



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

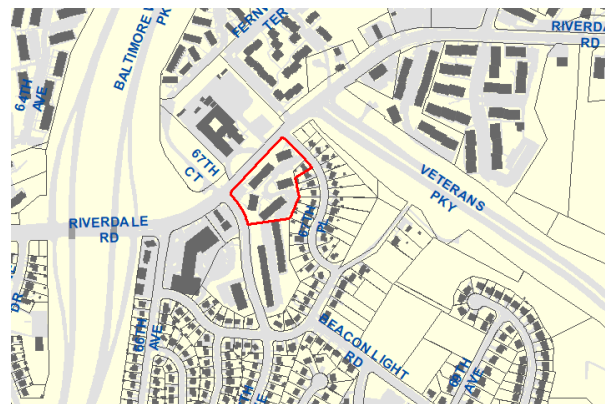
Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>

Detailed Site Plan
Departure from Parking and Loading Standards
Alternative Compliance
East Pines

DSP-19041
DPLS-488
AC-21001

REQUEST	STAFF RECOMMENDATION
DSP: Mixed-use building and attached parking structure to include 224 multifamily dwelling units and 13,960 square feet of ground floor commercial space.	APPROVAL with conditions
DPLS: To reduce the number of provided parking spaces from 553 to 303.	APPROVAL
AC: An alternative design to Section 4.7, Buffering Incompatible Uses.	APPROVAL

Location: On the east side of Riverdale Road, approximately 660 feet west of Veterans Parkway.	
Gross Acreage:	3.24
Zone:	R-18/R-55
Dwelling Units:	224
Gross Floor Area:	13,960 sq. ft.
Planning Area:	69
Council District:	03
Election District:	02
Municipality:	N/A
200-Scale Base Map:	207NE06
Applicant/Address: DVG Apartments 8455 Colesville Road Silver Spring, MD 20910	
Staff Reviewer: Adam Bossi Phone Number: 301-780-8116 Email: Adam.Bossi@ppd.mncppc.org	



Planning Board Date:	04/29/2021
Planning Board Action Limit:	05/03/2021
Staff Report Date:	04/13/2021
Date Accepted:	02/22/2021
Informational Mailing:	07/18/2019
Acceptance Mailing:	01/07/2021
Sign Posting Deadline:	03/30/2021

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.

Table of Contents

EVALUATION	3
FINDINGS.....	3
1. Request.....	3
2. Development Data Summary.....	4
3. Location	5
4. Surrounding Uses	5
5. Previous Approvals.....	5
6. Design Features	5
COMPLIANCE WITH EVALUATION CRITERIA.....	10
7. Prince George’s County Zoning Ordinance.....	10
8. Preliminary Plan of Subdivision 4-19031:.....	15
9. 2010 Prince George’s County Landscape Manual	19
10. Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance	20
11. Prince George’s County Tree Canopy Coverage Ordinance.....	20
12. Referral Comments:.....	20
RECOMMENDATION	23

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-19041
Departure from Parking and Loading Standards DPLS-488
Alternative Compliance AC-21001
East Pines

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

EVALUATION

This detailed site plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the Prince George's County Zoning Ordinance in the Multifamily Medium Density Residential (R-18) Zone and One-Family Detached Residential (R-55) Zone and the site design guidelines;
- b. The requirements of Preliminary Plan of Subdivision 4-19031;
- c. The requirements of the 2010 *Prince George's County Landscape Manual*;
- d. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- e. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- f. Referral comments.

FINDINGS

Based upon the evaluation and analysis of the subject detailed site plan, the Urban Design staff recommends the following findings:

- 1. **Request:** The subject detailed site plan (DSP) requests approval for the development of a mixed-use building and attached parking structure to include 224 multifamily dwelling units and 13,960 square feet of ground floor commercial space. Alternative Compliance AC-21001 proposes an alternative landscape solution to conformance with Section 4.7 of

the 2010 *Prince George's County Landscape Manual* (Landscape Manual). The companion Departure from Parking and Loading Standards DPLS-488, requests to reduce the number of required parking spaces from 553 to 303.

2. Development Data Summary:

	EXISTING	PROPOSED
Zone	R-18/R-55	R-18/R-55
Use(s)	Residential multifamily and single-family detached	Residential multifamily and commercial
Gross Acreage	3.24	3.24
Parcels	0	1
Lots	2	0
Dwelling Units	74 multifamily and 1 single-family	224 multifamily
Total Commercial Gross Floor Area (square feet)	0	13,960

OTHER DEVELOPMENT DATA

Parking Spaces

	Required	Provided
Multifamily – 165 one-bedroom units and 59 two-bedroom units (2 spaces per one-bedroom unit and 2.5 spaces per two-bedroom unit)	478	239
Commercial (normal parking generation group, 1 space per 150 sq. ft. for the first 3,000 sq. ft. of GFA, plus one space per every 200 sq. ft. of GFA above the first 3,000 sq. ft. GFA)	75	64
Handicap-Accessible*	-	-
Total**	553	303

Note: *Accessible spaces are shown on building architectural plans for the parking garage, but are not included in the DSP's parking tabulations. Staff recommends a condition for the parking tabulation to be updated to demonstrate conformance with Section-27-566(b)(1) of the Zoning Ordinance. A minimum of eight accessible spaces are required.

**DPLS-488 requests the proposed reduction of 250 spaces. Staff recommends approval of the DPLS, as discussed in Finding 7.

Loading Spaces

	Required	Provided
Residential	1	1
Commercial	2	1
Total*	3	2

Note: *A condition has been recommended for the provision of a third loading space, as required by Section 27-582(a).

- 3. Location:** The site is located on the east side of Riverdale Road, approximately 660 feet west of Veterans Parkway. The site is in Planning Area 69 and Council District 03.
- 4. Surrounding Uses:** The subject property is bound to the north by the right-of-way of Riverdale Road. The portion of this right-of-way abutting the subject site is to be developed as part of the Purple Line light rail transportation project. Specifically, the Beacon Heights-East Pines Station will be located directly adjacent to the northwest corner of the site. To the east, the site is bound by the right-of-way of 67th Place and single-family detached residential development in the One-Family Detached Residential (R-55) Zone. To the south, the site is bound by single-family detached residential development in the R-55 Zone and by multifamily residential development in the Multifamily Medium Density Residential (R-18) Zone. The site is bound to the west by the right-of-way of 67th Avenue, with a vacant property in the Commercial Shopping Center (C-S-C) Zone beyond.
- 5. Previous Approvals:** The subject property is composed of two existing lots known as Lot 1 of Parcel A, Block T, Section 5 of East Pines and Lot 1 of Block T, Section 5 of East Pines, located on Tax Map 43 in Grids B3 and C3. Lot 1 of Parcel A, Block T was recorded in the Prince George's County Land Records in Plat Book WWW 35 page 19 on May 20, 1959. Lot 1 of Block T was recorded in the Prince George's County Land Records in Plat Book BB 14 page 96 on November 13, 1947. The existing multifamily and single-family residential buildings on the property were built prior to 1965.

