

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 February 24, 2022, regarding Detailed Site Plan DSP-17023-03 for Addison Row, Phase 2, Expedited Transit-Oriented Development, the Planning Board finds:

1. **Request:** This detailed site plan (DSP) proposes 327 multifamily dwelling units in one four-story building on Parcel 2, known as Building C in Phase 2 of a larger mixed-use development.
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	M-X-T	M-X-T
Use(s)	Multifamily Residential	Multifamily Residential
Gross Tract Area (acres)	34.59	34.78*
Right-of-Way to be Vacated	0.19	-
Floodplain	1.22	1.22
Net acreage	33.37	33.56
Parcels		
Parcel 1	10.63	10.63
Parcel 2	18.49	18.94
Parcel 3	1.35	1.35**
Parcel 4	3.67	3.86**

Phase 1 Multifamily Dwelling Units	321	-
1 Bedroom	129	-
2 Bedroom	150	-
3 Bedroom	42	-
Phase 2 Multifamily Dwelling Units	-	327
1 Bedroom	-	146
2 Bedroom	-	135
Bedroom	-	46
Total Multifamily Dwellings Units	321	648

OVERALL PARKING AND LOADING DATA	Approved****
Phase 1	493
Standard Parking Spaces	471
Handicap-Accessible Parking Spaces	22
Loading Spaces (12x33)	2***

	Approved****
Phase 2	492
Standard Parking Spaces	482
Handicap-Accessible Parking Spaces	10
Loading Spaces (12x33)	2***
Total Number of Parking Spaces	985

Bicycle Parking	146 Spaces
Building A	31
Building B	44
Building C	71

Notes: *Proposed Parcels 3 and 4 include 0.19 acre of previously vacated right-of-way, per Vacation Petition V-18004.

**The Parcel area summary table has not been revised to reflect the new acreage of Parcels 3 and 4 as a result of V-18004 and should be corrected. A condition to revise the schedule has been included herein.

***Section 27-583 of the Prince George’s County Zoning Ordinance governs off-street loading space requirements for development in the Mixed Use-Transportation Oriented Zone. It provides a three-step method of loading space calculation and allows shared loading spaces among different uses. An analysis has been provided with this DSP to support the number of loading spaces provided.

****A revised parking analysis, dated September 10, 2021, has been provided in accordance with Section 27-574(a) of the Zoning Ordinance, to support the proposed number of parking spaces.

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

Base Density Allowed	0.40 FAR
Residential	1.00 FAR*
Total FAR Permitted	1.40 FAR
Total FAR Proposed	0.51 FAR** (1,782,180 sq. ft./1,515,016 sq. ft.)

Notes: *Additional density is allowed, in accordance with Section 27-545(b)(4) of the Zoning Ordinance, Optional method of development, for providing 20 or more dwelling units.

**This DSP proposes only a portion of the residential uses of a mixed-use development, consisting of residential and commercial uses that was approved under Conceptual Site Plan CSP-06003. Therefore, the proposed floor area ratio will increase with future DSPs.

- 3. Location:** The overall property is located on the north side of Addison Road, approximately 35 feet north of its intersection with North Englewood Drive, and is known as 4700 and 4800 Addison Road, Capitol Heights, Maryland, in Planning Area 72 and Council District 5. The specific area of this phase of development is located on Parcel 2 in the northern portion of the overall site.
- 4. Surrounding Uses:** The overall site abuts single-family detached dwellings in the One-family Detached Residential Zone to the east; commercial, single-family detached dwellings, and religious institutional uses in the Multifamily Medium Density Residential Zone, and by single-family attached dwellings in the Townhouse (R-T) and Commercial Miscellaneous Zones to the south; industrial uses in the R-T Zone to the southwest; and by the Washington Metropolitan Area Transit Authority Metro Orange and Maryland Area Regional Commuter Penn Central Railroad Lines to the northwest, and industrial uses in the Heavy Industrial (I-2) Zone beyond. The site adjoins vacant land in the I-2 Zone to the northeast, and beyond by the Cheverly Metro Station. The specific area of this development is on Parcel 2, directly north of Parcel 1, on the northern portion of the site.
- 5. Previous Approvals:** The subject property has a previously approved Zoning Map Amendment (A-9981-C) that rezoned the subject site from the Light Industrial (I-1), I-2, and Commercial Office (C-O) Zones to the Mixed Use-Transportation Oriented (M-X-T) Zone on December 26, 2007, with 17 conditions. The 2010 *Approved Subregion 4 Master Plan and Endorsed Sectional Map Amendment* (Subregion 4 Master Plan and SMA) and the 2018 *Approved Greater Cheverly Sector Plan* (Greater Cheverly Sector Plan) retained the subject property in the M-X-T Zone and recommended mixed-use development on the site. The subject site also has a Conceptual Site Plan (CSP-06003), which was originally approved by the Prince George’s County Planning Board and was adopted on September 22, 2008 (PGCPB Resolution No. 08-119). The Prince George’s County District Council affirmed the Planning Board’s decision and approved that application for the subject property on March 22, 2010, with 26 conditions.

This property is subject to Preliminary Plan of Subdivision (PPS) 4-16040, which was approved by the Planning Board on March 8, 2018 (PGCPB Resolution No. 18-18), for development of 648 multifamily units on four parcels, subject to 16 conditions.

This application is subject to DSP-17023, which was approved by the Planning Board on July 12, 2018, and is embodied in PGCPB Resolution No. 18-65 for approval of 321 multifamily dwelling units in two four-story buildings on Parcel 1. DSP-17023 also amended CSP-06003 (PGCPB Resolution No. 08-119(A)), in accordance with Section 27-290.01(a)(1)(B) of the Prince George's County Zoning Ordinance. This amendment revised the mix of uses on the property and includes approximately 648 multifamily units and 40,640 square feet of commercial space. The revisions to the specific requirements of CSP-06003 were discussed in detail in the approval of DSP-17023.

The site also has an approved Stormwater Management (SWM) Concept Plan, 15244-2006-03, which was approved on November 19, 2021, and is valid through March 29, 2024.

6. **Design Features:** The subject application proposes Phase 2 of a larger, mixed-use development that is composed of 648 multifamily dwelling units and approximately 40,640 square feet of commercial/retail uses. Phase 2 of this development includes one four-story multifamily apartment building abutting Parcel 1 that contains the previously approved Phase 1 of Addison Row. The proposed building is in the northern portion of the site, on Parcel 2, north of Parcel 1 and east of the Metrorail tracks. The building abuts existing single-family detached houses along North Englewood Drive to the east and Phase 1 of Addison Row to the south. Access to the multifamily dwellings proposed in Phase 2 is aligned with the drive aisles of the parking compound for Phase 1 and Private Road A, which leads to a surface parking lot west of the multifamily building and will provide parking for the multifamily dwellings. The recreational facilities are being relocated as part of this amendment and are proposed to the north of the proposed parking area. The facilities will be surrounded by a 7-foot-tall noise barrier to mitigate the noise from the adjacent rail lines and will serve the residents for Phases 1 and 2. At the public hearing, the possibility of adding electronic vehicle (EV) charging stations to the parking area was discussed. The Planning Board finds that the addition of these facilities is desirable and includes a new condition requiring the applicant to provide EV charging stations in the parking area on-site, to the extent practicable.

