

RESOLUTION

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 November 5, 2020, regarding Detailed Site Plan DSP-20026 for Woodyard Station, Phase 2, the Planning Board finds:

1. **Request:** This application proposes a detailed site plan (DSP) for development of 46 multifamily dwelling units and a 112-unit apartment housing for the elderly (senior apartments).
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	M-X-T/M-I-O	M-X-T/M-I-O
Use(s)	Vacant	Multifamily and apartment housing for the elderly
Acreage	5.53	5.53
Dwelling Units	0	158
Residential Square Footage	0	161,247

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

Base Density Allowed	0.40 FAR
Residential Bonus Incentive	1.00 FAR
Total FAR Permitted	1.40 FAR*
Total FAR Proposed	0.17 FAR**

Notes: *Additional density was previously approved. in accordance with Section 27-545, Optional method of development, of the Zoning Ordinance.

** Pursuant to Section 27-548(e) of the Zoning Ordinance, the proposed FAR shall be calculated based on the entire property, as approved with the conceptual site plan (CSP). CSP-19008 included 21.82 acres; therefore, the proposed FAR in DSP-20026 is approximately 0.17.

Parking and Loading Data

Parking Requirements*	PROVIDED
Total Surface Parking Spaces	212 (7 are handicap-accessible)

Note: *Pursuant to Part 11 Parking and Loading, Section 27-568 of the Prince George’s County Zoning Ordinance, the number of parking spaces required for the dwelling units is 196 spaces. However, the number of parking spaces required for developments in the M-X-T Zone is to be calculated by the applicant and submitted for Prince George’s County Planning Board approval at the time of DSP, as stated in Section 27-574 of the Zoning Ordinance. As discussed in Finding 7, the Planning Board finds that the provided parking is sufficient for the proposed development.

Bicycle Parking	Indoor	Outdoor
Multifamily	13	3
Apartment housing for the elderly	10	3
Total Bicycle Parking	23	6

Loading Spaces	Requirement	Required	Proposed
Multifamily	Less than 100 residential units	0	0
Apartment housing for the elderly	100 to 200 residential units	1	1
Total Loading Spaces		1	1*

Note: *The proposed loading space is not shown on the DSP and has been conditioned herein to be added.

3. **Location:** The entire Woodyard Station property is located on the north side of MD 223 (Woodyard Road), approximately 2,100 feet west of its intersection with MD 5 (Branch Avenue), in Planning Area 81A and Council District 09. The property is in the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* (Central Branch Avenue Sector Plan), and within the Conical Surface (Left Runway) Area E, of the Military Installation Overlay (M-I-O) Zone.
4. **Surrounding Uses:** The entire Woodyard Station site is bounded to the north by residentially zoned and developed properties in the One-Family Detached Residential (R-80) Zone, and vacant land in the Mixed Use-Transportation Oriented (M-X-T) Zone; to the east by a developed commercial property in the Commercial Shopping Center (C-S-C) Zone; to the south by developed commercial properties in the C-S-C Zone, and vacant property in the M-X-T Zone; and to the west by a church in the R-80 Zone, and vacant land in the M-X-T Zone. The area of the subject DSP is located in the southwest corner of the entire development, on the south side of the proposed extension of Mimosa Avenue and west of proposed Woodyard Station Road.
5. **Previous Approvals:** Prince George’s County Council Resolution CR-13-2018, Minor Amendment Five, reclassified the subject properties from the Commercial Office, One-Family Detached Residential (R-55), C-S-C, and R-80 Zones to the M-X-T Zone.

Conceptual Site Plan CSP-19008 (PGCPB Resolution No. 2020-34) was approved by the Prince George’s County Planning Board on March 12, 2020. The CSP is a mixed-use development

consisting of 119 one-family attached (townhouse) dwelling units, 46 multifamily dwelling units, a 112-unit apartment housing for the elderly (senior multifamily), and 2,500 square feet of commercial/retail uses.