The Prince George's County Planning Board approved Preliminary Plan of Subdivision (PPS) 4-19031 on May 7, 2020 (PGCPB Resolution No. 2020-75). The PPS provides for consolidation of the two existing lots into a single parcel for mixed-use development, subject to 18 conditions.

Stormwater Management (SWM) Concept Plan 23685-2019 has been issued for the site and is valid until December 11, 2022.

- 6. Design Features:** The 3.24-acre subject site consists of the 0.13-acre Lot 1, and the 3.11-acre Lot 1 of Parcel A. The former is zoned R-55 and is developed with a detached single-family dwelling. Lot 1 of Parcel A is zoned R-18 and is developed with a 74-unit garden-style apartment complex. The existing site is on a hillside with pronounced slopes to 67th Avenue and Riverdale Road. This DSP proposes to raze all existing improvements and construct a 449,711-square-foot vertical mixed-use building with 224 multifamily residential units, 13,960 square feet of ground floor commercial uses, and a 303-space parking structure. This proposed development is unique in that the Purple Line's Beacon

Heights-East Pines Station will be constructed adjacent to the site, and a light rail corridor will be installed along the site's Riverdale Road frontage.

The proposed mixed-use building is a seven-story structure with an attached six-story parking structure that will be oriented toward Riverdale Road. The grade of the existing site will be significantly altered to place the new building with ground-level frontage along Riverdale Road, at approximately the same grade as the roadway and future Purple Line station. The south side of the building will be partially set into the hillside, with only the top three levels visible above grade. A streetscape design, to include seating areas and landscaping, is shown along Riverdale Road that intends to work in concert with the development of the Purple Line Station. On the southeast side of the building, an area for a small dog park is provided. Within the footprint of the building, an open, exterior courtyard is provided with recreational amenities for the residential use. Two vehicular access points are provided, one at 67th Avenue and one at 67th Place. Due to the construction of the Purple Line, 67th Place is proposed as a cul-de-sac, therefore prohibiting direct vehicular access to the site from Riverdale Road on that side. Sidewalks are provided around the perimeter of the building and along the property's frontage of 67th Avenue and 67th Place. The main pedestrian entrance to the building lobby is at its northwest corner, directly adjacent to the future Purple Line station. Additional pedestrian access points to the building are provided, with a key secondary entrance and walkway provided to 67th Place on its southeast side.

The parking structure at the northeast corner of the building includes spaces for 303 vehicles. As 553 parking spaces are required for the proposed development, a companion DPLS-488, is under concurrent review as discussed in Finding 7. Two internal loading spaces are shown, but a minimum of three are required to conform with Part 12 of the Prince George's County Zoning Ordinance. DPLS-488 did not request a reduction in the quantity of required loading spaces. Staff has recommended a condition for an additional loading space to be provided. An interior pick-up and drop-off area is provided, adjacent to the residential lobby of the building, for residents and ride share services.

