



The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Development Review Division
301-952-3530

Note: Staff reports can be accessed at <http://mncppc.igmp2.com/Citizens/Default.aspx>

Detailed Site Plan

DSP-06001-03

The Commons at Addison Road Metro

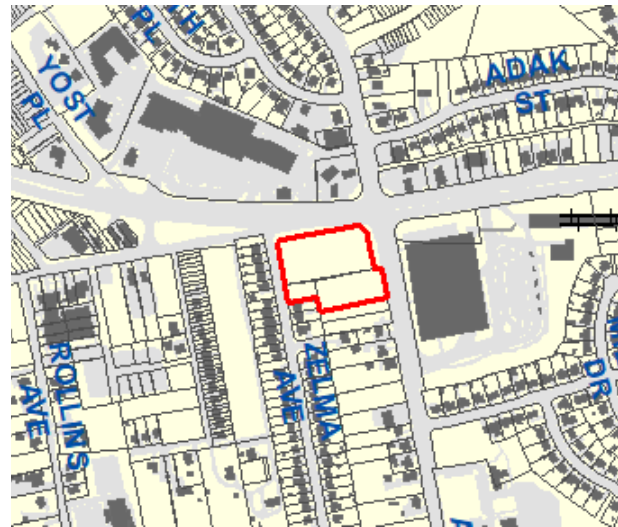
REQUEST	STAFF RECOMMENDATION
<p>This case was continued from the Planning Board hearing date of March 5, 2020 to April 9, 2020.</p> <p>Development of a mixed-use building including 193 multifamily dwelling units and 11,000 square feet of ground-floor commercial uses.</p>	Approval with conditions

Location: In the southwest quadrant of the intersection of MD 214 (Central Avenue) and Addison Road, with frontage on Zelma Avenue.

Gross Acreage:	2.98
Zone:	C-S-C/R-55/D-D-O
Dwelling Units:	193
Gross Floor Area:	182,500 sq. ft.
Planning Area:	75A
Council District:	07
Election District:	18
Municipality:	N/A
200-Scale Base Map:	201SE06

Applicant/Address:
6301 Central Avenue, LLC
Banneker Ventures, LLC
1738 Elton Road, Suite 215
Silver Spring, MD 20904

Staff Reviewer: Andrew Bishop
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Planning Board Date:	04/09/2020
Planning Board Action Limit:	Indefinite
Staff Report Date:	03/26/2020
Date Accepted:	04/10/2019
Informational Mailing:	09/25/2018
Acceptance Mailing:	03/29/2019
Sign Posting Deadline:	02/04/2020

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 DSP-06001-03
Type 2 Tree Conservation Plan TCP2-013-2019
The Commons at Addison Road Metro

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

EVALUATION

The detailed site plan was reviewed and evaluated for compliance with the following criteria:

- a. The requirements of the October 2000 *Approved Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity*;
- b. The requirements of the Prince George's County Zoning Ordinance in the Commercial Shopping Center Zone and the One-Family Detached Residential Zone;
- c. The requirements of Preliminary Plans of Subdivision 4-05068 and 4-08019;
- d. The requirements of Detailed Site Plan DSP-06001 and its amendments;
- e. The requirements of the Development District Overlay Zone;
- f. The requirements of the 2010 *Prince George's County Landscape Manual*;
- g. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance; and,
- h. Referral comments.

FINDINGS

Based upon the analysis of the subject application, the Urban Design staff recommends the following findings:

- Request:** The subject application requests approval of an amendment to a detailed site plan (DSP) for a mixed-use building including 193 multifamily dwelling units and 11,000 square feet of ground-floor commercial uses. This amendment completely supersedes the previous approvals of the DSP.

2. Development Data Summary:

	EXISTING	PROPOSED
Zone	C-S-C/R-55/D-D-O	C-S-C/R-55/D-D-O
Use	Vacant	Multifamily residential; commercial
Acreage	2.75 C-S-C/D-D-O 0.23 R-55/D-D-O	2.75 C-S-C/D-D-O 0.23 R-55/D-D-O
Total Acreage	2.98	2.98
Parcels	2	2
Lots	1	1
Total Gross Floor Area (sq. ft.)	0	182,500

Proposed Development		
Unit Type	Approved with DSP-06001-01	Proposed with DSP-06001-03
Studio	0	10
1 Bedroom	79	123
2 Bedroom	91	60
3 Bedroom	1	0
Total	171	193
Office	37,170 sq. ft.	0 sq. ft.
Library	32,820 sq. ft.	0 sq. ft.
Retail	15,890 sq. ft.	11,000 sq. ft.

PARKING AND LOADING TABULATION

Use	Number of Spaces Required*	Number of Spaces Provided
Total Parking	300	160
Studio 10 @ 1.33/unit	14	
1BR 123 @ 1.33/unit	164	
2BR 60 @ 1.66/unit	100	
11,000 sq. ft. of retail @ 1/250 sq. ft.	22**	
Total On-site Surface Parking		122
Handicap-Accessible		2
Standard Spaces		78 (22 reserved for commercial uses)
Compact		42

Use	Number of Spaces Required*	Number of Spaces Provided
Total On-site Garage Residential Parking		38
Handicap-Accessible		5
Standard Spaces		24
Compact		8
Parking and Ride Space		1***
Total Loading Spaces	3	3
Multifamily		
1 space/100 to 300 Dwelling Units	1	1
Retail (11,000 sq. ft.)		
1 space/ 2,000 – 10,000 GFA +1 space/ for 10,000 – 100,000 GFA	2	2

Note: *The 2000 *Approved Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity* does not include specific requirements for the number of residential parking or loading spaces required; therefore, Sections 27-568 and 27-582 of the Zoning Ordinance serve as the requirements for the site, and the applicant is requesting an amendment to that requirement, as discussed in Finding 8.

**Parking site design standard S2.Q. of the Development District Overlay Zone of the 2000 *Approved Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity* allows for a reduction in the required number of commercial parking spaces on a property, but not more than one half (page 177).

***The application proposes one space for the use of ride-share services, such as Uber and Lyft, that has been included in the total number of spaces provided. Due to the size of the development, and with respect to the applicant's justification that the development has been designed to promote pedestrian-friendly, transit-oriented development near the Metro station, staff recommends that two spaces be provided for ride-share services, as conditioned herein.

3. **Location:** The site is located in Planning Area 75A, Council District 7. More specifically, it is located in the southwest quadrant of the intersection of MD 214 (Central Avenue) and Addison Road, across from the Addison Road Metro Station, at 6301 Central Avenue. In addition, it is noted that the property is located within the Subarea 3–Metro West (Town Commons) portion of the 2000 *Approved Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity* (ARM Sector Plan and SMA).
4. **Surrounding Uses:** The subject property is bounded to the north by MD 214, with commercial land uses beyond; to the west by Zelma Avenue, with single-family detached residential uses beyond; to the south by single-family detached residential uses; and to the east by Addison Road, with the Addison Road Metro Station beyond.

5. **Previous Approvals:** Preliminary Plan of Subdivision (PPS) 4-05068 was approved by the Prince George's County Planning Board on February 9, 2006 (PGCPB Resolution No. 06-37) for Parcel A, on which the mixed-use building is proposed. Detailed Site Plan DSP-06001 was subsequently approved by the Planning Board on September 21, 2006 (PGCPB Resolution No. 06-217) for a mixed-use development to include 170 multifamily units and 22,696 square feet of commercial uses within an eight-story building. The Prince George's County District Council elected to review the case and affirmed the Planning Board decision, with additional conditions, on May 15, 2007. On June 2, 2008, the District Council approved a Revised Condition 4.m., which relates to the undergrounding of utilities.

PPS 4-08019 was approved by the Planning Board on September 25, 2008 (PGCPB Resolution No. 08-124) for Parcel 87, on which a surface parking compound is proposed by the subject DSP. DSP-06001-01 was subsequently approved by the Planning Board on April 8, 2010 (PGCPB Resolution No. 10-50) for construction of 171 multifamily units, 15,890 square feet of retail, 37,170 square feet of office, a 32,820-square-foot public library, and a freestanding, four-story parking garage. The subject application supersedes the previous DSP approvals.

