplain	0.00 acres	0.00 acres
Road Dedication	-	0.06 acres
Total Net Acreage	4.40	4.34
Dwelling Units	-	293
-One-Bedroom Units	-	278
-Two-Bedroom Units	-	15

C. Location: The subject DET is located on the south side of MD 332 (Old Central Avenue), approximately 1,300 feet west of its intersection with Addison Road. The property is located in Planning Area 75A and Council District 7 and is zoned Residential, Single-Family-65 (RSF-65).

D. Proposed Uses: The subject DET proposes a single use on the property, which is apartment housing for the elderly dwelling units. As allowed by Section 27-1408, this DET is filed pursuant to the uses and regulations of the Local Transit-Oriented-Core (LTO-C) Zone as the property is located fully within the Addison Road Metro Local Transit Center and includes properties owned by the Redevelopment Authority of Prince George's County. The apartment housing for the elderly dwelling use is permitted in the LTO-C Zone, subject to the applicable standards in Section 27-4204 of the Zoning Ordinance.

E. Surrounding Uses: MD 332 (Old Central Avenue)/MD 214 (Central Avenue) abut the subject site to the north, with properties in the Local Transit-Oriented-Edge (LTO-E) Zone, developed with a single-family dwelling and nonresidential uses beyond. Rollins Avenue abuts the property to the west, with vacant and single-family detached properties in the Residential, Single-Family-Attached (RSF-A) and Residential, Rural (RR) Zones beyond. Land to the east and south of the site are in the Residential, Single-Family-65 (RSF-65) Zone and are developed with single-family detached dwellings. The subject property is also bisected by land not included in this DET, which is developed with institutional and single-family detached dwellings in the RSF-65 and LTO-E Zones.

F. Previous Approvals: The property is subject to Preliminary Plan of Subdivision PPS-2023-024 (PGCPB Resolution No. 2024-050), approved on June 6, 2024 by the Prince George's County Planning Board. The PPS covers 10.91 acres and approved four parcels and four outparcels for development of 293 multifamily dwelling units and 29,572 square feet of institutional and commercial use. The development proposed with this DET includes two of the PPS parcels and is within the

development evaluated under the PPS. A new PPS is, therefore, not required at this time.

G. **Design Features:** The applicant proposes to construct 293 apartment housing for the elderly dwelling units, in two, 4-story, U-shaped buildings, on two proposed parcels, known as Parcels 1 and 4.

Parcel 1 is an L-shape, located south of MD 332 and east of Rollins Avenue, at the western end of the subject property. One 2-way driveway access point is provided in the northeast corner of the parcel from MD 332 connecting to a 65-space parking lot to the east and south of the proposed building. The building on Parcel 1 (identified within the submittal plans as "Building 2") will include 141 units, comprised of 134 one-bedroom and 7 two-bedroom units. The main pedestrian entrance is in the northeast corner facing MD 332, and a southern internal courtyard provides green space.

Parcel 4 is a rectangular shape, located at the eastern end of the subject property, south of MD 214 and east of Yolanda Avenue. One 2-way driveway access point is provided in the southwest corner of the parcel from Yolanda Avenue connecting to a 107-space parking lot to the south of the proposed building. The building on Parcel 4 (identified within the submittal plans as "Building 1") will include 152 units, comprised of 144 one-bedroom and 8 two-bedroom units. The main pedestrian entrance is in the middle of the northern façade facing MD 214, and a southern internal courtyard provides green space.

1. **Architecture.** This DET shows two, 4-story, 46-foot-high, flat roof buildings. Each building will be constructed of cementitious siding and stone veneer in multiple shades of white, black, and gray. Building 1 is differentiated by also including a vertical brown cementitious siding under some windows, whereas Building 2 includes dark gray in the same areas. Building 2 includes pedestrian entrances facing the eastern parking lot and to the internal courtyard. Building 1 includes multiple pedestrian entrances facing the internal courtyard.

   The front elevations of each building face MD 332 to the north and have a mixture of window types and a metal canopy over the main door entrance. The same materials, fenestration, and pattern are included on all building façades, including those facing the internal courtyards. Both buildings include internal trash rooms.

2. **Parking**. Surface parking is proposed for both parcels, including handicap-accessible spaces. Each parcel proposes one loading space to the south of the building (internal for Building 1). Bicycle racks are combined in groups in front of each building entrance and an internal bicycle room is provided within each building.

3. **Signage.** Two building-mounted signs are proposed on each building on the northern façade; one adjacent to the main pedestrian entrance, and one closer to the roof line. The signs are approximately 12 to 15 square feet in area and appear to consist of channel letters on a backing panel. No details

were provided relative to the materials, illumination, and other details; therefore, a condition is included herein requiring these to be provided.

4. **Lighting.** The applicant will provide lighting throughout the surface parking lots and within the internal courtyards. Photometric plans and lighting details have been provided for the site.

5. **Recreation Facilities.** The applicant will provide on-site recreational facilities. The applicant has identified that these facilities will include a game room, a yoga room, and a fitness room within each building. Facilities within the courtyard include two grill stations and an outdoor seating area. Full details were provided for the fitness room equipment; however, none were provided for the yoga or game rooms. Details were provided for the outdoor grills and seating areas; however, the plan does not have sufficient labeling to understand where and how many of these items are provided to support the values. Conditions have been included in the Recommendation section of this technical staff report, requiring the applicant to provide full details and labeling of the facilities.

III. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE ZONING ORDINANCE

A. Detailed Site Plan Decision Standards (Section 27-3605(e))

(1) The proposed development represents a reasonable alternative for satisfying the applicable standards of this Subtitle, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use;

The applicable standards of this Subtitle consist of standards applicable to all Transit-Oriented/Activity Center Base Zones (Section 27-4204(b)(1)); standards applicable in the Local Transit-Oriented–Core (LTO-C) Zone - Intensity and Dimensional Standards (Section 27-4204(e)(3)); and applicable Development Standards (Part 27-6).

1. **Standards Applicable to all Transit-Oriented/Activity Center Base Zones (Section 27-4204(b)(1))**

a. Connectivity

The site has been designed with continuous, internal vehicular, bicycle, and pedestrian circulation systems that allows opportunities for cross-access with future development of adjoining lots. However, none are proposed currently as the surrounding lots are largely single-family detached dwelling units.

b. Vehicular Access and Circulation

The applicant has requested a major departure (MJD-2024-002) from the part of this standard, which requires that all curb cuts in the LTO-C Zone be located a minimum of 100 feet from all other curb cuts on the same

block face. The DET proposes one curb cut along MD 332 and one along Yolanda Avenue, neither of which meets this standard due to adjacent residential development. The MJD is discussed in Finding III.B. below, and staff recommend approval.

This section also requires a maximum curb cut width of 24 feet, which needs to be corrected for the access to proposed Parcel 4. Therefore, a condition is included herein requiring conformance to the maximum curb cut width requirement.

c. Pedestrian Access and Circulation

The applicant has requested a major departure (MJD-2024-002) from this standard, which requires that all sidewalks within the LTO-C Zone be a minimum of 20 feet wide, with a minimum sidewalk pedestrian clearance zone of 8 feet. The applicant instead proposes sidewalks that are a minimum of 5 feet wide clear for pedestrian movement. The MJD is discussed in Finding III.B. below, and staff recommend approval.

The DET does provide the required minimum 5-foot by 8-foot street tree planting area, with trees every 40–50 feet on center, and connections between each pedestrian building entrance and the adjacent sidewalk circulation system.

This section also requires a crosswalk at every sidewalk crossing of a drive aisle that is marked with a change in paving material, color, height, decorative bollards, or similar elements. The DET does not clearly mark crosswalks that are in conformance with this requirement; therefore, a condition is included herein requiring this to be corrected.

d. Off-Street Parking

Development in the Core area of the LTO Zone has no minimum parking requirement. The maximum number of off-street vehicle parking spaces for development shall be 125 percent of the minimum requirements, in accordance with Section 27-6305(a). However, Section 27-6305(a) indicates the minimum parking requirement for apartment housing for the elderly in the LTO-C Zone is not applicable.

e. Arrangement and Design of Off-Street Vehicle Parking

The DET shows that all provided surface parking is located to the rear or side of the two principal buildings. The provided surface parking lots, which contain more than 100 spaces, are separated into modules that do not contain more than 50 parking spaces. The DET contains a clear pedestrian route from the parking areas to the primary pedestrian entrances

via sidewalks. All bicycle parking facilities required in accordance with Section 27-3609 of the Zoning Ordinance are located within 50 feet of the primary pedestrian entrance to both principal buildings.

f. Building Form Standards

The proposed buildings occupy the minimum percentage of the build-to zone along the street frontage.

The two street-facing façades of each building are more than 60 feet wide. The architectural elevations show the incorporation of more than three design elements listed in Section27-4204(b)(1)(F)(ii), spaced no more than 60 feet apart, including, but not limited to, differences in parapet heights, recesses at least 1-foot-deep in the wall plane, distinct changes in texture of wall surfaces (stone veneer/fiber cement siding), and awnings.

The proposed pedestrian entrances open directly on the street sidewalk and are clearly defined using canopies and large glazed doorways, which is a change in the façade material. However, the applicant has requested a major departure (MJD-2024-002) from the portion of this standard that requires an operable pedestrian entrance every 150 feet along the street-facing façade, as each building only has one street-facing pedestrian entrance. The MJD is discussed in Finding III.B. below and staff recommend approval.

Originally, a variance was requested from the minimum building façade fenestration/transparency standard illustrated in Section 27-4204(e) of the Zoning Ordinance. However, after further discussions, the applicant agreed to withdraw this portion of the variance request and revise the architectural elevations, to conform to this requirement, as conditioned herein. The remainder of the required façade fenestration/transparency percentages are met for the two principal structures, Building 1 (on Parcel 4) and Building 2 (on Parcel 4), on the provided architectural elevations. The window and door openings counting toward meeting this transparency requirement consists of glass that is clear and non-reflective and meets the minimum visible light transmittance and maximum visible light reflectance requirements.