On May 14, 2020, the Planning Board approved Preliminary Plan of Subdivision (PPS) 4-19040 (PGCPB Resolution No. 2020-83), for the approval of 122 lots and 9 parcels.

On September 24, 2020, the Planning Board approved DSP-20022 (PGCPB Resolution No. 2020-140), for infrastructure only.

6. **Design Features:** The applicant proposes to develop this second phase of the Woodyard Station project, consisting of 5.53 acres of the 21.82 acre site, with 46 multifamily dwelling units in one 4-story building, and a 112 senior apartment units in one 4-story building, for a total of 158 dwelling units, including indoor and outdoor recreation amenities, and associated site infrastructure. Both buildings will front on the proposed extension of Mimosa Avenue, with the senior apartment building on the southwest corner of its intersection with the proposed Woodyard Station Road. Both public roads were approved with DSP-20022. The parking lots will be combined to the south of the buildings, with access from Mimosa Avenue, between the two buildings, and from Woodyard Station Road, behind the senior apartment building. Sufficient lighting is shown for the parking lots and entrance drives, as shown on a submitted photometric plan. A dumpster, surrounded by screen walls, is provided to the rear of each building.

Architecture

The residential buildings will be four stories, composed of a combination of brick, cementitious siding, and vinyl. Each building will include a leasing office, community room, computer room, and indoor bicycle storage. The senior apartment building will have a game room and the multifamily building will have a fitness center. The main entrances to the buildings are centrally located with an entrance facing Mimosa Avenue and Woodyard Station Road, as well as entrances in the rear facing the parking lot. The entrances to both buildings on the road frontage are articulated by a projecting building section and a covered entryway. The central building section is capped with a more prominent gable end with windows and an awning.

The multifamily building further accentuates the entry with a 2-story course of brick on the frontage that extends from a brick watertable. The buildings are proportionally divided into smaller forms to minimize visual impact by providing recesses across the front and rear façades, multistory box window projections, mixed materials and color patterns by section and floor, and gable end enhancements along the roof line. The multifamily building scales down to a narrower width and to three stories on each end. This will reduce the dominance of the structure at the western property line, providing a softer transition to the adjacent, R-80-zoned, vacant property.

Signage

The applicant is proposing two monument signs, one at each driveway entrance. Each sign will be in the median of the entry drive and set back 15 feet from the right-of-way. The signs will be double-faced, two feet in height, and six feet long, set between two, 5-foot-high brick columns with stone pyramid caps. The lettering is shown in white, against a black background.

The materials proposed could not be identified on the plan. Therefore, a condition has been provided in this resolution requiring that the sign materials be clearly identified on the plan.

Recreational Facilities

At the time of PPS 4-19040, it was determined that the mandatory parkland dedication requirement would be met for the entire Woodyard Station development through on-site private recreation facilities.

The indoor recreation amenities counted towards this requirement include sitting areas, game rooms, and a fitness room in the multifamily building. The outdoor recreation amenities for this phase include a tot lot and benches near the front building entrances, forming gathering areas in the public realm. The tot lot will be located near the southwest end of the multifamily building, with safe access via the network of sidewalks throughout the community, and will feature a play structure and two benches. Additional plantings and a fence are provided between the tot lot and the parking lot to ensure a safe boundary between the two uses. A site plan was provided specifically for the tot lot; however, the fence and plantings are not shown. A condition is provided in this resolution to include the fence with a fence detail and the proposed plantings, to demonstrate adequate screening from the parking lot.

The gathering space at the front entrance to each building will consist of semi-circular plazas with two benches each, forming gathering areas in the public realm. No benches have been provided at the rear entrances to the buildings, so a condition is included herein to provide benches near the main rear entrances to each building.