In addition, the site has an approved Stormwater Management (SWM) Concept Letter, 24628-2005-03, and associated plan that is valid until February 28, 2022.

6. **Design Features:** This amendment to the DSP proposes a six-story, 193 multifamily dwelling unit, mixed-use building, similar to the previous approvals. However, the mix of uses proposed has been modified and the site layout reconfigured, and will supersede prior approvals.

The building is oriented toward MD 214 and is located approximately 55 feet from the public right-of-way. Between the building and the street, the DSP proposes to enhance the streetscape by including an 8-foot pedestrian sidewalk along MD 214 and a generous amount of landscaping. Three distinct plaza and courtyard areas to serve the users of the site are proposed between the building and MD 214. Each plaza includes different paving patterns and finishes to accent the spaces and provide visual interest. The plazas include a passive recreation space with grills, landscaping, and open space for residents of the building on the western end of the frontage; a central residential entrance plaza; and an urban plaza with seat walls, benches, tables, and a public art element adjacent to the ground-floor commercial portion of the building, near the intersection of MD 214 and Addison Road.

The western plaza proposes a passive recreation space and landscape area that is screened from MD 214 by a 7-foot-high, decorative wood wall for privacy and to mitigate the noise from the roadway. Staff recommends that the height of this fence be reduced to a maximum of 5 feet to improve the scale of the plaza, as conditioned herein.

The site proposes a drive aisle behind the building that runs across the site from Addison Road on the east to Zelma Avenue on the west. The elevation at the rear of the site is higher than the elevation along MD 214, and a retaining wall is proposed along the southern property line to accommodate this change. The applicant is proposing to finish the face of the retaining wall with a mural that will introduce art and design into this area of the site.



Figure 1: Examples of Proposed mural and public art

Parking for the site is proposed at the rear and side of the building and includes 122 surface parking spaces and 38 garage parking spaces, which are located under the building in a subsurface parking garage.

Architecture

The building is six stories and approximately 75 feet in height. The first floor of the building is proposed with ground-floor commercial retail uses on the eastern portion of the building and residential units on the western portion of the building, in addition to the main entrance and lobby. The main residential entrance to the building, which leads to the lobby space, a conference room, a lounge/media room, a clubroom, a fitness center, a multipurpose room, and men's and women's rest rooms, is further accented by a cantilevered metal canopy. Floors two through six are proposed with residential units, and a number of units include Juliet or full-size balconies.

The architectural design of the multifamily building is contemporary, with a generally flat roof, and is finished with a mix of materials including brick, concrete panels, glass, and metal. Three shades of red brick on the building face are proposed in textured and smooth horizontal bands, in combination with vertical bands of concrete panels, which are proposed in varied shades of gray. Emphasis has been given to the variety of materials used on the façades through different volumes, massing, architectural design elements, and finish materials. Blue canvas canopies are proposed on the northern and eastern elevations, directly above the oversized steel and tempered glass windows, and help break up the horizontal mass of the building.

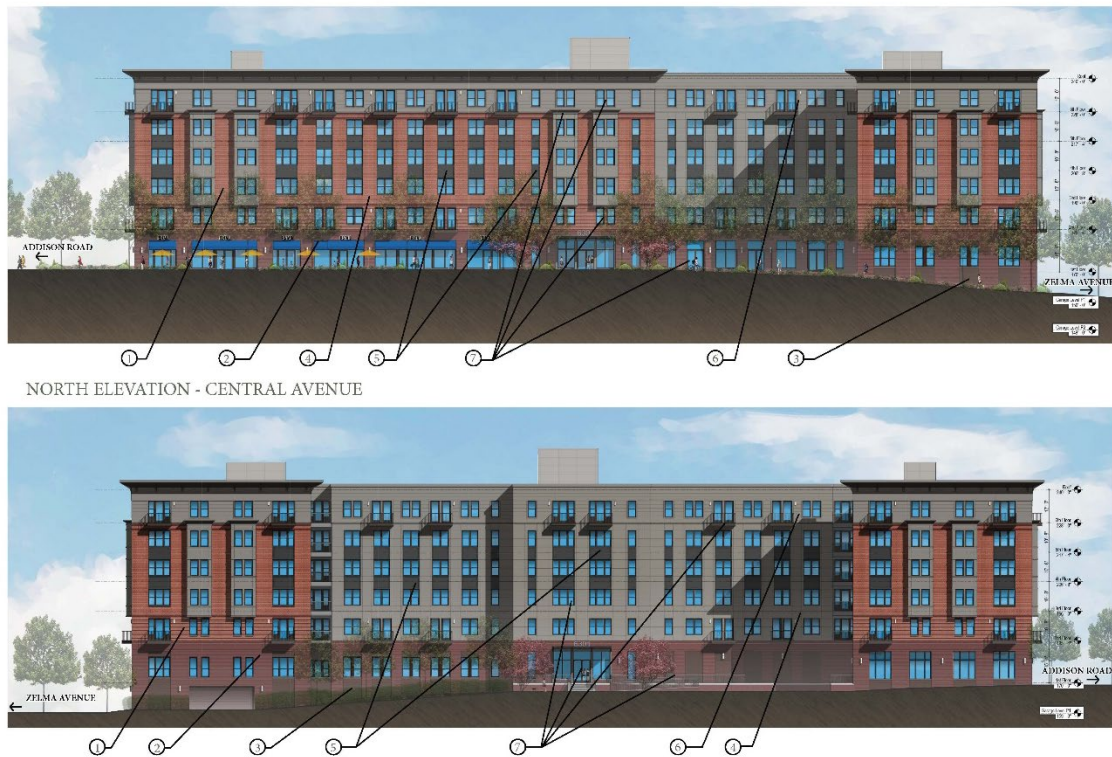


Figure 2: Proposed Architectural Elevations

Signage

Multiple sign areas are proposed on the building and the canopies for the individual retail tenants, in addition to signage for the multifamily building that is proposed above the main entrance to the building and on a blade sign on the northern and eastern building elevations.

The sign areas vary and measure approximately 6 to 70 square feet and bear the tenant's name and logo for the various retail locations and multifamily building. The applicant has provided sign illustrations and locations for the signs on the façades of the structure. The signage for this application is generally acceptable. It is noted that some of the retail sign examples appear to be internally illuminated. The standards stated in the Development District Overlay (D-D-O) Zone do not specifically prohibit internally illuminated signs, but recommend that signs be externally illuminated. However, staff is not opposed to the modern style of internally illuminated signs proposed.

A signage schedule of the individual signs showing the square footage was included for the multifamily building, but did not include the future commercial tenants. Instead, examples of the signage proposed for the commercial tenants show blade, building-mounted, channel-letter, and canopy signs. The sign examples propose high-quality attractive sign alternatives, enhance the architectural character of the building, and create a sense of place encouraging the creation of a mixed-use development in proximity to the Addison Road Metro Station. The signage examples also propose sign standards and limit the square footage of the individual retail signs to 31.5 square feet each. The signage schedule only includes the proposed freestanding and building-mounted signage for the multifamily

building and should also include the future commercial tenant signage for clarification. This revised schedule should include a note stating that the proposed and allowed signage area is equal to, or less than, what is allowed by Section 27-613 of the Prince George's County Zoning Ordinance, as is required by the D-D-O Zone standards (page 221). In addition, it is noted that the signage schedule provided with the DSP includes wayfinding signage, such as parking and directional signage. This type of signage does not count toward the total amount of signage allowed and should be removed from the schedule.

Therefore, conditions requiring the applicant to revise the signage schedule have been included in the Recommendation section of this report.

One six-foot-tall, double-faced, freestanding sign is proposed along Addison Road, near the entrance to the site. The sign is constructed of aluminum and mounted on a brick veneer base. The sign includes back-lit, gold leaf lettering on a black background. The 11-foot-wide sign includes landscaping at its base for seasonal interest and has been found acceptable, with the exception of the illumination, which is not allowed by the D-D-O Zone; however, an amendment to allow the sign's illumination is recommended for approval.