Architecture

The four-story multifamily building is consistent with the architecture proposed in Phase 1 and is designed in a contemporary style featuring a generally flat roof, and is finished with a combination of brick and fiber cement siding. Two-tone brick is proposed as an accent material on the portions of the elevations where the entrances are located and where it can be seen from major roadways. Architectural articulation techniques are proposed to break up the mass of the building, including vertical divisions and a variety of colored panels and trim, creating visually acceptable elevations. The fiber cement siding features color tones, including white, dark grey, medium grey, dark red, and yellow, and has been employed to create a dynamic streetscape. Strong color contrast has also been used and roof bands and raised parapets create a varied roofline.

Lighting

The applicant is proposing building-mounted lights and standard full cut-off light fixtures on 30-foot-tall poles in the parking lot that are consistent with the lighting that is proposed in Phase 1. The photometric plan demonstrates that there is generally adequate lighting for pedestrians and vehicles on the site within the private rights-of-way, with minimum spillover at property lines. The details and specifications of the lighting have been provided, in addition to a photometric plan, and are acceptable. However, details for the bollard lights proposed on the pedestrian trail on the northern portion of the property have not been included. The DSP does not include any illumination in the building’s courtyards and the Planning Board requires that bollard lighting be provided in these spaces, as well as in other areas of the site, for pedestrian safety and wayfinding. Conditions have been included herein requiring the applicant to provide details of the bollard lights and additional lighting in the courtyards and walkways to an adequate level.

Signage

This DSP does not propose any freestanding or building-mounted signage for the multifamily building. However, wayfinding signage is proposed to assist with pedestrian mobility and vehicular navigation on-site. This signage is not illuminated and is approximately 30 inches tall and 36 inches wide, and appears to be proposed in the medians of Roads A and B. The location is not clearly shown, and a condition has been included herein requiring the applicant to revise the DSP to clearly show the location of all wayfinding signage on the property.

Loading and Trash Facilities

Trash facilities are proposed interior to the building on the northern elevation, and in the northwest corner of the parking lot. The dumpsters are interior to the building or are adequately screened by a 6-foot-high board-on-board enclosure. Two loading spaces have been proposed to serve the multifamily dwellings and are located adjacent to the exterior trash facilities in the northwest portion of the surface parking area.

Recreational Facilities and Amenities

This application is required to provide on-site private recreational facilities, in accordance with the previously approved PPS. A multifamily development of 648 dwelling units requires a recreational facility package worth approximately \$735,331. The applicant proposes the following facilities that have a dollar amount of approximately \$764,225:

Facilities	Dollar Amount
Picnic Area	\$7,000
Preschool-Age Playground	\$45,000
School-Age Playground	\$60,000
Kids Splash Park	\$30,000
Dog Park	\$65,000
Tables (8 Additional)	\$16,000
Bench (21)	\$21,000
Six-Foot-Wide Multipurpose Trail (865 LF)	\$30,275
Bike Racks (9)	\$6,300

Facilities	Dollar Amount
Dog Wash	\$3,250
Internal Bike Rooms (Buildings A, B, and C)	\$51,100
Fitness Center (Buildings B and C)	\$178,650
Internal Party Room (Building B)	\$52,500
Internal Amenity Room (Building C)	\$30,450
Internal Party Room (Building B)	\$52,500
Resident Lounges (Internal to Buildings A and B)	\$167,700
Total	\$764,225

The details of the facilities have been provided; however, the cost estimates of the proposed private recreational facilities appear to be consistent with the values previously approved in Phase 1. Some of the facilities shown in Phase 2 do not strictly conform with the values shown in the Prince George's County Park and Recreation Facilities Guidelines and cannot be included without additional justification. These include the proposed dog wash, internal bike storage rooms, party room, and amenity room. A condition has been included in this approval requiring the applicant to provide additional facilities to meet the required recreational value, or provide justification showing how the private recreational facilities are consistent with the values and multiplier provided in the Park and Recreation Facilities Guidelines.

Green Building Techniques

This project is pursuing National Green Building Standard (NGBS) certification consistent with Phase 1. The NGBS certification process has provided specific metrics for sustainability. This results in a more resource-efficient and environmentally conscious design. The following narrative outlines some of the project's sustainability features.

Energy Efficiency

Energy efficiency has been a priority throughout the design process. This is driven by the local energy code and to meet the NGBS. Both buildings perform 18 percent better than the 2009 International Energy Conservation Code requirements for energy performance. The building's energy-efficient design is in part due to its lighting systems. Light-emitting diode (LED) lighting has been specified throughout the building. In addition, lighting occupancy sensors and other controls are used to further optimize energy performance.

Energy-efficient vinyl and aluminum windows are specified for residential units and common areas of the building. Energy Star appliances including dishwashers, clothes washers, and refrigerators have been specified. The roofs are low slope, white membrane covered with a high Solar Reflectance Index rating. The exterior of the building features a high percentage of prefinished materials to limit the amount of painting and chemicals released into the atmosphere.

Water Efficiency

The Addison Row project reduces water consumption through low-flow plumbing fixtures. The design team has specified low-flow lavatory faucets, toilets, kitchen sinks, and shower heads. Furthermore, irrigation demand is reduced through the use of native and adaptive plants.

Indoor Environmental Quality

Addison Row will be built with low-emitting finishes, including low volatile organic compound (VOC) paints, adhesives, and sealants. Use of low-emitting finishes reduces the potential for a number of adverse health effects from VOC and other indoor air pollutants.

Waste Management

A construction waste management plan is in place to limit the amount of construction debris placed in landfills.

It is unclear what green building techniques are proposed by the subject application; therefore, a condition is included herein, requiring the applicant to include a note on the DSP to clearly indicate the green building techniques that will be used.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Map Amendment A-9981-C:** A-9981 was approved by the District Council on September 24, 2007, to rezone the property from I-1, I-2, and C-O to the M-X-T Zone, subject to 17 conditions. This DSP's conformance to the applicable conditions is discussed, as follows:
 1. **The final location of dwelling types shall be determined at the time of Conceptual Site Plan review, due to the extensive environmental constraints on site.**

DSP-17023 constituted an amendment to CSP-06003, in accordance with Section 27-290.01(a)(1)(B). The proposed location of use types is consistent with that approval. Consideration has been made to environmental constraints, and the location of the buildings has been reviewed and it is determined that the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible.
 2. **During Conceptual Site Plan review, the Planning Board or its designee shall ensure there is adequate open space at the perimeter to serve as a buffer between the project and adjacent residential development of lower density.**

DSP-17023 included a 50-foot-wide buffer along the eastern property line to provide adequate open space and reduce the impact of the development on the adjacent residential dwellings. The subject application is consistent with the prior approval and continues to show the bufferyard.
 3. **Multi-family development shall have direct access to arterial or collector roads and shall not have primary access through single-family residential streets.**

The proposed multifamily development is accessed from the drive aisles in Phase 1, which was found to be acceptable. In addition, it is noted that Addison Road is a collector road and no access to Phase 2 has been included through the adjacent existing single-family residential streets.