No parking structures are proposed with this DET.

2. **Standards applicable in the LTO-C Zone - Intensity and Dimensional Standards (Section 27-4204(e)(3))**

The DET is in conformance with the applicable LTO-C Zone Intensity and Dimensional Standards, as shown below:

STANDARD	REQUIRED***	PROPOSED Parcel 1	PROPOSED Parcel 4
Block length, min.-max. (ft)	200–600	Approx. 405	Approx. 256
Net lot area, min. (sf)	1,500	2.11 acres	2.23 acres
Lot width, min. (ft)	20	405	256
Density, min.-max. (du/ac of net lot area)	20–150	67	68
Lot Coverage, min.-max. (% of net lot area)	65–100	69.2	72.3
Build-to-line, min.-max. (ft)	15–27	2– approx. 15.5*	15**
Building width in build-to zone, min. (% of lot width)	70	70.6–89.5	82.9–86.7
Front yard depth, min. (ft)	0	2–15.5	15
Side yard depth, min. (ft)	0	15–60	15–19
Rear yard depth, min. (ft)	0	190	300
Building façade fenestration/transparency min. (% of street-level façade area)			
Abutting or facing a street frontage or pedestrian way	50	Min. 50**	Min. 50**
Facing a public gathering space	45	N/A	N/A
Principal structure height, min.-max. (ft)	24–100	46	46

Notes: *A variance has been requested as discussed in Finding III.C. below.

**The DET and architectural elevations, as submitted, must be revised prior to certification, as conditioned herein, to conform to these requirements. The actual amount must be a minimum of 50 percent.

***The LTO-C Zone generally requires a minimum 0.5 floor area ratio for nonresidential development. This project is a residential Redevelopment Authority project pursuant to Section 27-1408 of the Prince George's County Code.

3. **Applicable Development Standards**

The DET is consistent with the applicable standards in Part 27-6, as described in the applicant's statement of justification (SOJ) dated September 17, 2024, incorporated herein by reference. The following discussion is offered:

a. **Section 27-6200 Roadway Access, Mobility, and Circulation**

The DET is in conformance with the applicable standards in Section 27-6200 of the Zoning Ordinance. A circulation plan was provided, demonstrating sufficient vehicular, pedestrian, and bicycle access and circulation.

Per Section 27-6202, Consistency with Plans, the design and construction of access and circulation systems associated with this DET is consistent with the transportation goals, objectives, and actions in the *Plan Prince George's 2035 Approved General Plan*, the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), the applicable area master plan or sector plan, and other County-adopted plans addressing transportation.

Master Plan Right-of-Way
The subject property has frontage on Old Central Avenue along the northern bounds of the site. Both the MPOT and the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (Subregion 4 master plan) recommend this portion of Old Central Avenue as a two–four lane collector roadway within 80 feet of right-of-way (ROW).

The subject property also has frontage on Rollins Avenue along the western bounds of the site. The MPOT does not contain any recommendations for Rollins Avenue. The Subregion 4 master plan recommends this portion of Rollins Avenue as a two-lane primary roadway within 60-feet of ROW.

In addition, the subject property has frontage on Yolanda Avenue. Both the MPOT and the Subregion 4 Master Plan recommend this portion of Yolanda Avenue Rollins Avenue as a two-lane primary roadway within 60 feet of ROW.

Master Plan Pedestrian and Bike Facilities
The MPOT recommends the following master-planned facilities:

Planned Bicycle Lane: Old Central Avenue

Planned Side Path: Rollins Avenue

The Complete Streets element of the MPOT reinforces the need for multimodal transportation and includes the following policies regarding the accommodation of pedestrians and bicyclists (MPOT, pages 9–10):

> **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.**
>
> **Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO Guide for the Development of Bicycle Facilities.**
>
> **Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.**

The Subregion 4 master plan has identified policies to improve bicycle and pedestrian facilities within the plan limits. Policy 2 is copied below (page 252):

> **Policy 2: Provide sidewalks and neighborhood trail connections within existing communities to improve pedestrian safety, allow for safe routes to Metro stations and schools, and provide for increased nonmotorized connectivity between neighborhoods.**

Master plan conformance was evaluated during the review of the PPS. The submitted plans are consistent with prior approvals and acceptable to staff. The conditions of approval from prior applications, in coordination with the conditions of approval recommended with the current application, will satisfy the intent of the master plan. Staff find that master plan conformance will be met subject to the conditions of approval contained within.

Section 27-6203. Multimodal Transportation System: Access and circulation systems associated with a development shall provide for multiple travel modes per this section. The applicant has submitted a bicycle and pedestrian facilities plan showing all on-site bicycle and pedestrian

improvements, and the applicant is required to provide a bicycle lane along MD 332 and a side path along Rollins Avenue. Staff find the facilities sufficient based on the development's size and its relationship to existing and planned transportation systems.

Section 27-6204. Circulation Plan or Site Plan Required: The applicant submitted a vehicular circulation plan demonstrating the turning movements for a Prince George's County fire truck. The submitted site plan meets the requirements for this section.

Section 27-6206. Vehicular Access and Circulation: The DET is served by a system of vehicle accessways that will accommodate appropriate vehicle turning movements including, but not limited to, firefighting and other emergency vehicles, garbage trucks, delivery vehicles, service vehicles, and passenger motor vehicles within the development.

Parcel 1 is proposed to be accessed from a direct driveway from MD 332, which is a collector roadway. Parcel 4 will be accessed from a proposed driveway that connects to Yolanda Avenue, which is a primary roadway. The applicant argues that providing access from Rollins Avenue, a primary roadway, to Parcel 1 is not feasible due to the existing building to remain to the south and the proximity (within 200 feet) of any potential access to the intersection of Rollins Avenue and MD 332. Staff find that a driveway along Rollins Avenue is not feasible given the location to the nearest intersection and the differences in elevations. The applicant is proposing a single two-way driveway with an average daily traffic count of 1,000 trips or less. Staff find that the criteria have been met and support the proposed access along a collector road.

Pursuant to Section 27-6206(e)(2)(A) of the Zoning Ordinance, vehicular cross-access between adjoining developments is not applicable for this case since the adjoining property contains a residential use.

Pursuant to Section 27-6206(l), the proposed two-way driveways are shown at 22 feet wide, do not dead end and meet the intersection design standards as applicable.

Section 27-6207. Pedestrian Access and Circulation: The internal pedestrian circulation system is designed to allow pedestrian walkway access to the development's buildings, and recreational and parking areas. Sidewalks are shown on the site plan throughout the site, and along the site's

frontages. A condition is included herein relative to providing crosswalks across all vehicular access points.

Pursuant to Section 27-6207(b)(1) of the Zoning Ordinance, pedestrian cross-access between adjoining developments is not applicable for this case since the adjoining properties contain single-family detached residential dwellings. Sidewalks and crosswalks along the property frontages will provide pedestrian cross-access to other potential uses located across the public ROWs.

Section 27-6207(b)(4), Pedestrian Walkways through Large Vehicular Parking Areas and Parking Garages, is not applicable as neither proposed parking lot contains more than 150 parking spaces.

Section 27-6208. Bicycle Access and Circulation: A side path is proposed along the site's frontage of Rollins Avenue, a bicycle lane is proposed along the site's frontage of MD 332, and bicycle parking is provided near the buildings' main entrances. Staff find that the location of the bicycle racks, the network of sidewalks, direct connections to parking areas, and the long-term bicycle storage provided in the buildings will provide for adequate bicycle circulation and access. Accordingly, the proposed development provides bicycle access to the development's primary use that is safe, convenient, and intuitive.

Pursuant to Section 27-6208(b)(1) of the Zoning Ordinance, bicycle cross-access between adjoining developments is not applicable for this case since the adjoining properties contain single-family detached residential dwellings. A side path and bicycle lane along the property's frontages of Rollins Avenue and MD 332 will provide bicycle cross-access to other potential uses located across the public ROWs.

b. **Section 27-6300 Off-Street Parking and Loading**

The DET is in conformance with the applicable standards in Section 27-6300 of the Zoning Ordinance, including vehicular and bicycle parking requirements.

Per Section 27-6304, proposed off-street parking will be within the asphalt surface lots, located to the south of each building. Pervious surfacing is not proposed, but is encouraged where feasible. Off-street parking is arranged for convenient access, with no conflicts with public streets or proposed sidewalks. Required markings for striping, directional arrows, and signage and labeling for handicap-accessible spaces are proposed. The lots are lit, as

required by Section 27-6700; landscaped, per the Landscape Manual; and fully curbed.

Section 27-6305(a) Off-Street Parking Space Standards states that the apartment housing for the elderly use does not have an applicable minimum parking requirement in the LTO-C Zone. However, the DET did provide an analysis of the proposed parking, relative to the minimum requirement in other zones, which is 1.0 space per 4 beds. If this applied, Parcel 1 would require 37 spaces for 148 beds, and provides 65 spaces; Parcel 4 would require 40 spaces for the 160 beds, and provides 107 spaces. The maximum number of parking spaces is subject to Section 27-4204(a)(1)(E)(ii) as discussed above. No electric vehicle (EV) charging stations or driveways are proposed. With 293 dwelling units proposed, 15 visitor parking spaces are required and the DET meets this requirement.

All parking spaces and drive aisles meet the dimensional requirements in Section 27-6306, as shown on the DET, and no compact spaces are proposed.

Per Section 27-6309, the DET provides a table of the required bicycle parking facilities for both parcels. Details and locations of these facilities are provided on both the landscape plans and architectural floor plans. Parcel 1 is required to provide 15 bicycle parking spaces and proposes five external racks (with a two-bike capacity) and five interior spaces within a bike storage room. Parcel 4 is required to provide 24 bicycle parking spaces and proposes 10 external racks (with a two-bike capacity) and five interior spaces within a bike storage room. All external U-shaped bicycle racks are on paved surfaces, at least three feet away from the principal buildings, but within 100 feet of the entrance, and will allow for at least 30 inches of spacing between each individual rack.