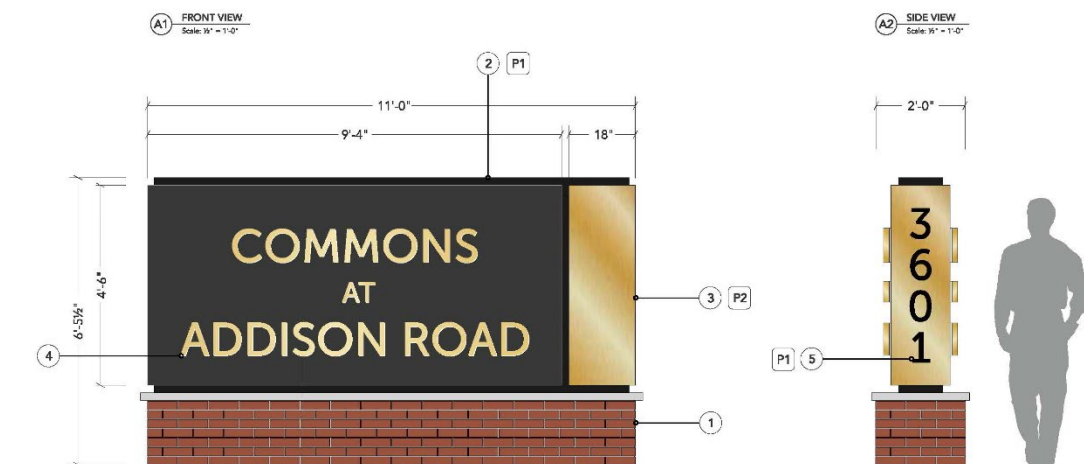


Figure 3: Proposed Freestanding Sign

Lighting

The applicant states that the DSP proposes to integrate building-mounted, pole-mounted, and other accent lighting, such as bollards, sconces, and other architectural lighting, throughout the site. The submitted photometric plan shows adequate lighting for users on-site and is sufficient for illuminating site access, drive aisles, building entryways, and walking paths. However, it is noted that the details of the proposed lighting have not been included and should be provided for clarification. Therefore, a condition has been included requiring the applicant to provide the details and specifications for the various types of proposed building-mounted and site lighting, and clearly label their locations throughout the site.

Loading and Trash Facilities

Loading spaces are proposed on the site, one for the multifamily building and two for the commercial retail uses. These loading spaces are located on the southeast portion of the site, at the rear of the building. The three loading spaces proposed with this application meet the required number of spaces and are appropriately screened from the public rights-of-way by the building. Trash facilities will be located internal to the building.

COMPLIANCE WITH EVALUATION CRITERIA

7. **2000 Approved Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity and the standards of the Development District Overlay (D-D-O) Zone:** The subject property is located within the Subarea 3–Metro West (Town Commons) portion of the D-D-O Zone implemented by the ARM Sector Plan and SMA. An amendment to the D-D-O Zone use table allowing dwelling units above the first floor of a building containing commercial uses, four or more stories in height, was approved by the Planning Board with DSP-06001, in accordance with Section 27-548.26(b)(1)(B) of the Zoning Ordinance. An amendment, DSP-06001-01, was approved by the Planning Board and, in both cases, the District Council affirmed the Planning Board’s approval of the amendment to the list of allowed uses to permit dwelling units above the first floor of a building containing commercial uses.

The unit mix of this DSP has been revised, but the use remains the same as the prior applications. Dwelling units are proposed above the first floor within the main building on Parcel A, which contains commercial uses and is more than four stories in height. The previously approved amendment to the use table for the subject property continues to apply to the subject DSP-06001-03.

Requests to Amend Development District Standards—The submitted application and statement of justification (SOJ) indicate the need to deviate from a number of development district standards, in order to accomplish the proposed development on the subject property. In accordance with Section 27-548.25(c) of the Zoning Ordinance, if the applicant so requests, the Planning Board may apply development standards which differ from the approved development district standards. These alternate standards may be approved if they can be found to benefit the development and the development district and will not substantially impair implementation of the master plan, master plan amendment, or sector plan. These alternate standard requests are discussed, as follows (all page numbers reference the sector plan):

- a. **S1. Vehicular Circulation/Access, Standard C (page 174): Vehicular entrance drives shall permit safe and clear pedestrian crossings. Sidewalk material should continue across driveway aprons.**

The applicant has not provided a justification for this amendment; however, staff finds that the application is not in conformance with this standard, and notes that the DSP proposes crosswalk markings, which are limited to striping only at the drive aisle intersections on the site. Staff recommends that the plans be revised to provide raised crosswalks that include a material change at all drive aisle intersections and all internal pedestrian crossings on-site. Therefore, staff recommends that the Planning Board **disapprove** this amendment request.

- b. **S3. Building Siting and Setbacks, Standard C (page 180): A front build-to line between 10 and 15 feet from the right-of-way line shall be established for office, retail/commercial and institutional buildings which front onto MD 214 and Addison Road.**

The proposed mixed-use building does not meet the build-to line setbacks and proposes a varied setback of 12 to 60 feet from the right-of way. This is needed because of the zone of influence established by the adjacent underground Metro tunnel, and a larger setback from MD 214 and Addison Road is required. Given the site's constraints and the improvements proposed along these streetscapes, staff finds that the requested amendment will benefit the proposed development and development district and will not substantially impair implementation of the sector plan. Therefore, staff recommends that the Planning Board **approve** this amendment request.

- c. **B1. Height, Scale and Massing, Standard I (page 205): Proposed buildings shall be between one and four stories in total height within the town center.**

The proposed building exceeds the maximum height of four stories, as is limited by the D-D-O Zone. The applicant's proposal for a six-story building is supported by staff, is not inconsistent with prior approvals for the site, and conforms to the D-D-O Zone's objective to encourage a vertical mix of uses and the creation of residential uses above ground-floor retail along the main street of the Town Commons, Addison Road, and MD 214 (pages 90, 166-168). The applicant's proposal is consistent with this recommendation, and staff notes that it will revitalize the town center with new, upscale residential and commercial development that will lead to new business and increased densities near the Metro station, in accordance with the Plan Prince George's 2035 Approved General Plan (Plan 2035). Therefore, staff finds that the requested amendment will benefit the proposed development and development district and will not substantially impair implementation of the sector plan. Therefore, staff recommends that the Planning Board **approve** this amendment request.

- d. **B7. Signs, Standard H (page 220): Signs that are externally lit are recommended and should be directed to illuminate the sign face only. Sign faces that are internally lit are not recommended. Individual letters or characters should be lit instead of the entire sign face.**

The applicant has not provided a justification for this amendment; however, staff does not have an objection to the proposed back-lit letters for the freestanding signage showing the name of the development. Other examples of signage for the future commercial tenants offer a variety of signage options, including illuminated box-panel and channel-letter signs. Staff recommends that the future signage for the commercial tenants be externally-illuminated or propose back-lit letter signage, consistent with the freestanding signage. Staff finds that the requested amendment will not substantially impair implementation of the master plan. Therefore, staff recommends that the Planning Board **approve** this amendment request.

8. **Prince George's County Zoning Ordinance:** The subject site plan has been reviewed for conformance with the applicable requirements of the Commercial Shopping Center (C-S-C), One-Family Detached Residential (R-55), and D-D-O Zones and the site design guidelines. The following discussion is offered regarding these requirements:
- a. The project is subject to the applicable requirements of the Zoning Ordinance for the C-S-C and R-55 Zones, which are not superseded by the D-D-O Zone.
 - b. The applicant has proposed a site plan, in accordance with Section 27-283 (Site design guidelines) of the Zoning Ordinance, that further cross-references the same guidelines as stated in Section 27-274 of the Zoning Ordinance, specifically in regard to parking, loading, internal circulation, service areas, and lighting.
 - c. The ARM Sector Plan and SMA does not have specific requirements for the number of residential parking spaces. Therefore, Section 27-568 of the Zoning Ordinance serves as the requirement; 278 spaces are required. The DSP proposes only 138 parking spaces to support the residential use. Section 27-548.25(e), for the D-D-O Zone, specifically states:

(e) If a use would normally require a variance or departure, separate application shall not be required, but the Planning Board shall find in its approval of the site plan that the variance or departure conforms to all applicable Development District Standards.

The applicant seeks a departure for the number of parking spaces. While the commercial parking being provided on the site meets the development district standard, the applicant requests an approximate 50 percent reduction (a waiver of 140 parking spaces) in required residential parking.