4. **Wherever possible, living areas shall be linked to community facilities, transportation facilities, employment areas, and other living areas by a continuous system of pedestrian walkways and bike trails utilizing the open space network.**

Sidewalks are proposed throughout the entire development, linking the living areas to recreation areas, and providing direct access to the sidewalks on Addison Road. From Addison Road, walkways are provided to the surrounding community and transportation facilities.

6. **The Conceptual Site Plan shall show right-of-way along Addison Road consistent with Master Plan recommendations. This right-of-way shall be shown for dedication at the time of preliminary plan of subdivision. At the time of Conceptual Site Plan review Applicant shall address access to Addison Road for this site in detail. Consideration shall be given to consolidation of access points to the extent feasible as well as the alignment of access points opposite existing streets.**

The existing Addison Road right-of-way varies from 73 feet to 82 feet currently, and Phase 2 is not adjacent to the roadway. No additional dedication is required by this application.

7. **At time of Conceptual Site Plan review a geotechnical report shall be submitted that evaluates the existing soil conditions on the site and their suitability for the redevelopment proposed.**

A geotechnical report for Phase 2 was submitted with this application and has been determined to be adequate by the Environmental Planning Section. The Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) will continue to evaluate the report during the permit process.

8. **A Type I Tree Conservation Plan will be required at the time of Conceptual Site Plan review. The TCP I should propose the preservation of as much of the existing vegetation as possible (as deemed appropriate by the Planning Board or its designee) and should provide some areas of afforestation adjacent to the expanded buffer.**

A Type I tree conservation plan (TCPI) was approved with PPS 4-16040, which showed preservation to the extent practicable while enhancing preservation areas with additional afforestation around the primary management area (PMA) and buffer areas. The subject DSP revision is consistent with that approval.

- 9. A determination regarding stream valley dedication and/or trail construction along Beaverdam Creek will be made at the time of CSP.**

At the time of CSP review, it was determined that the dedication and construction of the Beaverdam Creek trail was not feasible, due to its severe slopes and lack of public access. Additional on-site investigations, in conjunction with the review of the PPS, arrived at the same conclusion, as reflected in PGCPB Resolution No. 18-18.

- 10. At time of Conceptual Site Plan review, Applicant and staff of the Department of Parks and Recreation shall develop a mutually acceptable package of parkland, outdoor recreational facilities, fees or donations to meet the future needs of the residents of the planned community.**

Recreational facilities to serve the overall development were reviewed by the Prince George's County Department of Parks and Recreation (DPR) in Phase 1 (DSP-17023) and were found to be acceptable. This application proposes to relocate a portion of these facilities to the Phase 2 site, but remains consistent with approval of DSP-17023.

- 11. The Landover and Vicinity Master Plan recommends that Addison Road be designated as a sidewalk/bikeway with appropriate signage. Because Addison Road is a County right-of-way, the Applicant and its heirs, successors, and/or assigns shall provide a financial contribution of \$210 to the DPWT for the placement of this signage. A note shall be placed on the final record plat for payment to be received prior to the issuance of the first building permit.**

The above condition was addressed and is reflected in Plat Note 8 on Record Plat ME 252 @ 71.

- 12. Prior to issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:**

Addison Road at Eastern Avenue

- a. Restriping the eastbound Eastern Avenue approach to provide an exclusive left-turn lane and a shared through/right-turn lane**
- b. Provisions of a dual right-turn lane along the southbound Addison Road approach**

Sheriff Road at Addison Road

- a. Provision of two (2) through and exclusive right-turn and left-turn lanes along the westbound Sheriff Road approach**

b. Provision of an exclusive left-turn lane along the eastbound Sheriff Road approach

A traffic impact study was submitted for review with PPS 4-16040. The current proposal generates less traffic than the plan that was evaluated at the time of the rezoning of this property. The adequate public facilities test of the current DSP shows that all the intersections studied will meet adequacy requirements.

14. Prior to Detailed Site Plan approval the Applicant shall submit a noise study and shall use the appropriate noise and vibration mitigation measures in developing the property.

A noise study prepared by Phoenix Noise and Vibration, dated January 19, 2022, was submitted for the subject property. The report shows the buildings proposed in Phases 1 and 2, which include additional measures to mitigate the noise levels on the buildings and surrounding the recreational areas on the northern portion of the site.

15. All future submission packages shall contain a signed Natural Resources Inventory (NRI). The NRI shall be used to prepare a site layout that results in non-essential impact to the regulated features of the site.

A Type 2 Tree Conservation Plan (TCP2-007-2016-02), based on an approved natural resources inventory (NRI), has been submitted with this DSP and the Board finds to approve it. This condition has been fulfilled.

17. The residential development of the project shall be limited to a maximum of 2,000 dwelling units and the total development on the property shall be limited to uses that generate no more than 1,683 AM and 2,323 PM peak vehicle hour trips.

In accordance with approved PPS 4-16040, the trip cap for the entire development would be 391 AM trips and 586 PM trips, based upon the total proposed 648 residential units and 40,640 square feet of retail. This DSP includes the second phase of the larger development for 327 multifamily dwelling units and is below the established trip cap for the site. This condition is satisfied.

8. Prince George's County Zoning Ordinance: The DSP application has been reviewed for conformance with the requirements of the M-X-T Zone and the requirements for Expedited Transit-Oriented Development (ETOD) Projects of the Zoning Ordinance:

- a. The proposed multifamily residential development is a permitted use.
- b. In accordance with Section 27-546 of the Zoning Ordinance, the Planning Board must make the following findings for approval of a DSP, as follows:

Section 27-546. Site Plans.

(d) In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:

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

The proposed development is in conformance with the purposes of the M-X-T Zone, as stated in Section 27-542 of the Zoning Ordinance, as follows:

Section 27-542. Purposes.

(a) The purposes of the M-X-T Zone are:

(1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;

The DSP proposes to develop a site, within one-half mile of the Cheverly Metro Station, with a multifamily building in Phase 2, and proposes commercial space in a future phase. The project promotes the orderly development of land by allowing for construction of a mixed-use development on a former industrial site, in the vicinity of a major Metro station. The redevelopment will contribute to a desirable living opportunity for citizens of the County.

(2) To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;

The project will create a compact, walkable mixed-use community, with residential, commercial, recreational, and open space uses, upon full build out.

- (3) **To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;**

The project maximizes the development potential available by locating a mixed-use development in close proximity to major transit lines, including US 50 (John Hanson Highway) and the Cheverly Metro Station.

- (4) **To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;**

The project will include a mix of residential and nonresidential uses, in close proximity to the Cheverly and Deanwood Metro Stations. Enhanced streetscape treatment, sidewalks, and indoor bicycle storage will help to facilitate pedestrian, bicycle, and transit use.