Per Section 27-6310, there is no loading space requirement for the apartment housing for the elderly use. Two loading areas are proposed on the plan, which are located away from the public street and screened from view by the buildings.

c. **Section 27-6400 Open Space Set-Asides**

Per Sections 27-6403 of the Zoning Ordinance, because this is a residential development pursuant to the LTO-C Zone, the applicant is required to provide 7.5 percent (14,180 square feet) of the site area in open space set-asides. Per Section 27-6404(a)(2), no less than 50 percent of the total

required minimum open space set-aside area, within the LTO-C Zone, shall be a square, forecourt, or plaza.

An open space set-aside exhibit has been provided with the DET showing that the two internal courtyards and forecourt of Building 2 along MD 332 are counting to meet the requirement, for a total area provided of 22,455 square feet, or approximately 11.9 percent. Staff note that the courtyard and forecourt do meet the design requirements under Table 27-6404(a) by being more than 600 square feet, having direct access to a sidewalk, being designed with gathering areas and grills, buildings being oriented toward them, and sidewalk connections to the existing ROWs.

Pursuant to Section 27-6406, the open space set-asides are readily accessible by the occupants of the development, have at least one building entrance facing them, and prioritize urban open spaces, such as forecourts and courtyards, as there are no natural or historical features on-site.

Pursuant to Section 27-6408 of the Zoning Ordinance, the open space set-asides will be part of the residential development parcel for management and maintenance by the property owner.

d. **Section 27-6500 Landscaping**

The DET is in conformance with the applicable standards in the Landscape Manual, including Section 4.1, Residential Requirements; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.8, Building Frontage Landscape Requirements; and Section 4.9, Sustainable Landscaping Requirements, as shown on the landscape plans included with this application. The application includes a request for alternative compliance from some of the requirements of Section 4.3, Parking Lot Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and, Section 4.8, Building Frontage Landscape Requirements, which is further discussed below in Finding III.D.

e. **Section 27-6600 Fences and Walls**

The DET proposes retaining walls and fences, which are all located outside of the public ROWs and utility easements, of a uniform style, color, and material, with no unfinished side, and no gates.

The proposed 6-foot-high, vinyl fence with a wood grain appearance conforms to the height standards in Section 27-6603, as it is not located in the front yard or build-to-zone.

The vinyl fence does not conform to the material requirements in Section 27-6604, as vinyl is not permitted in the Transit-Oriented/Activity Center Zones. Therefore, a condition is included herein requiring this to be revised.

The proposed fence is not abutting the ROW and is, therefore, not required to conform to Sections 27-6605 and 27-6606(c).

The retaining walls proposed are in conformance with Section 27-6609. The maximum height of the retaining wall on Parcel 1 along the parking lot is approximately 9.5 feet, which exceeds the listed 6-foot requirement in Section 27-6609(a). However, the retaining wall is necessary to support the structure of the remaining off-site building, on the adjacent Parcel 2, and thus is eligible to be built as high as 10 feet tall per Section 27-6609(b). All other retaining walls are below the 6-foot-high height limit.

All retaining walls meet the yard depth requirements of the LTO-C Zone, will be faced with earth-colored materials, similar to the surrounding natural landscape, and will comply with the Prince George's County Building Code.

f. **Section 27-6700 Exterior Lighting**

Section 27-6703. Lighting Plan: The DET includes a photometric plan, which demonstrates conformance with the applicable standards in Section 27-6700. A detail is provided for the pole-mounted lights in the parking lot. However, the photometric plan appears to show pedestrian-scale lights in the courtyards and attached to the building. As conditioned herein, the plan should be revised to provide details for these lights, incorporate them in the photometric measurements, and ensure they meet any applicable design requirements in Section 27-6700, and specifically Section 27-6707, Lighting Design Standards for Specific Uses and Site Features, as applicable.

27-6704. Prohibited Lighting: No prohibited lighting types are proposed.

Section 27-6706. General Standards for Exterior Lighting: As shown on the photometric plan, all lighting will be full cut-off fixtures that are directed downward.

Maximum illumination measured in foot-candles, at ground-level, at the lot lines will not exceed the maximums listed in Section 27-6706(c)(1) of the Zoning Ordinance. The 14-foot height for the proposed exterior lighting fixtures is within the maximum height limit of 20 feet for Transit-Oriented/Activity Center base zones, and the 16-foot limit within 100 feet of a Residential base zone.

g. **Section 27-6800 Environmental Protection and Noise Controls**

Section 27-6802 requires an approved Natural Resources Inventory (NRI) plan with DET applications. The signed NRI-113-2019-01 was submitted with the application. The site does not contain floodplain, streams, or wetlands. The NRI indicates the presence of one forest stand of 1.99 acres, labeled as Stand F1, with 18 specimen trees identified on-site and 6 specimen trees off-site. The TCP2 and the DET show all required information correctly, in conformance with the NRI.

Per Section 27-6803 of the Zoning Ordinance, this DET complies with the requirements of Subtitle 25, Division 1, General; Subtitle 25, Division 2, Woodland and Wildlife Habitat Conservation Ordinance; and Subtitle 25, Division 3, Tree Canopy Coverage Ordinance, of the Prince George's County Code. See Findings IV and V below.

There is no floodplain present on the subject property relative to the requirements of Section 27-6804.

Section 27-6805 requires an approved grading, erosion, and sediment control plan. Development shall comply with the requirements for sedimentation and erosion control, in accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion and Sedimentation Control, of the Prince George's County Code.

The County requires approval of an erosion and sediment control plan. The TCP2 must reflect the ultimate limits of disturbance (LOD), not only for installation of permanent site infrastructure, but also for installation of all temporary infrastructure, including erosion and sediment control measures. A condition has been added herein for the applicant to provide a copy of the draft erosion and sediment control technical plan, prior to the certification of the TCP2, so that the ultimate LOD for the development can be verified and shown on the TCP2. An approved copy of the technical plan will be required at the time of permitting.

The applicant submitted a copy of an approved Stormwater Management (SWM) Concept Plan 12287-2022 and associated approval letter with the subject application. As required by Section 27-6806, this approval demonstrates compliance with the requirements for SWM in accordance with Subtitle 32, Division 3, Stormwater Management, of the Prince George's County Code.

The subject property is not within the Chesapeake Bay critical area; therefore, Section 27-6807 of the Zoning Ordinance is inapplicable.

Per Section 27-6808 of the Zoning Ordinance, "[a]ll land located outside the CBCAO Zone is subject to the requirements of Section 24-4300, Environmental Standards, of Subtitle 24: Subdivision Regulations." Conformance with Section 24-4300 was demonstrated at the time of PPS approval, with which this DET is consistent. Conformance with the environmental standards of this section is further demonstrated through the findings contained in this technical staff report, which are associated with the environmental features of the site, SWM, and conformance with the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance.

Section 27-6809, Unsafe Lands, of the Zoning Ordinance, states that "all applications shall conform to the requirements pertaining to unsafe land in Section 24-4300, Environmental Standards, of Subtitle 24: Subdivision Regulations." This application will use the current Subdivision Regulations, and Section 24-4101(c)(1) of the Subdivision Regulations states "The Planning Director or Planning Board, as appropriate, shall restrict or prohibit the subdivision of land found to be unsafe for development.

The restriction or prohibition may be due to a) natural conditions, including but not limited to flooding, erosive stream action, high water table, unstable soils, severe slopes or soils that are unstable either because they are highly erodible or prone to significant movement or deformation (Factor of Safety < 1.5), or b) man-made conditions on the land, including but not limited to unstable fills or slopes."

According to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, soils present include Collington-Wist-Urban Land Complex. According to available information, no unsafe soils containing Marlboro and Christiana clays are found to occur on this property.

Relative to Section 27-6810, Noise Control, of the Zoning Ordinance, the applicant provided a Phase 2 noise study, relative to noise generated by MD 214, which is classified as an arterial roadway located to the north of proposed Parcel 4 only. The study indicates that the building will serve as required mitigation for outdoor activity areas on the property, and that enhanced window treatments on the affected building façades will provide the required mitigation of interior residential units. A condition is included herein requiring the necessary linework, labeling, and representation of these features on the site plan and architectural elevations.

h. **Section 27-6900 Multifamily, Townhouse, and Three-Family Form and Design Standards**

This section is not applicable as apartment housing for the elderly is a use under the Group Living Uses, Principal Use Category, which is separate from the Household Living Uses, Principal Use Category, which includes multifamily, townhouse and three-family dwellings.

i. **Section 27-61200 Neighborhood Compatibility Standards**

Section 27-61200 applies because the applicant proposes nonresidential development that is mostly adjacent to land in the RR, Townhouse (RT), and RSF-65 Zone, which is either vacant or improved with single-family detached dwellings. Per Section 27-61202(a)(2)(B), for the purposes of this section, nonresidential development includes uses in the Group Living Uses, Principal Use Category, which includes the proposed apartment housing for the elderly. All of the property to the north is in the LTO-E Zone, so this section does not apply along that side. In addition, the property to the south of Parcel 1 is to be developed with institutional and civic uses, so these standards do not apply along that property line.

As shown on the plans included with this application, the DET is in conformance with the applicable regulations set forth in Section 27-61203.

Building Height and Setbacks
The proposed buildings meet the consistent setback of buildings along the public frontages as stated, and are less than seven stories or 80 feet as allowed per Section 27-61203(a)(2) for parcels, such as these, that front MD 214 or MD 332 between DC and MD 202.

Building Orientation
The proposed buildings are oriented towards the street in which they will derive their street address.

