

R E S O L U T I O N

WHEREAS, the Prince George’s County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George’s County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on March 23, 2017, regarding Detailed Site Plan DSP-15045 for 210 Maryland Park, an Expedited Transit-Oriented Development Project, the Planning Board finds:

1. **Request:** The subject application is for approval of a detailed site plan (DSP) for a 220,882-square-foot mixed-use development consisting of 1,948 square feet of commercial/retail space, 165 multifamily dwelling units and 13 townhouse units. This application also requests a change of the underlying zoning for the property from the existing One-Family Detached Residential (R-55) Zone to the Mixed Use–Infill (M-U-I) Zone.

2. **Development Data Summary:**

Zone(s) Use(s)	EXISTING R-55/T-D-O	APPROVED M-U-I/T-D-O
Acreage	Vacant	Residential and Commercial
Dwelling Units	3.89	3.89
Multifamily	0	178
Townhouses	--	165
Total Gross Floor Area (sq.	--	13
Residential	0	220,882
Retail	--	218,934
	--	1,948

OTHER DEVELOPMENT DATA:

Maximum Parking Spaces*

Condominium/Apartment – 165 units @ 1.5 space/unit	248 spaces
Residential Townhomes – 13 units @ 2.0 space/unit	26 spaces
Commercial Retail – 1,948 sq. ft. @ 2.00 space/1000 sq. ft.	4 spaces
Total Maximum Parking	278 spaces
Total Maximum Parking after Applying Shared Parking Percentage in TDDP	275 spaces

Parking Spaces Provided

Total Surface Spaces	123 spaces
Standard Spaces (9.5 ft. x 19 ft.)	72 spaces
Compact Spaces (8 ft. x 16.5 ft.)	48 spaces
ADA Spaces (13 ft. x 19 ft.)	3 spaces (1 van-accessible)
Total Spaces Under Building	19 spaces
Standard Spaces (9.5 ft. x 19 ft.)	16 spaces
ADA Spaces (13 ft. x 19 ft.)	3 spaces (1 van-accessible)
Total Townhouse Garage Spaces	13 spaces
Total Spaces Provided	155 spaces**

Loading Spaces Required	1 spaces
Loading Spaces Provided***	0 spaces

Bicycle Spaces per the TDDP

Required (1 space per 20 parking spaces provided)	8
Provided	14

Notes: *The Capitol Heights Transit District Overlay (T-D-O) Zone does not have minimum parking requirements, but rather a maximum parking ratio.

**An additional 10 on-street parallel parking spaces are proposed along the property's Southern Avenue frontage, subject to the approval of the District Department of Transportation (DDOT).

***The loading space issue is discussed further in Finding 6 below.

3. **Location:** The subject property is located in the southwest quadrant of the intersection of Southern Avenue and Maryland Park Drive, in Planning Area 72, Council District 7.
4. **Surrounding Uses:** The subject property is bounded to the northwest by the public right-of-way of Southern Avenue within the District of Columbia; to the southwest by the platted, but undeveloped, public right-of-way of Viola Lane with residential uses in the One-family Semidetached and Two-Family-Detached Residential (R-35) Zone beyond; to the southeast by single-family detached dwellings located in the R-55 Zone; and to the northeast by the public right-of-way of Maryland Park Drive with a church and single-family detached dwellings in the R-55 Zone beyond. All surrounding properties are also in the T-D-O Zone.

5. **Previous Approvals:** The 2008 *Approved Capitol Heights Transit District Development Plan and Transit District Overlay Zone Sectional Map Amendment* (Capitol Heights TDDP/TDOZ) retained the subject property in the R-55 Zone and placed a Transit District Overlay Zone on it. A Preliminary Plan of Subdivision (4-15029) for the proposed development was approved by the Planning Board on March 23, 2017.

The Stormwater Management Concept Plan, 53320-2016-00, was approved on March 21, 2017.

6. **Design Features:** The subject vacant, and mostly cleared, site is generally rectangular in shape, with almost equal frontages on Southern Avenue and Maryland Park Drive. The site has one proposed vehicular access from Maryland Park Drive. Pedestrian access is provided from the new sidewalks proposed along both Southern Avenue and Maryland Park Drive.

The proposed development includes two five-story buildings and 13 three-story townhomes arranged with an internal courtyard used for parking and service areas. The first building is a five-story, approximately 65-foot-high, mixed-use, 97,889 square-foot, rectangular building that sits along the northern edge of the property fronting on Southern Avenue. The first floor of this building includes 1,948 square feet of commercial/retail space along the northern edge with entrances facing Southern Avenue. The eastern end of the first floor includes the main residential lobby, as well as the leasing office and the approximately 3,500 square-foot amenity space. This amenity space, which will serve all multifamily and townhouse residential units, will include a business center, fitness room, and an entertainment lounge, and will be complete at the time of building completion. The western end of the first floor includes residential units, which will have both interior and exterior access. The remainder of this building will be multifamily residential units.

The second building is a five-story, approximately 62-foot-high, mixed-use, 99,998-square-foot, L-shaped building that sits in the southwest corner of the site. The first floor of this building includes some open parking spaces tucked under the building along the eastern edge, a lobby area in the northeast corner, and multifamily residential units along the western edge, some with exterior and interior access. The remainder of this building will be multifamily residential units. The applicant has indicated that they intend to seek leadership in energy and environmental design (LEED) certification for the two multifamily-buildings as required by the TDDP.

The 3-story, 18-foot-wide, 40-foot-high, approximately 1,600-square-foot townhouses are arranged into two sticks facing Maryland Park Drive, setback approximately 13 to 15 feet from the right-of-way. All units include a front door and sidewalk connecting to the sidewalk along Maryland Park Drive and a rear-loaded, one-car garage.

The architectural design and building materials are varied with the buildings, but in general, are all contemporary in style. The main building façade along Southern Avenue includes a mix of materials and colors, such as red, tan, and charcoal brick and fiber cement panels in grey shades and tan, arranged in regular patterns. The façades are punctuated by a regular pattern of windows, some with metal Juliet balconies, and large aluminum storefront windows, along with aluminum

and fabric canopies in the retail and lobby areas. Brick is the predominant finishing material on the main façades oriented toward Southern Avenue and Maryland Park Drive, as well as green vertical decorative features, on the mixed-use building, with the fiber cement panels as predominant finish materials on the rear side of the building facing the parking lot. The multifamily building, which is not highly visible from the public rights-of-way, is predominantly finished in gray shades of fiber cement panels, except for a large section of red brick on the northern elevation, and some on the north end of the eastern and western elevations. The townhomes are proposed to be finished in fiber cement siding in shades of brown, gray and some red. Regular symmetrical windows are provided on the front, side and rear elevations of the townhomes with white synthetic trim, including corner boards and cornices. Some townhomes have a front bay window on the first two floors and all have standard rear decks and a rear garage and entrance door. All buildings, including the townhomes, are proposed to have a flat roof.

Signage

The intent of the Capitol Heights TDDP signage standards is to create a positive image with attractive and well-maintained signs within the T-D-O Zone that enhance and contribute to the architectural character of the buildings. The sign design standards further require that the placement of the signs be integrated into the overall architectural design of the building. No specific sign dimensional requirements are included in the sign design standards; therefore, conformance with Sections 27-613 and 27-614 of the Prince George's County Zoning Ordinance is required (see Finding 8 for further discussion of signage). The proposed signage included in this DSP are building-mounted and freestanding signs and are designed to be compatible with the overall architectural design.

Parking and Loading Requirements

The parking requirements located in the Parking Facilities section of the Capitol Heights TDDP/TDOZ (Table 3, page 97) establishes only maximum parking ratios for land uses within the Capitol Heights TDOZ. The DSP provides 155 parking spaces, which is below the maximum 275 allowed.

Loading Spaces

Section 27-582 of the Zoning Ordinance requires for multifamily dwellings one loading space be provided for 100–300 dwelling units, and for retail sales and service no loading spaces are required for less than 2,000 square feet of gross floor area (GFA). The submitted DSP does not show a loading space, however, one loading space is required for the proposed multifamily units and there is room on the plan to add one. Therefore, a condition has been included in approval requiring this revision.

Recreational Facilities and Amenities

During the preliminary plan review, it was determined that the future residents would be best served by the provision of private on-site recreational facilities to meet the requirements of Mandatory Park Dedication. Using the Department of Parks and Recreation's formula for the value, the proposed development with 178 units is required to provide approximately \$203,331 worth of facilities. The submitted DSP includes an external approximately 200 square-foot sitting

area, as well as a minimum 1,500 square-foot internal fitness room that will be accessible to all site residents. The total value of the proposed facilities is approximately \$207,000, which meets the requirement.

COMPLIANCE WITH EVALUATION CRITERIA

- 7. 2008 Approved Capitol Heights Transit District Development Plan and Transit District Overlay Zone Sectional Map Amendment:** The Capitol Heights TDDP/TDOZ amends the 2002 *Prince George's County Approved General Plan*, the 1993 *Approved Master Plan and Sectional Map Amendment for Landover and Vicinity (Planning Area 72)*, and the 1986 *Approved Master Plan for Suitland-District Heights and Vicinity, Planning Areas 75A and 75B*. The TDDP covers portions of Planning Areas 72 (Landover), 75A (Suitland-District Heights), and 75B (Town of Capitol Heights) in western Prince George's County inside the Capital Beltway (I-95/495) and immediately adjacent to the District of Columbia. The purpose of the Capitol Heights TDDP/TDOZ is to increase transit use and decrease automobile dependency by locating homes, jobs, and shopping closer to transit services; locating the mix of critical land uses (live/work/shop) in closer proximity to one another; and establishing land use/transit linkages that make it easier to use transit (rail and bus). The TDDP envisions the Town of Capitol Heights with a new mixed-use center at the Capitol Heights Metro Station and a revitalized business district along Old Central Avenue.