The applicant is proposing 3 bicycle racks outside each building, and storage for a total of 23 bicycles inside. Sidewalks are proposed to provide safe connections to the 10-foot-wide trail located on the north side of the Mimosa Avenue extension, approved with DSP-20022.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** This DSP has been reviewed for compliance with the requirements of the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance.
 - a. Section 27-548 of the Zoning Ordinance, the M-X-T Zone regulations, establishes additional standards for the development in this zone. This DSP's conformance with the applicable provisions is discussed, as follows:
 - (a) **Maximum floor area ratio (FAR):**
 - (1) **Without the use of the optional method of development—0.40 FAR;
and**
 - (2) **With the use of the optional method of development—1.40 FAR.**

The maximum floor area ratio (FAR) base density with this DSP is 0.17, which meets this requirement, as the optional method of development is utilized to allow for a maximum of 1.40 FAR.

- (b) The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.**

The applicant proposes to include the uses on the M-X-T-zoned property in more than one building and on more than one lot, as allowed by the M-X-T regulations.

- (c) Except as provided for in this Division, the dimensions for the location, coverage, and height of all improvements shown on an approved Detailed Site Plan shall constitute the regulations for these improvements for a specific development in the M-X-T Zone.**

All dimensions, square footages, and coverage for the two proposed buildings are provided on the DSP.

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

This DSP meets the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Required schedules are provided featuring calculations of the landscape requirements for the site, such as bufferyard plantings, internal greenspace plantings, landscaping within the parking lot, sustainable landscaping requirements, and tree canopy coverage. This DSP provides more green space width in front of the two multifamily buildings and adjacent to public rights-of-way than the minimum required in the M-X-T Zone.

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

The FAR total is specific to this DSP and is within the base established by the CSP. No underground parking, enclosed pedestrian spaces, or theaters are proposed and, accordingly, will not vary that number.

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

There are no private structures within the air space above, or in the ground below public rights-of-way as part of this project.

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

Both proposed parcels front on, and have direct vehicular access to, a public street.

- (h) **Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand two hundred (1,200) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development.**

The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half (1/2) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units.

Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage,

not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multi-family dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

This DSP does not propose any townhouse structures. This requirement will be evaluated during subsequent phases when townhouses are proposed.

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

The structures proposed as part of this DSP do not exceed the 110-foot height limit, as labeled on the architecture plan.

- (j) As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance). Notwithstanding any other provision of this Code, this regulation shall not apply to property subject to the provisions of Section 27-544(f)(2)(I), above.**

The subject property was placed in the M-X-T Zone through a District Council resolution adopted in 2013, for which there was no comprehensive land use planning study conducted by technical staff. Therefore, this requirement does not apply.

- b. The subject application has been reviewed for conformance with the requirements of Section 27-546(d) of the Zoning Ordinance, which requires additional findings for the Planning Board to approve a DSP in the M-X-T Zone, as follows:

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

One purpose of the M-X-T Zone is to promote orderly development of land in the vicinity of major intersections, to enhance the economic status of Prince George's County. The proposed entire development, consisting of residential and commercial/office uses, will provide increased economic activity proximate to the intersection of Branch Avenue and Woodyard Road. It also allows for a potential reduction of the number and distance of automobile trips by constructing residential and nonresidential uses in close proximity to each other, with convenient access being provided to neighboring commercial/retail uses. This DSP promotes the many purposes of the M-X-T Zone and contributes to the overall vision of the Central Branch Avenue Sector Plan.

(2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change or include a major employment use or center which is consistent with the economic development strategies of the Sector Plan or General Plan;

This property was placed in the M-X-T Zone through CR-13-2018, for a minor amendment to the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment*. The proposed development is in conformance with the design guidelines intended to implement the general development concept for the area.

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

The proposed development is occurring on a property that is set behind existing commercial uses fronting on Woodyard Road. The entire Woodyard Station development includes a public road extension to integrate the existing residential community to the north and Woodyard Road to the south, as well as a public road to connect to future development west of this site. Development of the

multifamily buildings along these proposed public roads will be outwardly oriented.

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

The development has been previously evaluated in the CSP and PPS with the illustrative development concepts in the Central Branch Avenue Sector Plan. The plan demonstrates compatibility with the surrounding residential and commercial uses, as conceptualized in the sector plan.