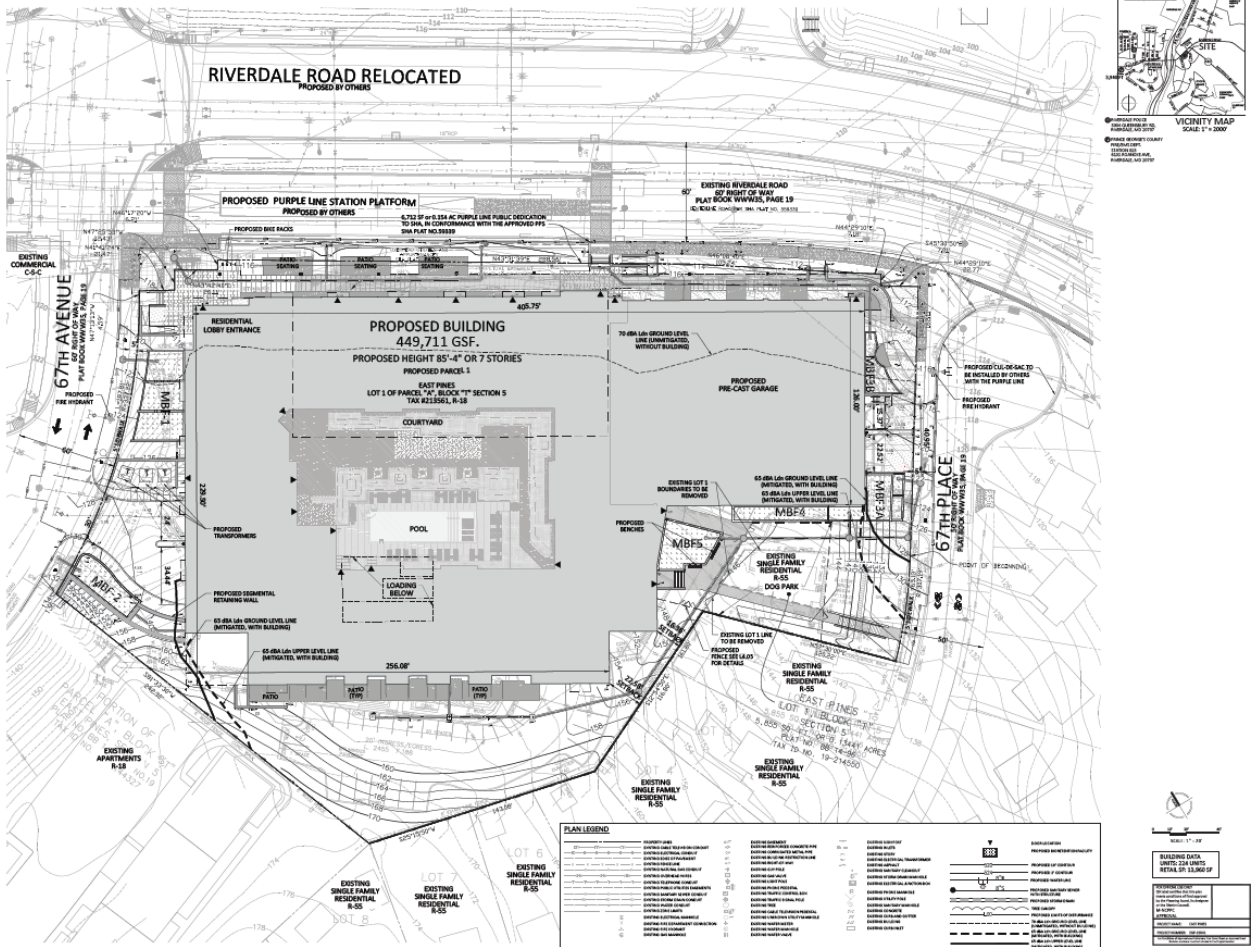


Figure 1: Site Development Plan

Architecture

The proposed 449,711-square-foot vertical mixed-use building includes 224 multifamily residential units, 13,960 square feet of ground floor commercial uses and a 303-space parking structure. The residential lobby for the multifamily use and spaces for commercial retail uses are located on the northern side of the first floor of the building, fronting on Riverdale Road and the Purple Line. An appropriate shop-front design, including ample fenestration, is included along this northern façade, and at the intersection of Riverdale Road and 67th Avenue. Residential units are provided on the second through seventh floors of the building. Portions of the building fronting on Riverdale Road and 67th Avenue will be exposed to noise levels above 65 dBA Ldn. This will require the incorporation of upgraded windows and doors in specific locations to dampen interior noise levels to acceptable limits. The building layout includes an internal, open courtyard with private on-site recreational and leisure amenities for residents. A dog park is also provided adjacent to the east side of the building and south side of the parking garage.

Façade treatments for the building include brick veneer on most of the lower level facing Riverdale Road and 67th Avenue, with fiber cement panels in tones of gray provided on the upper levels and at the northwest corner of the building. Lesser amounts of brick veneer are provided on the south and eastern building faces. Vertical banding is shown in some areas clad with darker gray paneling, and horizontal banding is provided in most areas clad with

lighter gray panels. This treatment adds visual interest to the design. The parking garage includes a well-defined corner stairwell at its northeast corner with ample fenestration. Brick veneer will clad the northern façade of the garage and wrap around the stairwell at its northeast corner. The eastern and southern facing sides of the garage will be clad with brick-toned cementitious panels. Large-scale graphics with the wording “Beacon Heights” is provided at the top of the northern face of the garage and on the side of the garage stairwell facing 67th Place. Additional painted graphics are shown along the lower level of the garage fronting Riverdale Road. These graphics are considered public art features that add visual interest to the development, surrounding neighborhood, and new Purple Line station.



Figure 2: Building Elevations

Signage

A signage program for the building's residential and commercial uses is included with this DSP. Four retail signs, three with an area of 63 square feet, and one with an area of 56 square feet are located above the ground-floor commercial units fronting on Riverdale Road. Signage for the residential portion of the building includes one building-mounted sign, one blade sign, two canopy-mounted signs, and one sign affixed to a utility enclosure. All of these signs are located along the building's Riverdale Road frontage, with the exception of the single, utility-enclosure affixed sign, which is located at the parking garage entrance on 67th Avenue. The blade sign has an area of 110 square feet and is affixed to the northwest corner of the building. The building-mounted identity sign has an area of 97 square feet and will be located above a secondary pedestrian entrance to the building, adjacent to the parking garage. The two canopy-mounted signs are 30 square feet in area, and are to be located above the main entrance to the building, at its northwest corner, adjacent to the Purple Line station. The final sign is 30 square feet and affixed to the exterior of the utility enclosure, adjacent to the vehicular entrance to the building off 67th Avenue.

In accordance with Section 27-441(b), Residential Use Table, Footnote 131, of the Zoning Ordinance, the DSP does not need to demonstrate conformance with Part 12 of the Zoning Ordinance, and signage area calculations were not provided for review. No signage is shown at the rear entrance to the building, adjacent to the dog park. Staff recommends the applicant consider adding a small building-identity sign proximate to the rear building entrance. Given the scope and scale of the project and its prominent location adjacent to the future Beacon Heights-East Pines Purple Line station, staff recommends that with the aforementioned consideration, the signage program provided is acceptable for the proposed development.

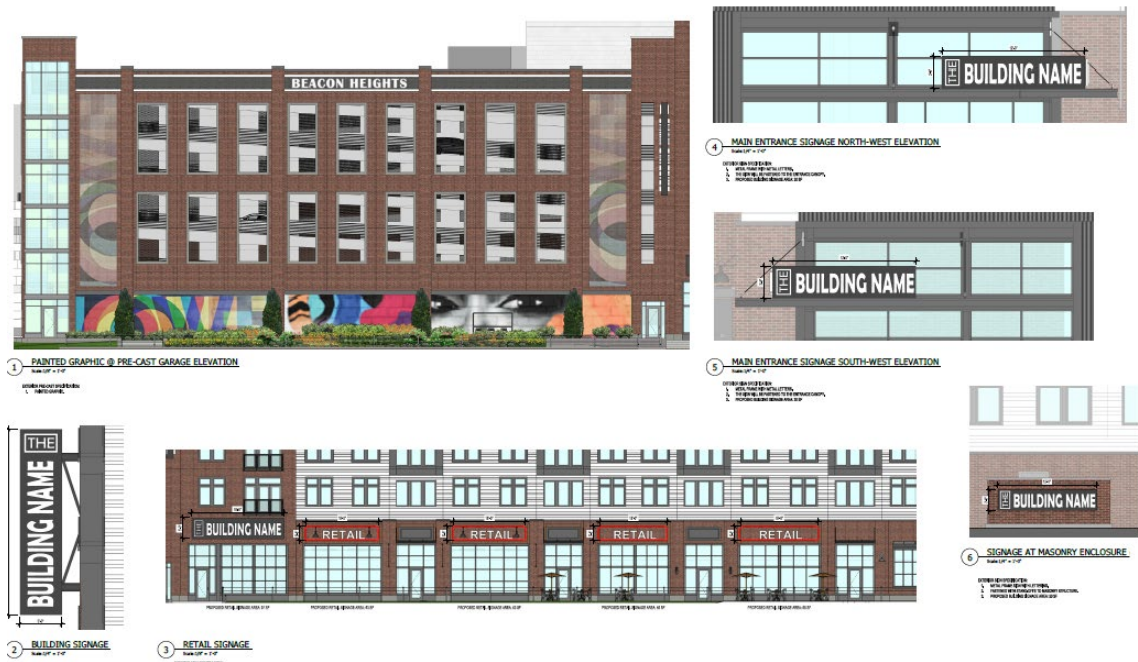


Figure 3: Signage Examples

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the R-18 and R-55 Zones:

a. In accordance with Section 27-441(b), Residential Use Table, multifamily dwellings with ground floor commercial uses are permitted in the R-18 and R-55 Zones, in accordance with the provisions of Footnote 131, as follows:

(A) The proposed development is located on a lot(s) or parcel(s) of less than five (5) acres in size;

The proposed development is to be located on a 3.24-acre parcel, conforming to this requirement.