The TDDP sets forth goals, concepts, guidelines, recommendations, and design standards to achieve the development character desired for future development within the Metro station area. The TDDP contains a comprehensive rezoning element known as the TDOZ intended to implement the land use recommendations of the development plan for the foreseeable future. On December 6, 2007, the Prince George's County Planning Board approved the preliminary TDDP and the proposed TDOZ sectional map amendment (PGCPB Resolution No. 07-219). On July 1, 2008, the Prince George's County District Council, by adopting County Council Resolution CR-66-2008, approved the TDDP and TDOZ sectional map amendment for Capitol Heights. All page numbers reference the final approved TDDP document.

The TDDP/TDOZ superimposed a T-D-O Zone over six designated character areas, including the Metro station core where the subject site is located, to ensure that the development of land meets the TDDP goals. The transit district standards follow and implement the recommendations in the TDDP. The transit district standards are organized into four parts, including building envelope and site standards and guidelines, open space and streetscape standards and guidelines, parking facilities and guidelines, and architectural standards and guidelines for development within the district. The subject property is located within the "Metro Station Core" character area of the plan. Specifically, regarding this area, the TDDP states:

The Metro station core will be the most active and intensively developed of the Capitol Heights TDOZ character areas. It will contain the most diverse development mix and tallest buildings—mid- to high-rise residential units, office space, public parking, retail, and a new central square. (page 12)

Section 27-548.08(c) of the Zoning Ordinance requires that the Planning Board find that the site plan meets the applicable transit district standards in order to approve it. However, in accordance with the TDOZ review process, modification of the transit district standards is also permitted. In order to allow the plan to deviate from the transit district standards, Section 27-548.08(c)(3) of the Zoning Ordinance requires that, in approving the DSP, the Planning Board shall find that the mandatory requirement, as amended, will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board shall then find that the site plan meets all mandatory requirements which apply.

Requested amendments to the TDOZ Standards

In general, the subject DSP meets most of the applicable transit district overlay zone standards. However, the applicant has requested the following amendments to the standards:

- a. **Building Envelope and Site, 2. Character Areas, 2.1 Metro Station Core Character Area** (pages 67-68)

Standards

- (1) **Buildings shall be between 6 and 14 stories in height. Buildings within 500 feet of the Metro station entrance shall be a minimum of 8 stories in height.**

Applicant's Justification:

“The proposed multifamily/mixed-use buildings will be five stories. The architectural design of these buildings emphasizes the ground floor by providing larger storefront openings or individual residential unit entries. The ground floor is further enlivened and pedestrian-scaled with features such as awnings, canopies, decorative light fixtures, and signage. The buildings have a clear three-part organization with a strong ground floor reading, a main residential façade up to the fourth floor, followed by a setback at the fifth floor which brings down the scale and makes a clear reading of the top of the building.

“A modification is required for these buildings and the townhouses which will be three stories in height, and provide a transitional buffer to the existing residential development from the more intensive multifamily/mixed-use buildings in the rear of the property. The townhouses also have attractive and human-scaled entrances with porches and stoops, and provide cornices at the roof line.”

The Planning Board concurred with the applicant's justification. The proposed five- and three-story buildings will ensure sufficient density on the site while also being compatible with the existing two- and three-story development on the adjacent properties. The requested amendment to the height standard will not substantially impair the implementation of the Capitol Heights TDDP. Therefore, the Planning Board supports the requested deviation from the transit district standard.

- (2) **Building heights shall decrease, or step down, to three stories or less when the side or rear of a commercial or multifamily building is adjacent to existing single-family homes. Development that is separated from single-family residential areas by a street or other public space 30 or more feet in width shall be exempt from this requirement.**

Applicant's Justification:

"The side of the proposed multifamily building is set back approximately 47 feet from the southern property line. The adjacent lots to the south contain single-family homes. The side of the building does not step down, however, said side elevation is very short, creating minimal impact on the adjacent homes to the south. A modification is requested from this requirement given the minimal impact the proposed side elevation of the building will have on adjacent homes to the south."

The Planning Board concurred with the applicant's justification. The proposed five-story multifamily building's short side, approximately 65 feet in length, is within approximately 47 feet of the adjacent existing single-family residential properties to the south. This configuration will minimize the impact of the five stories on the adjacent properties, while also allowing the proposal to maintain the density necessary for development. The requested amendment to the height standard will benefit the development and the transit district. Therefore, the Planning Board supports the requested deviation from the transit district standard.

- (3) **Buildings on the arterial, East Capitol Street Extended (MD 214) shall sit along the established build-it line measured 20 feet from the edge of the curb. Buildings on other streets in the character area shall sit along the established build-to-line measured 12 feet from the edge of the curb.**

Applicant's Justification:

"The Applicant's buildings do not front on East Capitol Street. The buildings front Southern Avenue and Maryland Park Drive, therefore, requiring a minimum of a 12-foot setback from the curb. This minimum setback along Southern Avenue is not achieved because the property line is approximately 22 feet from the curb. Additionally, there is a 20-foot WSSC easement that runs on-site along this property line. Therefore, the building that fronts Southern Avenue is approximately 42 to 68 feet from the curb. The minimum

setback of 12 feet along Maryland Park Drive is also not achieved. The property line sits 8.5 feet from the curb. The 3.5-foot difference is not large enough to accommodate townhouse stoops or the required landscaping. Therefore, the townhouses that front Maryland Park Drive are approximately 24 feet from the curb, while the corner of the multifamily building is 25 feet from the curb. A modification is required for building setbacks from curbs on Southern Avenue (68 feet) and Maryland Park Drive (25 feet).”

The Planning Board concurred with the applicant’s justification. The proposed buildings are set as close to the adjacent street curbs as is possible given the existing easements and other TDDP standard requirements. The requested amendment to the setback standard will not substantially impair the implementation of the Capitol Heights TDDP. Therefore, the Planning Board supports the requested deviation from the transit district standard.

- (4) Buildings shall cover no less than 60 percent of their lot and shall occupy at least 75 percent of their street frontage.**

Applicant’s Justification:

“This is not achieved. Buildings cover 29 percent of the site. However, they occupy 78 percent of the street frontage. Therefore, the Applicant is requesting a modification to this standard. The Applicant believes the modification is warranted due to the character and compact design which meets the street frontage requirements, and which will both benefit the development and not impair implementation of the TDOZ. Furthermore, a significant portion of the site is impacted by existing floodplain and a 20-foot-wide WSSC easement (0.91 acres or 23 percent), which makes most of this area undevelopable. The proposed development leaves the majority of this area as open space for the benefit of the project and community.”

The Planning Board concurred with the applicant’s justification. The proposed buildings occupy the street frontage as desired, but do not cover 60 percent of the lot due to the existing floodplain and easements, as well as the proposed surface parking lot. The requested amendment to the lot coverage standard will not substantially impair the implementation of the Capitol Heights TDDP. Therefore, the Planning Board supports the requested deviation from the transit district standard.

- (5) Off-street parking shall be in parking structures.**

Applicant’s Justification:

“Off-street parking is provided on surface lots, within the townhouse garages, and in podium structures (within the multifamily/mixed use buildings). A surface lot is indicated for this site on Map 13 Illustrative TDOZ Parking Plan (page 32).

“A modification is required from this standard. The Applicant believes that a modification is warranted given the fact that surface parking will be fully screened from the street by the proposed development. Moreover, the Applicant has utilized structured parking (i.e. podium parking and townhouse garage spaces) to the fullest extent feasible.”

The Planning Board concurred with the applicant’s justification. The TDDP does anticipate a possible surface parking lot in this location, at the edge of this character area. However, the surface parking lot is needed in order to sufficiently serve the parking needs of the development. Additionally, the parking lot has been located in the courtyard to be fully screened from adjacent public rights-of-ways. The requested amendment to the parking structure standard will not substantially impair the implementation of the Capitol Heights TDDP. Therefore, the Planning Board supports the requested deviation from the transit district standard.

- (9) Mixed-use and nonresidential buildings with public street or civic space frontages shall reserve at least 50 percent of their ground-floor frontage for retail uses.**

Applicant’s Justification:

“At least 50 percent of the building fronting on Southern Avenue has a minimum of at least 50 percent of the ground floor as retail uses.”

The applicant’s justification was incorrect. The proposed mixed-use building fronting on Southern Avenue is approximately 324 feet long and the proposed retail portion of this frontage is only about 80 feet long, or 25 percent of the total. The remainder of the frontage is made up of the amenity space and individual residential units with exterior entrances, which will also serve to activate the streetscape. Given the location of the property at the edge of the character area adjacent to existing neighborhoods, a smaller neighborhood-serving retail space is appropriate and the additional residential units along the frontage will serve to enhance and activate the streets. Therefore, the Planning Board approved the requested deviation from the transit district standard as it will not substantially impair the implementation of the Capitol Heights TDDP.

- (10) Parking facilities and outdoor service areas must be well lit, and their lighting must be designed to minimize glare impacts on adjacent residential uses.**

Applicant’s Justification:

“Parking facilities and outdoor service areas will be adequately lit as demonstrated by the included photometric plan to minimize glare on adjacent residential uses.”