Building Design
The proposed buildings are compatible with the adjacent community, as similar exterior colors (gray), building materials (horizontal siding and stone veneer), and similarly-sized windows and doors, are used. Proposed outdoor activity areas are oriented away from the existing homes, and all roof-mounted equipment will be screened by proposed parapets. However, the proposed flat roof represents a change from the largely gabled/sloped roofs of the adjacent single-family detached dwellings. Therefore, a condition is included herein requiring the architectural elevations to be revised to incorporate some gabled/sloped roof elements on the façades that are adjacent to single-family detached dwellings.

Building Materials
Staff note that the architecture of the proposed buildings should be revised to clearly demonstrate conformance to the transparency requirements in Section 27-61203(d). A condition has been added herein requiring this revision.

The proposed architecture demonstrates that the proposed materials, such as horizontal cementitious siding and masonry, are similar to those used on adjacent homes, and no vinyl siding is proposed.

Multibuilding Placement
The applicant proposes two buildings, but the proposed development intensities are the same, so the multi-building placement requirements are inapplicable.

Off-Street Parking
All off-street parking is located behind the proposed buildings and because there is no minimum parking required there is no maximum. No parking structures are proposed, and the surface parking lots are landscaped in accordance with Section 4.3 of the Landscape Manual.

Other Site Features
Outdoor recreational facilities are located at least 50 feet away from any lot line that is shared with a single-family detached dwelling, townhouse, two-family dwelling, or vacant lands in a single-family residential zone. The loading and refuse collection areas are located behind the buildings, either away from the adjacent dwellings or interior to the building, to be out of view.

The property proposes only building-mounted signage (not projecting) that is more than 100 feet away from dwellings or vacant residential land.

The lighting plan demonstrates conformance to the relevant requirements, as the fixtures have a maximum height of 14 feet, and the illumination does not exceed 0.5-foot candle at the lot line.

The DET does not contain any retained existing vegetation or natural differences to use as a transition.

j. **Section 27-61300 Agricultural Compatibility Standards**

The subject application is exempt per Section 27-61302, because it is not adjacent to an ongoing agricultural use or activity in the Reserved Open Space, Agriculture and Preservation, and Agricultural-Residential base zones.

k. **Section 27-61400 Urban Agriculture Compatibility Standards**

The subject application is exempt per Section 27-61402 because it is not adjacent to on-going urban agriculture use.

l. **Section 27-61500 Signage**

The DET proposes two building-mounted signs on the front wall of each building, one near the main pedestrian entrance and another closer to the roof line. A chart is provided showing that the signs do not exceed the maximum area allowed. However, as conditioned herein, dimensions are needed on the architecture showing that the signs next to the doors are not less than 10 feet above the ground.

Additional information relative to illumination, materials, and mounting is needed for the signage, in order to determine conformance with Section 27-61504, General Standards, and Section 27-61505, Standards for Specific Sign Types. A condition is included herein requiring such information, prior to certification of the DET.

No freestanding signage is proposed with this DET.

m. **Section 27-61600 Green Building Standards**

The proposed development of more than 25 dwelling units requires the provision of four points from the Green Building Point System in Table 27-61603(b). The applicant has

indicated, on the architectural plans, that this requirement will be met as follows:

Table 27-61603(b): Green Building Point System	Points Earned
Redevelopment of an existing parcel within a Neighborhood Reinvestment Area as designated on the Strategic Investment Map in the General Plan, a designated Priority Funding Area, or an area targeted for reinvestment by the Federal, State, or County government	1.00
Air conditioner with stated efficiency greater than 16 SEER is included as standard.	1.25
Use central air conditioners that are Energy Star-qualified	0.50
All showerheads and handheld showers are 2.0 GPM or less.	0.50
All lavatory faucets flow rate is 1.5 GPM or less at 60 PSI.	0.50
All toilets are 1.28 GPF or less	0.50
Limit turf grass to 40% of the landscaped area.	0.25
Total Points	***4.50***

Based on the analysis herein, in addition to the evidence filed in conjunction with this application, staff find that DET-2023-011 represents a reasonable alternative for satisfying the applicable standards of this Subtitle, without requiring unreasonable costs, and without detracting substantially from the utility of the proposed development for the intended uses. Documentation has been provided with the submission of the DET.

(2) All conditions of approval in any development approvals and permits previously approved for the property have been considered and imposed as necessary to satisfy the applicable standards of this Subtitle;

The DET is subject to the conditions of approval of PPS-2023-024 and Certificate of Adequacy ADQ-2022-012. If the application is revised, as conditioned herein, the proposed development will comply with all of the relevant conditions of approval.

1. **Preliminary Plan of Subdivision PPS-2023-024**

The site is the subject of PPS-2023-024, approved by the Planning Board on June 6, 2024 (PGCPB Resolution No. 2024-050), for four parcels and four outparcels for development of 293 multifamily dwelling units and 29,572 square feet of institutional and

commercial use. Of the 14 conditions approved with the PPS, the following are applicable to this DET:

PPS1. Development of the site shall be in conformance with Stormwater Management Concept Plan 12287-2022, and any subsequent revisions.

The applicant submitted a copy of approved SWM Concept Plan 12287-2022-0 and associated approval letter with the subject application. The DET and TCP2 are in conformance with the approved SWM concept plan.

PPS2. Prior to approval, the final plat of subdivision shall include:

a. Dedication of 10-foot-wide public utility easements along the west side of Yolanda Avenue, Dow Street, and Elder Street rights-of-way, as delineated on the approved preliminary plan of subdivision.

There are no 10-foot-wide public utility easements, approved by PPS-2023-024, which are located within the property area subject to this DET.

c. Right-of-way dedication along MD 332 (Old Central Avenue) and Yolanda Avenue, as delineated on the approved preliminary plan of subdivision.

The DET reflects the required ROW dedication along MD 332; however, the areas of dedication are not labeled, and a condition is included herein requiring this to be revised.

PPS3. In accordance with Section 24-4601(b)(4)(C) of the Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for, and provide, adequate on-site recreational facilities.

PPS4. The on-site recreational facilities shall be reviewed by the Development Review Division of the Prince George's County Planning Department, for adequacy and proper siting, with the detailed site plan (DET) review, in accordance with the Park and Recreation Facilities Guidelines. The recreation facilities shall include both indoor and outdoor recreation facilities. Timing for

construction shall also be determined at the time of DET review.

The applicant provided details for the proposed private on-site recreational facilities on Landscape Plan Sheets and cost estimate tabulation, including the timing for construction, on the DET coversheet.

PPS8. In conformance with the 2009 Approved Countywide Master Plan of Transportation, and the 2010 Approved Subregion 4 Master Plan and Sectional Map Amendment, the applicant shall provide the following facilities, and shall show the following facilities on the detailed site plan prior to its approval:

a. A minimum of 5-foot-wide sidewalks on the subject property's frontage, unless modified by the operating agencies with written correspondence.

b. A bicycle lane along the site's frontage of MD 332 (Old Central Avenue), unless modified by the operating agency with written correspondence.

c. A side path along the site's frontage of Rollins Avenue, unless modified by the operating agency with written correspondence.

d. Short- and long-term bicycle parking shall be located throughout the site.

e. Direct sidewalk connections to the building entrances, from the roadway frontages and at all access points, to include marked crosswalks and Americans with Disabilities Act curb ramps at all access points and throughout the site.

A 5-foot-wide sidewalk is proposed along the site's frontage of Rollins Avenue (P-403) on the western bounds of the site. Six-foot-wide sidewalks are proposed along the frontage of Old Central Avenue (MD 332/C-409) and Yolanda Avenue (P-400).

The applicant has noted in the SOJ that a bicycle lane along Old Central Avenue and a side path along Rollins Avenue are proposed as part of this development. However, the location of the bike lane and side path are not clearly identified, and the site plan must be revised, prior to certification.

The applicant proposes a total of 40 bicycle parking spaces with the current application. Parcel 1, along the western bounds of the site, proposes 10 bicycle parking spaces that are located within 50 feet of the entrances to the building. Parcel 4, along the eastern bounds of the site, proposes 20 bicycle parking spaces located within 50 feet of the entrances to the building. Both Parcel 1 and Parcel 4 have provided long-term bicycle storage areas to accommodate five bicycle parking spaces in each building.

Direct sidewalk connections are proposed to the entrances of the buildings on Parcel 1 and Parcel 4. Conditions 8a, 8d, and 8e have all been satisfied, and are acceptable to staff. Condition 8b and 8c can be met at the time of certification, and a condition of approval has been incorporated below.

PPS13. Prior to approval of the detailed site plan (DET), the applicant shall provide a Phase II noise analysis which shows the final locations of the residential buildings, and noise mitigation features to ensure that all outdoor activity areas (at ground and upper levels) will have noise mitigated to 55 dBA/Leq or less during the hours of 10:00 p.m. to 7:00 a.m. (nighttime), and 65 dBA/Leq or less during the hours of 7:00 a.m. to 10:00 p.m. (daytime). The DET and/or building elevations shall show the locations and details of the noise mitigation features required.

A Phase II noise study dated June 5, 2024, based on the proposed site layout and building architecture, was submitted with this application. The noise study contains on-site noise measurement and future noise impact determination. Based upon the noise analysis, a portion of the eastern façade and the entire northern façade of Building 1, and a portion of the western façade of Building 2 will need enhanced window treatments. However, this noise mitigation feature is not identified on the architectural elevations submitted with the DET. The DET also does not include any notes or graphical representation of these required noise mitigation features. Also, while the site plans show and label the unmitigated noise contour lines, the mitigated noise contour lines (55 dBA/Leq and 65 dBA/Leq at ground and upper levels) should also be shown and labeled on the DET.

2. **Certificate of Adequacy ADQ-2022-012**

The site has an approved Certificate of Adequacy, ADQ-2022-012, associated with PPS-2023-024, which is valid for 12 years from its date of approval (May 29, 2024), subject to the additional expiration provisions of Section 24-4503(c) of the Subdivision Regulations. There are three conditions associated with this certificate. Those that apply to this DET are as follows:

ADQ1. Total development within the associated Preliminary Plan of Subdivision shall be limited to uses which generate no more than 93 AM peak-hour trips and 96 PM peak-hour trips.