The applicant asserts that one of the primary goals of the sector plan is to promote transit-oriented development near the Addison Road Metro Station. In stating this, the applicant notes that the site is directly across the site from the Addison Road Metrorail Station, and the sector plan emphasizes that transit-oriented development serves the pedestrian users, not the automobile. The applicant believes that this development, as proposed, is one step in realizing the sector plan concept of minimizing automobile impacts, and creating a walkable neighborhood while affording pedestrians and Metrorail users more convenience.

The applicant states that the DSP is taking measures to mitigate parking issues and incentivize the use of transit and other modes of transportation, and this includes the following:

- a. Offering residents signing a one-year lease, a Washington Metropolitan Area Transit Authority (WMATA) SmarTrip card worth up to \$200 per year for each year (up to five years) that they are residents of the complex.
- b. Proposing graduated pricing for onsite parking.

- c. Including wide sidewalks to facilitate pedestrian movement along Central Avenue, and a planting strip, thereby creating an improved edge. The 12-foot-wide sidewalk, as proffered by the applicant, along Central Avenue will further connect this site to the rest of the community.
- d. Proposing a five-foot wide sidewalk along the subject site's entire frontage of Zelma Avenue.
- e. Proposing a dedicated shared-ride location (serving Uber, Lyft, and other ride-sharing services) with signage. The provision of a shared-ride location will provide a safe and defined location for utilization of such services, encourage ride-sharing drivers to be more readily available to residents and visitors, and prevent the blockage of traffic flow along Central Avenue for all users.
- f. Proposing the installation of 48 bicycle spaces within the garage along with an additional 26 bicycle spaces at the rear of the building. These spaces will be augmented with a bicycle repair station for the use of residents and visitors and the establishment of a cycling club for residents of the building and the general community.

The Transportation Planning staff also analyzed approved parking ratios for several Prince George's County projects, as well as projects in Montgomery County, as compared to the current proposal. While it is believed that the location of the site and the amenities provided by the applicant justify a reduction from the parking requirements in Section 27-568, it is also observed that the parking ratio (the number of parking spaces provided divided by the number of residential units) is lower than any projects that have been recently constructed in Prince George's County. Nevertheless, given the location and the proffers for amenities and incentives provided by the applicant, the transportation staff believes that the 50 percent reduction in residential parking for this site is supportable.

With the proximity of an adjacent residential area, parking reductions should be consistent with the needs of the future residents of the site under review, but must also consider that the parking and loading needs of adjacent residential areas will not be infringed upon. While this is a finding for granting a separate parking departure and is not a requirement for reducing parking within the D-D-O Zone, it is believed that the amenities and incentives proposed by the applicant will go far toward addressing the issue of parking in nearby neighborhoods.

In conclusion, the DSP's reduction in parking will encourage pedestrian mobility and promote transit-oriented development near the Metro station. The reduction in the number of parking spaces decreases the total amount of asphalt surface area on the site. The layout of the proposed parking on-site is broken into multiple locations. In addition, it is noted that the size of the parking spaces and their relationship to the multifamily building conform to all of the applicable D-D-O Zone standards and meet the intent of the D-D-O Zone. Therefore, staff is recommending that the Planning Board approve this departure for a reduction in the number of parking spaces.

9. **Preliminary Plan of Subdivision 4-05068:** PPS 4-05068 was approved by the Planning Board on February 9, 2006 (PGCPB Resolution No. 06-37) for Parcel A, on which the main mixed-use building is proposed, subject to 18 conditions, of which the following are applicable to the review of this application and warrant discussion, as follows:

2. **In conjunction with the detailed site plan, a Type II tree conservation plan shall be approved, if required.**

A Type2 tree conservation plan (TCP2) has been submitted with this application and is recommended for approval, with conditions, as discussed in Finding 14.

3. **Development of this site shall be in conformance with the Stormwater Management Concept Plan, #24628-2005-00, and any subsequent revisions.**

The site has an approved revised SWM Concept Letter, 24628-2005-03, which is in conformance with the site's design.

5. **A Phase II noise study shall be prepared and included in the submission package for the detailed site plan (DSP). It shall contain specific building material recommendations to ensure that the interior noise levels are 45 dBA Ldn or less. The DSP shall locate any outdoor activity areas and the noise study shall address how noise levels have been mitigated to 65 dBA Ldn or less for these areas. The DSP shall address, if it is determined appropriate, the issue of possible ground vibration from the Metro tunnel located in the northeast corner of the site.**

A Phase II traffic noise analysis, prepared by Acoustics 2 Acoustical Consultants, dated December 2, 2019, was submitted with this DSP. Results from the study reflected noise impacts in excess of 65 dBA Ldn along MD 214, and show the location of the unmitigated 70 and 65 dBA Ldn noise contours related to MD 214 and Addison Road. The location of the combined noise contour for these roadways is shown on the DSP and TCP2.

Based on the review of the DSP, the outdoor activity areas proposed in the plaza spaces in front of the building will be impacted. The location of these spaces is intended to activate the streetscape, interact with the pedestrian experience, and engage the public realm; therefore, the noise impact in these areas cannot be avoided. Staff recommends the use of additional noise mitigation techniques, such as additional landscaping and short walls or other noise mitigation techniques, to define the space and assist in the mitigation of noise in these outdoor areas.

Noise impacts, with regard to interior noise, are proposed to be addressed through the use of architectural materials and will be sufficient to reduce interior noise levels to 45 dBA Ldn or less, as required.

A condition has been included in this report requiring the applicant to submit a certification by a professional engineer, with competency in acoustical analysis, to the Maryland-National Capital Park and Planning Commission (M-NCPPC), and a note shall added to the building permit stating that "the affected building shells of

this structure has been designed to reduce interior noise levels to 45 dBA Ldn or less” at the time of building permit.

6. **At time of DSP review, the DSP shall show the locations and design of all bioretention and/or infiltration facilities for stormwater management and all associated landscaping shall be shown on the landscape plan.**

SWM Concept Plan 24628-2005-03 states that water quality and quantity control is required to be provided with retention and infiltration. The approved SWM concept plan shows this requirement will be met with an underground SWM facility that will store and filter stormwater runoff. The facility is located in the southwest corner of the site. In addition, the project is required to provide a SWM fee of \$13,920, in lieu of providing additional on-site quality and quantity control measures.

9. **The applicant, his heirs, successors and/or assignees shall make a monetary contribution (determined at the time of detailed site plan) to the M NCPPC Department of Parks and Recreation for the development of the Rollins Avenue Neighborhood Park, for the fulfillment of the mandatory dedication of parkland requirements. The timing for the payment of the monetary contribution shall be established at the time of review of the DSP.**

At the time of review of DSP-06001, the Prince George’s County Department of Parks and Recreation (DPR) indicated that the applicant’s contribution should be \$57,138 for development of the Rollins Avenue neighborhood park, to be contributed prior to approval of any building permit. This issue remains applicable and a condition is included in the Recommendation section of this report requiring the applicant to provide the contribution prior to issuance of the building permit.

10. **In conformance with the adopted and approved Addison Road Metro Town Center and vicinity sector plan, the applicant and the applicant’s heirs, successors, and/or assignees shall provide the following:**

- a. **Provide a minimum eight-foot-wide sidewalk along the subject site’s entire road frontage of MD 214, unless modified by SHA.**
- b. **Provide a minimum eight-foot-wide sidewalk along the subject site’s entire road frontage of Addison Road, unless modified by DPW&T.**
- c. **Provide a standard sidewalk along the subject site’s entire road frontage of Zelma Avenue, unless modified by DPW&T.**

The submitted plans show sidewalks of the required widths along the appropriate road frontages. Specifically, the plans show an 8-foot-wide sidewalk along the subject site’s entire frontage of MD 214 and Addison Road, that are separated from the curb by a 5-foot-wide landscape strip. In addition, it is noted that the plan proposes a 5-foot-wide sidewalk and landscape strip along the subject site’s entire road frontage of Zelma Avenue, as required. These improvements are subject to modification by the operating agencies at the time of permitting.