The applicant's justification is incorrect as the submitted photometric plan shows a high level of lighting along the southern property line, adjacent to residential uses. Therefore, a condition has been included in this approval requiring this revision. When this is done, the DSP will be in conformance with this standard.

- (14) Public plazas and other civic spaces shall be designed to be safe, sunny and attractive, with:**
- (a) No "dead," poorly-lit, or hidden areas**
 - (b) Maximum feasible southern exposure**
 - (c) Use of at least two of the following options as decorative amenities: Vegetation planters, special pavement treatments, public art, or street furnishings.**

Applicant's Justification:

"All public areas meet the criteria stated above. The public areas shown on the plan have no hidden areas, and provides vegetative planters and pavement treatments. It should be noted that direct southern exposure to the sun is not feasible due to the location and restraints impacting the subject property."

The applicant's justification was incorrect as the submitted DSP does not provide details and locations for the proposed vegetative planters and special pavement treatments as stated. Therefore, a condition has been included in this approval requiring this revision. When this is done, the DSP will be in conformance with this standard.

- b. **Open Space and Streetscape, 3. General Open Space Standards and Guidelines, 3.2 Ground Cover (page 80)**

Standards

- (5) Irrigation: All sod and groundcover areas shall include an automated irrigation system to maintain the health and vigor of the sod and groundcover.**

Applicant's Justification:

"No irrigation is proposed at this time; therefore, the applicant is requesting a modification to this standard. The applicant believes the modification is warranted due to high probability that proposed landscaping will be adequately hydrated by rainwater, and by utilizing sustainable, native, and drought tolerant species."

The Planning Board concurred with the applicant's justification. The use of native and drought tolerant plant species will ensure survivability. Therefore, the Planning Board approved the requested deviation from the transit district standard as it will not substantially impair the implementation of the Capitol Heights TDDP.

c. **Open Space and Streetscape, 3. General Open Space Standards and Guidelines, 3.3 Open Spaces** (pages 80-81)

Standards

- (5) **Irrigation: All open space landscaping shall have an automated irrigation system, and a note stating compliance with this standard shall be included in the general notes section on the DSP.**

Applicant's Justification:

"No irrigation is proposed at this time. As noted above, the Applicant is requesting a modification to this standard. The Applicant believes the modification is warranted due to high probability that proposed landscaping will be adequately hydrated by rainwater, and by utilizing sustainable, native, and drought tolerant species."

The Planning Board concurred with the applicant's justification. The use of native and drought tolerant plant species will ensure survivability. Therefore, the Planning Board approved the requested deviation from the transit district standard as it will not substantially impair the implementation of the Capitol Heights TDDP.

- (7) **Open Space Lighting: Parks, plazas and other open spaces shall be illuminated to a minimum 1.25 foot-candles and a maximum of 2.0 foot-candles in accordance with ADA requirements for parks and recreation spaces.**

Applicant's Justification:

"In a supplemental justification, the applicant confirmed that the open spaces on the property will be illuminated to a minimum of 0.7 foot-candles and a maximum of 4.1 foot-candles. The applicant stated that when using real light fixtures at appropriate spacing intervals, it is not possible to achieve such a narrow range of foot-candle levels. The proposed fixtures generate slightly higher levels directly underneath the fixtures and slightly lower levels between fixtures. The proposed lighting levels are typical and are safe and effective, while not being excessive or overly bright."

The Planning Board concurred with the applicant's justification regarding lighting. It would be difficult to propose a lighting plan that would fit within such a small range of illumination. The range proposed by the applicant will provide sufficient lighting without

being excessive. Therefore, the Planning Board approved the requested deviation from the transit district standard as it will not substantially impair the implementation of the Capitol Heights TDDP.

- d. **Open Space and Streetscape, 3. General Open Space Standards and Guidelines, 3.4 Plazas** (page 82)

Standards

- (7) Plazas in Commercial Areas: Plazas in commercial areas shall front adjacent retail uses. A minimum 75 percent of the ground-floor building frontage facing a commercial-area plaza shall consist of retail uses.**

Applicant's Justification:

“Twenty-six percent of the ground-floor building frontage facing a commercial-area plaza will consist of retail uses. The other 74 percent consists of amenity building space in the multifamily/retail building. The Applicant is requesting a modification to this standard. The Applicant believes the modification is warranted due to the arrangement and design of the building. The Applicant believes that the most viable location for the retail is farther south on Southern Avenue for the purposes of vehicular visibility and pedestrian traffic from the Metro Station. The Applicant has proposed residential amenity uses such as a fitness room, Wi-Fi lounge, business center and leasing office along the plaza frontage, which provides a high level of activity and visibility similar to retail uses. The retail proposal of the Applicant will both benefit the development and not impair implementation of the TDOZ.”

The Planning Board concurred with the applicant's justification. The other uses proposed to front on the plaza area will provide a high level of activity and visibility. Therefore, the Planning Board approved the requested deviation from the transit district standard as it will not substantially impair the implementation of the Capitol Heights TDDP.

- e. **Open Space and Streetscape, 4. Streetscapes, 4.7 Buffers and Screening** (page 90)

Standards

- (3) Minimum Buffer Requirements: The minimum bufferyard requirements (landscape yard) for incompatible uses in the Landscape Manual (Section 4.7) shall be reduced by 50 percent. The plant units required per 100 percent of the property line or right-of-way shall also be reduced by 50 percent. Alternative compliance shall not be required for these reductions.**

Applicant’s Justification:

“The bufferyard width requirements have been reduced by 50 percent. Plant units required has also been reduced by 50 percent. However, the bufferyard widths are not met even with the 50 percent reduction. In lieu of meeting the bufferyard minimum widths, solid walls and/or fencing is proposed to provide additional screening to adjacent properties.

“A modification is required from the above minimum bufferyard requirements. Application of the design criteria for normal compliance is impractical for the subject property with respect to buffering incompatible uses in regards to the minimum required building setback between the proposed townhouses and the off-site mixed-use multifamily building. The off-site building was constructed for retail on the first floor, however, that use is currently vacant. The building also has two-three apartments for rent on its second and top floor. Therefore, we are referring to this building as multifamily. The bufferyard type required between townhouses and multifamily is Type “A”. This requires a 20-foot minimum building setback from the property line. According to the Capitol heights TDDP and TDOZ, this setback requirement may be reduced by 50 percent, making the new requirement 10 feet. The site design provides for a 5.5 foot building setback, thus being short 4.5 feet from the required 10 foot building setback. To justify this, the Applicant is proposing to provide more than double the amount of plant units required in the landscape yard contained within the bufferyard. According to bufferyard Type “A” requirements, for the 90 linear feet of townhouse abutting multifamily, 36 plant units would normally be required. According to the Capitol Heights TDDP and TDOZ, this requirement is reduced by 50 percent, making the new requirement 18 plant units. We are proposing 40 plant units in the form of 8 evergreen trees. These trees will provide appropriate buffering and adequately separate the two incompatible uses.”

The Planning Board concurred with the applicant’s justification. The two uses will be compatible in form. Additionally, the provision of the full landscape yard and planting requirements will create an appropriate bufferyard. Therefore, the Planning Board approved the requested deviation from the transit district standard as it will not substantially impair the implementation of the Capitol Heights TDDP.

- f. **Open Space and Streetscape, 4. Streetscapes, 4.8 Lighting of Public Streets and Spaces** (page 91)

Standards

- (5) **Minimum Lighting Levels: Minimum public/private space light levels shall be:**
 - (a) **2.0 foot-candles for walkways**
 - (b) **0.5 foot-candles for trails**
 - (c) **1.25 foot-candles for all other outdoor areas**

- (6) Maximum Lighting Levels: Maximum public/private space lighting levels shall not exceed:**
 - (a) 2.0 foot-candles for walkways**
 - (b) 1.25 foot-candles for trails**
 - (c) 1.5 foot-candles for all other outdoor areas**

Applicant's Justification:

“A modification is required for below the minimum and above the maximum requirements, for a range of 0.7 to 4.1 foot-candles. The applicant stated that using real light fixtures at appropriate spacing intervals, it is not possible to achieve such a narrow range of foot-candle levels. The proposed fixtures generate slightly higher levels directly underneath the fixtures and slightly lower levels between fixtures. The proposed lighting levels are typical and are safe and effective, while not being excessive or overly bright.”

The Planning Board concurred with the applicant's justification regarding lighting. It would be difficult to propose a lighting plan that would fit within such a small range of illumination. The range proposed by the applicant will provide sufficient lighting without being excessive. Therefore, the Planning Board approved the requested deviation from the transit district standard as it will not substantially impair the implementation of the Capitol Heights TDDP.

- g. **Parking Facilities, 5. General Parking Facilities Standards and Guidelines**
(pages 92-93)

Standards

- (5) Parking Landscaping: Landscaping shall be provided for surface parking and parking structures as follows:**
 - (b) Off-Street Surface Parking:**
 - i. Parking perimeters shall screen views of cars from the public realm with both a three-foot high solid masonry wall and evergreen shrub landscaping.**

Applicant's Justification:

“Parking areas are proposed to be screened using a three-foot-high masonry wall and evergreen shrubs.”

The applicant's justification is incorrect as the submitted landscape plan does not provide evergreen shrubs where the parking lot is adjacent to the Maryland Park Drive right-of-way. Additionally, the shrubs shown along the southern edge of the parking lot are not all evergreen. Therefore, a condition has been included in this approval. When this is done, the DSP will be in conformance with this standard.