- (5) **To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;**

The project will include a mix of residential and nonresidential uses combined in a manner to ensure continuous functioning after workday hours and encourage a vibrant 24-hour environment.

- (6) **To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;**

The completed project will include a mix of residential and nonresidential land uses blended together harmoniously.

- (7) **To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;**

Buildings have been carefully designed to create a distinctive visual character. Future phases with commercial uses will further create a dynamic, functional relationship among uses.

- (8) To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;**

This redevelopment proposes a mix of uses, including multifamily residential housing and commercial development. The site is positioned between two Metro stations and will provide residents access to these facilities, in addition to on-site opportunities. Land planning for this project utilizes existing infrastructure on-site, including existing Addison Road and existing stormdrain and sanitary sewer outfalls. SWM for the site was designed using environmentally sensitive design criteria and meets the required treatment volume through use of micro-bioretenion facilities and bioswales.

- (9) To permit a flexible response to the market and promote economic vitality and investment; and**

This DSP proposes conversion of an industrial use to a mixed-use community, which will improve the economic vitality of the property and the community.

- (10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.**

The proposed development includes architectural elevations, that have been reviewed and are consistent with Phase 1. The application proposes durable materials to manage the economic burdens of maintenance and achieve excellence in design and quality.

- (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;**

This site was rezoned M-X-T via A-9981. This finding is not applicable.

- (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;**

This residential phase is oriented outward toward the adjacent multifamily buildings and other multistory structures on Addison Road and will visually integrate with the surrounding community.

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

The project is directly adjacent to an existing established neighborhood to the east. A significant bufferyard has been provided, in accordance with the 2010 *Prince George's County Landscape Manual* (Landscape Manual). The redevelopment of this site will provide significant improvement and value to the area and vicinity.

- (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;**

Buildings and other amenities have been carefully designed and placed to create a cohesive, quality environment. Attention has been paid to design, as well as the selection of materials, to ensure their enduring quality and cohesive aesthetic.

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

The DSP is Phase 2 of a multiphase development, including the ultimate construction of 648 multifamily dwelling units and more than 40,000 square feet of commercial/retail uses. The building has been designed as a self-sufficient entity, while allowing for integration with

the subsequent commercial phase to the west and the previously approved residential phase to the south.

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

This project is designed to be pedestrian-friendly, with sidewalks and way-finding signage and will connect to existing sidewalks on Addison Road to provide convenient access to the Cheverly Metro Station in the future.

- (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**

This requirement has been met by the active and passive recreational facilities proposed on-site and will be connected by a series of side sidewalks. High quality streetscape amenities have been incorporated in the design to ensure conformance with this requirement.

- (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, 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 and this finding does not apply.

- (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.

A finding of adequacy was made with PPS 4-16040, which was approved in 2018.

- (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.**

The subject site contains a total of 34.78 acres and was not approved as a mixed-use planned community; therefore, this requirement does not apply.

- c. The DSP application is also in conformance with additional regulations of the M-X-T Zone, as follows:

Section 27-544. Regulations.

- (a) Except as provided in Subsection (b), additional regulations concerning the location, size, and other provisions for all buildings and structures in the M-X-T Zone are as provided for in Divisions 3 and 4 of this Part, General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.**

The plan has been reviewed in accordance with the above provisions of the Zoning Ordinance.

Section 27-548. M-X-T Zone.

- (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 -- 8.00 FAR.**

The DSP indicates that the floor area ratio (FAR) will be approximately 0.51 for Phases 1 and 2 of the development, which is below the permitted FAR of 1.4. Each future DSP should provide for the cumulative FAR, as approved in each phase. The correct permitted FAR should be provided on the DSP, along with the

proposed FAR for Phases 1 and 2, and a condition requiring the applicant to provide a general note showing the FAR proposed is included herein.

- (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 proposed development contains one building on Parcel 2 and is part of a mixed-use development. The DSP satisfies this requirement.

- (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.**

The DSP shows a layout for the second phase of the development of this project.

- (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.**

The landscaping, screening, and buffering issues have been reviewed, along with this DSP, in accordance with the Landscape Manual, and are adequate as further discussed by Finding 11.

- (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.**

The subject DSP includes four parcels; however, the building proposed by this application is located on Parcel 2. All of the proposed parcels have frontage on, and direct access to, Addison Road, except as authorized, pursuant to Subtitle 24 of the Prince George's County Code, and therefore meets the requirement.

- d. In accordance with Section 27-107.01(a)(242.2)(B) of the Zoning Ordinance, 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**

- (B) **for a constructed Washington Metropolitan Area Transit Authority ("WMATA") Metrorail station for which there is no approved TDOZ, the subject property has greater than**

fifty percent (50%) of its net lot area located within a one-half mile radius of the constructed WMATA Metrorail station as measured from the center of the transit station platform

The subject site is located completely within one-half mile of the Cheverly Metro Station platform, for which there is no approved Transit District Overlay Zone.

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 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;

The subject application is located within one-half mile of the Cheverly Metro Station. This portion of the proposed development would be considered high-density development.

(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;

This application is for the second residential phase of a mixed-use development with an extensive sidewalk network connecting to Addison Road, which leads to the Deanwood Metro Station. Enhanced streetscape amenities are proposed to create a pedestrian-friendly experience, and buildings have been sited with minimal setbacks. On-site surface parking has been minimized and bicycle parking has been provided to further reduce automobile dependency.

(D) Utilizing pedestrian scale blocks and street grids;

The DSP will further define the blocks and grid patterns in the future development of the overall site.

(E) Creating pedestrian-friendly public spaces; and

This DSP proposes one building on a portion of a larger property as the second phase of a multi-phased project. There is a recreational area located to the north of the multifamily buildings that provides a pedestrian-friendly space for future residents. In addition, the DSP also provides sidewalks on both sides of all roadways serving the development that will provide the residents easy access to the Cheverly Metro Station.

(F) Considering the design standards of Section 27A-209.

Section 27A-209 of the County Code provides general design principles for urban centers, as stated below:

Section 27A-209. –General Design Principles of Urban Centers and Corridor Nodes.

- (a) Building Façades should be aligned and close to the Street. Buildings form the space of the Street.**
- (b) The Street is a coherent space, with consistent building forms on both sides. Buildings facing across the Street-Space contribute to a clear public space and Street-Space identity.**

- (c) Multimodal, complete Streets incorporating well-designed pedestrian, bicycle, transit, and auto facilities are essential elements of the Urban Centers and Corridor Nodes.**
- (d) Consideration of the natural environment is paramount in the Urban Centers and Corridor Nodes. All new development should be designed in accordance with best practices of environmentally-sensitive site design and sustainability. Development within the Urban Centers and Corridor Nodes shall demonstrate consideration of the natural environment through several means, including the environmental infrastructure Functional Overlay, Regulating Plan, and Permit Site Plan application.**
- (e) Regulated Environmental Features shall be preserved, protected, and restored to a natural state to the fullest extent possible.**
- (f) Buildings oversee the Street-Space with active fronts. This overview of the Street-Space contributes to safe and vital public spaces.**
- (g) In an urban environment, property lines are generally physically defined by buildings, walls or fences. Land should be clearly public or private—in public view and under surveillance or private and protected from view.**
- (h) Buildings are designed for neighborhoods, towns, and cities. Rather than being simply pushed closer together, buildings should be designed for the urban situation within towns and cities. Views are directed to the Street-Space and interior gardens or courtyards to highlight these key amenities for the community and reinforce visual surveillance and sense of communal ownership of these spaces.**
- (i) Vehicle storage and parking (excluding on-Street parking), garbage and recycling storage, and mechanical equipment are kept away from the Street-Space.**

The DSP is consistent with the applicable design principals of Section 27A-209 regarding all of the following: building façades, complete streets, multimodal transportation options, active street fronts, and attractive streetscapes.