(B) The applicable area Master Plan or Sector Plan recommends mixed use as a future land use on the lot(s) or parcel(s);

The 2017 *Approved East Riverdale-Beacon Heights Sector Plan* (East Riverdale-Beacon Heights Sector Plan) is the applicable sector plan, and it recommends mixed-use land uses on the subject property.

(C) All commercial uses permitted in the C-S-C zone shall be permitted on the ground floor of a multi-family building;

The applicant's statement of justification (SOJ) indicates commercial retail uses shall be compatible with those permitted in the C-S-C Zone. Staff recommends a general note be added to the DSP stating, "Commercial uses must be consistent with those permitted in the C-S-C Zone."

(D) The property is located adjacent to an existing or proposed light rail transit station;

The Beacon Heights-East Pines Purple Line light rail station will be located directly adjacent to the subject site.

(E) A Detailed Site Plan shall be approved in accordance with Part 3, Division 9, of this Subtitle;

The subject DSP has been filed consistent with these requirements, and staff is recommending approval with conditions, as discussed herein.

(F) Regulations concerning lot size, net lot area, lot coverage and green area, lot width, yards, building height, density, FAR, accessory buildings, and other regulations applicable to development in the R-18 and R-55 Zones shall not apply. Instead, the approved Detailed Site Plan shall set forth all development regulations to be followed, and shall include review and approval of architectural elevations;

The DSP shows proposed development regulations to be followed. Architectural elevations are provided with the DSP and as provided in Finding 6, staff supports the design of the building.

(G) The Detailed Site Plan shall be subject to the Prince George's County Landscape Manual; and

The DSP is subject to the Landscape Manual. Conformance with the requirements of the Landscape Manual is discussed in Finding 9 below.

(H) The Detailed Site Plan shall include a traffic impact analysis which evaluates traffic capacity at critical intersections.

The requisite traffic impact analysis was included with the DSP application for review and staff finds it acceptable.

b. The DSP is in conformance with the applicable site design guidelines contained in Section 27-274 of the Zoning Ordinance, as cross-referenced in Section 27-283 of the Zoning Ordinance. For example, adequate illumination is provided, and the architecture proposed for the building employs a variety of architectural features and designs, such as projections, colors, and materials.

c. **Departure from Parking and Loading Spaces DPLS-488:** The applicant requires a departure from Section 27-568(a) of the Zoning Ordinance, for a reduction in the number of parking spaces. As noted in Finding 2, the proposed development is required to provide 553 parking spaces and the applicant has proposed 303 spaces, for a reduction of 250 parking spaces. The required findings for the Planning Board to grant the departure in Section 27-588(b)(7) of the Zoning Ordinance, are as follows:

(A) In order for the Planning Board to grant the departure, it shall make the following findings:

(i) The purposes of this Part (Section 27-550) will be served by the applicant's request;

Section 27-550(a) of the Zoning Ordinance outlines four purpose statements: (1) To require (in connection with each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to serve the parking and loading needs of all persons associated with the buildings and uses; (2) To aid in relieving traffic congestion on streets by reducing the use of public streets for parking and loading and reducing the number of access points; (3) To protect the residential character of residential areas; and (4) To provide parking and loading areas which are convenient and increase the amenities in the regional district.

The submitted SOJ indicates that the proposal is consistent with the purposes of off-street parking, and staff concurs that under the

current parking arrangement, sufficient parking is provided on-site to serve the uses. The DSP and additional supplemental materials outline a series of transportation demand management strategies and proffers to be implemented within the development to promote alternative transportation options and reduce demand for on-site parking. Proffers include the provision of SmarTrip fare cards or memberships for rideshare services for residents and employees of the building during initial lease up. An area for pedestrian drop-off and ride share pickup is provided internal to the building, as well. Further, the site is adjacent to the proposed Beacon Heights-East Pines Purple Line station and will be highly accessible to this public transportation option, and existing local bus routes that traverse Riverdale Road.

(ii) The departure is the minimum necessary, given the specific circumstances of the request;

The submitted SOJ indicates that the proposed on-site parking has been designed in the most efficient way possible to accommodate the steep terrain. The applicant proposes that the reduced parking will encourage many residents and visitors to take the Purple Line train, as well as other alternative modes of transportation. Currently, a limited amount of on-street parking will be available for use. No additional exhibits depicting alternative on-site parking locations or alternative striping were provided. However, based on a review of the submitted site plans, it does not appear that there is sufficient space on the subject property to provide additional on-site parking spaces or that restriping the spaces to a narrower width would accommodate additional spaces. This departure is the minimum number of spaces necessary.

(iii) The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in older areas of the County which were predominantly developed prior to November 29, 1949;

Special circumstances impacting the site are its steep topography and unique location immediately adjacent to a new Purple Line light rail station. As the site is adjacent to the Beacon Heights-East Pines station, the site is uniquely postured with direct access to this new public transportation option. Topography-related constraints minimize the amount of usable land for additional parking spaces.

(iv) All methods for calculating the number of spaces required (Division 2, Subdivision 3, and Division 3, Subdivision 3, of this Part) have either been used or found to be impractical; and

Pursuant to Section 27-568, the proposed development would be required to provide 553 parking spaces, inclusive of 478 parking

spaces for residential uses and 75 parking spaces for the 13,960 square feet of commercial space. The applicant contends that pursuant to Section 27-568, if the development were within one-half mile of a Metrorail station, 393 parking spaces would be required. While this calculation does not specifically apply in this case, the future development of the Beacon Heights-East Pines Purple Line light rail station directly adjacent to the site warrants consideration in the requested reduction of parking spaces for the development.

The applicant proposes to use the Institute of Transportation Engineers *Parking Generation Manual, 5th Edition*, which includes a lower parking generation rate for multifamily and retail uses, which better reflects more contemporary parking generation rates and trends. Under these guidelines, the subject site would need to provide 299 (258 residential and 41 retail) parking spaces to meet the expected parking demand.