- iii. Landscaped parking islands shall be provided as a break in parking areas for every 20 cars, dimensioned at a minimum of 10 feet in width and minimum 20 feet in length, planted with a 2½-inch caliper shade tree, and shall provide ground cover or shrubs within the island.**

Applicant's Justification:

“Landscapes parking islands are proposed at an average of one per 20 spaces. They will be dimensioned at 9.5 feet by 19 feet, as that is the proposed size of the surrounding parking spaces. A modification is required from the above minimum landscape island requirements. For the proposed parking lot, the TDDP standards require the interior landscape island be 10 feet wide. The DSP landscape design is proposing this island to be six feet wide. To offset for this shortfall in island width, the Applicant is proposing an alternative design incorporating the following design elements: 25 shade trees, when only 23 are required; and, the planting of additional non-required shrubs to be planted within this island which will create a sense of separation between cars. Additionally, wheel stops will be provided for all of the parking spaces abutting this island. The additional shade trees and shrubs will create an environment that is equal to or better than normal compliance by providing much more plant life to the parking lot. By utilizing this design, the landscape plan provides 8.56 percent, or 4,414 square feet of landscaping in this instance.”

The applicant did not include that a modification is also needed for not providing a landscaped island for every 20 cars as the standard requires. There are two instances where there are more than 20 parking spaces in a row without an island. As the applicant stated, there is also one instance where the parking island is only six feet wide, instead of the required 10 feet. The Planning Board concurred with the applicant's justification that the additional plant material will break up the parking lot and the wheel stops will ensure protection of the plant material. However, the wheel stops are not shown on the plan, so a condition has been included in this approval regarding this. Therefore, the Planning Board approved

the requested deviation from the transit district standard as it will not substantially impair the implementation of the Capitol Heights TDDP.

h. **Parking Facilities, 5. General Parking Facilities Standards and Guidelines**
(pages 92-93)

Standards

(6) Parking Lighting: Lighting shall be provided for surface parking and parking structures as follows:

(a) On-Street Parking and Off-Street Surface Parking:

iv. Illumination shall be a minimum 1.25 foot-candles and a maximum 2.0 foot-candles.

Applicant's Justification:

“A modification is required for below the minimum and above the maximum requirements, for a range of 0.5 to 4.0 foot-candles. The applicant stated that using real light fixtures at appropriate spacing intervals, it is not possible to achieve such a narrow range of foot-candle levels. The proposed fixtures generate slightly higher levels directly underneath the fixtures and slightly lower levels between fixtures. The proposed lighting levels are typical and are safe and effective, while not being excessive or overly bright.”

The Planning Board concurred with the applicant's justification regarding lighting. It would be difficult to propose a lighting plan that would fit within such a small range of illumination. The range proposed by the applicant will provide sufficient lighting without being excessive. Therefore, the Planning Board approved the requested deviation from the transit district standard as it will not substantially impair the implementation of the Capitol Heights TDDP.

i. **Architectural, 10. Building Form and Scale Standards and Guidelines, 10.4 Functional Relationship of Multifamily Residential Buildings to Surrounding Public Spaces** (page 103)

Standards

(4) All multifamily buildings shall provide a balcony for each dwelling unit above the ground floor to articulate the building façade and to increase natural surveillance of the surrounding area.

Applicant's Justification:

“The project provides balconies or private patios for 95 (58 percent) of the 165 proposed multifamily dwelling units. This will achieve the TDDP's goal of articulating the facade of buildings and providing natural surveillance of the surrounding area. Since a large portion of the mixed-use building faces Southern Avenue (which is a highly-trafficked street), it is not desirable to have large amounts of balconies on that street. However, the architecture for both multifamily buildings is highly articulated and large windows for all multifamily units contributes heavily to the TDDP's concept of having 'eyes on the street'. A modification is required from this standard. the Applicant believes that a modification is warranted given the rationale and observations listed above.”

The Planning Board concurred with the applicant's justification. Southern Avenue is not a desirable frontage to have balconies and the large windows will provide for natural surveillance of the frontage. Therefore, the Planning Board approved the requested deviation from the transit district standard as it will not substantially impair the implementation of the Capitol Heights TDDP.

8. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the M-U-I Zone and the site plan design guidelines of the Zoning Ordinance as follows:
 - a. Section 27-546.16(b), Approval of the M-U-I Zone, of the Zoning Ordinance allows for property in the T-D-O Zone owned by the Prince George's County Redevelopment Authority to be reclassified to the M-U-I Zone through the process in Section 27-546.16(b)(3). This section specifies that the DSP show that the mix of uses proposed in the application will meet the purposes of the M-U-I Zone and that the proposed development will be compatible with existing and approved future development on adjacent properties, will not be inconsistent with an applicable Master Plan or the General Plan, as amended will conform to the purposes and standards of an applicable TDOZ, DDOZ, or M-U-TC Development District Plan, and will enhance redevelopment or revitalization in the vicinity of the property owned by the municipality or the Prince George's County Redevelopment Authority. A discussion of the subject DSP's conformance with the applicable TDOZ is in Finding 7 above. The Planning Board found that the site meets the purposes of both the M-U-I Zone and the TDDP, which in its Metro Station Core Character Area envisions the most active and intensely developed areas with buildings of 6 to 14 stories in close proximity to the Capitol Heights Metro Station. In addition, the application meets the design features for infill development that make it a good candidate for the Mixed-Use-Infill Zone. Based on this extensive discussion, the Planning Board found that the proposed development conforms to the purposes and recommendations for the development district, as stated in the TDDP, and approved the rezoning request.

b. Section 27-546.19(c), Site Plans for Mixed Uses, of the Zoning Ordinance requires that:

(c) **A Detailed Site Plan may not be approved unless the owner shows:**

1. **The site plan meets all approval requirements in Part 3, Division 9;**
2. **All proposed uses meet applicable development standards approved with the Master Plan, Sector Plan, Transit District Development Plan, or other applicable plan;**

The site plan meets all site design guidelines and development standards of the Capitol Heights TDDP except for those standards as discussed in Finding 7 above.

3. **Proposed uses on the property will be compatible with one another;**
4. **Proposed uses will be compatible with existing or approved future development on adjacent properties and an applicable Transit or Development District; and**

The application proposes a mixture of multifamily residential, townhouses and commercial/retail uses in a vertical and horizontal mixed-use format in one building fronting on Southern Avenue, with the commercial/retail space fronting Southern Avenue, and one internal multifamily building, as well as 13 townhouses fronting on Maryland Park Drive. The proposed uses on the subject property will be compatible with each other and will be compatible with the existing development on adjacent properties due to the similar uses and existing setbacks.

5. **Compatibility standards and practices set forth below will be followed, or the owner shows why they should not be applied:**

- (A) **Proposed buildings should be compatible in size, height, and massing to buildings on adjacent properties;**
- (B) **Primary façades and entries should face adjacent streets or public walkways and be connected by on-site walkways, so pedestrians may avoid crossing parking lots and driveways;**
- (C) **Site design should minimize glare, light, and other visual intrusions into and impacts on yards, open areas, and building façades on adjacent properties;**

- (D) Building materials and color should be similar to materials and color on adjacent properties and in the surrounding neighborhoods, or building design should incorporate scaling, architectural detailing, or similar techniques to enhance compatibility;**
- (E) Outdoor storage areas and mechanical equipment should be located and screened to minimize visibility from adjacent properties and public streets;**
- (F) Signs should conform to applicable Development District Standards or to those in Part 12, unless the owner shows that its proposed signage program meets goals and objectives in applicable plans; and**
- (G) The owner or operator should minimize adverse impacts on adjacent properties and the surrounding neighborhood by appropriate setting of:**
 - (i) Hours of operation or deliveries;**
 - (ii) Location of activities with potential adverse impacts;**
 - (iii) Location and use of trash receptacles;**
 - (iv) Location of loading and delivery spaces;**
 - (v) Light intensity and hours of illumination; and**
 - (vi) Location and use of outdoor vending machines.**

The applicable TDDP has multiple compatibility standards and guidelines regarding building placement, orientation, design, lighting, outdoor storage and signage. A detailed discussion of the DSP's conformance with these standards is included in Finding 7 above.

- c. The DSP is in general conformance to the applicable site design guidelines as referenced in Section 27-283 and contained in Section 27-274 of the Zoning Ordinance. For instance, vehicular and pedestrian circulation is designed to be safe, efficient, and convenient for both pedestrians and drivers with the parking lot located to the rear and side of the structures. Streetscape amenities contribute to an attractive, coordinated development that is appropriately scaled for user comfort. Additionally, the public spaces are designed to incorporate sitting areas and are readily accessible to potential users.

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

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

- (A) the subject property is located entirely within a Transit District Overlay Zone (“TDOZ,”)**

The subject site is located entirely within the TDOZ associated with the Capitol Heights Metro Station. Since this development project meets the location criterion, it is designated as an ETOD project.

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

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

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

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

(B) Reducing auto dependency and roadway congestion by:

(i) Locating multiple destinations and trip purposes within walking distance of one another;

(ii) Creating a high quality, active streetscape to encourage walking and transit use;

(iii) Minimizing on-site and surface parking; and

- (iv) **Providing facilities to encourage alternative transportation options to single-occupancy vehicles, like walking, bicycling, or public transportation use;**
- (C) **Minimizing building setbacks from the street;**
- (D) **Utilizing pedestrian scale blocks and street grids;**
- (E) **Creating pedestrian-friendly public spaces; and**
- (F) **Considering the design standards of Section 27A-209.**

The DSP proposes a dense, mixed-use development, with a proposed floor area ratio (FAR) of 1.30, within approximately 835 feet of the Capitol Heights Metro station. The DSP maximizes connectivity between the project site and the station by providing sidewalks along all of the site's frontages. Bicycle parking is also provided on-site to encourage alternative transportation.