The current proposal is consistent with the prior approval, and the proposed development is within the established trip cap.

ADQ2. The applicant and the applicant's heirs, successors, and/or assignees shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications and details of the on-site and off-site pedestrian and bicycle adequacy improvements consistent with Section 24-4506(c)(1)(G) of the Prince George's County Subdivision Regulations in the detail site plan submission.

A bicycle and pedestrian facilities plan have been submitted with this DET application. This plan shows the locations and limits of the on-site and off-site pedestrian and bicycle adequacy improvements, thereby satisfying the condition.

(3) The proposed development demonstrates the preservation and/or restoration of the regulated environmental features in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-4303(D)(5) of Subtitle 24: Subdivision Regulations;

The subject DET site does not contain regulated environmental features (REF) that are required to be preserved and/or restored, to the fullest extent possible, under Section 24-4300(D)(5) and Section 27-6808.

(4) Proposed development located within a Planned Development (PD) zone shall be in conformance with the PD Basic Plan and PD Conditions of Approval that apply to that development;

The DET is not within a planned development zone. Therefore, this finding is not applicable.

(5) The proposed development conforms to an approved Tree Conservation Plan, if applicable;

The DET has a companion TCP2-032-2024, which staff recommend be approved, with conditions, as included herein.

(6) The development proposed in a detailed site plan for infrastructure complies with applicable regulations of PART 27-6: Development Standards, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge; and

This application is not a DET for infrastructure. Therefore, this finding is not applicable.

(7) Places of worship located on a lot between one (1) and two (2) acres in size shall also meet the following standards:

(A) The minimum setback for all buildings shall be twenty-five (25) feet from each lot line;

(B) When possible, there should be no parking or loading spaces located in the front yard; and

(C) The maximum allowable lot coverage for the zone in which the use is proposed shall not be increased.

The DET does not propose a place of worship. Therefore, this finding is not applicable.

(8) Notwithstanding any other provision in this Section to the contrary, in determining whether to approve an alteration, extension, or enlargement of a legal conforming building, structure, or use filed in conformance with Section 27-1707(c), the Planning Board shall find that the proposed alteration, extension, or enlargement will benefit the development and will not substantially impair implementation of any applicable area master plan or sector plan.

This condition is not applicable to the subject DET as an alteration, extension, or enlargement of a legal conforming building, structure, or use is not proposed.

B. Prince George's County Zoning Ordinance: Major Departure to Sections 27-4204(b)(1)(B) and (C) and Section 27-4204(b)(1)(F)(iii).

The applicant has requested a major departure from standards in Section 27-4204(b)(1)(B), Section 27-4204(b)(1)(C), and Section 27-4204(b)(1)(F)(iii) to not provide 100 feet separation between curb cuts on the same block face, to not provide a minimum 20-foot-wide sidewalk (which includes the street tree planting area, with an 8-foot-wide pedestrian clearance zone) and, to not provide a pedestrian entrance for every 150 feet of street-facing façades, respectively.

Section 27-3614(f) of the Zoning Ordinance contains the following required findings for approval of a major departure:

(1) The departure falls within the thresholds provided in Subsections 27-3614(b)(1), Minor Departures or 27-3614(b)(2), Major Departures, above, for the applicable type of departure;

Section 27-3614(b)(2) of the Zoning Ordinance permits an applicant to request a major departure, up to 100 percent, from all standards in Section 27-4204(b), Standards Applicable to all Transit-Oriented/Activity Center Base Zones. Staff find that a major departure can be filed for these standards, as they are within Section 27-4204(b).

(2) The departure is consistent with the character of development on surrounding land, and is compatible with surrounding land uses;

The applicant is requesting a departure from Section 27-4204(b)(1)(B), requiring curb cuts to be located a minimum of 100 feet from all other curb cuts on the same block face. The access along Old Central Avenue and Yolanda Avenue are both proposed within 100 feet of another curb cut, however, this is consistent with the character of the surrounding neighborhood. The underlying RSF-65 Zone is not subject to this standard, and the surrounding area consists of primarily single-family detached homes, on moderate lot sizes, with existing curb cuts on adjacent properties that are not owned by the applicant. The topography of the site, and the existing building to be maintained, limits the locations for access.

The applicant is seeking a departure from Section 27-4204(b)(1)(C) requiring all sidewalks within the LTO-C Zone to be a minimum of 20 feet wide, including the street tree planting area, with a sidewalk pedestrian clearance zone of 8 feet. The applicant has proposed 6-foot-wide sidewalks along the frontage of MD 332 and Yolanda Avenue, which is consistent with the character of the surrounding land. A minimum 6-foot-wide street tree planting area is provided along the property's frontage on MD 332 and Rollins Avenue; no street strip is provided along Yolanda Avenue, due to the future relocation plans. The underlying RSF-65 Zone is not subject to this standard, and the proposed sidewalk width is consistent with the existing sidewalks adjacent to the subject site, along MD 332. The proposed sidewalk is unobstructed by any permanent or nonpermanent object; therefore, the proposed pedestrian clearance zone is effectively 6 feet wide.

The applicant is requesting a departure from Section 27-4204(b)(1)(F)(iii) requiring an operable pedestrian entrance for every 150 feet of street-facing façades. The standard would require two entrances along the northern and one along the western façades of Building 2 (Parcel 1), but only one is provided along the northern façade, facing MD 332. For Building 1 (Parcel 4), one entrance is required along the northern façade facing MD 332, and one is provided. For the western façade, facing Yolanda Avenue, one entrance is required, and none is provided. Again, the underlying RSF-65 Zone is not subject to this standard and the surrounding area

consists of primarily single-family detached homes with one entrance on a street-facing façade. Therefore, each building providing only one operable pedestrian entrance, on the highest classified roadway frontage, is consistent with the development on surrounding land.

(3) The departure:

(A) Compensates for some unusual aspect of the site or the proposed development that is not shared by landowners in general, and

(B) Supports an objective or goal from the purpose and intent statements of the zone where it is located, or

(C) Saves healthy existing trees.

Relative to the curb cut standard, the applicant states that the unusual aspect of the site is that the subject property is developing in accordance with the LTO-C Zone regulations, including Section 27-4204(b), in an area that currently consists of primarily single-family residential dwelling units in the RSF-65 Zone. The subject development does limit the number of curb cuts to one per parcel, as desired in the LTO-C Zone, and locates them in a pattern that is consistent with curb cuts on adjacent lots. It also provides new sidewalks and crosswalks, to increase walkability in the area, in line with the purposes of the LTO-C Zone.

Relative to the sidewalk width requirement, an unusual aspect is the existing property, located between Parcel 1 and Parcel 4, is not owned by the applicant and is not within the LTO-C Zone. Applying this wider sidewalk standard, which is specific to the Transit-Oriented/Activity Center Base Zones, would lead to varying sidewalk widths along the same frontage. This would require the applicant to provide a wide sidewalk along their frontage and then taper to the existing sidewalk on adjacent land. These transition points would disrupt the pedestrian route and there would be areas where the taper would still not be able to meet the requirements of this section. Further, the future alignment of Yolanda Avenue is envisioned to include a traffic signal at the spur of MD 332 and MD 214, on the property located between Parcel 1 and Parcel 4. Applying the proposed sidewalk width is more appropriate given the available ROW and anticipated pedestrian improvements that would be provided as part of the new traffic signal, which would lead to a more compatible integrated pedestrian network of sidewalks along the subject site's frontage, in line with the purposes of the LTO-C Zone.

Relative to building entrances, the unusual aspect of developing in accordance with the LTO-C Zone regulations still applies. An unusual aspect that impacts the property along Yolanda Avenue is the future realignment and shifting of the roadway, more than 30 feet west, to align with a signalized spur of MD 332 and MD 214. This property will then no longer have direct frontage on Yolanda Avenue and thus any provided pedestrian

entrances would then need to be relocated, or cause a revised sidewalk location. The LTO-C Zone purposes include to increase the walkability and transit-oriented nature of the area, however, given the single use of each building, as apartment housing for the elderly, additional pedestrian entrances would not contribute to these purposes and could serve as a security issue for the residents.

(4) The departure will not pose a danger to the public health or safety;

The departure for the curb cut location will not pose a danger to public health or safety as there are existing curb cuts on the subject site that will be removed and then relocated for the proposed development. In addition, all access points were evaluated at the time of PPS, and it was determined that all access points would operate within the level of service (LOS) standards.

The departure for the sidewalk width will not pose a danger to public health or safety. The construction of these sidewalks will connect to the pedestrian network along the frontage and internal to the subject site and will not have large variances in dimensions from the adjacent properties. The sidewalk widths to meet this standard can still be achieved, however, this could be accomplished as part of a larger roadway project, such as the construction of the signalized intersection of Yolanda and the spur of Old Central Avenue and MD 214.

The departure for pedestrian entrances does not pose a danger to public health or safety, as the building will be required to conform to all fire access requirements. In addition, having more entrances could cause more security concerns for the elderly residents.

(5) Any adverse impacts are mitigated, to the maximum extent practicable;

The proposed curb cut distances are a minimum of 20 feet from adjacent entrances, which is consistent with the surrounding community and maintains the character of the neighborhood. Given the nature of the proposed use as residential for the elderly, adverse impacts will be limited and, as studied, all access points will operate within the LOS standards.

The reduced sidewalk width does not have adverse impacts as standard 5–6-foot-wide sidewalks and tree strips are provided, which is consistent with the neighborhood, and provide for a compatible integrated pedestrian network.

The reduced building entrances do not have any adverse impacts as a single entrance per building is consistent with the neighborhood, provides security for the residents, and allows for a concentration of pedestrian activity.