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

As previously found with the CSP, the mix of uses, arrangement of buildings, and other improvements and amenities will complement the surrounding uses to produce a cohesive development capable of sustaining an independent environment of continuing quality and stability.

(6) If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;

This stage of the development constitutes the multifamily buildings, which are located on their own parcels, with roads, sidewalks, and an outward orientation to achieve an effective integration with the subsequent phases.

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

The DSP shows sidewalks around the buildings, along all public roads, as well as connections to adjacent uses, forming a comprehensive pedestrian network throughout the site.

(8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and

The submitted DSP shows high-quality urban design of the gathering places through the use of decorative lighting, benches, a tot lot, and varied landscaping techniques.

- (9) **On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club), or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

This application is for a DSP; therefore, this requirement is not applicable.

- (10) **On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club).**

This development was the subject of PPS 4-19040, which was approved by the Planning Board on May 14, 2020 and included a finding of adequacy.

- (11) **On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.**

This property measures 5.53 acres and does not meet the above acreage requirement. Furthermore, it is not being developed as a mixed-use planned community. Therefore, this requirement is not relevant to the subject project.

- c. Section 27-274(a)(6) of the Zoning Ordinance establishes the required design guidelines for site and streetscape amenities for DSPs. The proposed plan generally meets all of the site design guidelines by providing safe, efficient, and convenient vehicular and

pedestrian circulation. Adequate lighting and landscaping to enhance the enjoyment of the site is also provided for the uses on the site.

- d. In accordance with Section 27-574 of the Zoning Ordinance, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval at the time of DSP. Detailed information regarding the methodology and procedures to be used in determining the parking ratio is outlined in Section 27-574(b).

In a memorandum dated July 27, 2020, Lenhart Traffic Consulting, Inc. provided the required parking analysis for this development. The methodology in Section 27-574 requires that parking be computed for each use, in accordance with Section 27-568. The parking schedule shows that the uses would require 196 parking spaces. Given that the site does not provide a mix of uses at this time, there is no opportunity for shared parking, and consequently this is the base requirement per Section 27-574. The plan provides 212 parking spaces to serve the proposed 158 residential units. Given that the provided parking exceeds the required parking, the applicant concludes that the site has adequate parking.

In consideration of the information provided in the applicant's parking study, the Planning Board is in agreement that the site plan provides adequate parking for the proposed uses, in accordance with Section 27-574.

8. **Conceptual Site Plan CSP-19008:** CSP-19008, for 119 townhouses, 46 multifamily dwelling units, 112 unit apartment housing for the elderly, and 2,500 square feet of commercial space, was approved by the Planning Board on March 12, 2020 (PGCPB Resolution No. 2020-34), subject to three conditions, the following of which is applicable to this review:

2. **Prior to approval of the preliminary plan of subdivision, the following information shall be provided or shown on the plans:**

- a. **Provide continuous standard sidewalks along both sides of all internal roads, excluding alleys, unless modified by the Prince George's County Department of Public Works and Transportation and the Prince George's County Department of Permitting, Inspections and Enforcement with written correspondence.**

The plans show a continuous standard sidewalk extending from the public sidewalks, into the site along both sides of the internal access driveway from Mimosa Avenue and along the north side of the access driveway from Woodyard Station Road. A sidewalk connection from the parking lot and a marked crosswalk are provided to create a pedestrian connection from the parking spaces to the buildings.

9. **Preliminary Plan of Subdivision 4-19040:** The site is subject to PPS 4-19040 (PGCPB Resolution No. 2020-83), approved by the Planning Board on May 14, 2020 for the approval of 122 lots and 9 parcels, subject to 16 conditions. Of these conditions, the following are applicable to the review of this DSP:

6. **The applicant and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for the private recreational facilities. The private recreational facilities shall be reviewed by the Urban Design Section of the Prince George's County Planning Department and the Prince George's County Department of Parks and Recreation for adequacy, in accordance with the approved preliminary plan of subdivision, proper siting, and establishment of triggers for construction at the time of detailed site plan (not including a detailed site plan for infrastructure only).**

It is noted that the subject application proposes a combination of on-site private recreational facilities with this phase of the development, which includes a tot-lot playground (active recreation), multiple internal and external sitting areas (passive recreation), and an internal fitness room (active recreation). The on-site recreational facilities, details, and values are included on the landscape plan, as required, except as conditioned herein.