The building setback has been minimized as much as possible given the existing utility easements on-site. However, no blocks or street grids are being created with the proposed DSP. A pedestrian-friendly environment has been created along the primary Southern Avenue frontage by placing the retail use facing this frontage and proposing pedestrian-scale amenities within this area.

The DSP is also consistent with the applicable design principles of Section 27A-209 regarding building facades; complete streets; multimodal transportation options; active street fronts; well-defined street walls; attractive streetscapes along Southern Avenue; and location of parking, loading and other utility functions away from the street space.

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

The mix of uses includes the proposed commercial/retail and residential uses that will complement the existing residential and institutional uses in the adjacent area.

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

- (A) **Adult entertainment;**
- (B) **Check cashing business;**

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

- (P) Banquet halls, unless accessory to a restaurant, tavern, hotel, or convention center.**

None of the prohibited uses above is included in this DSP.

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

Section 27A-802(c) provides restrictions on public utility uses or structures within the Urban Center District and also requires the overall design of those uses and structures to be harmonious with development in general. The site of this DSP is bounded by two existing roadways including Southern Avenue to the north and Maryland Park Drive to the east. Most of the public utilities serving this site are already installed within the existing roadways and this project only needs to connect to the existing utilities.

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

The site is within the Metro Station Core Character Area of the Capitol Heights TDDP. The T-D-O Zone standards approved with the TDDP are in general conformance with those site design best practices or standards of the above Subsection (b)(1), including a mix of uses with compact, high-density development, reducing auto-dependency and creating a pedestrian-friendly environment, etc. The DSP conforms to all of the applicable T-D-O Zone standards, except for those to which the applicant has requested amendments. The Planning Board approved the amendments because the alternative standards will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan.

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

This requirement is not applicable to this DSP.

In conclusion, this DSP is in general conformance with the applicable design guidelines for ETOD projects.

- e. The site plan is in conformance with Sections 27-613 and 27-614 of the Zoning Ordinance, which governs signs attached to a building or canopy and freestanding signs, respectively. Both sections specify that in the Mixed-Use Zones, the design standards for all signs shall be determined by the Planning Board for each individual development at the time of Detailed Site Plan review. In approving these signs, the Planning Board shall find that the proposed signs are appropriate in size, type, and design, given the proposed location and the uses to be served, and are in keeping with the remainder of the Mixed-Use Zone development.

As a guide for the subject proposed freestanding sign, the requirements for gateway signs which apply to standard residential zones, not mixed-use zones, were evaluated. A permanent gateway sign identifying a residential subdivision is permitted in any standard residential zone subject to the design standards contained in Section 27-624(a), Gateway Signs, of the Zoning Ordinance, which allow for a maximum height of six feet and a maximum lettering area of 12 square feet per sign. The proposed single-sided freestanding sign, which is an aluminum cabinet in tan, gray, and green on a charcoal brick base, shown on the DSP is six feet high with a lettering area of approximately 12 square feet. The Planning Board found the proposed freestanding sign to be acceptable, as it is in keeping with the signage regulations in the Zoning Ordinance.

Proposed building-mounted signage includes only one on the multifamily building and four residential signs on the mixed-use building. The one sign on the multifamily building is approximately 22 square feet with individual green and white internally-illuminated letters, stating "210 on the park," mounted to a raceway above the main building entrance facing north towards the mixed-use building. Given the size of the building, which is 154 feet long, and the orientation of this sign into the site, the Planning Board found the size and design acceptable. Two similar signs, slightly larger at 24 square feet each, are proposed on the north and south sides of the mixed-use building at the residential lobby entrances. Additionally, an approximately 72-square-foot, vertical, residential blade sign with a charcoal and green internally illuminated aluminum cabinet, stating "210 on the park," is proposed on the northeast corner of the building, closest to the intersection. A small 12-square-foot, charcoal and green internally illuminated aluminum cabinet sign directing to the parking area is also proposed to be mounted on the southeast corner of the building.

For retail signage on the proposed mixed-use building facing on Southern Avenue, the DSP proposes one white, internally-illuminated channel letter sign, with a maximum area of 31.5 square feet, and one internally-illuminated, painted, aluminum cabinet blade sign, with a maximum area of 10.5 square feet for each future tenant. Additionally, painted lettering on awnings may be proposed with the final tenants, not to exceed 18 inches high and six square feet. In total, retail signage area will not exceed two hundred percent of the retail space's linear footage. The Planning Board found that the proposed retail signage is in keeping with signage regulations in the Zoning Ordinance, which generally allow for

two square feet of signage for every one linear foot of building length on the front of a commercial building.

9. **Preliminary Plan of Subdivision 4-15029:** This DSP application was processed concurrently with Preliminary Plan of Subdivision (PPS) 4-15029 for the development of a mixed-use project. The two applications were approved by the Planning Board on March 23, 2017. A review of the DSP, in relation to the PPS, is incorporated into Finding 13(d) below for approval with conditions that have been included herein to ensure that the DSP is in conformance with the proposed preliminary plan.
10. **2010 Prince George’s County Landscape Manual:** The proposed mixed-use development is within the Capitol Heights TDDP/TDOZ and is technically subject to the TDOZ standards as contained under the Open Space and Streetscape guidelines and standards. However, for those landscaping requirements not amended by the TDOZ standards, the applicable 2010 *Prince George’s County Landscape Manual* (Landscape Manual) regulations govern. The site is subject to Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual.

Section 4.9, Sustainable Landscaping Requirements—In accordance with Section 4.9, a certain percentage of plants within each plant type (including shade trees, ornamental trees, evergreen trees, and shrubs) should be native species (or the cultivars of native species). The minimum percentage of plants of each plant type required to be native species and/or native species cultivars is specified below:

Shade trees	50%
Ornamental trees	50%
Evergreen trees	30%
Shrubs	30%

A Section 4.9 schedule has been provided as required showing the provision of 77 percent native shade trees, 64 percent native ornamental trees, 80 percent native evergreen trees, and 62 percent native shrubs.

11. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because an application has been submitted for a new preliminary plan. An approved Woodland Conservation Letter of Exemption, E-022-2016, was issued on May 5, 2016, and submitted with this application stating that the project will result in clearing of 1,850 square feet of the 10,350 square feet of woodland present on the site. The proposed concept plan shows the remaining woodland to be left undisturbed with this project.

The application has an approved Natural Resource Inventory, NRI-266-15-01, which was signed on December 1, 2016. The approved NRI for this property shows that the primary management area (PMA) contains floodplain and portions of a stream buffer for a regulated stream located off-site. A discrepancy was found in the floodplain acreage shown on the stormwater management

concept plan (0.76 acre), the NRI (0.81 acre) and the area shown on the preliminary plan (0.83 acre). The Site Development Concept Plan shows impacts to the PMA are proposed for the development of the site. A statement of justification was submitted with the PPS for two proposed impacts to the regulated environmental features, totaling 0.47 acre. The Planning Board approved these impacts with the PPS application.

12. **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 require a grading permit. Properties that are zoned M-U-I are required to provide a minimum of 10 percent of the gross tract area in tree canopy coverage. The subject property is 3.89 acres in size, resulting in a tree canopy coverage requirement of 16,945 square feet. This requirement will be met through the planting of 17,610 square feet of various trees on the subject site. However, some of the plant numbers in the TCC schedule do not match the plant list. Therefore, a condition has been included in this approval requiring this revision.

13. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

- a. **Historic Preservation**—A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. A Phase I archeology survey is not recommended on the subject property. This proposal will not impact any historic sites, historic resources or known archeological sites.
- b. **Community Planning**—The Planning Board reviewed a discussion of the transit district development standards that is incorporated into Finding 7 above, as well as the following comments on the subject application:

This application is consistent with *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035), which designates this area as a Local Transit Center and as a focal point of concentrated residential development and limited commercial activity serving Established Communities (p. 106). This application is consistent with the 2008 *Approved Capitol Heights Transit District Development Plan* (TDDP), which designates this area for a mixed use. The 2008 Approved Capitol Heights Transit District Development Plan (TDDP) envisions mixed-use development at the Metro station and a revitalized business district along Old Central Avenue in the Town of Capitol Heights. The DSP creates opportunities to attract new jobs, retail services, and housing choices for underutilized land around this Metrorail Blue and Silver Line Station, which is the first Blue Line stop in Prince George's County.

The Planning Board found that this application meets the purposes of the TDDP and further satisfies the design features for infill development that makes the subject site a good candidate for the Mixed-Use Infill Zone.

- c. **Transportation**—There are no prior approved applications for this site. Preliminary Plan of Subdivision 4-15029 was reviewed by the Planning Board at its March 23, 2017 hearing. The only traffic-related condition for that subdivision approval is a trip cap condition. The subject site plan is identical to the development proposal reviewed for the subdivision, and so there will be no issue with the trip cap.

Access to the site and circulation within the site are acceptable. Access is proposed from Maryland Park Drive, opposite Early Street. While a second access point might be desirable, the site has existing development on its east and south sides, and Southern Avenue (a minor arterial owned and maintained by the District of Columbia) on its west side. With these constraints, a second access point is not feasible.