- 12. The applicant, his heirs, successors and/or assignees shall submit three original Recreational Facilities Agreements (RFA) to DRD for construction of private recreational facilities, for approval prior to the submission of final plats. Upon approval by DRD, the RFA shall be recorded among the county Land Records.**

This requirement was initially fulfilled prior to the approval of the final plat for Parcel A. However, the currently proposed private on-site recreational facilities are significantly different from those originally approved and listed in the RFA. The RFA on record at Liber 31088 Folio 315 will require revision, at the time of final plat, to reflect the recreational facilities to be approved with this DSP.

- 17. The following access and circulation issues shall be addressed at the time of detailed site plan:**

- a. The elimination of the direct access to the parking garage from Zelma Avenue.**

Direct access to the underground parking garage is not proposed from Zelma Avenue, and it is noted that the above-ground parking garage is no longer proposed.

- b. The provision of limited access to Addison Road, which prohibits any left turn to and from the site.**

Driveway access onto Addison Road, a master plan arterial, was allowed with the approval of PPS 4-05068, pursuant to a variation from Section 24-121(a)(3) of the Subdivision Regulations. However, that variation limited access to right-in/right-out only. While the current plans show an access driveway accommodating right turns in and out of the site, the plan also proposes northbound left-turn access into the site from Addison Road. In support of the design, the applicant has filed a request for reconsideration of the PPS to amend the left-turn restriction. The reconsideration is pending Planning Board hearing on the merits. Revisions to the median or other aspects of the road design are right-of-way improvements, which are under the review of the operating agency and outside the scope of this DSP. A condition is included in the Recommendation section of this report requiring the access to be shown in accordance with the PPS, unless modified.

- 18. Total development within the subject property under this preliminary plan shall be limited to 162 residences (21 three bedroom units, 113 two bedroom units, and 28 one bedroom units), and 24,500 gross square feet of retail commercial uses, or other mix of commercial and residential uses that generate no more than 163 AM and 226 PM peak hour vehicle trips. Any development beyond the AM and PM peak hour trips noted herein shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

This condition establishes an overall trip cap for the subject property of 163 AM and 226 PM peak-hour trips. The subject proposal would generate 145 AM and 182 PM peak-hour trips as noted in the table below, which complies with the established trip cap.

Trip Generation Summary: DSP-06001-03: Commons at Addison Road								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Residential	193	Residences	27	108	135	100	54	154
Commercial/Retail	11,000	square feet	6	4	10	20	22	42
Less Pass-By (34 percent PM)			0	0	0	-7	-7	-14
Net Trips for Proposed Commercial/Retail			6	4	10	13	15	28
Total Trips for DSP-06001-03			33	112	145	113	69	182
Trip Cap: PPS 4-05068/4-08019					163			226

- 10. Preliminary Plan of Subdivision 4-08019:** PPS 4-08019 was approved by the Planning Board on September 25, 2008 (PGCPB Resolution No. 08-124), subject to five conditions, for existing Parcel 87, on which a surface parking lot is proposed. The conditions warrant discussion, as follows:

- 1. Development of this site shall be in conformance with the Stormwater Management Concept Plan, No. 24628-2005-01 and any subsequent revisions.**

As discussed in Finding 9, it is noted that the site has an approved revised SWM Concept Letter, 24628-2005-03, and it is in conformance with the site's design.

- 2. Total development within the subject property shall be limited to construction of a parking garage which is projected to generate zero AM and zero PM vehicle trips. The proposed parking facility is to serve the required parking needs (Part 11) for the Commons at Addison Road Development Preliminary Plan of Subdivision (4-05068) only. Any other use of the proposed parking structure or any additional development on this site shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities. Direct access from Parcel B to Addison Road is denied without the approval of a variation to Section 24-121 of the Subdivision Regulations.**

This condition essentially requires that any parking shown within this parcel is ancillary to the uses within PPS 4-05068. The subject DSP shows surface parking on this area, and it serves the uses within the overall site. No other uses are proposed within the area of PPS 4-08019, and no direct access from this parcel to Addison Road is reflected on the plan; all access to this parking compound is from the interior driveway.

4. **Prior to approval of the final plat the applicant and the applicants heirs, successors and/or assignees shall obtain approval of a revision to Detailed Site Plan DSP-06001 (PGCPB Resolution No. 06-217) to incorporate Parcel A and the accessory parking garage proposed on Parcel B into one development site.**

The submitted DSP amendment fulfills this condition.

5. **In conformance with the Approved Addison Road Metro Town Center and Vicinity Sector Plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following:**
 - a. **Provide an eight-foot wide sidewalk along the subject site's entire road frontage of Addison Road, unless modified by DPW&T.**

An 8-foot-wide sidewalk is shown along the subject site's entire road frontage of Addison Road.

11. **Detailed Site Plan DSP-06001:** DSP-06001 was approved by the Planning Board on September 21, 2006 (PGCPB Resolution No. 06-217) for a mixed-use development to include 170 multifamily units and 22,696 square feet of commercial uses within one, eight-story building. The District Council elected to review the case and affirmed the Planning Board decision, with additional conditions, on May 15, 2007. The additional conditions required the addition of library and office uses and an increase in the building height, up to 10 stories. The conditions warrant discussion, as follows:

5. **All mechanical equipment and dumpsters shall be screened from public view and rights-of-way, with an appropriate buffer consisting of plantings, walls, or fences in compliance with the screening requirements of the Landscape Manual.**

Mechanical equipment is appropriately screened from the public rights-of-way. Specifically, the proposed transformers on Zelma Avenue are screened from the right-of-way with a wall, fence, and plantings. In addition, it is noted that the dumpsters are located within the building, and the loading areas are adequately screened from MD 214 and Addison Road by the building.

6. **Prior to the approval of any building permit, the applicant shall provide evidence of a contribution to the M-NCPPC Department of Parks and Recreation in the amount of \$57,138 for the development of the neighborhood park.**

The applicant has agreed to provide this contribution to DPR, as stated in Finding 9.

7. **In conformance with the Adopted and Approved Addison Road Metro Town Center and Vicinity Sector Plan, the applicant and the applicant's heirs, successors, and/or assigns shall provide the following:**

- a. **Construct_ the eight-foot-wide sidewalk along the subject site's entire frontage of Central Avenue (MD 214). This sidewalk shall be separated from the curb by a five-foot-wide grass planting strip.**
- b. **Construct the five-foot-wide sidewalk along the subject site's entire frontage of Zelma A venue. This sidewalk shall be separated from the curb by a five-foot-wide grass planting strip.**

The submitted plans are in conformance with the conditions noted above.

- 12. **Detailed Site Plan DSP-06001-01:** DSP-06001-01 was approved by the Planning Board on April 8, 2010 (PGCPB Resolution No. 10-50) for a mixed-use development with 171 dwelling units, 37,170 square feet of office space, a 32,820-square-foot library, 15,890 square feet of retail, a freestanding parking structure, and an indoor pool (natatorium) building. The District Council elected to review the case and affirmed the Planning Board decision, with additional conditions, on October 4, 2010. The Final Council Order includes 13 conditions of approval, which warrant discussion, as follows:

- 2. **A new final plat for Parcel A (Preliminary Plan 4-05068) shall be approved in accordance with Section 24-108 of the Subdivision Regulations. This plat in conjunction with the prospective final plat for Parcel B (Preliminary Plan 4-08019), shall both carry the following note:**

The combined proposed development on Parcel A (4-05068) and Parcel B (4-08019) shall be limited to uses generating no more than 163 AM and 226 PM peak hour trips. Any further development on either parcel that generates a traffic impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities, for that development generating the additional impact.

This condition of approval is still valid and has been carried forward with DSP-06001-03, with modifications. The intent of the above condition was to consolidate the parcels, which are proposed to have a unified development scheme and access from Parcel A. The consolidation of Parcels A and B, however, does not alter the PPS approvals for their respective land areas. Therefore, their respective trips caps will continue to apply. This final plat shall be required prior to issuance of any building permits and as conditioned herein.

- 3. **A final plat for Lot 5 of Block B shall be approved with the following note:**

"Development on Lot 5 of Block B is limited to a cumulative 5,000 square feet of gross floor area pursuant to Section 24-111(c). At such time that development should exceed this maximum, then a preliminary plan of subdivision shall be required."

This condition of approval is still valid and has been carried forward with DSP-06001-03, with modifications. The facts remain the same, as was evaluated with DSP-06001-01, regarding development of Lot 5, and a new final plat will establish the lot's proposed right-of-way dedication and 10-foot wide public utility

easement, as shown on the subject DSP. This final plat shall be required prior to issuance of any building permits, as conditioned herein.

4. **The application for the building permit for Parcel A shall contain a certification, to be submitted to The Maryland-National Capital Park and Planning Commission (M-NCPPC), prepared by a professional engineer with competency in acoustical analysis using the certification template. The certification shall state that the interior noise levels have been reduced through the proposed building materials to 45 dBA Ldn or less.**

This condition of approval is still valid and has been carried forward with DSP-06001-03.

5. **Prior to the issuance of any building permit, the applicant shall:**

- a. **Provide evidence that the proposed disturbances to WMATA-owned land have been approved by WMATA.**

This condition of approval is still valid, and the applicant has reached out to and will continue to coordinate with WMATA to limit any proposed disturbance to WMATA-owned property.

- b. **Provide evidence of a contribution for the benefit of the Prince George's County Memorial Library System, in the amount of \$57,138, for the development of the library on the subject property.**

When the District Council reviewed DSP-06001-01, this condition was modified to require the contribution for the benefit of the Prince George's County Memorial Library System. However, the library is no longer being proposed with the current application, and a monetary contribution to DPR is required to meet mandatory dedication of parkland requirements, as conditioned herein.

6. **The applicant shall place underground all on-site utility lines and facilities, for utilities that serve the subject property and the proposed project. Utility lines and facilities off site need not be underground, but the applicant shall participate in an underground utilities fund at Central Avenue (MD 214) and Addison Road, if one is created, to study or implement the underground placement of utilities in this vicinity. Funding contributions by the applicant shall not exceed \$10,000.**

This condition of approval is still valid and has been carried forward with DSP-06001-03. The applicant has indicated that all on-site utility lines and facilities serving the subject property will be placed underground, and is conditioned to revise the DSP to show conformance to this condition.

7. **All residential portions of the building shall be accessed only by an electronic security card system.**

A general note showing conformance to this condition has been added to the plan.

8. **The applicant shall construct the eight-foot-wide sidewalk along the subject's entire frontage of Central Avenue (MD 214), unless modified by SHA. This sidewalk shall be separated from the curb by a five-foot-wide grass planting strip, if right-of-way is available, unless modified by SHA.**
9. **The applicant shall construct the eight-foot-wide sidewalk along the subject site's entire road frontage of Addison Road, unless modified by DPW&T.**
10. **The applicant shall construct the five-foot-wide sidewalk along the subject site's entire frontage of Zelma Avenue, unless modified by DPW&T. This sidewalk shall be separated from the curb by a five-foot-wide grass planting strip.**

The submitted DSP shows conformance to the three conditions above.

12. **The fitness center, aerobics room, business center, media center, and lounge/billiards room shall be completed prior to the completion of the 123rd dwelling unit. Prior to issuance of the final Use and Occupancy Permit for the 171st dwelling unit, the applicant shall have completed the indoor pool building (natatorium).**

The application is proposing a fitness center, an aerobics room, a business center, a media center, and a lounge, in conformance to this condition, and is no longer proposing a pool with this DSP. The pool has been replaced by a series of outdoor amenity and plaza spaces featuring decorative finishes and other site elements along MD 214. No timing of construction is necessary for these facilities, as they are not provided in fulfillment of the mandatory dedication of parkland requirement.

13. **Conditions 4.m., 5, 6, 10.a., 10.f., 10.g., 10.i., 10.j., and 10.k. of the District Council's Order of Approval for Detailed Site Plan DSP-06001 remain valid and are applicable to the subject application.**

These conditions are discussed as follows:

4. **Prior to certification of the detailed site plan, the following revisions shall be made**
 - m. **The applicant shall place underground all on-site utility lines and facilities, for utilities that serve the subject property and the proposed project. Utility lines and facilities off site need not be underground, but the applicant shall participate in an underground utilities fund at Central Avenue and Addison Road, if one is created, to study or implement the underground placement of utilities in this vicinity. Funding contributions by the applicant shall not exceed \$10,000.**

This condition remains valid and has been carried forward in the subject application.

5. **All mechanical equipment and dumpsters shall be screened from public view and rights-of-way, with an appropriate buffer consisting of plantings, walls, or fences in compliance with the screening requirements of the Landscape Manual.**

Mechanical equipment is appropriately screened, as discussed in Finding 11 above.

6. **Prior to the approval of any building permit, the applicant shall provide evidence of a contribution for the benefit of the Prince George's County Memorial Library System, in the amount of \$57,138, for the development of the library on the subject property.**

This issue is discussed in Finding 11 above.

10. **Prior to signature approval, the applicant shall make the following revisions to the plans. (This condition shall be controlling, to the extent that it may be inconsistent with any provision in conditions 1-9.)**

- a. **Building height may not exceed 10 stories. The top two floors shall be constructed as two-story condominiums.**

The proposed building is six stories high and approximately 75 feet tall, meeting the requirement for height. Market conditions have changed since the approval of DSP-06001-01, and the DSP proposes the top two floors of the building as single-story apartments, instead of two-story condominiums.

- f. **There shall be one or more security persons on the premises at all times.**

- g. **There shall be round-the-clock CCTV camera coverage, at all building entrances and exits.**

- i. **Before 9:00 a.m. and after 8:00 p.m., the building shall be accessed only by an electronic security card system.**

These conditions remain valid and have been included on the plans as General Notes 2, 3, and 5.

- j. **A six-foot wrought iron fence shall be constructed around the perimeter of the property.**

A 42-inch-high, decorative, estate-style aluminum fence is shown proposed on top of a 30-inch-high brick wall, totaling 6 feet in height, on the Zelma Avenue and Addison Road

frontages, in accordance with this condition. A metal 6-foot-high fence is proposed along the southern property line of the site on Parcels B and 87, between the parking lot and the adjacent single-family detached residential properties.

k. There shall be at least 300 parking spaces, provided in a parking structure.

A separate parking structure is no longer being proposed. In addition, it is noted that the development proposed by the applicant has been reduced and no longer requires the same number of parking spaces. The proposed parking for the application is being provided in below-grade parking, surface parking lots, and off-site parking at the Addison Road Metrorail parking garage.

13. 2010 Prince George's County Landscape Manual: The application is subject to the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) for Section 4.1, Residential Requirements; Section 4.2, Landscape Strips along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. Staff notes that the required plantings and schedules are provided, in conformance with the Landscape Manual, as modified by the D-D-O Zone standard.

14. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance: This property is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 2 Tree Conservation Plan, TCP2-013-2019, was submitted with the DSP application. A woodland conservation exemption letter was previously submitted with earlier applications because the site contained less than 10,000 square feet of woodland. A review of a full natural resources inventory (NRI) in 2015 confirmed that continued woodland generation on the site resulted in 1.26 acres of woodlands. As such, a full TCP2 is required.

Based on the TCP2 submitted with this application, the woodland conservation worksheet must be revised to show the approved on-site existing woodland. The worksheet lists the site as having 2.98 acres of woodlands; however, the approved NRI shows the site to contain 1.26 acres. Based on staff's calculations, the total woodland conservation requirement will be approximately 1.58 acres. The TCP2 proposes to meet the requirement with the woodland conservation fee-in-lieu. Once corrected, the use of off-site mitigation must be used to meet any requirement that cannot be met on-site. With conditions included herein, the proposed TCP2 is in conformance with the woodland conservation requirements.

15. Prince George's County Tree Canopy Coverage Ordinance: Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that propose more than 5,000 square feet of disturbance. Properties zoned C-S-C are required to provide a minimum of 10 percent of the gross tract area to be covered by tree canopy; properties zoned R-55 are required to provide 15 percent. The

overall site measures 2.98 acres and requires 13,482 square feet of TCC. The site plan appears to provide the appropriate amount of TCC, as required, but it has not provided the appropriate schedule demonstrating conformance. Therefore, a condition has been included in the Recommendation section of this report requiring that the applicant revise the site plan, as necessary, and provide a Tree Canopy Coverage schedule demonstrating conformance with Section 25-128 of the Prince George's County Code.

16. Referral Comments: The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:

- a. **Historic Preservation and Archeological Review**—In a memorandum dated December 11, 2019 (Stabler to Bishop), incorporated herein by reference, the Historic Preservation Section stated 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 subject property is low. This proposal will not impact any historic sites, historic resources, or known archeological sites.
- b. **Community Planning**—In a memorandum dated December 24, 2019 (Li to Bishop), incorporated herein by reference, the Community Planning Division provided a discussion of the requested D-D-O Zone development district amendments to the standards that is incorporated into the findings above.
- c. **Transportation Planning**—In a revised memorandum dated March 23, 2020 (Masog to Bishop), incorporated herein by reference, the Transportation Planning Section offered an analysis of the site design, a discussion of the previous conditions of approval, and an analysis of the reduction in the number of required parking spaces, that has been incorporated into the findings above.

From the standpoint of transportation, it is determined that this plan is acceptable and meets the findings required for a detailed site plan, as described in the Zoning Ordinance, as conditioned herein.

- d. **Subdivision Review**—In a memorandum dated December 26, 2019 (Diaz-Campbell to Bishop), incorporated herein by reference, the Subdivision Review Section offered comments relative to the subject application and noted that a final plat of subdivision should be filed by the applicant to include Parcel A and Parcel B (Parcel 87). It is staff's recommendation that a plat of consolidation would provide the best avenue for all parties to mutually agree to the eventual execution of the development plan. In addition, it was noted that a certified copy of PPS 4-08019 is not on record. The applicant should either provide a certified copy or submit a copy of the approved plan for certification. The DSP is found to be in substantial conformance with Subtitle 24 of the County Code, subject to minor technical conditions, which have been included in the Recommendation section of this report.
- e. **Trails**—In a memorandum dated December 24, 2019 (Shaffer to Hurlbutt), incorporated herein by reference, the Transportation Planning Section analyzed the DSP for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the conditions of prior approvals that have been incorporated into the findings above, and noted that the subject property has

existing sidewalks along the frontage of MD 214 and sidewalks are proposed along the frontage of Addison Road and Zelma Avenue. In addition, it was noted that planned bike lanes will be constructed along Addison Road and MD 214. The network of sidewalks included in the proposed DSP appear to adequately serve the subject site.

The *Approved Subregion 4 Master Plan and Sectional Map Amendment* and the *Central Avenue-Metro Blue Line Corridor TOD Implementation Mobility Study* recommend the Central Avenue Connector Trail (CACT) along MD 214 in the vicinity of the subject site, including the frontage of the property. Design work for the CACT has continued since the adoption of the master plan. Thirty percent design plans have been completed for the frontage of the site, which appear to be compatible with the improvements proposed on-site. Staff recommends that the CACT be incorporated into the DSP. Some needed changes include widening the sidewalk/trail from 8 feet wide to 12 feet wide. Through discussions, the applicant agreed to provide the widened sidewalk along the frontage of the property, to accommodate the construction of the CACT. The revisions will require a slight modification to the layout and an exhibit has been provided to illustrate the required changes. A condition has been included herein, to require the applicant to construct the 12-foot-wide trail along the frontage of the property on Central Avenue, in accordance with the applicant's exhibit.

However, these improvements cannot be conditioned with this DSP, as the trail is located within the right-of-way of MD 214 and is under the jurisdiction of the Maryland State Highway Administration (SHA), who will enforce necessary frontage improvements. The Transportation Planning Section recommends approval of the DSP, subject to conditions that have been addressed through revisions or are included in the Recommendation section of this report.

- f. **Prince George's County Department of Parks and Recreation (DPR)**—In a memorandum dated December 23, 2019 (Zyla to Bishop), incorporated herein by reference, DPR provided an analysis of the DSP's conformance with the previous conditions of approval, which have been incorporated into the findings above. They also commented on the CACT improvements, which will be up to SHA to implement.
- g. **Permits**—In a memorandum dated September 27, 2019 (Bartlett to Bishop), incorporated herein by reference, the Permit Review Section offered numerous comments, which have been addressed through revisions to the plans or have been included as conditions in the Recommendation section of this report.
- h. **Environmental Planning**—In a memorandum dated January 24, 2020 (Schneider to Bishop), incorporated herein by reference, the Environmental Planning Section provided an analysis of the DSP's conformance with all applicable environmental conditions attached to previous approvals and a discussion of the DSP's conformance with the WCO, which has been included into the findings above. Additional comments are summarized, as follows:

Specimen Trees

Section 25-122(b)(1)(G) of the WCO requires that “Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree’s condition and the species’ ability to survive construction as provided in the Environmental Technical Manual (ETM).”

The site contains seven specimen trees on-site with the ratings of good (1, 2, 3, and 6) and fair (4, 5, and 8). One specimen tree (7) is located off-site, but within close proximity to the site’s boundary. Specimen Tree 7 is in fair condition. The current design proposes to remove the seven on-site specimen trees (1, 2, 3, 4, 5, 6, and 8) for development of the buildings and associated infrastructure.

A variance from Section 25-122(b)(1)(G) was submitted with this DSP for removal of the site’s seven existing specimen trees. An SOJ was submitted on January 8, 2020 and addresses the required findings of Section 25-119(d) of the WCO for all seven specimen trees as a group. The findings of approval are discussed, as follows:

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

The site is adjacent to the Addison Road Metro Local Transit Center, and Plan 2035 recommends medium- to medium-high residential development for the subject property, with limited commercial uses. This site has existing topography with an 18-foot grade change that makes it very difficult to keep existing vegetation when grading this site. Also, the two site access points limit development to certain areas of the property. To effectively develop the site with the appropriate mix of uses, the necessary right-of-way and infrastructure improvements, and the grading necessary to effectively develop the site, the subject specimen trees must be removed.

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

The site is recommended for a high level of development to meet the needs of the adjacent Metro station. The removal of the specimen trees and the proposed development of the site is in keeping with Plan 2035 and similar projects within the area.

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

Based on the various site constraints, the granting of this variance will allow the project to be developed in a functional and efficient manner.

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

This request is not based on conditions or circumstances which are solely the result of actions by the applicant. The removal of the specimen trees is primarily due to the grading required to develop the site, due to the existing contours of the site.

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

This request is based on the nature of the existing site and the distribution of the existing specimen trees. The removal of the specimen trees is primarily due to the grading required to develop the site. This request is not based on a condition relating to land or a building use on a neighboring property.

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

The proposed development will not adversely affect water quality because the review of the project is subject to the requirements of the Prince George's County Soil Conservation District and approval of a stormwater concept plan by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE).

The required findings of Section 25-119(d) have been adequately addressed for the removal of seven specimen trees (1, 2, 3, 4, 5, 6, and 8).

Stormwater Management

Approved SWM Concept Plan 24628-2005-03 was submitted with the subject application, which includes an underground storage facility, and requires an SWM fee of \$13,920.00 for on-site attenuation/quality control measures.

The Environmental Planning Section recommends approval of DSP-06001-03 and TCP2-013-2019, subject to conditions that have been included in the Recommendation section of this technical staff report.

- i. **Prince George's County Fire/EMS Department**—In a memorandum dated April 18, 2019 (Reilly to Bishop), the Fire/EMS Department offered comments on the subject application, which have been addressed through revisions to the plans or have been included as conditions in the Recommendation section of this report.
- j. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated June 7, 2019 (Giles to Bishop), DPIE offered comments on the subject application and noted that the proposed site plan is consistent with approved SWM Concept Plan 24628-2005-03, dated February 28, 2019, and other comments related to this application will be addressed during their separate permitting process.

- k. **Prince George's County Police Department**—At the time of the writing of this technical staff report, comments have not been received from the Police Department.
 - l. **Prince George's County Health Department**—In a memorandum dated December 9, 2019 (Johnson to Bishop), the Environmental Engineering, Policy Program, of the Health Department offered comments on the subject application that have been provided to the applicant and are included as conditions herein, as appropriate.
 - m. **Washington Metropolitan Area Transit Authority (WMATA)**—At the time of the writing of this technical staff report, comments have not been received from WMATA.
 - n. **Maryland State Highway Administration (SHA)**—In an email dated December 19, 2019 (Woodroffe to Bishop), incorporated herein by reference, SHA indicated that this application is not required to construct the improvements on MD 214, but they have concerns with how the applicant plans to construct widening on Addison Road without impacts to the SHA right-of-way. These concerns have been provided to the applicant and will be addressed at the time of permitting.
 - o. **Towns of Seat Pleasant, Capitol Heights, and Fairmont Heights**—At the time of the writing of this technical staff report, comments have not been received from these municipalities.
 - p. **Public Utilities**—At the time of the writing of this technical staff report, comments have not been received from the Potomac Electric Power Company (PEPCO) or Verizon.
17. Based on the foregoing and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP, if revised as conditioned, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
 18. As there are no regulated environmental features located on the subject property, the normally required finding, pursuant to Section 27-285(b)(4) of the Zoning Ordinance, that the regulated environmental features have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-130(b)(5) of the Subdivision Regulations, does not need to be made for the subject DSP.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and:

- A. APPROVE the alternative development district standards, as follows:
 1. **S3. Building Siting and Setbacks, Standard C (page 180):** To allow the build-to line from MD 214 (Central Avenue) and Addison Road to be 15 to 65 feet from the right-of-way.
 2. **B1. Height, Scale and Massing, Standard I (page 205):** To allow the construction of a six-story building within the town center.
 3. **B7. Signs, Standard E (page 220):** To allow back-lit letters for the proposed freestanding signage.
- B. DISAPPROVE the alternative development district standard, as follows:
 1. **S1. Vehicular Circulation/Access, Standard C (page 174):** To permit sidewalk materials not to continue across driveways and allow only striping of crosswalk locations on-site.
- C. APPROVE Detailed Site Plan DSP-06001-03 and Type 2 Tree Conservation Plan TCP2-013-2019, including a departure in the number of residential parking spaces and a variance for the removal of seven specimen trees, for The Commons at Addison Road Metro, subject to the following conditions:
 1. Prior to certification of this detailed site plan (DSP), the applicant shall:
 - a. Provide a signage area schedule, removing the proposed wayfinding signage, and demonstrate that the proposed signage area is equal to, or less than, what is permitted by Section 27-613 of the Prince George's County Zoning Ordinance.
 - b. Revise the notes to reflect the conditions of approval that have been revised, as a result of this DSP approval.
 - c. Revise the site plan to show all on-site utility lines and facilities, for utilities that serve the subject property and the proposed project, as being placed underground. Utility lines and facilities off-site need not be underground, but the applicant shall participate in an underground utilities fund at MD 214 (Central Avenue) and Addison Road, if one is created, to study or implement the underground placement of utilities in this vicinity. Funding contributions by the applicant shall not exceed \$10,000.
 - d. Provide the details and specifications for the various types of proposed building-mounted and site lighting, and clearly label their locations throughout the site.
 - e. Provide a minimum of two parking spaces for ride-share services.

- f. Revise the Type 2 tree conservation plan, as follows:
 - (1) Revise the Woodland Conservation Worksheet to show the correct existing woodland acreage, per the approved natural resources inventory, the corrected requirement, and to show the use of off-site woodland conservation credits for any requirement not met on-site.
 - (2) Revise the legend to identify the “starred” symbol.
 - (3) Add the standard Subtitle 25 variance note under the Specimen Tree Table or the Woodland Conservation Worksheet, identifying with specificity the variance decision consistent with the decision of the Planning Board:

“NOTE: This plan is in accordance with the following variance(s) from the strict requirements of Subtitle 25 approved by the Planning Board on (ADD DATE) for the removal of the following specified specimen trees (Section 25- 122(b)(1)(G)): (Identify the specific trees to be removed).”
 - (4) Have the revised plan signed and dated by the qualified professional who prepared the plan.
- g. Revise the median and left-turn lane within the Addison Road right-of-way, in accordance with Preliminary Plan of Subdivision 4-05068, Condition 17.b., unless modified.
- h. Provide additional landscaping, knee walls, or other noise mitigation techniques to define the outdoor plaza spaces between the building and MD 214 (Central Avenue) and reduce noise impacts.
- i. Reduce the height of the decorative wood fence surrounding the westernmost plaza, north of the building, to a maximum of 5 feet high.
- j. Provide a fire department connection within 200 feet of the front and sides of the building that is visible from the street.
- k. Relocate the built-in gas grills in the passive recreation space, north of the building, to be 30 feet from the structure, in accordance with the Prince George’s County Fire Code.
- l. Add the following general notes:
 - (1) During the demolition/construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Conformance to construction activity dust control requirements, as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control, is required.

- (2) During the demolition/construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Conform to construction activity noise control requirements, as specified in Subtitle 19 of the Prince George's County Code, is required.
 - m. Provide raised crosswalks, including a material change, at all drive aisle intersections and all pedestrian crossings within the site.
 - n. Provide a Tree Canopy Coverage schedule showing conformance with Section 25-128 of the Prince George's County Code, indicating that this requirement is being met on-site.
 - o. Revise the site plan, in accordance with applicant's exhibit, to construct a 12-foot-wide sidewalk along the MD 214 frontage of the property.
 - p. Revise the architectural elevations to remove the below-grade parking.
 - q. Provide five-foot-wide sidewalks along the subject site's entire frontage of Zelma Avenue.
 - r. Add a dedicated shared-ride location (serving Uber, Lyft, and other ride-sharing services) with signage.
 - s. Provide the locations for 48 bicycle spaces within the garage and an additional 26 bicycle spaces at the rear of the building,
 - t. Provide the location of and details for a bicycle repair station on site for the use of residents and visitors.
2. Prior to approval of a final plat, pursuant to Preliminary Plan of Subdivision (PPS) 4-08019, a signature-approved copy of PPS 4-08019 shall be submitted to the Subdivision and Zoning Section of the Development Review Division, or a copy shall be submitted for signature approval.
 3. Prior to approval of a new final plat for Parcel A, the applicant shall:
 - a. Label denial of access to and from Addison Road for any left-turn movements, unless a reconsideration of the preliminary plan of subdivision is approved, and the denial of access to Addison Road shall be labeled along the frontage of the land area included in Preliminary Plan of Subdivision 4-08019 (Parcel B).
 - b. Submit an amended private recreational facilities agreement, to be reviewed and approved by the Development Review Division and recorded among the Land Records of Prince George's County. The Liber and folio of the amended RFA shall be shown on the final plat prior to recordation.

4. In consideration of the proffers made as a means of reducing the parking provided onsite, at the time of building permit, the applicant shall provide details of the proposed ongoing trip reduction activities:
 - a. The proposed offer to residents signing a one-year lease within the residential complex a Washington Metropolitan Area Transit Authority SmarTrip card worth up to \$200 per year for each year (up to five years) that they remain residents.
 - b. The proposed pricing for onsite parking.
 - c. The proposed establishment of a cycling club for residents of the building and the general community.
5. Prior to approval of any building permits, the applicant shall:
 - a. Provide evidence of a contribution to the Prince George's County Department of Parks and Recreation in the amount of \$57,138 for development of the Rollins Avenue neighborhood park, in fulfillment of mandatory dedication of parkland requirements.
 - b. Submit an approved final plat for Lot 5 of Block B that includes the following note:

“Development on Lot 5 of Block B is limited to a cumulative 5,000 square feet of gross floor area pursuant to Section 24-111(c). At such time that development should exceed this maximum, then a preliminary plan of subdivision shall be required.”
 - c. Submit a certification by a professional engineer, with competency in acoustical analysis, using the certification template. The certification shall state that interior noise levels shall be reduced through the proposed building materials to 45 dBA Ldn or less for the portions of the residential units within the unmitigated 65dBA Ldn or higher noise impact area.
 - d. Submit a final plat that consolidates the entirety of the land areas that comprise Preliminary Plans of Subdivision (PPS) 4-05068 and 4-08019 for approval. The plat shall be filed in accordance with PPS 4-08019 and incorporate Parcel A from PPS 4-05068, in accordance with Section 24-108 of the Subdivision Regulations. Notes shall be added to the final plat that clearly delineate the underlying approvals and their applicability to each of the land areas.
6. Prior to issuance of the final certificate of occupancy for the building, the applicant shall complete all private recreational facilities and have them inspected by the Maryland-National Capital Park and Planning Commission.