The applicant did not submit timing for construction of the facilities, which the Planning Board is requiring with conditions herein, so that they will be adequate to serve the needs of the multifamily units as they are constructed.

7. **In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following facilities, and provide an exhibit depicting these facilities, prior to acceptance of the first detailed site plan:**

- a. **Continuous standard sidewalks along both sides of all internal roads, excluding alleys, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.**

The plans show a continuous standard sidewalk extending from the public sidewalks, into the site along both sides of the internal access driveway from Mimosa Avenue and along the north side of the access driveway from Woodyard Station Road.

9. **Prior to acceptance of the detailed site plan, a revised stormwater management concept plan and approval letter from the Prince George's County Department of Permitting, Inspections and Enforcement, shall be submitted.**

Stormwater Management (SWM) Concept Approval, 23226-2017-01, issued by the Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE) on May 27, 2020, was provided with DSP-20022, for infrastructure only.

- 11. Prior to issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved. The following note shall be placed on the final plat of subdivision:**

“This plat is subject to the recordation of a Woodland Conservation Easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 Tree Conservation Plan, when approved.”

A Type 2 tree conservation plan (TCP2) is approved with this DSP, subject to conditions contained herein.

- 12. Total development within the subject property shall be limited to uses that would generate no more than 127 AM and 146 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.**

The proposed residential uses will generate 39 AM and 46 PM peak-hour trips; therefore, the proposal is within the trip cap. The table below summarizes trip generation in each peak hour that was used in reviewing conformance with the trip cap for the site:

Trip Generation Summary: DSP-20026: Woodyard Station								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Multifamily	46	Units	5	19	24	18	10	28
Senior Housing (multifamily building)	112	Units	6	9	15	11	7	18
Proposed Development: DSP-20026			11	28	39	29	17	46
Trip Cap – 4-19040					127			146

- 10. Detailed Site Plan DSP-20022:** The site is subject to DSP-20022 (PGCPB Resolution No. 2020-140), approved by the Planning Board on September 24, 2020, for infrastructure only, subject to two conditions, neither of which are applicable to this DSP.

- 11. 2010 Prince George’s County Landscape Manual:** Per Section 27-544(a) of the Zoning Ordinance, landscaping, screening, and buffering for property zoned M-X-T, is subject to the provisions of the Landscape Manual. This application is subject to the requirements of Section 4.1, Residential Requirements; Section 4.2, Landscape Strips Along Streets; Section 4.3,

Parking Lot Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. The landscape plan provided with this DSP contains errors and deficiencies, which have been addressed as conditions herein.

- 12. 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 because it has previously approved TCPs. TCP2014-2020-01 was submitted with this application.

There are two preserved woodland areas along the southern and eastern property line and a wooded area, not qualifying as a woodland, along the western property line. The plans show clearing of 17.29 acres of on-site woodlands and a resulting requirement of 9.36 acres. The woodland conservation requirement is proposed to be met with 0.66 acre of on-site preservation, 0.23 acre of reforestation, and 8.47 acres of off-site woodland conservation credits. Minor revisions are required to the TCP, as conditioned herein.

- 13. Prince George’s County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3 of the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties zoned M-X-T are required to provide a minimum of 10 percent of the gross tract area covered by tree canopy. The subject site is 5.53 acres in size and the required TCC is 0.55 acre. A table was provided on the plans demonstrating conformance with the requirements of the Tree Canopy Coverage Ordinance.