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

The DSP proposes a multifamily use in the second phase. Future commercial uses to the west will complement the residential use to create a mixed-use center.

(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 above prohibited uses are included in this DSP. A note regarding the prohibited uses should be included in the general notes and is conditioned herein.

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

Section 27A-802(c) of the County Code further states the following:

- (c) Public utility uses or structures including underground pipelines, electric power facilities or equipment, or telephone facilities or equipment; and railroad tracks or passenger stations, but not railroad yards, shall be permitted in all frontages (Building Envelope Standards), subject to the design regulations of this Subtitle. These uses or structures shall be designed to be harmonious to the overall design and character of the Urban Center District. Other public utility uses or structures including major transmission and overhead distribution lines and structures are prohibited within the Urban Centers and Corridor Nodes Districts.**

This section of the County Code speaks about the installation of public utility structures around the perimeter of the development and creating a harmonious design around these necessary elements and the proposed development. The plan does not include any public utility structure.

- (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 subject site was rezoned M-X-T via A-9981. The DSP is in conformance with the applicable conditions of A-9981, as discussed in Finding 7 above.

- (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 because none of the uses listed in Subsection (b)(3) above are proposed within this DSP.

- e. 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). The DSP proposes 492 parking spaces for the 327 units proposed in Phase 2, which equals 1.50 spaces per unit. Under Part 11, Off-street Parking and Loading, of the Zoning Ordinance, a total of 510 spaces is usually required for this type of development. The subject DSP provides 13 fewer spaces than the parking normally required for this type of multifamily development in conventional zones.

In a memorandum dated September 10, 2021, Lenhart Traffic Consulting, Inc. provided the required parking analysis for this development, concluding that the site will be adequately parked, as proposed. Based upon the provided methodology and procedures, the Planning Board finds that the site will be adequately parked with the 985 parking spaces proposed by Phases 1 and 2.

- f. Section 27-583, Number of spaces required in M-X-T Zone, of the Zoning Ordinance contains requirements for determining the total number of loading spaces, as follows:
- (a) **The number of off-street loading spaces required in the M-X-T Zone are to be calculated by the applicant and submitted to the Planning Board for approval at the time of Detailed Site Plan approval. Prior to approval, the applicant shall submit the methodology, assumptions, and data used in performing the calculations.**
 - (b) **The number of off-street loading spaces required shall be calculated using the following procedures:**
 - (1) **Determine the number of loading spaces normally required under Section 27-582.**
 - (2) **Determine the number of loading spaces that may be readily shared by two (2) or more uses, taking into account the location of the spaces, the uses they will serve, and the number of hours and when during the day the spaces will be occupied.**
 - (3) **The number of loading spaces normally required (paragraph (1)) may be reduced by the number of spaces determined to be unnecessary through the use of shared loading spaces (paragraph (2)).**

The DSP proposes 327 multifamily dwelling units. In accordance with Section 27-582(a), two loading spaces are required. The DSP proposes two loading spaces and, therefore, meets the requirement.

9. **Conceptual Site Plan CSP-06003, as amended:** CSP-06003 was amended by DSP-17023, in accordance with Section 27-290.01(a)(1)(B) and is the final decision as embodied in PGCPB Resolution No. 08-119(A). Revisions to the specific requirements of CSP-06003 were approved via DSP-17023 and conformance to the amended requirements are discussed, as follows:

2. **At the time of review of each detailed site plan that includes residential development, the applicant shall specify the total number of proposed dwelling units in the residential portion of the subject DSP. Development Review Division and Department of Parks and Recreation staff shall employ the formula below to determine the minimum value of the private recreational facilities package to be provided on-site for the benefit of the residents:**

Step 1: $(N \times P) / 500 = M$

Step 2: $M \times S = \text{Value of facilities}$

Where:

N = Number of units in project

M = Multiplier

S = Standard value of facilities for population of 500. (A list of the quantity and respective value of the recreation facilities to be provided for a typical population of 500 is updated regularly.)

P = Population per dwelling unit, based on estimates of average household type and size, by Planning Area. (Estimates made each year by the Research Section of the Department of Planning.)

This phase has been evaluated and the required facilities are shown on the site plan and are detailed in Finding 6 of this document.

5. **The applicant, the applicant's heirs, successors, and/or assignees, shall provide private recreational facilities in accordance with the standards outlined in the Parks and Recreation Facilities Guidelines.**

The above condition remains valid, and the proposed private recreational facilities are designed, in accordance with the guidelines.

6. **The applicant shall allocate appropriate and developable areas for the private recreational facilities on the subject property. The private recreational facilities shall be reviewed by the Urban Design Section of DRD for adequacy and property siting, prior to the Planning Board's approval of the detailed site plan.**

The above condition remains valid, and the proposed private recreational facilities have been found to be adequate and properly sited, relative to the overall development.

9. **At the time of detailed site plan review, the applicant shall demonstrate to the Planning Board that the on-site private recreational facilities will be properly developed and maintained for the benefit of future residents, through covenants, a recreational facilities agreement, or other appropriate means, and that such instrument will legally bind the applicant and the applicant's heirs, successors, and/or assignees.**

The application is proposing adequate private recreational facilities on-site, if revised as conditioned. The applicant has agreed to provide a recreational facilities agreement, as required.

- 10. The conceptual site plan and all subsequent plans of development shall include the following modifications:**
- a. The right-of-way for Addison Road shall be reflected as 80 feet, consistent with the master plan and information shown on prior approved record plats.**

The existing Addison Road right-of-way varies from 73 feet to 82 feet currently, and no additional dedication is required on the subject site.

- 11. The applicant and the applicant's heirs, successors, and/or assignees shall provide a financial contribution of \$210 to the DPW&T for the placement of bicycle signage. A note shall be placed on the final record plat that payment is to be received before issuance of the first building permit.**

The condition has been updated and addressed in the findings below, relative to PPS approval.

- 12. Prior to approval of the applicable DSP, a 50-foot-wide tree preservation/landscape buffer shall be provided along the entire eastern property line. Where quality woodland exists along the eastern property line, it shall be preserved in its entirety to a maximum of 50 feet in width. The Urban Design Section shall serve as Planning Board designee, for the evaluation and approval of the applicant's preservation and landscape buffer.**

A 50-foot-wide buffer is provided along the entire eastern property line, consistent with the buffer proposed in Phase 1, and is proposed to include woodland preservation, reforestation, and landscape plantings. The Planning Board finds this acceptable.