The applicant's analysis has shown that the proposed location adjacent to a mass-transit station and exploration of using alternative parking calculations supports a reduction in the total required quantity of parking spaces to serve the development.

(v) Parking and loading needs of adjacent residential areas will not be infringed upon if the departure is granted.

The transportation demand management strategies incorporated into this DSP integrate multiple transportation options for the initial residents and employees of the development. These include unbundled parking, the provision of one parking space per residential unit, incentives for initial tenants and employees of the building to use or try out alternative means of transportation, and inclusion of a designated Transportation Coordinator as a building employee. Based on these measures, the proposed parking arrangement meets the minimum requirements and is not expected to infringe upon the parking needs of surrounding residential neighborhoods.

Regarding loading needs, three loading spaces are required for the proposed development and only two are provided. A request to reduce the number of loading spaces was not included in the scope of DPLS-488. Therefore, staff recommends a condition for three loading spaces to be provided, as required by Section 27-582(a) of the Zoning Ordinance.

B. In making its findings, the Planning Board shall give consideration to the following:

- (i) The parking and loading conditions within the general vicinity of the subject property, including numbers and locations of available on - and off-street spaces within five hundred (500) feet of the subject property;**

Surplus parking near the subject property was not identified. Given the site's unique location at the new Beacon Heights-East Pines Purple Line light rail station, the applicant's plan and proffers for incentivizing building occupants and visitors to use public transportation and reduce the number of vehicle dependent residents is appropriate.

- (ii) The recommendations of an Area Master Plan, or County or local revitalization plan, regarding the subject property and its general vicinity;**

The subject site is located within a Neighborhood Activity Zone as defined in the East Riverdale-Beacon Heights Sector Plan. The Sector Plan includes a series of recommendations for the subject property and its general vicinity for mixed-use land uses, and vertical development with ground floor commercial uses and residential units above. As presented in the applicant's SOJ, the Sector Plan includes specific recommendations for development of the subject property to be in harmony with development of the Purple Line's Beacon Heights-East Pines Station.

- (iii) The recommendations of a municipality (within which the property lies) regarding the departure; and**

- (iv) Public parking facilities which are proposed in the County's Capital Improvement Program within the general vicinity of the property.**

The subject property is not located within a municipality and there are no public parking facilities proposed in the County Capital Improvement Program within the general vicinity of the property. These considerations are not applicable to this DPLS.

- (C) In making its findings, the Planning Board may give consideration to the following:**

- (i) Public transportation available in the area;**

Currently, bus service is available to and from the subject property. The applicant's SOJ identifies four bus routes operated by TheBus and Metrobus with service within one-half mile of the subject site. In addition, the Purple Line's Beacon Heights-East Pines station will be adjacent to the proposed development. The introduction of the new light rail travel option steps from the front door of the building is a

unique situation. It is the driving factor that makes the requested departure reasonable.

(iii) The specific nature of the use (including hours of operation if it is a business) and the nature and hours of operation of other (business) uses within five hundred (500) feet of the subject property;

The subject site includes residential and commercial uses. The proposed parking garage can accommodate 303 spaces inclusive of standard, compact, handicap-accessible, and electric vehicle charging station spaces. Of the 303 spaces, 224 are identified for residents, 15 are identified for visitors, and 64 are identified for commercial uses. While one space per residential unit is provided, individual unit lessors will have the option to rent a parking space with their apartment or not. Those spaces renters do not wish to utilize would then be available as additional visitor spaces. Pay for parking spaces enables the number of visitor parking spaces to increase. No off-site parking is proposed.

The opportunity to share retail and residential parking spaces throughout the day is proposed. In essence, as demand for the retail spaces drops in the evening, demand for the residential spaces increases in the evening, and vice versa. This pattern occurs on the weekend days as well. The proposed retail parking for the site will function accordingly, sufficiently serving retail customers during the day hours and transitioning to serve visitors of the residential uses during the evening.

Based on the analysis above, staff concludes that the transportation management demand strategies proffered by the applicant are critical to reducing parking demand on-site and incentivizing use of public transportation and other alternative transportation services. Staff has recommended a condition for the provision of the transportation management demand strategies proffered by the applicant to ensure the provided parking is sufficient for this DSP. Therefore, staff recommends that the Planning Board approve DPLS-488, to allow a reduction of 250 parking spaces, from 553 to 303 parking spaces.

8. Preliminary Plan of Subdivision 4-19031: The Planning Board approved PPS 4-19031 on May 7, 2020 (PGCPB Resolution No. 2020-75) with 18 conditions relevant to the review of this DSP, as follows:

- 2. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 of the Prince George's County Subdivision Regulations adequacy findings, as set forth in a resolution of approval, shall require the approval of a new preliminary plan of subdivision prior to approval of any building permits.**

The DSP is within the scope of the approved development in PPS 4-19031.

3. **Total development within the subject property shall be limited to uses that would generate no more than 200 AM and 193 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision (PPS), with a new determination of the adequacy of transportation facilities.**

As demonstrated in the table below, the development is calculated to generate 116 AM and 155 PM peak-hour trips. This complies with the established trip cap.

Trip Generation Summary: DSP-19041 and DPLS-488: East Pines								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Multifamily residential	224	Units	22	94	116	87	47	134
Less Internal			0	-1	-1	-17	-6	-23
Less Transit (5 percent)			-1	-5	-6	-4	-2	-6
Net Residential Trips			21	88	109	66	39	105
Retail	13,960	Square feet	8	5	13	61	66	127
Less Internal			-1	0	-1	-6	-17	-23
Less Transit (5 percent)			0	0	0	-3	-2	-5
Less Pass-By (50 percent)			-3	-2	-5	-26	-23	-49
Net Retail Trips			4	3	7	26	24	50
Total Trips, DSP-19041 and DPLS-488 (sum of bold numbers)			25	91	116	92	63	155
Note: Internal trips represent trips that are produced by and attracted to the various uses within the site and are computed for each use using methods shown in the Trip Generation Handbook (Institute of Transportation Engineers). Summing reductions for all uses in each peak hour, the ins and the outs must be equal, meaning that each internal trip produced has an equal internal attraction.								

4. **Development of this site shall be in conformance with the approved Stormwater Management Concept Plan (23685-2019-00) and any subsequent revisions. DSP-19041 depicts all five micro-bioretenion facilities shown on SWM Concept Plan 23685-2019-00 and is in general conformance with the plan.**

The site has an approved SWM Concept Plan 23685-2019, which is valid until December 11, 2022. The approved plan proposes five micro-bioretenion facilities. The DSP shows the largest micro-bioretenion facility split into two smaller micro-bioretenion facilities. An SWM fee-in-lieu of \$41,911.00 is required for on-site attenuation/quality control measures. The approved concept plan is in general conformance with the DSP.