The site is not within or adjacent to any master plan roadways. As noted above, Southern Avenue is wholly within the District of Columbia (DC).

The primary issue for this site is parking. In its review of the traffic study conducted during the preliminary plan process, the County indicated that the site plan does not show one parking space per unit and requested that the plan be revised to provide the adequate number of parking spaces. The Planning Board is sensitive to the County's concerns. The 2008 *Capitol Heights Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment (TDDP/TDOZ)* is the regulating plan for this area. As such, the standards in the TDDP override the standards in Subtitle 27. The TDDP sets standards for the maximum number of parking spaces, but no minimum standards are set. In theory, if the plan proposed no on-site parking it could be compliant with the TDDP.

The subject plan provides 155 parking spaces to serve 178 residences, with 10 of these spaces being on-street parking along Southern Avenue (provided by widening Southern Avenue along the site's frontage and effectively providing curb extensions to delineate the parking). The Planning Board approved this ratio for the following reasons:

- The amount of parking provided for this case is a decision made by the developer which believes the project will be profitable without one-to-one parking.
- The real advantage of removing parking minimums is not that it may reduce the overall amount of parking in a neighborhood or reduce the overall cost of development, but it gives the decision of parking allocation to the party that would best know how much parking is needed for their development: the developer/business owner.
- This provides a very clear policy and regulatory direction for developers near Metrorail stations. If you want to locate near a station, your residents or tenants or employees need to utilize transit or other modes. This is the type of policy that

neighboring jurisdictions have used to develop successful transit-oriented development.

- In regards to this site, it is one-quarter mile from the Capitol Heights Metrorail Station, and a 20-minute walk to the Addison Road Metrorail Station, which is a bus transfer point for 12 routes. Furthermore, the Marvin Gaye Trail starts across Southern Avenue from this site, and connects to another trail near the Minnesota Avenue Metrorail Station that goes to downtown DC. The Central Avenue Connector Trail will be next to this development when it is built.

To summarize, this site seems to have the needed attributes to be successful in reducing parking, and the parking supply is deemed to be acceptable.

Several other standards in the TDDP relate to bicycle and pedestrian elements, and should be covered in the active transportation referral. None of the other standards in the TDDP are transportation-related.

There are no transportation-related comments on the proposed rezoning to the M-U-I Zone.

The property was the subject of a 2016 traffic study. Preliminary Plan of Subdivision 4-15029 made an affirmative finding of adequate transportation facilities. The uses proposed on this site plan are consistent with the uses proposed at the time of preliminary plan, rendering the basis for the preliminary findings still valid.

Transportation Conclusion

In consideration of the materials discussed, the Planning Board found that the subject property largely complies with the necessary findings for a detailed site plan as they relate to transportation.

- d. **Subdivision**—General Note 15 on the submitted DSP states that a 10-foot-wide public utility easement (PUE) is provided along all rights-of-way; however, the required PUE is not reflected on the plan. A variation request from Section 24-122(a) of the Subdivision Regulations was submitted by the applicant on December 8, 2016 with the companion PPS 4-15029, which requests the waiver of the required 10-foot PUE along both Southern Avenue and Maryland Park Drive. The variation was approved, so General Note 15 on the DSP should be revised to indicate that PUEs are not provided pursuant to the Planning Board's approval of a variation to Section 24-122(a) with PPS 4-15029.

The Viola Place (platted as Lee Avenue, RNR 2@10) right-of-way that abuts the property to the west is labeled as abandoned. The right-of-way should not be labeled as abandoned unless it was formally vacated by the Planning Board through their approval of a vacation application. The right-of-way can be labeled as unimproved since it was never constructed. The bearings and distances of the overall property and proposed lotting

pattern are consistent with the submitted PPS. A final plat will be processed subsequent to the approval of the DSP in accordance with the required order of approvals, and Subtitle 24. It should be noted that the bearings, distances, parcels, and lots as reflected on the final plats must be shown and match the approved DSP. Failure of the site plan and record plats to match will result in the permits being placed on hold until the plans are corrected.

The subdivision conditions to ensure DSP conformance with the PPS are as follows:

- (1) Prior to signature approval of the DSP, the plan shall be revised to:
 - (a) Conform to the approved PPS.
 - (b) Revise General Note 6 to state that two parcels are proposed.
 - (c) Label the Viola Place (Lee Avenue) right-of-way as unimproved.

The subdivision conditions have been included in this approval.

- e. **Trails**—The subject application proposes 165 multifamily units, 13 townhouse units, and 1,948 square feet of retail space at the intersection of Southern Avenue and Maryland Park Drive. The site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the Approved 2008 *Capitol Heights Transit District Development Plan and Transit District Overlay Zoning Map Amendment* (TDDP). Because the site is located in the Capitol Heights Metro Center and the Central Avenue Corridor, it will be subject to the requirements of Section 24-124.01 and the “Transportation Review Guidelines, Part 2, 2013,” at the time of Preliminary Plan. The requirements of this section and recommended off-site improvements were evaluated and identified at the time of Preliminary Plan of Subdivision 4-15029.

The Complete Streets section of the MPOT reinforces the need for these recommendations and includes the following policies regarding sidewalk construction and the accommodation of pedestrians:

POLICY 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

POLICY 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

The TDDP included a number of standards related to sidewalk and bicycle facilities that are applicable to the subject site. These included standards related to sidewalk construction (page 87) which are copied below:

4.3 Sidewalks

Intent: *To ensure a continuous network of sidewalks and crosswalks to provide safe and convenient access between uses and to public transit.*

Standards

- (1) ***Sidewalks:*** All sidewalks designated in the TDDP shall be constructed according to the streetscape requirements listed in this section and shall meet the sidewalk width(s) delineated in the TDDP streetscape sections. Sidewalks not designated in the TDDP shall be at least five feet wide and shall meet county specifications.
- (2) ***Permitted Materials:*** Brick, precast pavers, concrete, tinted and stamped asphalt, Belgium block, or granite pavers. Samples of proposed paving materials shall be submitted with the detailed site plan for review and approval by M-NCPPC staff.
- (3) ***Sidewalk Requirements:*** Sidewalks are required for all street frontages along which occupied structures (commercial, residential or mixed-use) occur.

The TDDP does not appear to include specific standards regarding sidewalk widths. The street sections shown on page 86 do not impact the subject site. However, wide sidewalks are appropriate along Southern Avenue in order to accommodate pedestrians walking to Capitol Heights Metro Station. These sidewalks should be a minimum of eight feet wide, but the details regarding the width and materials should be consistent with TDDP standards. However, any and all improvements within the Southern Avenue right-of-way need to be coordinated with, and agreed to, by the District Department of Transportation (DDOT) as they are the operating agency responsible for that road.

4.4 Pedestrian and Bicycle Linkages

Intent: *To develop walkable neighborhoods with contiguous linkages that support pedestrian and bicycle use, residential sociability, and commercial activity.*

Standards

- (1) ***American with Disabilities Act (ADA):*** All sidewalks shall be constructed to meet ADA federal standards to comply with accessible design.

- (2) ***Primacy of Sidewalks Over Vehicular Curb Cuts:*** Vehicular entrances shall permit safe and clear pedestrian crossings. Sidewalk material(s) shall continue across driveway entrances at the same grade as the sidewalk on both sides of the curb cut.

9. Bikeways and Bicycle Parking

Intent: *To ensure the construction of bicycle parking facilities that provide convenient access to adjoining uses without compromising pedestrian/bicyclist safety and the quality of the streetscape environment.*

Standards

- (3) ***Bicycle Space Required Number:*** The minimum number of required bicycle parking spaces shall be one bicycle space for every 20 off-street vehicular parking spaces. Single-family dwelling units shall be exempt from all bicycle parking requirements.
- (4) ***Bicycle Space Dimensions:*** Bicycle spaces shall be a minimum of six feet long and 2.5 feet wide, and shall provide an overhead minimum clearance of seven feet in covered spaces. A minimum five-foot-wide clear aisle shall be provided between each row of bicycle parking spaces.
- (5) ***Bicycle Parking Locations:*** Bicycle parking shall be located proportionally at each public entrance within a development.
 - (a) **Parking Structures:** Required bicycle parking within a structure shall be located in main entrances or near elevators.
 - (b) **On-Site:** Bicycle parking not located within a parking structure shall be located on-site within 50 feet of main building entrances. Bicycle parking shall not obstruct walkways.
 - (c) **Right-of-Way:** Bicycle parking may be located in the public right-of-way with the approval of SHA, DPW&T, and the Town of Capitol Heights.
 - (d) **Building:** Bicycle parking located within a building shall be easily accessible for bicyclists.
- (6) **Bike Parking Security**
 - (a) **Bicycle racks:** Secure stationary racks shall be provided that are anchored/bolted to the ground for security of bicycle property.

(b) Bicycle locker: Lockable enclosures shall be provided for the storage of bicycles for security of bicycle property.

(7) Bike Parking Access: Bicycle parking shall have direct access to the public right-of-way.

Bicycle racks are recommended to serve both the residential units and retail space. A small number of bicycle lockers are also recommended near the residential units.