- 14. Prior to approval of any detailed site plan within the area covered by CSP-06003, the plans shall demonstrate conformance to the CSP. An enhanced streetscape shall be provided along Addison Road, as contemplated by the CSP.**

The subject site has an existing sidewalk along its frontage, which is not sufficient alone to meet the requirement for an enhanced streetscape along Addison Road. However, with the approval of DSP-17023, a streetscape with a sidewalk, decorative fencing, and landscaping was approved along Addison Road, in conformance with this condition.

In addition, the subject property's frontage of Addison Road includes a planned bicycle lane, per the Greater Cheverly Sector Plan and the 2009 Approved Countywide Master Plan of Transportation. The applicant has provided payment for installation of bikeway signage, which will improve the streetscape and conform to master plan goals.

- 16. Development of the site shall follow the recommendations of “Report of Preliminary Geotechnical Exploration, Addison Road at Cheverly Metro,” dated August 4, 2006, or any subsequent report approved by the Prince George’s County Department of Public Works and Transportation.**

A geotechnical report has been submitted to DPIE during Phase 1. A new geotechnical report has been submitted with this application and evaluates the existing soil conditions on the site and indicates their suitability for redevelopment purposes, in conformance with this condition.

- 17. Prior to submittal of any DSP application, a vibration analysis of the adjacent Metrorail and railway tracks shall be submitted. If mitigation is required, then it is to be approved with the Detailed Site Plan.**

A vibration analysis is included with this application and proposes additional mitigation in the form of 7-foot-high sound walls around the proposed recreational facilities located on the northern portion of the site, in conformance with this condition. Details of the noise walls have been submitted and are acceptable.

- 22. The residential development shall have no more than 2,000 dwelling units, and total development on the property shall be limited to uses that generate no more than 1,683 AM and 2,323 PM peak hour vehicle trips. This requirement may cause a reduction in the amount of office, retail, and/or residential development.**

The development program was reduced and the CSP has been revised with DSP-17023 to reflect a different mix of uses on the property. An updated trip cap for the development was approved with PPS 4-16040 to include 391 AM trips and 586 PM trips. The 327 multifamily units proposed by this application are within the specified trip cap.

- 26. With each DSP application for land covered by this CSP, the applicant shall submit a traffic access and circulation system study prepared by a qualified traffic engineer. The study shall demonstrate that all interior traffic circulation and all off-site circulation to and from the subject tract will be free of congestion or unsafe conditions, for vehicles and pedestrians.**

A study was submitted with DSP-17023 and is consistent with the subject application demonstrating that circulation will be free of congestion or unsafe conditions for vehicles and pedestrians.

- 10. Preliminary Plan of Subdivision 4-16040:** The Planning Board approved PPS 4-16040 on March 8, 2018 (PGCPB Resolution No. 18-18), with 16 conditions. The conditions that are pertinent to the review of this DSP are discussed, as follows:

2. **A substantial revision to the use on the subject property that affects Subtitle 24 adequacy findings, as set forth in a resolution of approval, shall require the approval of a new preliminary plan of subdivision prior to approval of any building permits.**

The proposed DSP does not represent a substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings.

3. **Development of the site shall be in conformance with an approved stormwater management (SWM) concept plan and any subsequent revisions. The final plat shall note the approved SWM concept number.**

The applicant submitted a copy of approved SWM Concept Plan 15244-2006-03, which was approved for the Addison Row development on April 19, 2021. The DSP is in general conformance with the SWM concept plan, except for a sewer line extension located within the PMA. The Planning Board finds that the DSP, as amended, along with additional information submitted, demonstrates conformance with the applicable environmental conditions of the District Council Order affirming PGCPB Resolution Nos. 08-119 and 18-18.

4. **In accordance with Section 24-135(b) of the Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall provide adequate, private recreational facilities in accordance with the standards outlined in the *Park and Recreation Facilities Guidelines*.**

5. **At the time of detailed site plan, private on-site recreational facilities shall be approved for adequate siting and layout, and the triggers for construction shall be established.**

Conformance to Conditions 4 and 5 have been met by private on-site recreational facilities, in accordance with PPS 4-16040. A tabulation of cost estimate for the proposed recreational facilities, including the total required and provided value of the recreational facilities, has been included with this application. However, the Planning Board finds that some of the recreation values are inconsistent with the Park and Recreation Facilities Guidelines, and should be revised. Conditions requiring the removal of certain facilities, and the introduction of additional facilities, as needed have been conditioned herein.

6. **Total development within the subject property shall be limited to uses which generate no more than a net total of 391 AM and 586 PM peak-hour trips. Any development generating an impact greater than that identified herein above shall require a new determination of the adequacy of transportation facilities.**

The following table includes the total number of dwelling units that will be constructed on-site with both phases of residential development in relation to the trip cap established with the approval of 4-16040.

Trip Generation Summary, DSP-17023						
	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
648 Apartments	67	270	337	253	136	389
Total Net New Residential	67	270	337	253	136	389
Trip Cap: 4-16040			391			586

DSP-17023 constructed 321 dwelling units. The subject application seeks to construct an additional 327 dwelling units. The Planning Board finds that the total of 648 dwelling units is within the total entitlement approved by the PPS.

7. **At the time of final plat, the applicant and the applicant’s heirs, successors, and/or assignees shall grant a 10-foot-wide public utility easement along all public and private rights-of-way, with the exception of Woodhill Drive.**

The required public utility easements (PUEs) were previously recorded with the final plat approved for the property. The submitted site plans show the PUEs, in accordance with the record plat.

9. **In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*, the applicant and the applicant’s heirs, successors, and/or assignees shall provide the following:**

- a. **Payment of \$420 to the Prince George’s County Department of Public Works and Transportation for the placement of bicycle signage along Addison Road. A note shall be placed on the final record plat for payment to be received prior to issuance of the first building permit.**

Payment to the Prince George’s County Department of Public Works and Transportation for bicycle signage was provided at the time of building permit approval for Phase 1 of development.

- b. **Bicycle parking shall be provided at the proposed buildings on the site. The location and number of bicycle racks will be determined at the time of detailed site plan.**

One bike rack is proposed in front of the entrance to the main lobby and two indoor bicycle parking rooms are proposed. Additional bicycle parking has been provided at the recreational area at the northern bounds of the subject site. The Planning Board finds the amount of bicycle parking provided sufficient for the residents.

- 10. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-041-07-01). The following note shall be placed on the final plat of subdivision:**

“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-041-07-01), or as modified by the Type 2 Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department.”

The DSP is in general conformance with TCP1-041-07-01, and the Planning Board finds that the application, the TCP, and information submitted demonstrates conformance with the applicable environmental conditions of previous approvals.