5. **Prior to approval of the first building permit for the subject property (associated with the residential and/or commercial component of this application), the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and**

bikeway facilities, as designated below, in accordance with Section 24-124.01 of the Prince George's County Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

- a. **Pedestrian connections to the Beacon Heights Purple Line Station to include concrete sidewalk, staircases, guardrails, handrails, and a concrete wall, within the limits of the acquisition area only.**
- b. **300 linear feet of sidewalk along the north side of Patterson Street between 67th Ave to Beacon Light Road.**

Should the applicant be unable to obtain a permit for construction of one or more of the Required Off-Site Facilities, through no fault of the applicant's, the applicant shall provide alternative facilities ("Alternative Off-Site Facilities") that provide a level of adequacy equal to the Required Off-Site Facility(s) that could not be constructed. The requirements of Section 24-124.01(g) of the Prince George's County Subdivision Regulations shall also apply to the identified Alternative Off-Site Facilities, which are:

- a. **300 linear feet of sidewalk along the south side of Patterson Street between 67th Ave to Beacon Light Road.**
- b. **A five-foot-wide sidewalk along the 67th Avenue from the subject property to Patterson Street.**

This DSP depicts proposed pedestrian connections to the Purple Line Station and provides details on proposed stairs, bike ramps, sidewalks, pavers, and off-site sidewalk improvements. Conformance with this condition will be further reviewed at time of building permit.

6. **Prior to the acceptance of any detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the Required Off-Site Facilities necessary to meet pedestrian and bicyclist adequacy as described above, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations.**

The DSP submission included the required exhibit, satisfying this requirement.

8. **In conformance with the 2009 Approved Countywide Master Plan of Transportation and the 2017 Approved East Riverdale-Beacon Heights Sector Plan, the applicant and the applicant's heirs, successors, and/or assigns shall provide an exhibit that depicts the following improvements prior to acceptance of any detailed site plan:**

- a. **A shared lane marking (e.g. "sharrow") on 67th Place along the subject site's frontage.**

- b. Sidewalks, a minimum of five feet in width, along the subject site's roadway frontages and pedestrian connections to the Purple Line station.**

The required sidewalks and shared lane markings are shown on the DSP and on an exhibit, in conformance with this requirement.

- 9. Prior to the acceptance of any detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the required facilities necessary to meet pedestrian and bicyclist adequacy throughout the subdivision, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations. These facilities shall include:**

- a. Streetscape improvements throughout the subdivision such as, but not limited to inverted U-style bicycle racks, lighting, benches, and trash receptacles, consistent with the proposed plans for the Purple Line station.**

The exhibit was submitted with the DSP and details regarding these features are included on the DSP itself. The requirement has been satisfied.

- 11. Prior to acceptance of the detailed site plan, a geotechnical study to establish the factor of safety for the proposed buildings on Christiana clays shall be submitted. The report shall be prepared in accordance with the Prince George's County Department of Permitting, Inspections, and Enforcement guidelines for over consolidated clays.**

The required geotechnical study was submitted with the DSP and determined the factors of safety are greater than the minimum recommended safety factor of 1.5. This requirement has been satisfied.

- 13. The private on-site recreational facilities shall be reviewed by the Urban Design Section, of the Development Review Division of the Planning Department for adequacy and proper siting with the submittal of the detailed site plan.**

Private on-site recreational facilities to compliment the multifamily use are shown on the DSP. These facilities include a dog park and landscaped courtyard area with a pool, grilling stations, seating areas, and other amenities. Staff finds the type and location of recreational facilities provided to be acceptable. However, staff recommends the DSP be updated to include a list of the proposed on-site recreation facilities with associated cost estimates to demonstrate the facilities proposed meet or exceed the \$256,000 threshold established by the PPS.

- 14. Prior to approval of a detailed site plan, the applicant and the Prince George's County Department of Parks and Recreation shall coordinate to determine if public use access to a proposed dog park on the subject site is achievable. This coordination shall include appropriate terms and conditions for the public use of the dog park including registration of users and dogs, times of operation, other restrictions and liability.**

The applicant and the Prince George's County Department of Parks and Recreation (DPR) have, and are continuing to coordinate to determine if some form of public access and use of the proposed private dog park is achievable. Discussions have included terms and conditions and operational concerns, as provided by this condition. DPR has indicated the discussions have been productive and recommends a condition to allow for continued coordination.

17. Prior to acceptance of a detailed site plan, a Phase II noise analysis shall be provided and demonstrate that any outdoor activity areas are located outside of the mitigated 65 dBA Ldn and that building structures proposed mitigate interior noise levels to 45 dBA Lbn or less.

A Phase II noise analysis was provided. Noise contours on the DSP show all outdoor activity areas are located outside of the mitigated 65 dBA Ldn. In accordance with Condition 18 of the PPS, the applicant will be required to demonstrate interior noise levels are mitigated to meet acceptable levels, prior to approval of a building permit. The Phase II noise analysis recognizes that the inclusion of upgraded doors and windows in certain locations of the building will be necessary in order to dampen noise levels.

9. 2010 Prince George's County Landscape Manual: Development proposed by this DSP is subject to Section 4.1, Residential Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. Regarding the requirements of Sections 4.1, 4.4, and 4.9, Staff finds the DSP in conformance. Issues regarding Section 4.6, Buffering Development from Streets, and Section 4.7, Buffering Incompatible Uses are discussed in detail below.

Section 4.6, Buffering Development from Streets is not applicable despite abutting Riverdale Road, a master plan classified arterial roadway. For multifamily development, Section 4.6(c)(1)(B)(i) requires a minimum of a 50-foot-wide planted buffer between any yard of a multifamily development in any zone that is oriented toward an arterial road. This DSP proposes ground floor commercial uses and a residential lobby associated with the multifamily use oriented toward Riverdale Road. The DSP is unique as the East Riverdale-Beacon Heights Sector Plan includes specific recommendations for the subject property, inclusive of those recommending no building setback, and hence, no yard, along the site's Riverdale Road, future Purple Line frontage. Given commercial uses are located at ground level fronting on the arterial roadway, and no yard is provided, no Section 4.6 buffer is required in this instance. Instead, the applicant has shown a streetscape design consistent with the recommendations of the Sector Plan. A cohesive design is provided for this area that will need to be developed in concert with the Purple Line. Some of the frontage area is off-site, in the right-of-way for Riverdale Road and the Purple Line, which are under the control of the Maryland Transportation Authority (MTA) and the Maryland State Highway Administration (SHA). Staff has recommended a condition for the applicant to closely coordinate with MTA and SHA to ensure a coordinated and cohesive design is implemented for the streetscape area to be provided along Riverdale Road.