Sidewalk improvements are reflected on the submitted plans along the subject site's frontage of both Southern Avenue and Maryland Park Drive. The right-of-way for Southern Avenue is entirely within the District of Columbia and needs to be coordinated with DDOT. However, the completion of the sidewalk along the site's frontage will fill an existing gap in the sidewalk network and serve as a primary pedestrian route from the site to the Capitol Heights Metro to the south. The DSP also reflects sidewalk connections from both Southern Avenue and Maryland Park Drive to the front of the two multifamily buildings. Internally, sidewalks connect the two buildings to each other and the surface parking lot. The retail space fronts on Southern Avenue and will be accessed via the sidewalk along that road. The Planning Board found that the internal sidewalk network and the frontage improvements are acceptable and meet the intent and standards of the TDDP. The sidewalks along both Southern Avenue and Maryland Park Drive are acceptable as reflected on the DSP and should be constructed as shown, unless modified by the appropriate operating agency.

Off-site improvements were required as part of Preliminary Plan of Subdivision 4-15029 consistent with Section 24-124.01 of the Subdivision Regulations. These bicycle pedestrian impact statement (BPIS) improvements were focused on Maryland Park Drive and include Americans with Disabilities Acts (ADA)-compliance curb ramps, crosswalk treatments, sidewalk reconstruction, and shared-lane markings.

The trails conditions are as follows:

(1) Prior to certification of the DSP:

- (a) Provide an exhibit that illustrates the location and limits of all off-site BPIS improvements approved as part of Preliminary Plan of Subdivision 4-15029 for the review of the operating agencies. This exhibit shall show the location and limits of all off-site sidewalk ramps, crosswalk treatments, pavement markings, and sidewalk construction. It shall also include all specifications and details used for the off-site improvements.
- (b) Provide a bicycle rack(s) accommodating a minimum of five bicycles in the vicinity of the retail space.

- (c) Provide a bicycle rack(s) accommodating a minimum of 15 bicycles serving the residential units.
- (d) Provide a bicycle locker(s) accommodating a minimum of five bicycles serving the residential units.
- (e) All bicycle parking shall meet the standards and guidelines contained in the Bikeways and Bicycle Parking element of the TDDP.

The trails conditions have been included in this approval.

- f. **Prince George's County Department of Parks and Recreation (DPR)**—DPR did not provide comments on the subject application. However, in review of the associated PPS, it indicated that the future residents would be best served by the provision of private on-site recreational facilities.
- g. **Permits**—Permit review comments have either been addressed through revisions to the plans or through conditions included in this approval.
- h. **Environmental Planning**—The Planning Board reviewed a discussion of the application's conformance with the Woodland and Wildlife Habitat Conservation Ordinance (WCO), as discussed in Finding 10 above, as well as the following summarized comments:

According to the approved NRI (NRI-226-15-01), no woodlands exist on-site. A review of the available information identified that regulated environmental features such as areas of steep slopes, a stream buffer, floodplain, and PMA exist on-site. This site is located adjacent to Watts Branch, which flows through the District of Columbia, ultimately discharging into the Anacostia River. The site is not located in a stronghold watershed. The predominant soils found to occur on-site according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) include Urban Land Complexes (0-5 percent), and Issue Silt Loam (0-2 percent). According to available information, Marlboro clay soils are not found on or in the vicinity of this property. This site is not within a Sensitive Species Protection Review Area based on a review of the GIS layer prepared by the Heritage and Wildlife Service, Maryland Department of Natural Resources. The approved NRI indicates that no forest interior dwelling species (FIDS) habitat is located on-site. The site is located within Environmental Strategy Area 1 (formerly the Developed Tier) of the regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan*. The *2005 Approved Countywide Green Infrastructure Plan* shows that Network Gap area is present in the northern portion of the property.

Maryland Park Drive is classified as a local road. Southern Avenue, located within the District of Columbia is classified by the District Department of Transportation (DDOT) as a minor arterial road. The posted speed on Southern Avenue is 25 miles per hour. According to the Environmental Planning Section's noise model and using the Average Daily Traffic (ADT) from DDOT, the 65dBA Ldn noise contour will not impact this site. Therefore, a noise study will not be required at this time.

Environmental planning conditions have been included in this approval to address the issues.

- i. **Prince George's County Fire/EMS Department**—The Fire/EMS Department did not provide comments on the subject application.
- j. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated November 21, 2016, DPIE offered the following comments:
 - (1) The project is located on the southwest corner of Maryland Park Drive and Southern Avenue. Frontage improvements along Maryland park Drive are required in accordance with the Department of Public Works and Transportation's (DPW&T) Secondary Residential Roadway Standards.
 - (2) All improvements within the public right-of-way, as dedicated to the County, are to be in accordance with the County's Road Ordinance, the Department of Public Works and Transportation's (DPW&T) specifications and standards, and the American with Disabilities Act (ADA).
 - (3) Conformance with street tree and street lighting standards is required.
 - (4) All storm drainage systems and facilities are to be in accordance with DPW&T's requirements.
 - (5) Existing utilities may require relocation and/or adjustment. Coordination with the various utility companies is required.
 - (6) Label all roads as private.
 - (7) A portion of this property is located within the 100-year floodplain. Floodplain waiver is required.
 - (8) A soils investigation report that includes subsurface exploration and site grading, stormwater management best management practices (BMPs), and geotechnical engineering evaluation for streets is required.

- (9) Revise/increase road widths to 22 feet where required to comply with County Fire Code Subtitle 11-276(b).
- (10) Provide fire-truck-maneuverability analysis with site development fine grading permit submittal to demonstrate adequate turning radius for all roadways and parking lots.
- (11) All storm drainage systems and facilities are to be in accordance with DPW&T's and the Department of the Environment (DoE) requirements.
- (12) Stormwater Management Concept Plan 53320-2016 is not yet approved. The concept plan proposes four micro-bioretenion facilities and 11 modular bioretention systems.
- (13) This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:
 - (a) Final site layout, exact impervious area locations are shown on plans;
 - (b) Exact acreage of impervious areas has been provided on the concept plan;
 - (c) Proposed grading is shown on the plans;
 - (d) Delineated drainage areas at all points of discharge from the site have been provided on the concept plan;
 - (e) Stormwater volume computations have been provided with the concept plan;
 - (f) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion and sediment control practices are not included in the submittal;
 - (g) A narrative in accordance with the Code has been provided.

Most of DPIE's comments are required to be addressed prior to issuance of permits at the time of technical plan approvals. No private roads are proposed on the DSP, only access easements and driveways, all of which have been shown at 22 feet wide. The stormwater management concept plan was approved on March 21, 2017, and a condition has been included in this approval requiring that, prior to certification, documentation be provided from DPIE that the DSP is in conformance with the approved stormwater concept plan, or as amended.

k. **Prince George's County Police Department**—The Police Department did not provide comments on the subject application.

l. **Prince George's County Health Department**— In a memorandum dated December 2, 2016, the Environmental Engineering Program of the Prince George's County Health Department provided the following comments on the subject application:

- (1) The public health value of access to active recreational facilities has been well documented. Indicate the location of active recreational facilities within one-quarter mile of the proposed residences.

Through the PPS review, DPR has indicated that private on-site recreational facilities are appropriate to serve the needs of the residents. The DSP does propose the provision of a fitness room in the multifamily building, for use by all site residents. Additionally, there is a park, with ballfields, a playground and basketball courts, located within the District of Columbia, across Southern Avenue from the subject property.

- (2) Scientific research has demonstrated that a high-quality pedestrian environment can support walking both for utilitarian purposes and for pleasure, leading to positive health outcomes. Indicate how development of the site will provide for safe pedestrian access to amenities in the adjacent communities.

Sidewalk improvements are reflected on the submitted plans along the subject site's frontage of both Southern Avenue and Maryland Park Drive, with connections to the proposed buildings. As part of the required off-site improvements, the applicant proposed to improve sidewalks along Maryland Park Drive.

- (3) There is an increasing body of scientific research suggesting that artificial light pollution can have lasting adverse impacts on human health. Indicate that all proposed exterior light fixtures will be shielded and positioned so as to minimize light trespass caused by spill light. It is recommended that light levels at residential property lines should not exceed 0.05 footcandles (fc).

The submitted photometric plan indicated light levels along the adjacent residential property lines at amounts higher than 0.05 footcandles. Therefore, a condition has been included in this approval requiring the reduction of the footcandles to a maximum of 0.10 along the property line prior to certification of approval.

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

There is possible available land area on the property for a community garden and the applicant should consider this option.

- (5) The subject property has virtually no significant food facilities within a one-half mile radius of this location. The applicant is encouraged to establish sources of healthy food choices within the designated retail space. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes.

The applicant should take note of this suggestion; however, specific retail tenants cannot be required for the subject development.

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

This requirement will be enforced at the time of permit; however, a note should be provided on the DSP indicating conformance with these requirements.

- (7) During the site development and construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

This requirement will be enforced at the time of permit; however, a note should be provided on the DSP indicating conformance with these requirements.

- m. **Washington Suburban Sanitary Commission (WSSC)**—WSSC did not provide comments on the subject application.
- n. **Verizon**—In an e-mail dated December 6, 2016, Verizon stated that their requirements remain standard, as described below:

Verizon would like to request with the DSP a 10-foot public utility easement (PUE) be included adjacent, parallel, and contiguous to the right-of-way along all roadways dedicated for public purposes, free and clear of any surface obstructions.

The applicant has requested a variation from the requirement of providing a PUE along both sides of all public rights-of-way with the associated PPS 4-15029. This issue was determined with that approval, and the DSP has been conditioned to conform to the approved PPS.