- 13. Prior to approval of the detailed site plan (DSP), the DSP shall:**

- a. Demonstrate how the outdoor activity areas will be mitigated to noise levels 65 dBA Ldn or less. If mitigation of other than the recommended seven-foot-high noise barrier is used, an amended Phase II noise study shall be submitted to determine if the proposed mitigation is sufficient.**

The applicant has provided a Phase II noise study that demonstrates the outdoor activity areas will be mitigated to noise levels 65 dBA Ldn or less. Noise barriers, as recommended in the Phase II noise study, have been proposed around the outdoor activity areas to mitigate the noise level below 65 dBA Ldn.

- 14. Prior to approval of any building permit, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less.**

Conformance with this condition will be further evaluated at time of building permit.

- 15. Prior to final plat, the applicant and the applicant’s heirs, successors, and/or assignees shall submit three original recreational facilities agreements (RFA) to the Development Review Division (DRD) of the M-NCPPC Prince George’s County Planning Department for construction of recreational facilities on-site, including appropriate triggers for construction. Upon approval by DRD, the RFA shall be recorded amongst the Prince George’s County Land Records.**

- 16. The applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for the construction of recreational facilities on-site prior to issuance of building permits.**

A recreational facilities agreement (RFA) was prepared for 321 residential units approved with Phase 1 of the development and recorded in the Prince George's County Land Records in Liber 42452 folio 193. This RFA will need to be amended to include proposed Phase 2 of the development. The DSP and amended RFA should include recreational facilities valued to serve a total of 628 units, in order to include the 327 units proposed with this DSP amendment. An amended RFA and bonding of the Phase 2 recreational facilities shall be required, prior to obtaining building permits, in accordance with Conditions 15 and 16 above.

- 11. Detailed Site Plan DSP-17023:** The Planning Board approved DSP-17023 on July 12, 2018 (PGCPB Resolution No. 18-65), for phase one of Addison Row, subject to 6 conditions. The condition that is pertinent to the review of this DSP is discussed, as follows:

- 6. Prior to approval of the use and occupancy for the second multifamily building in Phase 1, all recreational facilities shall be complete and open to the residents.**

A recreational facility package was approved with DSP-17023, and a portion of those are being relocated with the subject application. These facilities have been evaluated and found acceptable, as conditioned. The applicant has agreed to install these, in accordance with the above condition.

- 12. 2010 Prince George's County Landscape Manual:** Landscaping, screening, and buffering within the M-X-T Zone is regulated by the Landscape Manual. The application is subject to the requirements of Section 4.1, Residential Requirements; Section 4.3, Parking Lot Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. Schedules were included on the landscape plan and the proposal is in conformance with the Landscape Manual.

- 13. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This site is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property has previously approved tree conservation plans. TCP2-007-2016-02 was submitted with this DSP application.

The 34.78-acre site contains 7.67 acres of existing woodland on the net tract and 0.91 acre of woodland within the 100-year floodplain. This M-X-T zoned site has a woodland conservation threshold of 5.03 acres, or 15 percent of the net tract, as tabulated. The TCP2 shows a proposed net tract woodland clearing of 6.15 acres requiring a woodland conservation requirement of 9.21 acres. The TCP2 proposes to meet this requirement by providing 1.53 acres of on-site woodland preservation, 1.79 acres of reforestation, and the remaining 5.96 acres in off-site woodland conservation credits.

The Planning Board approves the TCP2, with conditions that have been included herein.

- 14. Prince George’s County Tree Canopy Coverage Ordinance:** A 10 percent tree canopy coverage (TCC) requirement applies to this M-X-T-zoned site, in accordance with the Tree Canopy Coverage Ordinance. The entire site requires approximately 3.45 acres of TCC for the property. Phase 1 provided a combination of on-site woodland and existing trees, for a total of 6.38 acres in TCC.

The schedule submitted with the subject application includes the acreage for only Phase 2, which is approximately 18.02 acres. However, because the area of this application is part of an overall property, each DSP submitted should either meet the requirements for the entire property or be revised to show the acreage of each application.

The Planning Board requires that the schedule be revised to provide the area and amount of coverage for each application, to determine how each application conforms, or provide a schedule showing how the requirement is being met for the overall property.

In addition, it is noted that the percentage of TCC is incorrect and should be revised, in accordance with Section 25-128 of the County Code.

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

- a. **Community Planning**—The Planning Board adopts a memorandum dated January 18, 2022 (White to Bishop), incorporated herein by reference, which notes that the Subregion 4 Master Plan and SMA retained the subject property into the M-X-T Zone, and that this DSP is compatible with site design practices or standards delineated in the Greater Cheverly Sector Plan.
- b. **Historic Preservation**—The Planning Board adopts a memorandum dated January 3, 2022 (Stabler and Smith to Bishop), incorporated herein by reference, which notes that the subject property is near to, but not adjacent to the Fairmount Heights High School Historic Site (72-064), and a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. This proposal will not impact any historic sites, historic resources, or known archeological sites. A Phase I archeology survey is not recommended.
- c. **Transportation Planning**—The Planning Board adopts a memorandum dated January 28, 2022 (Ryan to Bishop), incorporated herein by reference, which provides comments relative to pedestrian and vehicular transportation planning issues. A discussion of the transportation-related conditions and issues of adequacy and access have been incorporated into this approval and, from the standpoint of transportation, it is determined that this plan is acceptable.

- d. **Subdivision**—The Planning Board adopts a memorandum dated January 21, 2022 (Gupta to Bishop), incorporated herein by reference, which notes that this DSP is subject to PPS 4-16040, which was approved by the Planning Board on March 8, 2018 (PGCPB Resolution No. 18-18). Comments related to the application’s conformance with the applicable prior conditions of approval have been included in Finding 10 above. The Planning Board requires two subdivision-related conditions that have been included herein.
- e. **Environmental**—The Planning Board adopts a memorandum dated January 24, 2022 (Rea to Bishop), incorporated herein by reference, and approves DSP-17023-03 and TCP2-007-2016-02, subject to one environmental condition that has been included in this approval.

Natural Resources Inventory Plan/Existing Features

NRI-125-06-02 was provided with this application. The TCP2 and the DSP show all the required information correctly, in conformance with the NRI. No revisions are required for conformance to the NRI.

Specimen Trees

The removal of specimen trees requires a variance to Section 25-122(b)(1)(G) of the WCO, as part of the development review process. There are no specimen trees that have been identified on-site. No variance is required because no specimen trees have been identified within the subject area of this application.

Preservation of Regulated Environmental Features/Primary Management Area

This site contains regulated environmental features that are required to be preserved and/or restored to the fullest extent possible under Section 24-130(b)(5) of the Prince George’s County Subdivision Regulations. The on-site regulated environmental features include streams, stream buffers, wetlands, wetland buffers, 100-year floodplain, and steep slopes.

Section 24-130(b)(5) states: “Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of REF in a natural state to the fullest extent possible consistent with the guidance provided by the Environmental Technical Manual established by Subtitle 25. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required pursuant to Subtitle 27, for the reasonable development of the lot outside the regulated feature. All Regulated Environmental Features shall be placed in a conservation easement and depicted on the final plat.”