Regarding Section 4.7, Buffering Incompatible Uses, AC-21001 has been requested for the southeastern corner of the property, adjacent to the existing single-family detached houses

in the R-55 Zone. A Type B bufferyard, which includes a 30-foot-wide building setback, and a 20-foot-wide landscape yard, to be planted with 152 plant units, is required along this boundary. The alternative landscape solution proposes a variable width building setback of 16 to 30 feet, and variable width landscape yard width of 12 to 20 feet. To compensate for the reduced width setback and yard, and to aid in screening the building, a 6-foot-high opaque fence and 290 plant units are provided within the buffer area. Typically, the inclusion of this type of fence qualifies a project to reduce the number of plant units provided. With this alternative compliance proposal, the fence is provided, as are nearly double the amount of plant material required for normal conformance. A mix of shade trees, ornamental trees, and evergreens, and a proposed hillside wildflower meadow with a higher percentage of evergreens in the area where the building does not meet the setback, is provided and appropriate.

However, staff is concerned regarding the width of the landscaped bufferyard between the proposed dog park and single-family dwelling identified as Lot 2, directly southwest. Given sufficient space is available, it is appropriate to provide the full 20-foot wide bufferyard in this location, with enhanced plantings to buffer the single-family dwelling.

The Alternative Compliance Committee recommends that the proposed alternative design option presented is equally effective as normal compliance with Section 4.7(c)(4)(F), for the southeastern boundary area, except for the portion between the proposed dog park and adjacent single-family dwelling (Lot 2) where a full 20-foot-wide bufferyard should be provided with additional plant units, as conditioned herein.

10. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site has a Standard Letter of Exemption (S-138-2019) from the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance that was issued on October 2, 2019, since the site contains less than 10,000 square feet of woodland. The site has a Natural Resources Inventory Plan (NRI-038-2019), which was issued on August 12, 2019. No woodland or regulated environmental features are located on this site. Three specimen trees are present on-site, but they are not a part of any woodlands, so no variance is required for removal.
11. **Prince George's County Tree Canopy Coverage Ordinance:** Section 25-128 of the Prince George's County Code, Tree Canopy Coverage Requirements, requires properties in the R-18 and R-55 Zones to provide a minimum tree canopy coverage (TCC) of 15 percent. The 3.24-acre subject site is required to provide 0.49 acre (21,170 square feet) in TCC. The TCC schedule provided incorrectly calculates the requirement and shows nonconformance with this requirement. A note on the plan indicates that trees to be installed in the courtyard and streetscape areas are not included in the TCC calculation, but they can be. Staff recommends the TCC schedule be corrected, and additional trees be provided as necessary to demonstrate conformance with this requirement.
12. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows, and are incorporated herein by reference:

- a. **Community Planning**—In a memorandum dated February 26, 2021 (White to Bossi), the Community Planning Division noted pursuant to Section 27-548.08(c)(2) of the Zoning Ordinance, the DSP conforms to the recommendations of the East Riverdale-Beacon Heights Sector Plan.
- b. **Transportation, Pedestrian and Bicycle Planning**—In a memorandum dated April 1, 2021 (Smith and Hancock to Bossi), it is noted that the site is adjacent to Riverdale Road, which is a master plan arterial roadway. The rights-of-way are slightly altered from the recommendations in the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), as the Purple Line rights-of-way have been updated. The rights-of-way displayed are consistent with those shown on the PPS, as approved.

Sections 27-283, Site Design Guidelines and 27-274(a)(2), Parking, Loading and Circulation, provide for the design of the multimodal facilities associated with the subject application. The DSP proposes two access points, along 67th Avenue and 67th Place, modifying the current circulation layout of four access points onto the site. Due to the construction of the Purple Line, 67th Place is proposed as a cul-de-sac, therefore prohibiting direct vehicular access to the site from Riverdale Road on this side. The submitted plans also propose continuous sidewalks around the perimeter of the building and along property frontage of 67th Avenue and 67th Place, connecting to the Purple Line Station. Staff finds the vehicular and pedestrian circulation depicted in the DSP conforms with the guidelines pursuant to Sections 27-283 and 27-274. Regarding vehicular parking, DPLS-488 requests a reduction in the required number of parking spaces and is discussed in detail in Finding 7. Multiple recommended conditions of approval of the DSP are associated with the companion departure request.

The submitted plans propose a loading area with two loading spaces on the west side of the lower level of the building. Three loading spaces are required, and a condition is recommended for the provision of the required number of loading spaces.

The DSP is subject to the MPOT and East Riverdale-Beacon Heights Sector Plan, which recommend the following facilities that directly impact the subject site:

1. Planned bicycle lane along Riverdale Road
2. Planned shared roadway along 67th Place

The recommended bicycle lane along Riverdale Road is beyond the scope of this DSP. While MTA has indicated that widening Riverdale Road further to accommodate a striped bicycle lane cannot be done as part of the Purple Line construction, the bicycle lane could be constructed as part of a future roadway project on Riverdale Road. The DSP includes shared roadway pavement markings to accommodate bicycle users along 67th Place, as recommended. Sidewalk connections are provided throughout the site that connect to the adjacent Purple Line Station. Short-term bicycle parking at the building entrance and long-term bicycle parking in the parking garage are provided. These improvements encourage multimodal activities and are important components of the Complete Streets

Policies. Staff recommends that the DSP be updated to show details regarding the proposed long-term bicycle parking.