- 14. 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**—The Planning Board adopts, herein by reference, a memorandum dated October 5, 2020 (Stabler to Burke), which indicated that based on a search of historic resources, the probability of archeology sites within the subject property was high. A Phase I archeology survey was completed for this site, and based on the report, no further archeology is required. Further, the site does not contain, and is not adjacent to any designated Prince George’s County historic sites or resources.
- b. **Community Planning**—The Planning Board adopts, herein by reference, a memorandum dated October 6, 2020 (Tariq to Burke), which indicated that pursuant to Part 3, Division 9, Subdivision 2, of the Zoning Ordinance, master plan conformance is not required for this application.

This application is in Area E, Conical Surface (20:1) – Left Runway of the Military Installation Overlay Zone - Height. Pursuant to Section 27-548.54, the maximum building height on the subject property should not exceed 230 feet. The maximum height proposed for the two multifamily buildings is 49 feet.

- c. **Transportation Planning**—The Planning Board adopts, herein by reference, a memorandum dated October 1, 2020 (Masog to Burke), which provided findings regarding development in the M-X-T Zone and an evaluation of previous conditions of approval, and found access and circulation acceptable.

The development shown on this plan is generally consistent with the approved preliminary plan from the standpoint of access and circulation. It is noted that this plan utilizes street infrastructure that was approved by the Planning Board, pursuant to DSP-20022 on September 24, 2020.

- d. **Trails**—The Planning Board adopts, herein by reference, a memorandum dated October 8, 2020 (Smith to Burke), which provided an evaluation of previous conditions of approval and approves the pedestrian and bicycle access and circulation for this plan. The proposal was found to be consistent with the site design guidelines, pursuant to Section 27-283 of the Zoning Ordinance, and meets the findings required by Section 27-285(b) of the Zoning Ordinance, for a DSP for pedestrian and bicycle transportation purposes, and conforms to the prior development approvals and the Central Branch Avenue Sector Plan.
- e. **Environmental Planning**—The Planning Board adopts, herein by reference, a memorandum dated October 6, 2020 (Schneider to Burke), which provided findings on this application, summarized below, and approves of the DSP subject to conditions in this resolution.

Natural Resources Inventory Plan/Existing Features

A Natural Resources Inventory Plan, NRI-033-2019, was approved on September 6, 2019, and was provided with this application. The site contains no regulated environmental features and 18.20 acres of woodlands. There are eight specimen trees scattered throughout the property. The TCP2 and the DSP show all the required information correctly, in conformance with the NRI.

Specimen Trees

A Subtitle 25 variance was approved with CSP-19008 to remove six Specimen Trees (ST 1, ST 2, ST 3, ST 4, ST 6, and ST 7) and PPS 4-19040 to remove one Specimen Tree (ST 5). There are no changes with this application regarding the status of specimen trees previously approved for removal. One Specimen Tree (ST 8) will remain as part of this development.

Stormwater Management (SWM)

A revised SWM Concept Approval Letter 23226-2019-01 and associated plan, issued on May 27, 2020 by DPIE, was provided with this application. The original SWM concept plan that was approved by DPIE received a design layout change during the CSP review process. This change was significant enough to require a new SWM concept plan. The revised and approved plan shows the construction of 55 micro-bioretenention ponds. No SWM fee for on-site attenuation/quality control measures are required.

Erosion and Sediment Control

No information with respect to erosion and sediment control was submitted with the subject application; however, it should be noted that the site is located within a Tier II catchment area (Piscataway Creek), as designated by the Maryland Department of the Environment. Tier II streams are high-quality stream segments that have an existing water quality that is significantly better than the minimum water quality standards. There are no regulated environmental features located on-site, or the adjacent parcels; however, the Soil Conservation District may require additional or redundant erosion and sediment control devices.