Impacts to the regulated environmental features should be limited to those that are necessary for development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property or are those that are required by County Code for

reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for SWM facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing, or at the point of least impact to the regulated environmental features. SWM outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for development of a property should be the fewest necessary and sufficient to reasonably develop the site, in conformance with County Code. The statement of justification (SOJ) must address how each on-site impact has been avoided and/or minimized.

The SOJ submitted by the applicant includes five PMA impacts totaling 0.24 acre, which were previously approved under DSP-17023. An emergency sewer outfall, that was constructed during the development of Phase 1 of this project, increased the amount of area disturbed to two of the impacts. An SOJ for this sewer outfall and associated exhibits were submitted on January 20, 2022.

Analysis of Impacts

Based on the SOJ, the applicant is requesting to increase the area of disturbance to previously approved Impacts 1 and 3, described below:

Impact 1 – Stormdrain Outfall and Utility Impact

This impact was previously approved for 0.05 acre of permanent impact to install a stormdrain outfall. With this application, the area of impact is proposed to increase by 0.07 acre by the construction of the sanitary sewer outfall for a new total of 0.12 acre.

Impact 3 – Stormdrain Outfall and Utility Impact

This impact was previously approved for 0.16 acre of permanent impact to install a stormdrain outfall. With this application the area, of impact is proposed to increase by 0.04 acre by the construction of the sanitary sewer outfall for a new total of 0.20 acre.

Summary

After evaluating the applicant's SOJ for proposed impacts to regulated environmental features, the proposed increase to Impacts 1 and 3 is supported. Three of the overall impacts (2, 4, and 5) remain unchanged as approved under DSP-17023. Impacts 1 and 3 have been adjusted from what was previously approved under the original DSP and have been submitted for reapproval.

Stormwater Management

A SWM Concept Approval Letter (15244-2006-03) and associated plan were submitted with the application for this site. The concept plan shows the entire development and proposes to construct 42 new on-site micro-bioretenion ponds and 7 swales with infiltration. No SWM fee for on-site attenuation/quality control measures is required.

- f. **Prince George’s County Department of Parks and Recreation (DPR)**—The Planning Board adopts a memorandum dated January 26, 2022 (Yu to Bishop), incorporated herein by reference, in which DPR indicates that they have reviewed and evaluated this DSP for conformance with the requirements and conditions of prior approvals as they pertain to public parks and recreational facilities. DPR determined that the requirements of mandatory dedication have been met by the provision of on-site private recreational facilities, and proposes no conditions of approval for DSP-17023-03
 - g. **Prince George’s County Police Department**—At the time of the writing of this approval, the Police Department had not provided comments on the subject application.
 - h. **Prince George’s County Fire Department**—At the time of the writing of this approval, the Fire Department did not offer comments on the subject application.
 - i. **Prince George’s County Health Department**—The Planning Board adopts a memorandum dated January 8, 2022 (Adepoju to Bishop), incorporated herein by reference, in which the Health Department offered three recommendations with respect to health-related issues on the property that are included in this approval, as appropriate.
 - j. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this approval, DPIE did not offer comments on the subject application.
 - k. **Washington Metropolitan Transit Authority (WMATA)**—At the time of the writing of this approval, WMATA did not offer comments on the subject application.
 - l. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this approval, WSSC did not offer comments on the subject application.
16. As required by Section 27-285(b)(1) of the Zoning Ordinance, if it is approved with the proposed conditions, the DSP represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
17. Section 27-285(b)(4) provides the following required finding for approval of a DSP:
- (4) **The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).**

The Planning Board finds that the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible based on the limits of disturbance shown on the impact exhibits and the conditions in this approval.

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 TCP2-007-2016-02, and further APPROVED Detailed Site Plan DSP-17023-03 for the above-described land, subject to the following conditions:

1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made, or information provided:
 - a. Revise the site plan to clearly show the location of all the wayfinding signage on the property.
 - b. Add the site plan note as follows:

“During the construction phase, the applicant shall adhere to all applicable Prince George's County or State of Maryland regulations and laws regarding particulate matter, pollution, and noise.”
 - c. Revise the cost estimate of the proposed private recreational facilities on the DSP, in accordance with the values provided in the Prince George's County Park and Recreation Facilities Guidelines and remove facilities that do not contribute recreational value. Provide additional facilities to meet the required value or submit justification showing how the recreational facilities are consistent with the Park and Recreation Facilities Guidelines.
 - d. Provide details and specifications for the bollard light proposed on-site.
 - e. Propose additional bollard lighting in the courtyards and walkways on-site to provide adequate lighting levels.
 - f. Revise the Tree Canopy Coverage schedule to show the correct percentage required by Section 25-128 of the Prince George's County Code.
 - g. Revise the tree canopy coverage (TCC) schedule to provide the own unique area and amount of coverage for each phase to determine how each application is in conformance with the TCC requirements individually or provide a schedule showing how the requirement is being met for the overall property.
 - h. Provide a floor area ratio (FAR) note indicating the permitted and proposed amounts of FAR for the development separated by phase.
 - i. Provide a general note regarding the prohibited uses, as specified by Section 27-290.01(b)(3) of the Prince George's County Zoning Ordinance.

- j. Provide a note on the DSP to clearly indicate the green building techniques that will be used in the building.
 - k. Revise the parcel area summary table to reflect the revised acreage as a result of Vacation Petition V-18004.
 - l. Provide electric vehicle (EV) charging stations within the parking lot, to the extent practicable.
2. Prior to approval of a building permit, the applicant and the applicant's heirs, successors, and/or assignees shall submit an amendment to the recreation facility agreement (RFA) recorded in Liber 42452 folio 193 to the Development Review Division (DRD) of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department, for construction of on-site recreational facilities for Phase 2 of the development included in this detailed site plan amendment. Upon approval by DRD, the amended RFA shall be recorded among the Prince George's County Land Records.
 3. Prior to approval of a building permit, the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of recreational facilities for Phase 2 of the development, as required in accordance with the approved preliminary plan of subdivision.
 4. Prior to approval of any building permit, the applicant shall provide a noise certification prepared by a professional engineer, with competency in acoustical analysis, stating that the interior noise levels have been reduced to 45 dBA Ldn or less through the proposed building materials, for the portions of the residential buildings within the unmitigated 65dBA Ldn or higher noise impact area.
 5. Prior to approval of the use and occupancy permit for the multifamily building in Phase 2, all recreational facilities shall be complete and open to the residents.

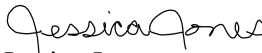
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *

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, February 24, 2022, in Upper Marlboro, Maryland.

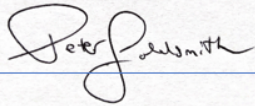
Adopted by the Prince George's County Planning Board this 3rd day of March 2022.

Elizabeth M. Hewlett
Chairman

By 
Jessica Jones
Planning Board Administrator

EMH:JJ:NAB:rpg

APPROVED AS TO LEGAL SUFFICIENCY



M-NCPPC Legal Department
Date: March 1, 2022