(6) The site is not subject to a series of multiple, incremental departures that result in a reduction in each development standard by the maximum allowed over the previous twenty (20) years. (Relevant development standards cannot be reduced beyond the maximum

thresholds allowed in this Subsection, through more than one departure, over the previous twenty (20) years); and

In the SOJ, the applicant states that the site is not the subject of a series of multiple, incremental departures, which is agreed upon by staff.

(7) For a departure from a standard contained in the Landscape Manual, the Planning Board shall find, in addition to the requirements above, that there is no feasible proposal for alternative compliance, as defined in the Landscape Manual, which would exhibit equally effective design characteristics.

In the SOJ, the applicant states that the site is not the subject of a departure from a standard contained in the Landscape Manual, which is agreed upon by staff.

Additional Analysis
Staff note that the granting of the departure from Section 27-4204(b)(1)(C), for a reduction in the sidewalk width, will impact certain requirements of the operating agency. The subject site is within the Addison Road Metro Local Transit Center, which requires developments within this Center to use the Prince George's County Department of Public Works and Transportation (DPW&T), Urban Street Design Standards (USDS).

The USDS does allow certain modifications to an urban street type. Any adjustment to an urban street should be the minimum required to support the standards along a roadway as required by the operating agency. Specific alternatives are provided in the USDS, but modifications can include a reduction in travel lanes, a reduction in the width of travel lanes, a reduction or elimination of on-street parking, and a reduction or elimination of a median. Bicycle and pedestrian facilities should not be eliminated unless they meet all requirements of the exceptions described and approved by the operating agency.

The recommended USDS for MD 332 requires confirmation by the operating agency. However, a mixed-use boulevard (B) street type, with two travel lanes and a center turn lane or median, could be implemented. This standard identifies a 78-foot minimum ROW, 10-foot-wide sidewalks, and buffered on-road bicycle lanes with physical vertical separation. The 10-foot-wide sidewalk is below the minimum required for the LTO-C Zone standard. The granting of this departure will modify the sidewalk width requirement; however, all frontage improvements are subject to the approval of the permitting agency.

The recommended USDS for Rollins Avenue and Yolanda Avenue requires confirmation by the operating agency; however, a Neighborhood Residential Street type with two travel lanes could be implemented. This standard identifies a 58-foot minimum ROW, 6-foot-wide sidewalks, and shared bicycle lane markings. The 6-foot-wide sidewalk is below the minimum required for the LTO-C Zone standard. The granting of this departure will modify the sidewalk width requirement; however, all frontage improvements are subject to the approval of the permitting agency. Staff anticipate that the permitting agency will not be in support of a side

path along Rollins Avenue as conditioned by the PPS, however, a sidewalk that meets the USDS requirements should be provided in lieu of this recommendation.

The conditions of approval for the PPS are in contradiction with the requirements of the USDS for each street type. This is a challenge for all properties in a designated Transit Center as the USDS are difficult to implement when a frontage is shared by multiple property owners. The timing of certain improvements can be achieved but will require transitional improvements until entire sections of roadways are able to be improved, to include all necessary elements of these standards. The granting of this departure would serve as a transitional improvement; however, the applicant is required to meet all conditions imposed by the permitting agency during their permitting process.

Staff have been in discussions with the Prince George's County Department of Permitting, Inspections, and Enforcement (DPIE) and they are aware of the implications to the design elements of the USDS. It is the position of staff that sufficient ROW exists to implement the requirements of the USDS. While staff recommend granting the departure, this does not relieve the applicant from requirements imposed by DPIE.

Conclusion

Based on the foregoing analysis, as well as the plans and supporting documentation filed in conjunction with this DET, staff recommend approval of a major departure from Section 27-4204(b)(1)(B), to allow for two curb cuts within 100 feet of others on the same block face; Section 27-4204(b)(1)(C), to allow a minimum of 5-foot-wide clear pedestrian sidewalks; and, Section 27-4204(b)(1)(F)(iii), to allow for the street-facing façades of each building to only include one total operable pedestrian entrance.

C. Prince George's County Zoning Ordinance: Variance to Section 27-4204(e)(3).

The applicant has requested a variance to Section 27-4204(e)(3), to allow for a 13-foot reduction to the minimum 15-foot build-to line for a 288 linear foot portion of the MD 332 frontage of Building 2. In the LTO-C Zone, the build-to-line is required to be a minimum of 15 feet, and a maximum of 27 feet. Originally, the applicant requested a variance to the minimum build-to-line along both frontages of both buildings. However, after further discussions, the applicant agreed to withdraw the variance request for all frontages, except for Building 2's frontage on MD 332. A condition is included herein requiring the buildings be revised to conform to the build-to-line requirement, except for Building 2's frontage on MD 332, as discussed below. Section 27-3613(d) of the Zoning Ordinance contains the following required findings for approval of a variance:

(1) A specific parcel of land is physically unique and unusual in a manner different from the nature of surrounding properties with respect to exceptional narrowness, shallowness, shape, exceptional topographic conditions, or other extraordinary conditions peculiar to the specific parcel (such as historical significance or environmentally sensitive features);

In the applicant's variance SOJ, dated November 19, 2024, incorporated herein by reference, it is stated that Parcel 1 is physically unique and unusual compared to the nature of the surrounding properties relative to the amount of previously dedicated ROW, the incorporation of the proposed structure into the existing site as part of an urban infill redevelopment project, and the existing topography. The site was originally developed as the Lyndon Hill Elementary School, of which a portion of the existing building is to be preserved and reused to the south of Building 2. This preserved portion of the existing building sits approximately 13 feet higher than the existing property elevation adjacent to MD 332. In addition, the ROW along Building 2's frontage on MD 332 is a variable width, from the proposed 80 feet wide in the eastern portion to an existing 100 feet wide in the west. The current MPOT ROW width for MD 332 is 80 feet. However, a record plat of the property from 1936 dedicated the ROW at 100 feet for a portion of the frontage, prior to the relocation of MD 214 in the 1970s and downgrading of MD 332.

Staff agree that because of the amount of ROW variation proposed, Parcel 1 is physically unique from the nature of the surrounding properties in terms of its shape. As noted, MD 332 varies in width across Parcel 1's frontage; at its widest, MD 332 has a 100-foot right-of-way width along the property's frontage. This creates an approximately 20-foot variation in the property's front lot line; a condition is not present on other properties in the vicinity. To the extent that MD332 varies along any other property or block, the variation appears to be less severe. The applicant has indicated that they intend to seek a vacation of the excess ROW of MD 332, which would render the project in compliance with the build-to-line requirement. However, that solution is not guaranteed at this time and SHA's review of the vacation petition could take several months. Therefore, staff find the subject property to be physically unique in terms of its shape due to the variation in the MD 332 ROW.

Staff further note that the existence of hilly topography and existing structures are not unique to the subject property. Rather, many properties in the surrounding neighborhood have existing development and are impacted by steep slopes. As discussed below, however, these features contribute to the practical difficulty that would result from requiring the applicant to comply with the build-to-line requirement.

(2) The particular uniqueness and peculiarity of the specific property causes a zoning provision to impact disproportionately upon that property, such that strict application of the provision will result in peculiar and unusual practical difficulties to the owner of the property;

This finding calls for the applicant to "prove a connection between the property's inherent characteristics and the manner in which the zoning law hurts the landowner. [. . .] That is, the unique aspect of the property must relate – have a nexus with – the aspect of the zoning law from which a variance is sought. Without the nexus requirement, a motivated sophist could always find similarities or differences between any two properties so

as to defeat or support a uniqueness finding." *Dan's Mountain*, 236 Md. App. at 496 (internal quotations omitted) (internal citations omitted).

"In determining whether practical difficulties exist, the zoning board must consider three factors:

"1) Whether compliance with the strict letter of the restrictions governing area, setbacks, frontage, height, bulk or density would unreasonably prevent the owner from using the property for a permitted purpose or would render conformity with such restrictions unnecessarily burdensome.

"2) Whether a grant of the variance applied for would do substantial justice to the applicant as well as to other property owners in the district, or whether a lesser relaxation than that applied for would give substantial relief to the owner of the property involved and be more consistent with justice to other property owners.

"3) Whether relief can be granted in such fashion that the spirit of the ordinance will be observed and public safety and welfare secured." *Montgomery County v. Rotwein*, 169 Md. App. 716, 729–30 (2006).

The property's unique shape renders complying with the 15–27-foot build-to-line requirement of Section 27-4204(e)(3), unnecessarily burdensome. The applicant proposes to set the building back only 2 feet where the MD 332 ROW is 100 feet wide, but it is then setback just over 15 feet where the ROW is 80 feet wide. The applicant would have to vary the proposed setback of the building to meet the build-to-line. If the applicant were to move the building back 13 feet, to meet the build-to-line for the wider ROW, it would not meet the requirement where the ROW is 80 feet wide. Varying the building's setback would also be unduly burdensome. The portion of the property where MD 332 is 100 feet wide coincides with steep slopes and the existing structure, which is to remain. This creates a pinch point for the applicant's proposed building and its associated infrastructure. Setting the building back at least 15 feet from the existing ROW line in this location, as required, likely would result in additional grading and/or demolition. This would be unduly burdensome to the applicant.

Granting the variance would do substantial justice for the applicant and other property owners. As discussed, the proposed location of the building avoids additional grading and demolition of the existing building.

The relief requested can be granted in such a fashion that the spirit of the ordinance will be observed, and public safety and welfare secured. The building being closer to the ROW line is consistent with the purposes of the LTO-C Zone by creating a more urban, walkable condition. It is just the excess ROW width that creates the nonconformity. Therefore, staff agree that this requirement is met.

(3) Such variance is the minimum reasonably necessary to overcome the exceptional physical conditions;

Staff find that a variance of 13 feet, for approximately 288 linear feet of frontage, is the minimum necessary to overcome the ROW variation. The applicant provided an exhibit showing that if the ROW of MD 332 was located at the MPOT required 80 feet wide, Building 2 would be located just over 15 feet from the ROW, meeting the standard.

(4) Such variance can be granted without substantial impairment to the intent, purpose and integrity of the General Plan or any Functional Master Plan, Area Master Plan, or Sector Plan affecting the subject property;

Staff find that the requested variance does not substantially impair the General Plan or master plan as the proposed building location meets the required build-to-line relative to the MPOT ROW. The physical location of the building will have the appropriate relationship to the street, as intended by the build-to-line standard, and will add to creating a walkable neighborhood with high-density residential in proximity to the Addison Road-Seat Pleasant Metro Station to the east.

(5) Such variance will not substantially impair the use and enjoyment of adjacent properties; and

Staff find that the requested variance to the minimum build-to line standards, for approximately 288 linear feet on Building 2 facing MD 332, will not impair the use and enjoyment of adjacent properties. Relocating Building 2 further to the south would result in increased on-site disturbance and an overly large setback (approximately 28 feet) from the master plan ROW. The proposed building location creates the desired building relationship to the street, while also allowing for preserving and reusing a portion of the existing building, to help catalyze community improvement.

(6) A variance may not be granted if the practical difficulty is self-inflicted by the owner of the property.

Staff find that the variance is not self-inflicted, as the applicant did not dedicate the excess ROW that results in the property's extraordinary shape. The 100-foot ROW dedication happened in 1936 when the property was planned for single-family detached residential development, which never occurred. The existing public school was then built on the property, in approximately 1961, and the ROW line remained that way until this proposed redevelopment application. Again, the applicant intends to pursue a vacation of the excess ROW with SHA, but that process is lengthy and not guaranteed to be approved.

Based on the foregoing analysis, as well as the plans and supporting documentation filed in conjunction with this DET, staff recommend approval of the variance from Section 27-4204(e)(3), to allow a reduction to the minimum build-to-line to 2 feet for Building 2 on Parcel 1.

D. Request for Alternative Compliance from the 2018 Prince George's County Landscape Manual.

Alternative compliance is requested from the requirements of the 2018 *Prince George's County Landscape Manual* (Landscape Manual), for Section 4.3, Parking Lot Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and, for Section 4.8, Building Frontage Landscape Requirements. The applicant has multiple alternative compliance requests for each building laid out in the following table:

Building 1 (eastern)

Section	Area	Required	Provided	Justification
4.3	Interior parking lot	Planting island every 10 spaces on average	Planting island every 12 spaces on average	Insufficient room given geometry; two percent additional landscaped area provided, plus all required shade trees.
4.6	Northern, adjacent to Old Central Avenue	40-foot-wide 235 plant units	9.6-foot-wide** 239 plant units	Actual distance to arterial road curb is 95–153 feet with intervening side road and landscaped area that is envisioned as a future park.
4.7	Eastern, adjacent to single-family detached	15-foot setback 10-foot landscaped yard 202 plant units*	19.4-foot setback 4.4-foot landscaped yard 263 plant units	Existing 15-foot access easement needs to remain clear and adds to setback width but reduces landscape yard width. Additional plant units are provided.
4.7	Southern, adjacent to single-family detached	15-foot setback 10-foot landscaped yard 53 plant units*	Over 300-foot setback 8.6-foot landscaped yard 53 plant units	Adjacent property is vacant; minor landscape yard reduction; fence and additional building setback provided.
4.7	Western, adjacent to single-family detached	15-foot setback 10-foot landscaped yard 103 plant units*	No building 8-foot landscaped yard 186 plant units	Fence and 85 additional plant units provided for 2-foot reduction in landscaped yard width.
4.7	Southwestern, adjacent to single-family detached	15-foot setback 10-foot landscaped yard 40 plant units*	62-foot setback 9.75-foot landscaped yard 45 plant units	Fence and five additional plant units provided for a 0.25-foot reduction in landscaped yard width.

Notes: *Requirement is reduced by 50 percent for providing 6-foot-high sight-tight fence.

**This width will increase to 15 feet as the building is shifted to meet the minimum build-to-line requirement.

Building 2 (western)

Section	Area	Required	Provided	Justification
4.3	Interior landscaped area	8 percent interior landscape area 9 shade trees	4.43 percent interior landscape area 10 shade trees	Additional drive aisle needed to serve as fire lane for adjacent existing building; additional shade tree provided and additional plantings around the perimeter.
4.7	Southern, adjacent to Civic Use	20-foot setback 10-foot landscaped yard 73 plant units	186-foot setback 4.3-foot landscaped yard 124 plant units	Additional plant units and increased building setback provided.
4.8	Northeastern, adjacent to Old Central Avenue	811 sq. ft. planted area	618 sq. ft. planted area	The front entry plaza and accessibility features limit the planting area. The full planting requirement is provided, with one additional ornamental tree.

Justification

The subject infill redevelopment site is located within .50-mile of the Addison Road Metro Station. The western parcel includes a prior public-school building, which is to be partially preserved and reused, with some topographical challenges. The DET is being developed pursuant to the LTO-C Zone which intends for an urban, walkable, higher density development. Due to these constraints, the applicant has had to request the multiple alternative compliance requests outlined above. In each situation, either additional widths, fences, and/or planting units have been provided, or there is a unique condition, such as the large setback from the actual arterial roadway with intervening green space and side road. More specific discussion is provided in the applicant's SOJ, dated October 18, 2024, which is incorporated herein by reference.

The Prince George's County Planning Director finds that, given the provision of additional landscaping and setback widths, in addition to the unique site conditions, the proposed alternative compliance measures are equally effective as normal compliance with the Landscape Manual.

The Planning Director recommends APPROVAL of Alternative Compliance ACL-2024-002, for Addison Park, from the 2018 *Prince George's County Landscape Manual* for Section 4.3, Parking Lot Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.8, Building Frontage Landscape Requirements, as described herein, subject to two conditions included herein.

IV. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE 2010 PRINCE GEORGE'S COUNTY WOODLAND AND WILDLIFE HABITAT CONSERVATION ORDINANCE

This property is subject to the grandfathering provisions of the 2024 Woodland and Wildlife Habitat Conservation Ordinance because the property had a tree conservation plan (TCP) that was accepted for review on or before June 30, 2024, and shall therefore conform to the environmental regulations of the 2010 Prince George's County Woodland and Wildlife

Habitat Conservation Ordinance (WCO) and the 2018 Environmental Technical Manual (ETM). TCP2-032-2024 was submitted with the subject application and requires minor revisions, to be found in conformance with the WCO. The TCP2 includes the entire 10.91-acre property that was included in PPS-2023-024, however, only 4.40 acres are included in this DET.

The woodland conservation threshold (WCT) for this 10.91-acre property is 20 percent of the net tract area or 2.18 acres. The worksheet provided on the TCP2 shows that the total woodland conservation requirement is 2.51 acres; however, the worksheet provided is not correct. The woodland conservation requirement is proposed to be satisfied with 2.51 acres of off-site credits. Preservation of on-site woodlands or reforestation is not proposed. As no development is being proposed as part of Phase 2, the applicant shall revise the TCP2 and worksheet, to revise the woodlands preserved–not credited on the proposed Outparcel D as woodland preservation. In addition, this area could be supported by reforestation which would allow the applicant to meet a significant portion of the woodland conservation threshold on-site. This woodland preservation and reforestation would assist the applicant in adequately addressing Policies 1, 13, and 14 of the Subregion 4 master plan; and Policies 1 and 7 of the Countywide Green Infrastructure Plan of the 2017 *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* (Green Infrastructure Plan).

Technical revisions to the TCP2 are required and included in the conditions listed at the end of this memorandum and a condition has been included to provide the correct worksheet, using the template found on www.pgplanning.org.

Specimen Trees
A Subtitle 25 variance application and a SOJ, in support of a variance, dated January 30, 2024, was submitted with the PPS. The Planning Board found that, with the PPS, the required findings of Section 25-119(d) were adequately addressed for the removal of eight specimen trees, specifically Specimen Trees ST-11 and ST-17 through ST-23. No additional specimen trees were requested for removal with this application.

V. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE PRINCE GEORGE'S COUNTY TREE CANOPY COVERAGE ORDINANCE

The site is subject to the requirements of the Prince George's County Tree Canopy Coverage Ordinance. Since the site is zoned RSF-65, a minimum of 20 percent of the net tract area must be covered by tree canopy. As the net tract area measures 4.34 acres, approximately 0.87 acres (37,810 square feet) of tree canopy must be provided. The tree canopy coverage schedules provided on the landscape plan show the requirement is 15 percent, which needs to be corrected to 20 percent, required for which is required for the RSF-65 Zone. Therefore, a condition is included in the Recommendation section, requiring the applicant to correct the schedules and demonstrate conformance to the required 20 percent.

VI. REFERRAL COMMENTS

The subject application was referred to the concerned agencies and divisions. The referral comments are incorporated herein by reference, and major findings are summarized, as follows:

A. **Community Planning**—In a memorandum dated October 21, 2024 (Bishop to Mitchum) the Community Planning Division indicated that pursuant to Section 27-3605(e)(6), this DET is not required to conform to the master or sector plan.

B. **Transportation Planning**—In a memorandum dated October 28, 2024 (Patrick to Mitchum), the Transportation Planning Section provided a review of conditions attached to prior approvals and of the applicable Part 27-6 development standards, which are incorporated into the findings above.

The Transportation Planning Section determined that the application is acceptable, subject to two conditions, which are included in the Recommendation Section of this technical staff report.

C. **Environmental Planning**—In memorandum dated October 23, 2024 (Kirchhof to Mitchum), the Environmental Planning Section included a discussion of relevant previous conditions of approval, which have been incorporated into Findings III and IV above, and demonstrated consistency with the master plan and applicable sections of the Zoning Ordinance. Staff recommend approval of the DET and TCP2, subject to conditions that have been included in the Recommendation section of this technical staff report.