- f. **Prince George’s County Department of Parks and Recreation (DPR)**—The Planning Board adopts, herein by reference, a memorandum dated October 8, 2020 (Asan to Burke), in which DPR indicated that the private on-site recreation facilities shall be reviewed for adequacy and timing of construction.
- g. **Prince George’s County Fire/EMS Department**—Comments regarding this application were not received from the Fire/EMS Department.
- h. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—The Planning Board adopts, herein by reference, a memorandum dated September 14, 2020 (Giles to Burke), in which DPIE provided comments and recommendations regarding road and infrastructure improvements that are to be addressed directly with DPIE at the time of permitting.
- i. **Prince George’s County Police Department**—Comments regarding this application were not received from the Police Department.
- j. **Prince George’s County Health Department**—The Planning Board adopts, herein by reference, a memorandum dated September 1, 2020 (Adepoju to Burke), in which the Health Department provided health statistics regarding the proximity of the site to carryout/convenience stores and two grocery food facilities, and how a lack of healthy food sources can lead to obesity and diabetes, recommending that the applicant consider a tenant for the commercial portion who would provide access to more healthy food choices.

In addition, the Health Department provided the following summarized guidance with regard to controlling noise and dust during construction phases on the site:

Noise should not be allowed to adversely impact activities on adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George’s County Code.

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.

- k. **Maryland State Highway Administration (SHA)**—Comments regarding this application were not received from SHA.
 - l. **Washington Suburban Sanitary Commission (WSSC)**—The Planning Board adopts, herein by reference, an email dated September 4, 2020 (Thorsell to Burke), in which WSSC provided water, sewer, and associated easement conditions to be addressed with WSSC at time of permitting.
15. Based on the foregoing and as required by Section 27-285(b)(1), the DSP will, as conditioned below, represent a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
16. As required by Section 27-285(b)(2) of the Zoning Ordinance, this DSP is in general conformance with the approved CSP.
17. As required by Section 27-285(b)(4), which became effective on September 1, 2010, a required finding for approval of a DSP 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 in accordance with the requirement of Subtitle 24-130(b)(5).**

The regulated environmental features on the subject property have been preserved and/or restored in a natural state, to the fullest extent possible, as the subject property does not contain any regulated environmental features, or primary management areas.

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 APPROVED Type 2 Tree Conservation Plan TCP2-014-2020-01, and further APPROVED Detailed Site Plan DSP-20026 for the above described land, subject to the following conditions:

1. Prior to certificate approval of this detailed site plan, the applicant shall:
 - a. Provide the materials in the sign detail for the monument signs.
 - b. Correct the orientation of the tot lot on the tot lot site plan to match the DSP and landscape plan, and include the proposed plantings, the fence, and a fence detail.

- c. Label the fall zone for the playground equipment on the tot lot site plan.
 - d. Provide additional benches near the main rear entrances to each building.
 - e. Revise the floor area ratio to use the acreage of the approved conceptual site plan of 21.82 acres.
 - f. The Type 2 tree conservation plan shall be revised, as follows:
 - (1) Fill out and have the owner sign the property owner awareness certification block.
 - (2) Have the revised plan signed and dated by the qualified professional preparing the plan.
 - g. Correct Schedule 4.3-2 of the landscape plan to provide four additional shade trees to fulfill the requirement.
 - h. Revise the DSP to show the proposed loading space in a location that is in conformance with all Prince George's County Zoning Ordinance and 2010 *Prince George's County Landscape Manual* requirements.
2. Prior to issuance of the final certificate of occupancy for each building, the applicant shall demonstrate that all interior and exterior on-site recreational facilities, associated with said building, will have been fully constructed and are operational.


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 Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Doerner, Geraldo and Hewlett voting in favor of the motion at its regular meeting held on Thursday, November 5, 2020, in Upper Marlboro, Maryland.

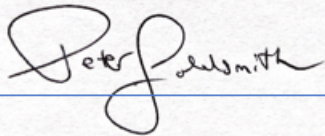
Adopted by the Prince George's County Planning Board this 3rd day of December 2020.

Elizabeth M. Hewlett
Chairman

By 
Jessica Jones
Planning Board Administrator

EMH:JJ:TB:nz

APPROVED AS TO LEGAL SUFFICIENCY



M-NCPPC Legal Department
Date: November 12, 2020