- c. **Permits**—In a memorandum dated March 15, 2021 (Glascoe to Bossi), the Permits Section identified no comments and did not review signage as part of this DSP.
- d. **Environmental Planning**—In a memorandum dated March 26, 2021 (Rea to Bossi), it was noted that the property has an approved NRI-038-201, and there are no regulated environmental features on-site. The site also has an approved SWM Concept Plan 23685-2019, which is generally consistent with the DSP. The DSP is in conformance with the environmental requirements of the Zoning Ordinance.
- e. **Subdivision**—In a memorandum dated March 29, 2021 (DiCristina to Bossi), the Subdivision Section noted that the site is subject of PPS 4-19031, and an analysis of conformance with conditions of the PPS is included in Finding 8 above. The proposed development depicted in the DSP is generally consistent with the PPS. Staff recommends a series of technical corrections to the plan and a condition relevant to noise.
- f. **Historic Preservation**—In a memorandum dated March 12, 2021 (Smith and Stabler to Bossi), it was noted that the subject property does not contain and is not adjacent to any designated Prince George’s County historic sites or resources, but may be visible from the Baltimore-Washington Parkway, which is a County Historic Site listed on the National Register of Historic Places. Reducing the visual impact of the building on the Parkway using muted colors or other design elements is encouraged. A Phase I archeology survey is not recommended.
- g. **Prince George’s County Fire Department**—In an email dated March 5, 2021, (Reilly to Bossi), the Fire Department commented on the necessary location of fire hydrants and requested additional information regarding building fire protection measures, which were subsequently addressed by the applicant.
- h. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this technical staff report, DPIE did not offer comments on the subject application.
- i. **Prince George’s County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on the subject application.
- j. **Prince George’s County Health Department**—In a memorandum dated March 2, 2021 (Adepoju to Bossi) it was noted that during construction, the project will need to abide by County noise and dust control policies. The Department further commented that there are no grocery stores within one half mile of the site.
- k. **Maryland State Highway Association (SHA)**—In emails dated February 23, 2021 and March 29, 2021 (Woodroffe to Bossi), SHA noted that close coordination between the applicant and Purple Line is necessary. SHA further noted that efforts should be made to locate streetscape seating outside of the ultimate roadway right-of-way.

- l. **Washington Suburban Sanitary Commission (WSSC)**—In plan comments dated March 2, 2021, WSSC provided standard comments on the project’s conceptual water and sewer plan that will require attention through WSSC’s permitting processes.
 - m. **Department of Parks and Recreation (DPR)**—In a memorandum dated April 2, 2021 (Sun to Bossi) DPR noted that on-site recreational facilities provided are adequate, and further suggested discussions with the applicant continue to determine if some public access to the proposed dog park is viable.
- 13.** Based on the foregoing and as required by Section 27-285(b) 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 Prince George’s County Code, without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
- 14.** Section 27-285(b)(4) of the Zoning Ordinance provides the following required finding for approval of a DSP:
- (4) The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).**

No regulated environmental features such as streams, wetlands, 100-year floodplain, associated buffers, or primary management areas are located on-site.

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 Departure from Parking and Loading Standards DPLS-488 to allow for a reduction in the number of parking spaces required by 250, from 553 spaces to 303 spaces.
- B. APPROVE Detailed Site Plan DSP-19041 and Alternative Compliance AC-21001 for East Pines, subject to the following conditions:
 - 1. Prior to certification, the detailed site plan shall be revised, or additional information shall be provided, as follows:
 - a. Provide three loading spaces, as required by Section 27-582(a) of the Prince George’s County Zoning Ordinance.
 - b. Revise parking tabulations to demonstrate conformance with Section 27-566(b)(1) of the Prince George’s County Zoning Ordinance and show a minimum of eight handicap-accessible spaces are provided.

- c. Revise the acreage for existing Lot 1 of Parcel A, Block T to read 3.11 acres on Sheet 3.
 - d. Label the acreage and plat reference for existing Lot 1, Block T, on Sheet 3.
 - e. Depict the unmitigated 65 dBA Ldn lines for upper and lower levels.
 - f. Revise General Note 5 to read 1 Parcel and 0 Lots.
 - g. Add the area in square feet and acres to the label for proposed Parcel 1.
 - h. Provide a legible label and recording reference for the perpetual easement for overhead utilities located near the front of the property.
 - i. Clearly delineate the boundary and extents of perpetual easement Maryland State Highway Association Plat No. 59339.
 - j. Add a general note stating, "Commercial uses must be consistent with those permitted in the C-S-C Zone."
 - k. Identify the dedicated loading area for app-based taxi service or shared-ride services within the parking garage. This shared-ride location shall be designed to prevent the blockage of traffic flow in the garage and be in a well-lit and accessible area near the building entrance.
 - l. Show the location of the 50 bicycle spaces within the garage and provide an additional bicycle rack for eight bicycles on the streetscape along Riverdale Road.
 - m. Provide a list or table of the proposed private on-site recreation facilities with associated cost estimates to demonstrate the facilities proposed meet or exceed the \$256,000 threshold established by the preliminary plan of subdivision.
 - n. Correct and revise the tree canopy coverage schedule to demonstrate conformance with Section 25-128(b), Tree Canopy Coverage Requirements. If additional trees are required to demonstrate conformance, the landscape plan shall be updated accordingly.
 - o. Revise the landscape plan and the associated Section 4.7 schedule for the portion of the property line where the dog park is located. The applicant shall revise the plan to provide the required full 20-foot-wide landscaped bufferyard to be planted with double row staggered planting of predominantly evergreen trees of a minimum two species.
 - p. Consider adding a small building-identity sign proximate to the rear building entrance.
2. Prior to certification of the detailed site plan, the Prince George's County Department of Parks and Recreation, and the Urban Design Section, as designees of

the Planning Board, shall make the final determination on the viability of the public use access to the proposed dog park on the subject property. If it is determined that the public use for the dog park is achievable, the appropriate terms and conditions for the public use of the dog park, including registration of users and dogs, times of operation, other restrictions and liability, shall be incorporated into the Recreational Facilities Agreement for the on-site recreational facilities.

3. In consideration of the proffers made as a means of reducing the parking provided on-site, at time of building permit, the applicant shall provide details of the proposed ongoing trip reduction activities:
 - a. Unbundled parking—building tenants do not have to rent a parking space with an apartment, but have the option to do so.
 - b. One parking space will be available for each residential dwelling unit should the tenant want to rent a parking space. If more than one space is desired for a particular unit, they will only be able to rent the second space when property management determines spaces are available.
 - c. Distribute a Washington Metropolitan Area Transit Authority (WMATA) SmarTrip card with \$50 fare or provide a one-year membership to a carshare service to each dwelling unit, to new employees of the building and retail employees during the initial lease-up of the building.
 - d. Designated Transportation Coordinator that will be responsible for coordinating transportation demand management strategies, including providing transportation information to tenants and employees, working with Prince George’s County staff for transportation demand management outreach and promotion, and participating in local and regional events.
4. The applicant shall closely coordinate with the Maryland Transit Authority and the Maryland State Highway Administration, to ensure a coordinated and cohesive design is implemented for the streetscape area to be provided along the site’s frontage to be shared with the Beacon Heights-East Pines Purple Line Station.