D. **Subdivision**—In a memorandum dated October 24, 2024 (Vatandoost to Mitchum), the Subdivision Section provided a review of conditions attached to prior approvals and noted technical revisions to the general notes on the DET coversheet, which have been included as conditions in the Recommendation section of this technical staff report.

A new final plat application will be required following approval of the DET, before any permits may be approved. To ensure that plats recorded for the overall Addison Park development show parcels in sequential order, proposed Parcel 4 should be renumbered as Parcel 2.

DET plans show grading on proposed Parcel 2 and Outparcel D, which are part of the overall development area included in PPS-2023-024 but are not included in this DET application. Either Parcel 2 and Outparcel D should be included in this DET application, or the grading should be revised to not impact Parcel 2 and Outparcel D.

The PPS showed a recorded access easement (Liber 8581 folio 174) for Outparcel D from Old Central Avenue. The PPS showed this access easement as being part of Outparcel D. The area for the access easement within Outparcel D, as shown on the approved PPS, should be reflected on the DET plans and labeled as such. All of these comments are addressed with conditions included herein.

E. **Historic Preservation**—In a memorandum dated August 27, 2024 (Smith to Mitchum), the Historic Preservation Section indicated that a search of current and historic photographs, topographic, and historic maps and locations of currently known archeological sites, indicates that the probability of archeological sites within the LOD for the subject DET is low. A Phase I archeology survey was not required.

The subject property contains the existing, circa 1940, Lyndon Hill Elementary School building. The school building is in poor condition and preservation may not be feasible. The master plan contains further goals and policies related to historic preservation (pages 287–296). While not specific to the subject site, the goals, policies, and strategies (pages 295–296), are supportive of documentation of sites for significance to their communities and the County. Therefore, a condition is included herein requiring the school building to be documented on a Maryland Inventory of Historic Properties form, to be provided to the Maryland Historical Trust.

F. **Permit Review**—At the time of the writing of this technical staff report, the Permit Section had not offered comments on the subject application.

G. **Prince George's County Department of Parks and Recreation (DPR)**—In an email dated July 31, 2024 (Holley to Mitchum), DPR indicated that the DET is subject to Conditions 3–6 of PPS-2023-024 (PGCPB Resolution No. 2024-050), which require on-site recreational facilities to be reviewed by the Urban Design Section.

H. **Prince George's County Fire/EMS Department**—In a letter dated July 26, 2024 (Reilly to Mitchum), the Fire/EMS Department indicated that the site plan should be revised to show fire lane markings and signage locations. A condition is included herein requiring the plan to be revised as requested.

I. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated August 23, 2024 (DeGuzman to Mitchum), DPIE offered numerous comments that were provided to the applicant, and will be addressed in their separate permitting process. DPIE found no issues with approval of the DET.

J. **Maryland State Highway Administration (SHA)**—At the time of the writing of this technical staff report, SHA had not offered comments on the subject application.

K. **Prince George's County Health Department**—In a memorandum dated August 15, 2024 (Adepoju to Mitchum), the Health Department indicated the applicant will require a raze permit and will have to conform to codified dust and noise control measures during construction. They asked for indication of pedestrian access to the property, which is provided via a continuous sidewalk network. They also indicated the property is located in a "food desert" area of the County; however, this development does not propose any commercial uses.

L. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this technical staff report, WSSC had not offered comments on the subject application.

VII. COMMUNITY FEEDBACK—Prior to the original November 21, 2024 Planning Board hearing, Dr. Douglas Edwards submitted two documents relative to this application. One indicated that the hearing of this application would violate CB-12-2003, which inserted language into the prior Zoning Ordinance requiring applicants to send informational mailings to civic associations, municipalities, adjoining property owners, and prior parties

of record at least 30 days before filing applications, and requiring civic associations to register before they are eligible to receive informational mailings. He requested that the applicant be required to meet with the Coalition of Civic Associations. In another document, Dr. Edwards mentioned that the subject property was agreed to be developed by the Redevelopment Authority to house low, moderate, and medium income individuals and families and also to benefit low-to-moderate income seniors.

Staff reviewed the record and noted that, while CB-12-2003 does not apply to this application as it is proceeding under the current Zoning Ordinance, the applicant did informational mailings to the mailing list of registered civic associations for the area, municipalities, adjoining property owners, and prior parties of record, which included Dr. Edwards. Staff cannot speak about specific discussions between the applicant and community, but notes that the proposed use is apartment housing for the elderly, which is a permitted use in the zone.

VIII. RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DET-2023-011, Major Departure MJD-2024-002, Alternative Compliance ACL-2024-002, Type 2 Tree Conservation Plan TCP2-032-2024, and a Variance to Section 27-4204(e)(3) for Addison Park, subject to the following conditions:

1. Prior to certification of this detailed site plan (DET), the applicant shall:

    a. Remove grading from proposed Parcel 2 and proposed Outparcel D or include these parcels in the limits of the DET. Revise all general notes and acreages accordingly.

    b. Show and label the access easement (Liber 8581 folio 174), located on the east of Parcel 4.

    c. Relabel Parcel 4 as Parcel 2 to maintain sequential order for the parcels on subsequent final plats of subdivision.

    d. Show and label the mitigated and unmitigated noise contour lines (55 dBA/Leq and 65 dBA/Leq at ground and upper levels) on the DET plans.

    e. Denote the required noise mitigation features on the DET plans and on the architectural elevations.

    f. Label the two areas of public right-of-way dedication along MD 332 (Old Central Avenue) and provide the square footage of the dedication.

    g. Revise the site plan to show the location of fire lane markings and signage.

    h. Clearly show, label, and provide a detail for crosswalks on the site plan that conform with Section 27-4204(b)(1)(C)(iii) of the Prince George's County Zoning Ordinance.

i. Provide dimensions on the architecture showing that the proposed building-mounted signs next to the doors are not less than 10 feet above the ground.

j. Revise the signage detail to indicate the illumination, materials, and mounting, in conformance with Section 27-61504 General Standards and Section 27-61505 Standards for Specific Sign Types of the Prince George's County Zoning Ordinance.

k. Provide full details of the size and equipment proposed for the yoga and game rooms in support of the value.

l. Provide labeling, with detailed callouts, for all proposed outdoor recreational facilities.

m. Revise the triggers for each recreational facility to "Prior to the issuance of the final certificate of occupancy for the associated building."

n. Revise the fence material, as necessary to conform to the material requirements in Section 27-6604(b) of the Prince George's County Zoning Ordinance.

o. Revise the photometric plans to provide details for all lights, including pedestrian, decorative, and wall pack lighting, incorporate them in the photometric measurements, and demonstrate that they are in conformance with applicable design requirements in Section 27-6700 of the Prince George's County Zoning Ordinance.

p. Revise the architecture to demonstrate conformance to the transparency requirements in Section 27-61203(d)(1) of the Prince George's County Zoning Ordinance.

q. Revise the site plan to show a bicycle lane along the site's frontage of MD 332 (Old Central Avenue), unless modified by the operating agency with written correspondence.

r. Revise the site plan to show a side path or wide sidewalk along the site's frontage of Rollins Avenue, unless modified by the operating agency with written correspondence.

s. Revise the site plan to demonstrate conformance to the maximum curb cut width of 24 feet as required by Section 27-4204(b)(1)(B) of the Prince George's County Zoning Ordinance.

t. Revise the architectural elevations to incorporate some gabled/sloped roof elements on the façades that are adjacent to single-family detached dwellings, in accordance with Section 27-61203(c)(1)(a) of the Prince George's County Zoning Ordinance.

u. Revise the architectural elevations to conform to the Minimum Building Façade Fenestration/Transparency Percentage requirement in Section 27-4204(e)(3).

v. Revise both buildings to conform to the Minimum Build-to Line requirement in Section 27-4204(e)(3), except for Building 2 along its MD 332 frontage as discussed herein.

w. Revise the landscape schedules provided on the landscape plans, as follows:

(1) Revise the Tree Canopy Coverage schedule and landscape plan to demonstrate conformance to the 20 percent requirement for the Residential Single-Family-65 (RSF-65) Zone.

(2) Revise the landscape plan relative to the site plan adjustments and ensure all landscape schedules are updated to match the plan.

(3) Combine the Section 4.7 landscape schedules for the eastern side of proposed Parcel 4, to cover the entire property length.

2. Prior to the certification of the Type 2 tree conservation plan (TCP2) for this site, the applicant and the applicant's heirs, successors, and/or assignees shall:

a. Revise the label for Outparcels A–D, to be in a darker, more visible, line type.

b. Correct the zone in the Environmental Planning Section general information table to "RSF-65".

c. Indicate that the existing woodlands on proposed Outparcel D will be preserved with this application. Development of Outparcel D will be analyzed with a future application.

d. Remove all engineer editing notes from the TCP2.

e. Revise General Note 9 to reference, "CB-27-2010, Section 25-119(g)".

f. Provide the general phasing note on the TCP2:

"Work on this project will be initiated in several phases. All temporary TPFs required for a given phase shall be installed prior to any disturbance within that phase of work."

g. Provide the general TCP2 notes for preservation and reforestation. Include the detailed graphics for the permanent and temporary tree protection fences and include these line types on the plan.

h. Show the proposed public safety building that is located on proposed Parcel 3.

i. Correct the woodland conservation worksheet using the template for phased projects found on www.pgplanning.org.

j. Submit a draft of the erosion and sediment control technical plan. The ultimate limits of disturbance for the project shall be consistent between the erosion and sediment control technical plan and the TCP2.

3. Prior to the issuance of a demolition permit for 6181 Old Central Avenue (tax account 18-1992403), the Lyndon Hill School building shall be thoroughly documented on a Maryland Inventory of Historic Properties form by a 36CFR61-certified consultant. The form shall be submitted in draft to the Historic Preservation staff of the Development Review Division of the Prince George's County Planning Department, for review and approval, and the final form shall be submitted to the Maryland Historical Trust.