- o. **Potomac Electric Power Company (PEPCO)**—PEPCO did not provide comments on the subject application.
 - p. **Washington, D.C.**—In an e-mail dated December 2, 2016, the D.C. Office of Planning indicated that they have no comments or issues with the subject application.
 - q. **Town of Capitol Heights**—The Town of Capitol Heights did not provide comments on the subject application.
 - r. **Town of Fairmount Heights**—The Town of Fairmount Heights did not provide comments on the subject application.
 - s. **City of Seat Pleasant**—The City of Seat Pleasant did not provide comments on the subject application.
14. Section 27-548.08(c)(2) of the Zoning Ordinance requires that the Planning Board must make the findings in order to approve a DSP in a T-D-O Zone, as follows:

(A) The Transit District Site Plan is in strict conformance with any mandatory requirements of the Transit District Development Plan;

The application is in general compliance with the TDDP standards. Where strict compliance is not possible or practical, an amendment was requested in accordance with the Zoning Ordinance. The Planning Board approved the amendments. See Finding 7 above.

(B) The Transit District Site Plan is consistent with, and reflects the guidelines and criteria for development contained in, the Transit District Development Plan;

As noted above, the submitted plan meets this criterion, except where an amendment has been requested.

(C) The Transit District Site Plan meets all of the requirements of the Transit District Overlay Zone, and applicable regulations of the underlying zones, unless an amendment to the applicable requirement or regulation has been approved;

The DSP meets most of the requirements of the T-D-O Zone, except for several amendments, which the Planning Board approved.

(D) The location, size, and design of buildings, signs, other structures, open spaces, landscaping, pedestrian and vehicular circulation systems, and parking and loading areas maximize safety and efficiency, and are adequate to meet the purposes of the Transit District Overlay Zone;

The DSP, as proposed, maximizes safety and efficiency and meets the purposes of the TDOZ.

(E) Each structure and use, in the manner proposed, is compatible with other structures and uses in the Transit District, and with existing and proposed adjacent development; and

The proposed structure and uses are compatible with the vision, guidelines, and standards of the TDDP. Existing uses in the immediate vicinity of the subject property are not in conformance with the TDDP; therefore, the proposed development is not necessarily compatible with other uses in the district. This proposal is one of the first in this TDOZ to apply the transit district standards. The Planning Board found that the proposed development as presented in Detailed Site Plan DSP-15045, for the reasons stated herein, meets all of the above required findings for approval.

15. Per Section 27-285(b)(4) of the Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a detailed site plan is as follows:

(4) The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible.

The Planning Board found that, based on the level of design information available at the present time, it has been determined that the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible, as determined by the limits of disturbance shown on the Site Development Concept Plan and the unusual development restraints of this property.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and:

- A. The Planning Board recommends to the District Council the APPROVAL of a change of the underlying zoning for the subject property from the One-Family Detached Residential (R-55) Zone to the Mixed Use–Infill (M-U-I) Zone.
- B. The Planning Board APPROVED the alternative transit district standards for:
- **Building Envelope and Site, 2. Character Areas, 2.1 Metro Station Core Character Area, Standard (1)**—To allow for buildings to be 3 and 5 stories in height.
 - **Building Envelope and Site, 2. Character Areas, 2.1 Metro Station Core Character Area, Standard (2)**—To allow for the side of a multifamily building adjacent to existing single-family homes to be 5 stories in height.

- **Building Envelope and Site, 2. Character Areas, 2.1 Metro Station Core Character Area, Standard (3)**—To allow the building to be set back a maximum of 68 feet from the edge of curb of Southern Avenue and 25 feet from the edge of curb of Maryland Park Drive.
- **Building Envelope and Site, 2. Character Areas, 2.1 Metro Station Core Character Area, Standard (4)**—To allow a reduced building lot coverage of 29 percent.
- **Building Envelope and Site, 2. Character Areas, 2.1 Metro Station Core Character Area, Standard (5)**—To allow for some off-street surface parking.
- **Building Envelope and Site, 2. Character Areas, 2.1 Metro Station Core Character Area, Standard (9)**—To allow for approximately 25 percent of the ground-floor frontage of the mixed-use building to be retail uses only.
- **Open Space and Streetscape, 3. General Open Space Standards and Guidelines, 3.2 Ground Cover, Standard (5), Irrigation**—To allow for no irrigation of sod and groundcover areas.
- **Open Space and Streetscape, 3. General Open Space Standards and Guidelines, 3.3 Open Spaces, Standard (5), Irrigation**—To allow for no irrigation of open space landscaping.
- **Open Space and Streetscape, 3. General Open Space Standards and Guidelines, 3.3 Open Spaces, Standard (7), Open Space Lighting**—To allow for an illumination range of a minimum of 0.7 foot-candles and a maximum of 4.1 foot-candles in parks, plazas and other open spaces.
- **Open Space and Streetscape, 3. General Open Space Standards and Guidelines, 3.4 Plazas, Standard (7), Plazas in Commercial Areas**—To allow for approximately 25 percent of the ground-floor building frontage facing a commercial-area plaza to consist of retail uses.
- **Open Space and Streetscape, 4. Streetscapes, 4.7 Buffers and Screening, Standard (3), Minimum Buffer Requirements**—To allow the applicant to use a reduced bufferyard as proposed on the site plan.
- **Open Space and Streetscape, 4. Streetscapes, 4.8 Lighting of Public Streets and Spaces, Standards (5) and (6), Minimum and Maximum Lighting Levels**—To allow for an illumination range of a minimum of 0.7 foot-candles and a maximum of 4.1 foot-candles in public/private spaces.
- **Parking Facilities, 5. General Parking Facilities Standards and Guidelines, Standard (5)(b)(iii)**—To allow the applicant’s parking lot landscape design as proposed.

- **Parking Facilities, 5. General Parking Facilities Standards and Guidelines, Standard (6)(a)(iv)**—To allow for an illumination range of a minimum of 0.5 foot-candles and a maximum of 4.0 foot-candles in the off-street surface parking lot.
- **Architectural, 10. Building Form and Scale Standards and Guidelines, 10.4 Functional Relationship of Multifamily Residential Buildings to Surrounding Public Spaces, Standard (4)**—To allow for approximately 58 percent of multifamily dwelling units to have a balcony.

C. The Planning Board APPROVED Detailed Site Plan DSP-15045 for 210 Maryland Park Drive, subject to the following conditions:

1. Prior to certificate approval of this detailed site plan (DSP), the applicant shall:
 - a. Obtain signature approval of Preliminary Plan of Subdivision 4-15029 and revise the DSP accordingly.
 - b. Revise the plants listed in the Tree Canopy Coverage schedule to match the plant list.
 - c. Add site plan notes as follows:

“During the demolition and construction phases, this project will conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.”

“During the demolition and construction phases, this project will conform to construction activity noise control requirements as specified in the Code of Maryland Regulations (COMAR).”
 - d. Revise the photometric plan to account for proposed building-mounted lights and indicate light levels along the adjacent residential property lines to be 0.10 footcandles or lower.
 - e. Provide typical dimensions of handicap-accessible parking spaces, including the embark/debark areas.
 - f. Provide typical dimensions for interior parking spaces within the multifamily and townhouse buildings.
 - g. Provide an exhibit that illustrates the location and limits of all off-site bicycle pedestrian impact statement (BPIS) improvements approved as part of Preliminary Plan of Subdivision 4-15029 for the review of the operating agencies. This exhibit

shall show the location and limits of all off-site sidewalk ramps, crosswalk treatments, pavement markings, and sidewalk construction. It shall also include all specifications and details used for the off-site improvements.

- h. Provide a bicycle rack accommodating a minimum of 5 bicycles in the vicinity of the retail space.
- i. Provide a bicycle rack accommodating a minimum of 15 bicycles serving the residential units.
- j. Provide a bicycle locker accommodating a minimum of 5 bicycles serving the residential units.
- k. All bicycle parking shall meet the standards and guidelines contained in the Bikeways and Bicycle Parking element of the TDDP.
- l. Provide documentation from the Prince George's County Department of Permitting, Inspections and Enforcement regarding DSP conformance with the approved stormwater management concept plan.
- m. Revise General Note 6 to state that two parcels are proposed.
- n. Label the Viola Place (Lee Avenue) right-of-way as unimproved.
- o. Revise the DSP and/or the natural resources inventory, as necessary, to show the correct floodplain acreage. The approved stormwater concept plan shall also reflect the correct acreage of floodplain.
- p. Provide the one required loading space.
- q. Provide dimensions on the townhouse template, including driveway width, deck size, and garage size.
- r. Provide locations, labels and details for all proposed site amenities, including sidewalks, special pavement treatments, and vegetative planters.
- s. Add the photometric plan and light details to the plan set and include approval blocks.
- t. Revise the landscape plan to show evergreen shrub plantings along all parking lot perimeters.
- u. Revise the site plan to show wheel stops for all compact parking spaces.

- v. Revise the DSP to correctly identify and demonstrate all of the approved transit development district standard amendments.
 - w. Revise, add, or delete all labels and schedules to be correct, as applicable.
2. At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area, except for any approved impacts, and shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat:

“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M–NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.”

BE IT FURTHER RESOLVED, that an appeal of the Planning Board’s action must be filed with the District Council of Prince George’s County within thirty (30) days following the final notice of the Planning Board’s decision.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George’s County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Doerner, seconded by Commissioner Geraldo, with Commissioners Doerner, Geraldo, and Hewlett voting in favor of the motion, and with Commissioners Bailey and Washington absent at its regular meeting held on Thursday, March 23, 2017, in Upper Marlboro, Maryland.

Adopted by the Prince George’s County Planning Board this 23rd day of March 2017.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator