

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



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

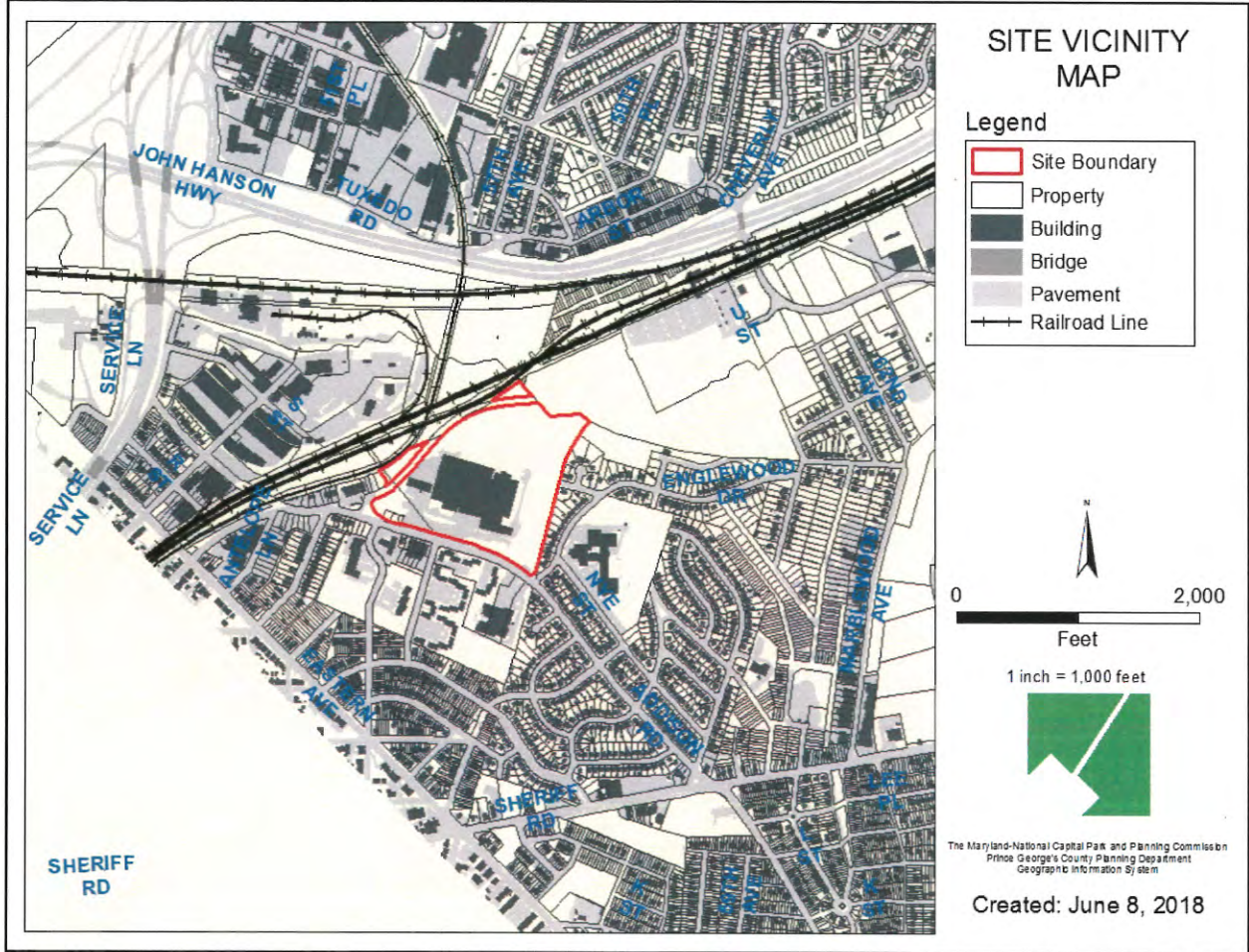
# Conceptual Site Plan Amendment Detailed Site Plan

**CSP-06003**  
**DSP-17023**

Application	General Data	
<b>Project Name:</b> Addison Row, Phase 1 Expedited Transit-Oriented Development Project  <b>Location:</b> On the north side of Addison Road, approximately 35 feet north of its intersection with North Englewood Drive.  <b>Applicant/Address:</b> Jemals Fairfield Farms, LLC 702 H Street, NW, Suite 400 Washington, DC 20001	Planning Board Hearing Date:	07/12/18
	Staff Report Date:	07/10/18
	Date Accepted:	05/21/18
	Planning Board Action Limit:	07/21/18
	Plan Acreage:	34.59
	Zone:	M-X-T
	Dwelling Units:	N/A
	Gross Floor Area:	N/A
	Planning Area:	72
	Council District:	05
	Election District	18
	Municipality:	N/A
200-Scale Base Map:	203NE05	

Purpose of Application	Notice Dates	
Proposal of 321 multifamily dwelling units in two four-story buildings on Parcel 1 and an access roadway on Parcel 2, as Phase 1 of a larger mixed-use development.	Informational Mailing:	06/08/17
	Acceptance Mailing:	05/15/18
	Sign Posting Deadline:	06/12/18

<b>Staff Recommendation</b>		<b>Staff Reviewer:</b> Henry Zhang, AICP, LEED AP <b>Phone Number:</b> 301-952-4151 <b>E-mail:</b> Henry.Zhang@ppd.mncppc.org	
<b>APPROVAL</b>	<b>APPROVAL WITH CONDITIONS</b>	<b>DISAPPROVAL</b>	<b>DISCUSSION</b>
	<b>X</b>		



THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Conceptual Site Plan Amendment CSP-06003  
Detailed Site Plan DSP-17023  
Type 2 Tree Conservation Plan TCP2-007-2016-01  
Addison Row, Phase 1  
Expedited Transit-Oriented Development Project

The Urban Design staff has completed its review of the amendment to a conceptual site plan, detailed site plan, and appropriate referrals. The following evaluation and findings lead to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this report.

EVALUATION

The detailed site plan and the conceptual site plan were reviewed and evaluated for conformance with the following criteria:

- a. The requirements of Zoning Map Amendment A-9981;
- b. The requirements of the Zoning Ordinance for the Mixed Use-Transportation Oriented (M-X-T) Zone, Conceptual Site Plans, and Expedited Transit-Oriented Development (ETOD) Projects;
- c. The requirements of Conceptual Site Plan CSP-06003;
- d. The requirements of Preliminary Plan of Subdivision 4-16040;
- e. The requirements of the 2010 *Prince George's County Landscape Manual*;
- f. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- g. The requirements of the Prince George's County Tree Canopy Coverage Ordinance;
- h. Referral comments.

FINDINGS

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

1. **Request:** This detailed site plan (DSP) proposes 321 multifamily dwelling units in two four-story buildings on Parcel 1 and an access roadway on Parcel 2, as Phase 1 of a larger mixed-use development.
2. **Development Data Summary:**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone(s)	M-X-T	M-X-T
Use(s)	Vacant	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
Proposed Parcels		
Parcel 1	-	10.63
Parcel 2	-	19.19
Parcel 3	-	1.37
Parcel 4	-	3.59
<b>Multifamily Dwelling Units</b>	<b>321</b>	
of which 1 Bedroom	129	
2 Bedroom	150	
3 Bedroom	42	

**OVERALL PARKING AND LOADING DATA**

**Parking and Loading Data**

	<b>Provided</b>
Total Number of Parking Spaces	518*
Standard Spaces	496
Handicapped Spaces	22 (all van-accessible)
Total Number of Loading Spaces	2**
Loading space size	12 ft. x 33 ft.

<b>Bicycle Parking</b>	<b>75 Spaces</b>
Building A	31
Building B	44

**Notes:** \*A parking analysis, in accordance with Section 27-574(a) of the Zoning Ordinance, has been provided to support the proposed number of parking spaces.

\*\*Section 27-583 of the 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. A shared parking analysis has been provided with this DSP to support the number of parking provided above.

**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:	0.28 FAR** (414,772 sq. ft./ 1,461,874 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 FAR will increase with future DSPs.

3. **Location:** The subject property is located on the north side of Addison Road, approximately 35 feet north of its intersection with North Englewood Drive. It is known as 4800 and 4700 Addison Road, Capitol Heights, Maryland, in Planning Area 72 and Council District 5.
4. **Surrounding Uses:** The site abuts single-family detached dwellings in the One-family Detached Residential (R-55) Zone to the east of the property; commercial, single-family detached dwellings, and religious institutional uses in the Multifamily Medium Density Residential (R-18), R-55, Townhouse (R-T), and Commercial Miscellaneous (C-M) Zones to the south; industrial uses in the R-T Zone to the southwest; and by the Metro Orange and Penn Central Railroad Lines to the northwest. The site adjoins vacant land in the Heavy Industrial (I-2) Zone to the northeast, and beyond that the Cheverly Metro Station.
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 Sectional Map Amendment* (Subregion 4 Master Plan and SMA) and the 2018 *Approved 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 approved by the Prince George’s County Planning Board 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 on March 22, 2010, for the subject property with 26 conditions.

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

The site also has an approved Stormwater Management (SWM) Concept Plan, 15244-2006-02, which was approved on March 29, 2018 and is valid through March 29, 2021.

6. **Design Features:** The subject application proposes the first phase (Phase 1) of a larger, mixed-use development that is composed of 648 multifamily dwelling units and approximately 40,000 square feet of commercial/retail uses. The Phase 1 development includes one U-shaped and one L-shaped multifamily apartment building, perpendicular to Addison Road, creating a courtyard with surface parking lots serving the multifamily buildings. The U-shaped building abuts Parcel 2 on the west, which contains the main private entrance drive to the development. The L-shaped building abuts existing single-family detached houses along North Englewood Drive, to the east. The DSP shows two accesses off Addison Road serving the site. The main access to the site, on proposed Parcel 2, is aligned with the existing Elkwood Lane. The second access off of Addison Road, is flanked on both sides by the two buildings and passes through the middle of the courtyard, with surface parking lots on both sides. This access drive ends at a “T” intersection, with a drive aisle of more surface parking located on the north side of the proposed multifamily buildings. To the north of this parking area are recreational facilities serving the residents of this phase.

The DSP shows that the main access drive, which also provides access to future commercial uses and multifamily dwelling units, is configured to take a right turn into the surface parking lot along the north of the proposed multifamily buildings. The turn is awkward, and the layout is confusing with several entry points. Above all, the proposed layout will create conflicts between the incoming traffic and outgoing vehicles from the lot. Staff believes that a “T” intersection needs to be created to clearly define the hierarchy of the street, in order to facilitate safe circulation around the intersection. A condition has been included in the Recommendation section of this report requiring the applicant to redesign the intersection.

### **Architecture**

The two four-story multifamily buildings are designed in a contemporary style featuring a flat roof that is very popular for this type of residential development. The two buildings are finished with a combination of brick and fiber cement siding. Two-tone brick, in brown and light tan, 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. Various architectural articulation techniques, including vertical division of building mass, various color panels, trims, and tower elements, have been employed to create visually interesting elevations. The fiber cement siding features color tones, including white, dark grey, medium grey, dark red, and yellow, have been employed to create a dynamic streetscape. Strong color contrast has also been used on various elevations. Various roof bands and raised parapets are also utilized throughout all elevations to create a varied roofline.

The southern elevations along Addison Road feature vertical divisions of the façades for every two to three bays, creating comfortable visual blocks. A variety of contrasting color tones have been used on the elevations to create more diversity than uniformity. The Urban Design Section suggests that the dark colored brick be applied throughout the first floor of the building to form a consistent base section, to tie the visual blocks along Addison Road. A condition has been included in the Recommendation section of this report requiring the applicant to revise the southern elevations, to be reviewed and approved by the Urban Design Section as the designee of the Planning Board, prior to certification of this DSP.

**Lighting**

The applicant is specifying standard downward-facing (also known as full cut-off) light fixtures on poles to be provided in the parking lot and along the sidewalks and building-mounted lights. The details and specifications have been provided on the detail sheet of the landscape plan. A photometric study has also been provided; however, it does not provide photometrics around the entirety of the developed portion of the property including the building-mounted lights. Therefore, a condition has been included in the Recommendation section of this report requiring the applicant to revise the photometric plan to show the entirety of the lighting, especially along the property lines.

**Signage**

The DSP proposes building-mounted signs to be placed on the tower element of the elevations fronting on Addison Road. The signage is acceptable. However, no dimensions or details are provided. A condition has been included in the Recommendation section of this report requiring the applicant to provide the sign details, face area, and dimensions prior to certification.

**Loading and Trash Facilities**

Loading and trash facilities are proposed exterior to the multifamily buildings, in the northeast corner of the parking lot. In this DSP, two loading spaces have been proposed to serve the two buildings.

**Recreational Facilities and Amenities**

This application is required to provide on-site private recreational facilities, in accordance with the previously approved PPS. In accordance with the formulae for determining recreational facilities for a multifamily development of 321 dwelling units, a recreational facility package worth approximately \$364,000.00 is required. The applicant proposes the following facilities that have a dollar amount of approximately \$375,000.00, which meets the requirements. However, the details, specifications, and locations of the splash park, fitness center, kids play room, and resident lounge were not provided on the plans. A condition included in the Recommendation section of this report requires this to be added prior to certification.

<b>Facilities</b>	<b>Dollar Amount</b>
Two Picnic Areas	\$14,000
Pre-school age playground	\$45,000
School-age playground	\$60,000
Kids splash park	\$30,000
Dog Park	\$65,000
Tables (8 additional)	\$16,000
Fitness center (internal to Building B)	\$100,000
Kids playroom (internal to Building B)	\$15,000
Resident lounges (internal to Buildings A and B)	\$30,000

**Green Building Techniques**

The project has been designed according to sustainable design standards. The project is pursuing National Green Building Standard (NGBS) certification. The NGBS certification process has provided specific metrics for sustainability. The end result is 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 (IECC) 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 (SRI) 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 showerheads. 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.

## COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Map Amendment A-9981-C:** Zoning Map Amendment A-9981 was approved by the District Council on September 24, 2007, to rezone the property from the I-1, I-2, and C-O Zones to the M-X-T Zone, subject to 17 conditions. The conditions that are pertinent to the review of this DSP are discussed, as follows:

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 multifamily development proposed has access from Addison Road, which is a collector road. No access through single-family residential streets is proposed.

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.



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 vibration study prepared by Phoenix Noise and Vibration, LLC was submitted for the subject property. The report is based on a site plan showing three residential buildings; however, the DSP only shows two buildings outside the impact area. Based on the Environmental Planning staff's review, the closest building proposed in this application is approximately 500 feet from the nearest train track.

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, TCP2-007-16-01, based on an approved natural resources inventory (NRI), has been submitted with this DSP. The Environmental Planning Section reviewed the submittal and recommends approval of the TCP2. 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 first phase of the larger development for 321 multifamily dwelling units, which 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 compliance 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 and a CSP, 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 multifamily buildings in Phase 1 and one commercial space in a future phase. The project promotes the orderly development of land by allowing for the construction of a mixed-use development on a former industrial site, in the vicinity of a major Metro station. The redevelopment will contribute a desirable living opportunity for citizens of the County, as well as future employment opportunities.

- (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, mixed-use, walkable community with a mix of residential, commercial, recreational, and open space uses, as contemplated by the applicable master plan and sector plan.

- (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 Metro Station and the Deanwood Metro Station. Enhanced streetscape treatment, sidewalks, and indoor bicycle storage will help to facilitate walking, 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 continuing 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 is a redevelopment, mixed-use project that will include both multifamily residential housing and supporting commercial development. Thus, it is not a single-purpose project. The site is positioned between two metro stations that the residents will have access to and will provide recreational amenities on-site for the residents as well. The land planning was done in such a way as to utilize existing infrastructure on-site, including existing stormdrain and sanitary sewer outfalls. The

SWM for the site was designed using environmentally sensitive design criteria and meets the required treatment volume through the use of micro-bioretenion facilities and bioswales. The site was graded so that only one outfall is used, which is an existing outfall; thus, reducing the amount of impact on the environmental buffer.

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

This DSP proposes a conversion of an obsolete 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 by the Urban Design Section. The applicant has been working to enhance the architectural elevations that are highly-visible from public roadways. A condition has been included in the Recommendation section requiring the applicant to increase the use of brick on those elevations fronting on Addison Road, to provide a more consistent first floor and a high-quality finish.

**(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 to the M-X-T Zone via Zoning Map Amendment 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 Addison Road and will visually integrate with adjacent, multi-story structures along that roadway.

- (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 rest of the surrounding development, north of Addison Road, is predominantly industrial and warehouse uses. The redevelopment of this site will provide significant improvements to the area in the 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 selection of materials, to ensure their enduring quality and a 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 1 of a multi-phase development including 648 multifamily dwelling units and more than 40,000 square feet of commercial/retail uses. There are at least two phases after this phase. Each of the phases of development is designed as a self-sufficient entity, while allowing for effective integration of future phases. Additional development is anticipated in future phases to the north and west of this phase.

- (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 street trees throughout the project. The pedestrian system will connect to existing sidewalks on Addison Road and other existing trails, including the master plan trail, 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 fulfilled because there is a recreational compound proposed to be located to the north of the multifamily buildings, which will be connected by sidewalks. Adequate attention has been paid to the design of the building façades surrounding the space, proportion, pavement, finishing materials, and street furniture that will contribute to a safe and attractive open space.

- (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 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.**

The PPS covering the entire site was approved on March 8, 2018, pursuant to PGCPB Resolution No 18-18, in which an adequacy finding was made, and the DSP is consistent with that approval.

- (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 0.28 in this first phase 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 Phase 1.

- (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 consists of a multifamily residential use in two buildings on Parcel 1. 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 first 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. Finding 11 below provides a detailed discussion of an evaluation of the landscaping proposal.

- (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 two buildings are located on Parcel 1, with grading and recreational facilities 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 totally within one-half mile of the Cheverly Metro Station platform, for which there is no approved Transit District Overlay (T-D-O) Zone.

Section 27-290.01 of the Zoning Ordinance 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 constitutes the first 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. The DSP is also consistent with the applicable design principals of Section 27A-209 of the County Code regarding multimodal transportation options, regulated environmental features, and the location of garbage, loading, and mechanical spaces away from the street space.

**(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 two buildings on a portion of a larger property as the first phase of a multi-phased project. There will be 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, in the future.

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

Section 27A-209 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 also 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, well-defined street walls, 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 first 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 is included in this DSP, and notes have been added to the plan listing the prohibited uses.

- (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 to the M-X-T Zone via Zoning Map Amendment 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 518 parking spaces for the 321 units, which equals 1.61 spaces per unit. Under Part 11, Off-street Parking and Loading, of the Zoning Ordinance, a total of 505 spaces is usually required for this type of development. The subject DSP provides 13 more spaces than the parking normally required for this type of multifamily development in conventional zones.

In a memorandum dated June 7, 2018, 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, staff recommends that the site will be adequately parked with the 518 parking spaces as proposed.

- 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 321 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. **Amendment to Conceptual Site Plan CSP-06003:** Conceptual Site Plan CSP-06003 was approved by the Planning Board on September 22, 2008 (PGCPB Resolution No. 08-119). The District Council affirmed the Planning Board’s decision and approved the CSP on March 22, 2010, for the subject property with 26 conditions. Section 27-290.01(a)(1) allows for the following:

- (1) **Expedited Transit-Oriented Development Projects located in a Euclidean Zone or a Mixed-Use Zone, where a site plan approval is required, shall be exempt from applicable site plan requirements other than a Detailed Site Plan. Detailed Site Plan applications filed pursuant to this Section shall be eligible for expedited review.**
  - (A) An application filed pursuant to this Section shall incorporate elements of a Conceptual Site Plan, as needed, to comply with specific conditions applicable to the subject property.
  - (B) An application filed pursuant to this Section may amend an existing Conceptual Site Plan applicable to the subject property.
  - (C) An application filed pursuant to this Section may amend an existing Detailed Site Plan for the subject property.

In this instance, the applicant is requesting an amendment to the CSP, via this DSP, in accordance with Section 27-290.01(a)(1)(B) relating to ETOD projects. The subject DSP reflects a revised development program. Conceptual Site Plan CSP-06003 was originally approved for mixed-use residential/commercial development consisting of 940–2,000 multifamily units; 121,900 square feet of retail space; 14,300–650,000 square feet of office space; a 178,000-square-foot hotel; and a 25,000-square-foot recreational center. The most recent approved PPS 4-16040 includes only 648 multifamily dwelling units and more than 40,000 square feet of commercial uses that is much smaller than the development approved in CSP-06003. Staff recommends approval of the revised scope of development. Detailed Site Plan DSP-17023 now proposes Phase 1 of the development, which includes 321 multifamily units in two buildings. Amendments to the applicable requirements of CSP-06003, which are proposed with DSP-17023, are discussed below, as well as conformance with the applicable conditions that are to remain:

- 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. No amendment is requested to this condition.

3. **At the time of review of each detailed site plan that includes residential development, the formula in condition 2 shall be employed to determine the amount of the applicant's fee due to M-NCPPC, in fulfillment of Basic Plan A-9981-C, Condition 10. The fee shall be the difference between the minimum value of private facilities established by Condition 2 above, and the dollar value of private facilities actually provided by the developer on the subject site. The recreational center owned by the condominium association or the developer and operated by the condominium association, the developer, or their agent or lessee, located on the frontage of Addison Road, may be considered a supplement to the recreational facilities package, to satisfy mandatory dedication requirements in Section 24-135 of the Subdivision Ordinance, if the applicant provides covenants satisfactory to the Planning Board that guarantee non-profit recreation/community/cultural use of the building in perpetuity.**

**Reduced fees for residents of the Addison Row development may be included in the covenants depending on the type of facilities proposed in the building. This agreement shall be documented in a Declaration of Covenants recorded with the Final Plats of Subdivision.**

The applicant no longer proposes a recreational center, as the applicant significantly reduced the density from that approved in the CSP. The multifamily buildings provide on-site facilities in accordance with the specified formula, as described in Finding 6. This condition should be amended to remove the discussion relative to the recreational center, which is no longer proposed or required on the property.

4. **Prior to approval of the final plat of subdivision, the applicant shall provide evidence of the payment of a fee to the Department of Parks and Recreation for the construction and reconstruction of the public recreational facilities in the surrounding neighborhood.**

This DSP proposes no funding for public recreational facilities in the surrounding neighborhood, and requests removal of this condition. Again, the proposed density was tremendously reduced, and no-off site facilities are justified. Staff agrees with the applicant's requested amendment, as this requirement is no longer appropriate due to the change in the density of the development.

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 this phase of the 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 applicant remains committed to providing adequate recreational facilities, in accordance with the above requirements, via on-site facilities and will 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 side of the road, as it already consists of 40 feet or more from the centerline.

- b. **The portion of Minnesota Avenue Extended to the north and east of the area of this application should be displayed in a dashed or crosshatched fashion and labeled "Possible Future Roadway Connection."**



Since the revision to the CSP is being processed via the DSP application, this note is no longer appropriate. A connection to Minnesota Avenue is not anticipated, nor feasible, and is not shown on approved PPS 4-16040 or proposed Detailed Site Plan DSP-17023. Staff agrees with the applicant's requested amendment to remove this condition, as this requirement is no longer appropriate due to the findings made in the PPS approval.

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 the 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 and is proposed to include woodland preservation, reforestation, and landscape plantings. Staff recommends that this is sufficient, and conformance to the Landscape Manual requirements for the bufferyard are also conditioned to be provided.

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.**

A streetscape of sidewalk, decorative fencing, and landscaping is proposed along Addison Road, in conformance with this condition.

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 the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), and included with this application, which 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, in conformance with this condition. The study did not indicate that any mitigation is required for the multifamily buildings proposed in this phase of development.

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 has been reduced significantly since the approval of CSP-06003. Based on the approved PPS for 648 residential units and 40,640 square feet of retail, the trip cap for the development is 391 AM trips and 586 PM trips. This condition is satisfied.

23. **Prior to the issuance of any building permits for exclusively residential buildings within Phase II or III, building permits shall be issued and construction shall be substantially complete for at least two of the following Buildings: A, B and C.**

This condition is no longer valid, as the development program has been significantly reduced with DSP-17023. The residential portion of the development is proposed in two phases, with Phase 1, as proposed in this DSP, to include Buildings A and B and future Phase 2 to include Building C. The retail development is anticipated to begin after the Phase 1 residential is constructed and prior to commencement of the Phase 2 residential. Staff agrees with the applicant's requested amendment to remove this condition, as this requirement is no longer appropriate due to the change in the density of the development. The proposed phasing of the amended development program is appropriate.

24. **Prior to the issuance of the 501<sup>st</sup> use and occupancy permit for residential uses, the recreation building shall be constructed and open for use.**

Since the development program has been reduced significantly from what was approved with CSP-06003, the number of anticipated residents will not be sufficient to support the continued operation and maintenance of the previously proposed recreation building. An extensive package of indoor and outdoor private recreational facilities has been proposed in lieu of the previously approved recreation building. Therefore, this condition is no longer valid. A trigger for the completion of the proposed recreational facilities in this DSP has been established in this approval. Staff agrees with the applicant's requested amendment to remove this condition, as this requirement is no longer appropriate due to the change in the density of the development and the removal of the recreation building.

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 this application demonstrating that circulation will be free of congestion or unsafe conditions for vehicles and pedestrians.

Staff supports the amendments to the CSP conditions, as proposed.

10. **Preliminary Plan of Subdivision 4-16040:** The Planning Board approved Preliminary Plan of Subdivision 4-16040 on March 8, 2018 with 16 conditions (PGCPB Resolution No. 18-18). 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 PPS was approved for four parcels for the development of 648 multifamily units and more than 40,000 square feet of commercial/ retail uses. The DSP includes 321 dwelling units and does not propose any substantial change in the mix of uses.

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 DSP includes an approved SWM Concept Plan, 15244-2006-02, and is in conformance with the approval.

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*.**

A list of the private on-site recreational facilities has been provided in Finding 6. The recreational facility package meets the requirements.

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.**

A condition has been included in the Recommendation section requiring that the applicant install all recreational facilities prior to approval of the use and occupancy permit for the second multifamily building.

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.**

This condition establishes an overall trip cap including commercial and full residential buildout for the subject property of 391 AM and 586 PM peak-hour trips. In accordance with the Transportation Planning Section referral dated June 19, 2018 (Hancock to Zhang), the full buildout of the 648 multifamily dwelling units will generate 337 AM and 389 PM peak-hour trips. This DSP includes only 321 dwelling units and is within the established trip cap.

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.**
  - b. **Adjust the common boundary line between Parcels 1 and 3 to accommodate an appropriate drive aisle extending into the property, if deemed appropriate.**

A Phase II noise study has been submitted with this DSP. According to the review by the Environmental Planning Section, the DSP is for Phase 1 of the development, and the unmitigated 65 dBA Ldn noise contour is located only on a small portion of Building B on Parcel 1. Noise impacts to the affected building can be mitigated through the use of enhanced building materials to reduce interior noise to 45 dBA Ldn or less. A condition has been included in the Recommendation section addressing the noise issue at time of building permit.

The plans do not reflect an adjustment of the common boundary between Parcels 1 and 3, and a condition is included in the Recommendation section of this report requiring this, in conjunction with the redesign of the intersection.

11. **2010 Prince George's County Landscape Manual:** In accordance with Section 27-548 of the Zoning Ordinance, landscaping, screening, and buffering within the M-X-T Zone should be provided pursuant to the provisions of 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, of the Landscape Manual.
- a. **Section 4.1, Residential Requirements:** The DSP is subject to the requirements of Section 4.1, which stipulate that, for multifamily dwellings, a minimum of one major shade tree shall be planted per 1,000 square feet or fraction of green area provided. The site needs to provide 66 shade trees, and the landscape plan provides 71 shade trees in conformance with the requirements.
  - b. **Section 4.3, Parking Lot Requirements:** The DSP is subject to the requirements for parking lot interior planting, as stated in Section 4.3(c)(2) of the Landscape Manual, which stipulates that interior parking lot planting is required for parking areas that measure 7,000 square feet or larger. There are two parking lots that need to provide interior planting. For Building A, the parking lot measures 49,242 square feet in size and 8 percent of the parking lot needs to be interior planting area, to be planted with 20 shade trees. The landscape plans provide 11.9 percent and 38 shade trees that exceeds the requirements. For Building B, the parking lot measures 142,272 square feet and 13 percent of the parking lot needs to be interior planting area, to be planted with 95 shade trees. The landscape plans provide 13.3 percent and 99 shade trees that exceed the requirements.

- c. **Section 4.6, Buffering Development from Streets:** The layout of the DSP results in yards of both multifamily buildings fronting on Addison Road, which is a collector roadway. Section 4.6(c)(1)(B) requires a bufferyard for any yard of a multifamily development adjacent to a major collector roadways or higher. Therefore, a condition has been included in the Recommendation section of this report requiring the schedules and labeling to be removed, as Addison Road is a lower classification.
- d. **Section 4.7, Buffering Incompatible Uses:** The proposed multifamily development is adjacent to an existing single-family detached subdivision to the east for a total of 638 linear feet. Section 4.7 requires a Type B bufferyard between the subject site and the adjacent single-family detached use. The schedule provided on the landscape plan indicates that the required building setback and landscape yard have been provided in full. However, it states that the plant unit requirement was reduced by 50 percent due to the provision of a six-foot-high opaque fence. This reduction provision in Section 4.7(c)(4)(F) is not applicable along existing residentially developed lots, such as this property. Therefore, the full requirement of 511 plant units needs to be provided. A condition has been included in the Recommendation section of this report requiring that the schedule and plan be revised to provide the full plant unit requirement within the bufferyard.
- e. **Section 4.9, Sustainable Landscaping Requirements:** Section 4.9 requires that a certain percentage of plants within each plant type (including shade trees, ornamental trees, evergreen trees, and shrubs) be native species (or the cultivars of native species). The minimum percentage of each plant type required to be native species and/or native species cultivars and the percentage to be provided with this application are specified below:

Tree type	Required	Provided
Shade trees	50%	100%
Ornamental trees	50%	100%
Evergreen trees,	30%	100%
Shrubs	30%	100%

The landscape plan demonstrates conformance with the requirements of Section 4.9.

- 12. **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 because the property has previously approved tree conservation plans. A Type 2 Tree Conservation Plan (TCP2-007-16-01) was submitted with this DSP application.

The 34.59-acre site contains 8.36 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 5.01 acres, or 15 percent of the net tract, as tabulated. The TCP2 shows a proposed net tract woodland clearing of 3.65 acres, requiring woodland conservation of 6.14 acres. The TCP2 proposes to meet this requirement by providing 4.03 acres of on-site woodland preservation, 1.44 acres of reforestation, and the remaining 0.67 acre in off-site woodland conservation credits.

The Environmental Planning Section recommends approval of the TCP2, with conditions that have been included in this technical staff report.

13. **Prince George’s County Tree Canopy Coverage Ordinance:** A ten percent tree canopy coverage (TCC) requirement applies to this M-X-T-zoned site, in accordance with the Tree Canopy Coverage Ordinance. This amounts to approximately 3.48 acres of TCC, if applied to the entire acreage of the property. The subject application provides a schedule showing that approximately 5.47 acres of on-site woodland will be provided, in combination with 0.91 acre of existing trees, for a total of 6.38 acres in TCC. Therefore, the TCC requirements have been met.

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

a. **Community Planning**—The Community Planning Division, in a memorandum dated June 18, 2018 (Wooden to Zhang), provided the following comments:

**General Plan**

This application is located in the Established Communities Growth Policy Area. The vision for the Established Communities area is context-sensitive infill and low- to medium-density development.

**Master Plan**

The 2018 *Approved Greater Cheverly Sector Plan* and the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* recommends mixed and mixed-use residential land uses, respectively.

In addition, the Subregion 4 Master Plan, Living Areas section, identifies the following strengths and opportunities, and land use recommendations:

**Economic Development**

The subject property lies just north of Living Area B. “Because the area is underserved by retail establishments (e.g. restaurants, pharmacies), commercial development opportunities also exist along the major corridors and in existing neighborhood centers in Subregion 4.” (page 96)

**Land Use Recommendations**

“Develop mixed use within one-half mile of centers.” (page 100)

“Limit mixed use overlays surrounding the growth centers to the following sites: Martin Luther King Jr corridor, Walker Mill/Addison Road, Marblewood Avenue/Cedar Heights Industrial Area. (page 100)

“Promote single-family and townhouse development only in the living areas.” (page 100)

**Aviation/ Military Installation Overlay (MIO) Zone**

This application is not located within an aviation policy area or the Military Installation Overlay (M-I-O) Zone.

- b. **Subdivision**—In a memorandum dated June 8, 2018 (Onyebuchi to Zhang), the Subdivision Section provided comments on the application’s conformance with the applicable prior conditions of approval attached to PPS 4-16043 that have been included in Finding 10 above.

The Subdivision Section recommends approval of this DSP, with two conditions that have been included in the Recommendation section of this report.

- c. **Environmental**—In a memorandum dated June 13, 2018 (Schneider to Zhang), the Environmental Planning Section stated that they have reviewed the revised DSP, TCP2, and associated information. The Environmental Planning Section recommends approval of DSP-17023 and TCP2-007-16-01, subject to conditions that have been included in the Recommendation section of this report.

### **Site Description**

The site is located on the north side of Addison Road, northeast of its intersection of North Englewood Drive. The overall site contains 34.59 acres in the M-X-T Zone. One existing building with associated parking and circulation exists on-site, as well as the remains of a demolished building associated with Raze Permit 2732-2008-RZW. An open field and woodlands are also associated with this site along the northern portion of the property. According to the approved floodplain study from DPIE an area of 100-year floodplain exists on-site. Other regulated environmental features, including areas of steep slopes, streams, wetlands, and associated buffers, inclusive of primary management area (PMA), are also found on the property. The site is in the Lower Beaverdam Creek subwatershed, which drains into the Anacostia River watershed and eventually into the Potomac River Basin. This site is in a stronghold watershed. The predominant soils found to occur on-site, according to the U.S. Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS), Web Soil Survey (WSS), include Christiana-Downer complex (25–40 percent slopes), Christiana-Downer-Urban land complex (5–15 percent slopes), Russett-Christiana-Urban land complex (0–5 percent slopes), Udorthents highway (0–6 percent slopes), Urban land-Russett-Christiana complex (0–5 percent slopes), Urban land-Udorthents (0–5 percent slopes), and Zekiah and Issue soils frequently flooded. According to available information, no Marlboro clay exists on-site; however, Christiana complexes are found on the property. This site is not within a Sensitive Species Project Review Area based on a review of the GIS layer prepared by the Maryland Department of Natural Resources, Natural Heritage Program. According to PGAtlas, forest interior dwelling species habitat does not exist on-site. This site is not within an aviation policy area associated with an Airport. The site does not share frontage with a special roadway designated as a historic or scenic road.

### **Preservation of Regulated Environmental Features/Primary Management Area**

Wetlands, streams, and a 100-year floodplain are found to occur on this property. These features, and the associated buffers, comprise the PMA on the subject property.

A statement of justification and exhibits for the proposed impacts to the PMA were emailed to the Environmental Planning Section on June 7, 2018. The project proposes impacts to the PMA for slope stabilization and a SWM outfall. The current Environmental Technical Manual provides guidance in determining if a site has been designed to meet the threshold of “fullest extent possible.” The first step in the evaluation is determining if an impact is avoidable. If an impact cannot be avoided because it is necessary for the overall development, the next step is to minimize the impact. If an

impact cannot be minimized, mitigation (if proffered) may be considered depending on the extent of the impact. The following is a summary of each impact requested.

**Impacts for Slope Stabilization:**

- **Impact 1 (2,366 square feet)**
- **Impact 2 (297 square feet)**
- **Impact 4 (281 square feet)**
- **Impact 5 (439 square feet)**

This request proposes to impact various areas of PMA with grading of steep slopes for stability of the erodible soils on the previously graded site. A geotechnical report was previously reviewed by DPIE, which approved the necessary grading as part of the SWM concept plan. These impact areas were discussed at the Subdivision and Development Review Committee (SDRC) meeting and it was determined that the impacts had decreased in size from what was proposed on the preceding PPS (4-16040). These impacts are necessary for the development of the property and cannot be avoided. Staff supports all four impacts.

**Impacts for Stormwater Outfall Structures**

Impact 3 totals 7,044 square feet of PMA (steep slopes and 100-year floodplain) for the upgrade of an existing outfall that was previously constructed. The upgrade is necessary to replace the existing pipe due to the change in slope and connection to the approved stormwater system needed to accommodate the proposed construction.

This impact area was discussed at the SDRC meeting and it was determined that the impacts had increased in size from what was proposed on the preceding PPS (4-16040). These impacts are necessary for the development of the property and cannot be avoided. Staff supports these impacts.

**Noise**

The site is adjacent to Addison Road to the south and the CSX Railway, the CSX and Southern Railway, and the Washington Metropolitan Area Transit Authority (WMATA) Railway to the west. A Phase 2 noise study, dated February 1, 2018, was submitted with this application from Phoenix Noise and Vibration, LLC. This appears to be the same report submitted and reviewed with the PPS application for this project.

The DSP is only showing Phase 1 of the development and the unmitigated 65 dBA Ldn noise contour is located only on a small portion of Building B on Parcel 1. Noise impacts to the affected building can be mitigated through the use of enhanced building materials to reduce interior noise to 45 dBA Ldn or less.

The PPS and TCP1 state that the on-site outdoor play areas would be affected by the unmitigated 65 dBA Ldn noise contour. This DSP and TCP2 application show a temporary outdoor play area that will be relocated in the final phase of the development. At that time, the final location of the outdoor play area may require noise mitigation. According to the noise study, a seven-foot wall barrier, along the western and other boundaries of these areas, will be necessary at that time to mitigate the noise impacts.



### **Soils**

The predominant soils found to occur on-site, according to the USDA NRCS WSS, include Christiana-Downer complex (25–40 percent slopes), Christiana-Downer-Urban land complex (5–15 percent slopes), Russett-Christian-Urban land complex (0–5 percent slopes), Udorthents highway (0–65 percent slopes), Urban land-Russett-Christian complex (0–5 percent slopes), Urban land-Udorthents (0–5 percent slopes), and Zekiah soils.

According to available information, no Marlboro clay exist on-site; however, Christiana complexes are mapped on this property. Christiana complexes are considered unsafe soils that exhibit shrink/swell characteristics during rain events, which make it unstable for structures. According to Section 24-131, Unsafe Land, of the Subdivision Regulations, the Planning Board shall restrict or prohibit land found to be unsafe for development because of natural conditions such as unstable soils and high watertable.

As part of the PPS review process, a geotechnical report was submitted to the Environmental Planning Section and DPIE. This report was reviewed by DPIE and an email, dated January 25, 2018, was submitted with the PPS review in which DPIE indicated that there are no geotechnical concerns regarding this case.

### **Stormwater Management**

An approved SWM Concept Plan and Letter (15244-2006-02) were submitted with the application for this site. The approval was reissued on March 29, 2018, with this project from the DPIE. The SWM concept plan shows the entire development and proposes to construct 42 new on-site micro-bioretenion ponds and four swales with infiltration. No SWM fee for on-site attenuation/quality control measures is required.

- d. **Transportation**—In a memorandum dated June 22, 2018 (Hancock to Zhang), the Transportation Planning Section stated that they reviewed the DSP application referenced above for conformance with the applicable conditions of prior approvals that have been included in the findings of this report. The additional comments are provided, as follows:

### **Master Plan, Right-of-Way Dedication**

The property is located in an area where the development policies are governed by the Subregion 4 Master Plan and SMA, as well as the 2009 *Approved Countywide Master Plan of Transportation* (MPOT). The plans recommend that Addison Road (C-408) maintain its collector status and maintain its variable right-of-way width of 70–80 feet. The section of Addison Road along the subject property's frontage is dedicated to the master plan requirement, and no additional dedication will be required of the applicant.

### **Review Comments**

The proposed buildings front Addison Road and access to this site is also on Addison Road. Finally, the internal circulation of the site is acceptable.

The existing site is located in the M-X-T Zone and it allows for design flexibility and a mix of land uses with high densities and intensities, and provides for a variety of residential, commercial, and employment uses. Based on a review of the DSP, the plan proposes 321 multifamily residential units in two four-story buildings on Parcel 1. However, the ultimate buildout of the site proposes a total of 648 (327 additional) multifamily residential units and 40,640 square feet of commercial space.

The following table summarizes trip generation for the overall proposed residential use:

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

Overall, from the standpoint of transportation, it is determined that this plan is acceptable and meets the findings required for a DSP, as described in the Zoning Ordinance.

- e. **Trails**—In a memorandum dated June 18, 2018 (Shaffer to Zhang), the Transportation Planning Section provided an analysis of the subject DSP application for conformance with the MPOT and the appropriate area master/sector plan in order to implement planned trails, bikeways, and pedestrian improvements. The site is covered by the MPOT and the Subregion 4 Master Plan and SMA (area master plan). Due to its location outside the Cheverly Metro Center, the application was not subject to the requirements of Section 24-124.01 of the Subdivision Regulations and the “Transportation Review Guidelines, Part 2” at the time of the PPS.

Three master plan trail/bikeway issues impact the subject property, with a stream valley trail recommended along Lower Beaverdam Creek, sidewalks and designated bike lanes recommended along Addison Road, and a trail or wide sidewalk connection recommended along the right-of-way (or paper street) along the northern edge of the site. Text regarding the trail connection through the site was included in the *2005 Approved Sector Plan and Sectional Map Amendment for the Tuxedo Road/Arbor Street/Cheverly Metro Area* is copied below. This proposal was retained in the MPOT and the Subregion 4 Master Plan (see plan maps), but the text was not carried forward:

“Provide a trail connection from the proposed Beaverdam Creek stream valley trail to Addison Road. This trail will link residents of the Addison Road corridor with the Cheverly Metro Station. The trail could be accommodated in the paper street connecting to Addison Road (area master plan, page 40).”

This trail is shown on the area master plan along the right-of-way for Minnesota Avenue. This connection is intended to provide access from Addison Road to the stream valley trail. Steep slopes may preclude the connection on the location shown on the master plan and the Prince George’s County Department of Parks and Recreation has indicated that they are not interested in acquiring parkland at this location (between the stream valley and Addison Road) in order to provide a public connection. As this connection will be private and serve the residents of the subject site only, it can be accommodated via the internal sidewalk network reflected on the PPS and DSP. The sidewalk network proposed on-site is comprehensive and provides pedestrian access from the subject site to the proposed recreational facilities and future stream valley trail.

Text regarding the stream valley trail and Addison Road was included in the MPOT and is copied below:

“Addison Road Sidewalks and Bike Lanes: Designated bike lanes and continuous standard or wide sidewalks are needed to provide multimodal access to the Addison Road Metro Station south of MD 214. These facilities will accommodate safe and convenient multimodal access to the Addison Road Metro Station from the communities along Addison Road (MPOT, page 19).”

The submitted plans include a standard sidewalk along Addison Road. Pavement markings for bike lanes (or another appropriate bicycle treatment) will be made by DPW&T/DPIE. Bicycle signage is recommended per the CSP.

“Lower Beaverdam Creek Stream Valley Trail: This trail will utilize a park trail corridor as well as some on-road improvements along Pennsy Drive to provide nonmotorized access to the Cheverly and Landover Metro stations. It will also provide access from Subregion 4 to the Anacostia Tributary Trails Network. This planned trail along the entire length of Lower Beaverdam Creek within Subregion 4 will be a substantial addition to the existing Anacostia Tributary Trails Network and will provide needed urban greenspace within an industrial corridor. This is a long-term recommendation as significant land acquisition and stream restoration will be required. Evaluate the feasibility of extending the Lower Beaverdam Creek to New Carrollton Metro (MPOT, page 35).”

This is a long-term recommendation. Land acquisition needs to occur along the stream valley before construction of the trail can occur between the site and the Cheverly Metro Station. The recently funded Cheverly Metro Access Study will evaluate opportunities and the feasibility for implementing this master plan trail in the vicinity of the subject site. Potentially, the homeowners association trail proposed at the rear of the PPS could be connected into this stream valley network.

The Complete Streets section of the MPOT includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

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

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

The internal sidewalk network reflected on the submitted DSP is comprehensive, extends throughout all sections of the subject site, and fulfills the policies noted above. These sidewalks will also accommodate access to the stream valley trail for the future residents of the site.

The Prince George’s County Planning Department and the Town of Cheverly have received a Transportation/ Land Use Connections Grant from the Metropolitan Washington Council of Governments for a planning study for improving access to the Cheverly Metro. This study will facilitate dialogue between operating agencies, area residents, and other key stakeholders for improving non-motorized access to the station. The applicant for the Addison Row development is encouraged to provide input into this study. It is anticipated that the study will commence in the fall and have a number of

stakeholder and community meetings to solicit input and feedback. This study will look at the viability of the trail along the stream valley, the potential for a direct connection from Addison Row to the station, parallel to the railroad tracks, and other opportunities for linking the communities south of US 50 with the station.

The Transportation Planning Section recommended approval of this DSP, with two conditions that have been included in this report.

- f. **Historic Preservation**—In a memorandum dated June 8, 2018 (Smith to Zhang), the Historic Preservation Section provided the following comments:

The subject property is near to, but not adjacent to, the Fairmount Heights High School Historic Site (72-064). 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.
  - g. **Prince George’s County Health Department**—As of the writing of this technical staff report, no comments have been received from this office.
  - h. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—As of the writing of this technical staff report, no comments have been received from this office.
  - i. **Prince George’s County Police Department**—As of the writing of this technical staff report, no comments have been received from this office.
  - j. **Washington Metropolitan Transit Authority (WMATA)**—As of the time of the writing of this technical staff report, WMATA did not offer any comments on the subject application.
  - k. **District of Columbia Office of Planning**—As of the writing of this technical staff report, no comments have been received from this office.
  - l. **Washington Suburban Sanitary Commission (WSSC)**—In an email response dated May 31, 2018, WSSC provided standard comments on the subject DSP that have been transmitted to the applicant. WSSC’s requirements will be enforced through their separate permitting process.
  - m. **Verizon**—At the time of the writing of this technical staff report, Verizon did not offer comments on the subject application.
  - n. **Potomac Electric Power Company (PEPCO)**—At the time of the writing of this technical staff report, PEPCO did not offer comments on the subject application.
15. 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.

16. Section 27-285(b)(4) of the Zoning Ordinance provides the following required finding for approval of a DSP:

- (4) The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).**

The Environmental Planning Section noted, in a memorandum dated June 13, 2018, 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 recommended in this technical staff report.

## RECOMMENDATION

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

- A. APPROVE Conceptual Site Plan CSP-06003, Addison Row, for 648 multifamily dwelling units and 40,640 square feet of commercial retail space, subject to the following conditions:

**Note:** Based on previously approved conditions in the Prince George's County District Council Decision on Conceptual Site Plan CSP-06003, the modified new language below is underlined and the proposed language to be deleted is shown as a ~~strike through~~. The numbering of other conditions and relative findings will be revised accordingly.

- 3. At the time of review of each detailed site plan that includes residential development, the formula in condition 2 shall be employed to determine the amount of the applicant's fee due to M-NCPPC, in fulfillment of Basic Plan A-9981-C, Condition 10. The fee shall be the difference between the minimum value of private facilities established by Condition 2 above, and the dollar value of private facilities actually provided by the developer on the subject site. ~~The recreational center owned by the condominium association or the developer and operated by the condominium association, the developer, or their agent or lessee, located on the frontage of Addison Road, may be considered a supplement to the recreational facilities package, to satisfy mandatory dedication requirements in Section 24-135 of the Subdivision Ordinance, if the applicant provides covenants satisfactory to the Planning Board that guarantee non-profit recreation/community/cultural use of the building in perpetuity.~~**

~~Reduced fees for residents of the Addison Row development may be included in the covenants depending on the type of facilities proposed in the building. This agreement shall be documented in a Declaration of Covenants recorded with the Final Plats of Subdivision.~~

- 4. ~~Prior to approval of the final plat of subdivision, the applicant shall provide evidence of the payment of a fee to the Department of Parks and Recreation for the construction and reconstruction of the public recreational facilities in the surrounding neighborhood.~~**

10. The conceptual site plan and all subsequent plans of development shall include the following modifications:
  - b. ~~The portion of Minnesota Avenue Extended to the north and east of the area of this application should be displayed in a dashed or crosshatched fashion and labeled "Possible Future Roadway Connection."~~
23. ~~Prior to the issuance of any building permits for exclusively residential buildings within Phase II or III, building permits shall be issued and construction shall be substantially complete for at least two of the following Buildings: A, B and C.~~
24. ~~Prior to the issuance of the 501st use and occupancy permit for residential uses, the recreation building shall be constructed and open for use.~~

B. APPROVE Detailed Site Plan DSP-17023 and Type 2 Tree Conservation Plan TCP2-007-2016-01 for Addison Row, Phase 1, Expedited Transit-Oriented Development, 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. Obtain signature approval of Preliminary Plan of Subdivision 4-16040.
  - b. Revise the southern elevations to provide dark brown brick on the entire first floor of both buildings along the Addison Road frontage, to be reviewed and approved by the Urban Design Section as designee of the Planning Board.
  - c. Provide a redesign to define a clear "T" intersection at the end of the main entrance drive on Parcel 2, including adjustments to the proposed property lines for Parcels 1 and 3, to be reviewed and approved by the Urban Design and Transportation Planning Sections, as designees of the Planning Board.
  - d. Revise the plans to include bicycle racks at each of the proposed buildings, and indicate the location of the interior storage rooms. The location, type, and number of bicycle parking spaces shall be indicated on the plans.
  - e. Measure and submit vibration levels at one sample point, in the central area between Buildings A and B, over a 24-hour period. A report on the results and conclusion of the measurements shall be submitted to the Environmental Planning Section.
  - f. Revise the Type 2 tree conservation plan (TCP2) as follows:
    - (1) Revise the TCP2 approval block to add the DSP number (DSP-17023) and reason for review (Phase 1) information.
    - (2) Label the 65 dBA Ldn noise contour on Sheets 3 and 4.

- g. Prepare and submit the required woodland conservation easements to the Environmental Planning Section for review by the Office of Law and submit for recordation to the Office of Land Records. The following note shall be added to the standard Type 2 tree conservation plan notes on the plan, as follows:
    - “Woodlands preserved, planted, or regenerated in fulfillment of on-site woodland conservation requirements have been placed in a Woodland and Wildlife Habitat Conservation Easement recorded in the Prince George’s County Land Records at Liber \_\_\_\_ folio \_\_\_\_ . Revisions to this TCP2 may require a revision to the recorded easement.”
  - h. Provide the proposed trail alignment in accordance with Applicant’s Exhibit A of the previously approved Preliminary Plan of Subdivision, 4-16040.
  - i. Use a different line type to delineate the sheet line and the property line.
  - j. Revise the landscape plan and Section 4.7 schedule of the 2010 *Prince George’s County Landscape Manual*, to provide the total required number of the plant units, with no reduction for fencing.
  - k. Provide the signage details, face area, and dimensions for the proposed building-mounted signs.
  - l. Provide details, specifications, and locations for the proposed splash park, fitness center, kids play room, and resident lounge.
  - m. Revise the photometric plan to incorporate all proposed lighting and light impacts around the entirety of the developed portion of the site, especially along adjacent property lines.
  - n. Provide a floor area ratio note indicating the permitted and proposed amounts for Phase 1 only.
  - o. Revise the landscape plan to remove all notes and schedules for Section 4.6 of the 2010 *Prince George’s County Landscape Manual*.
2. Prior to approval of any permits which impact wetlands, wetland buffers, streams, or waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.
  3. Prior to approval of the first grading permit, copies of the recorded easement documents with the liber and folio shall be provided to the Environmental Planning Section, and the Liber and folio of the recorded woodland conservation easement shall be added to the Type 2 tree conservation plan.
  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. The applicant and the applicant's heirs, successors, and/or assignees shall provide 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.
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.



**ITEM:**

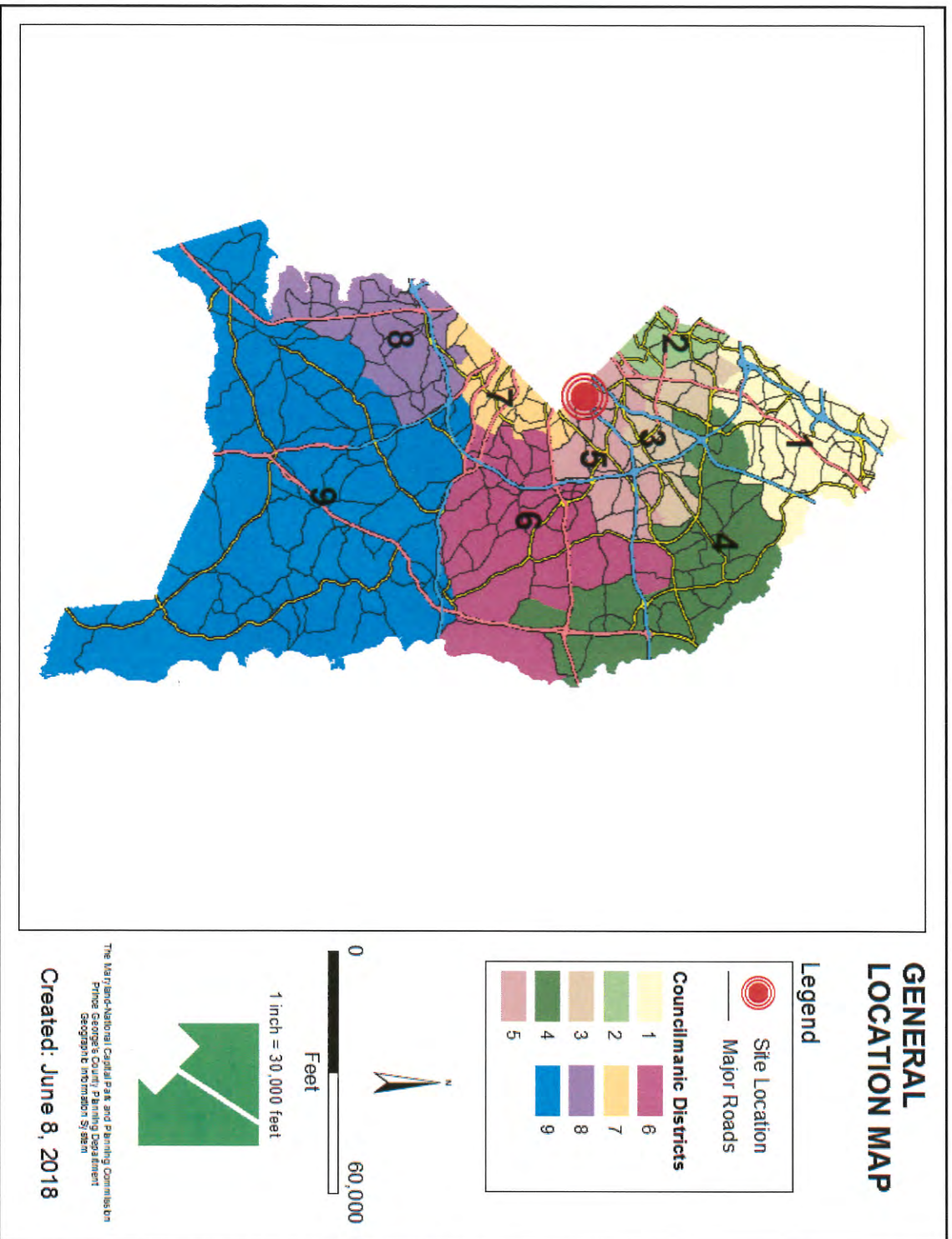
**CASE: DSP-17023**

**ADDISON ROW  
EXPEDITED TRANSIT ORIENTED DEVELOPMENT (ETOD) PROJECT**

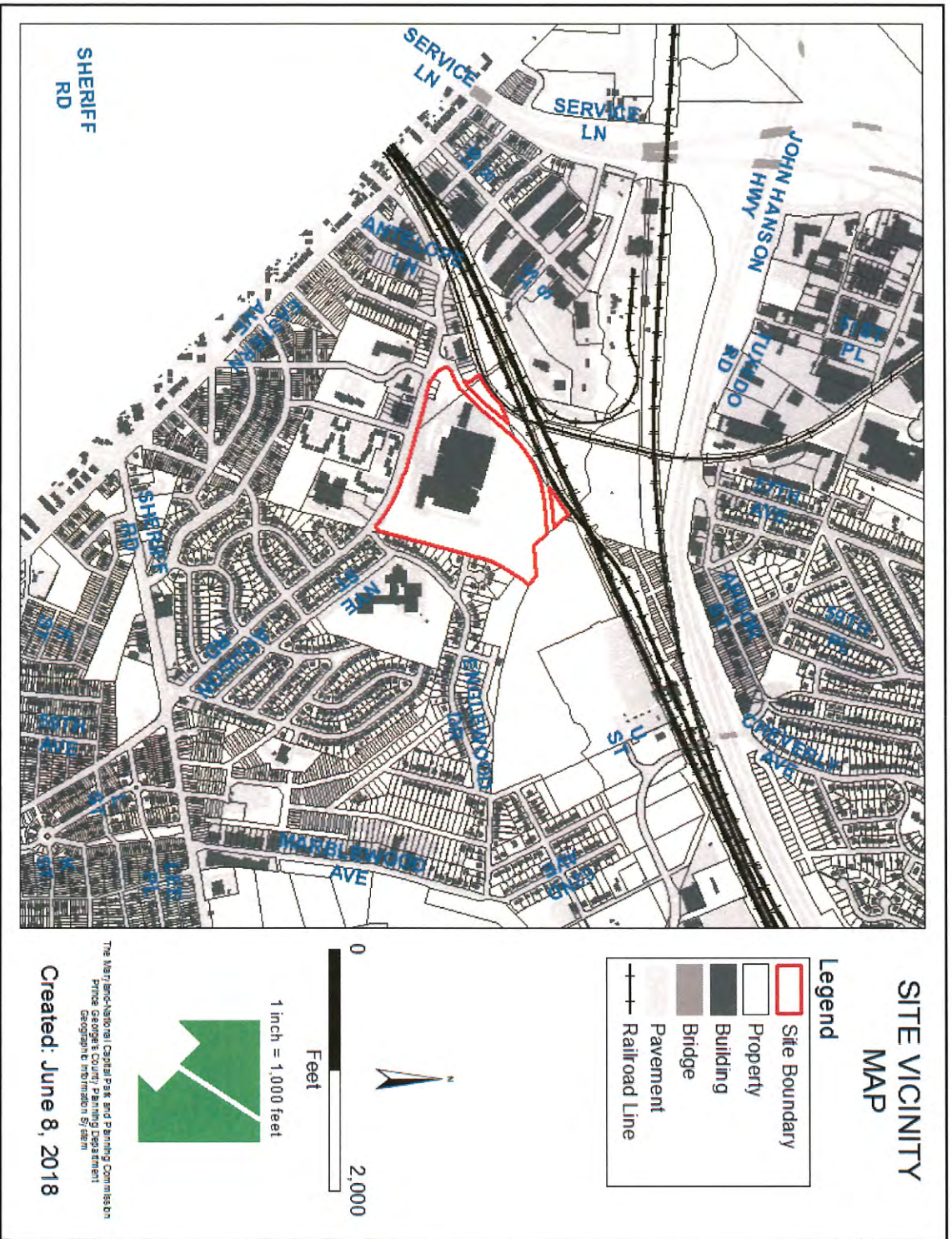
**THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT**



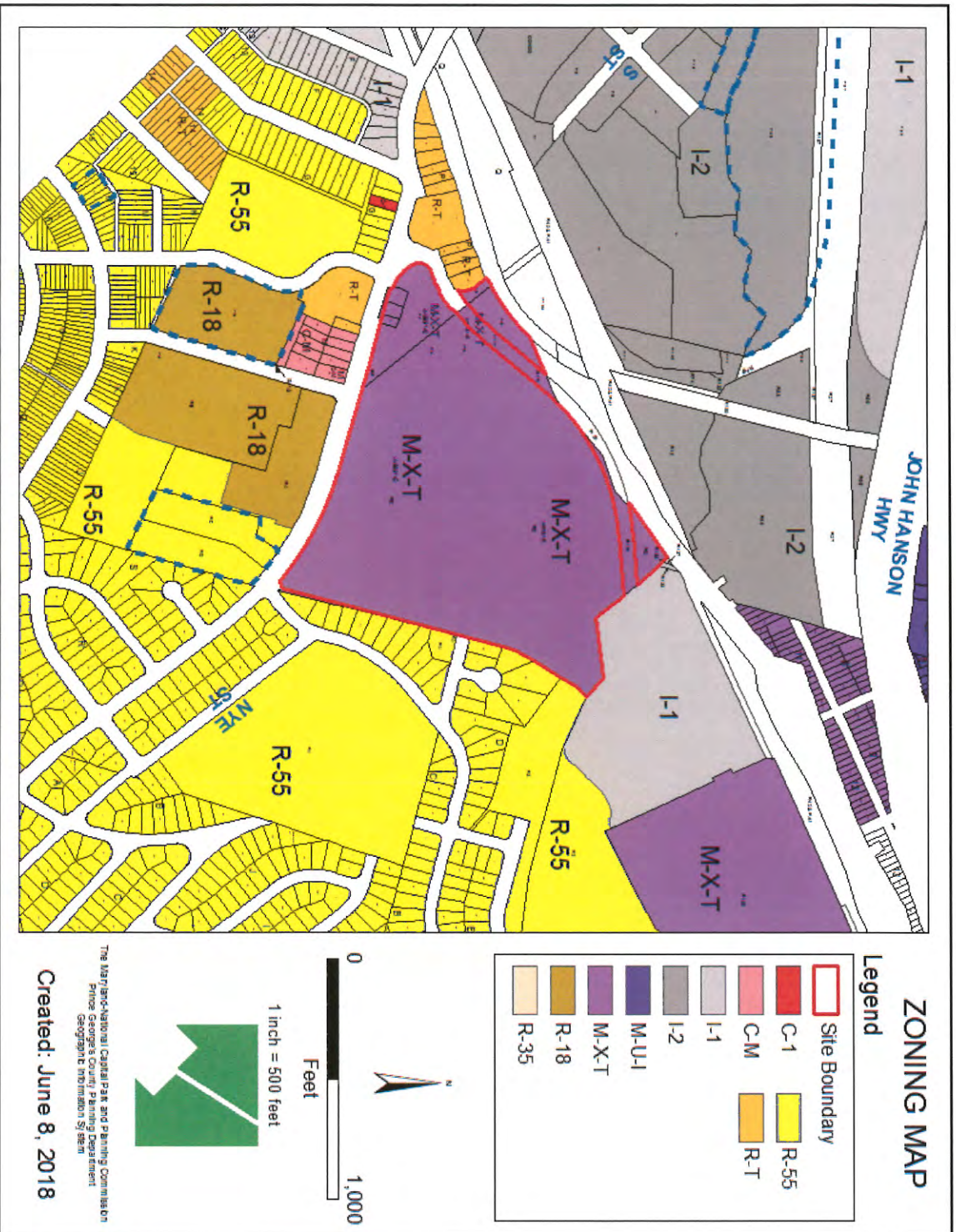
# GENERAL LOCATION MAP



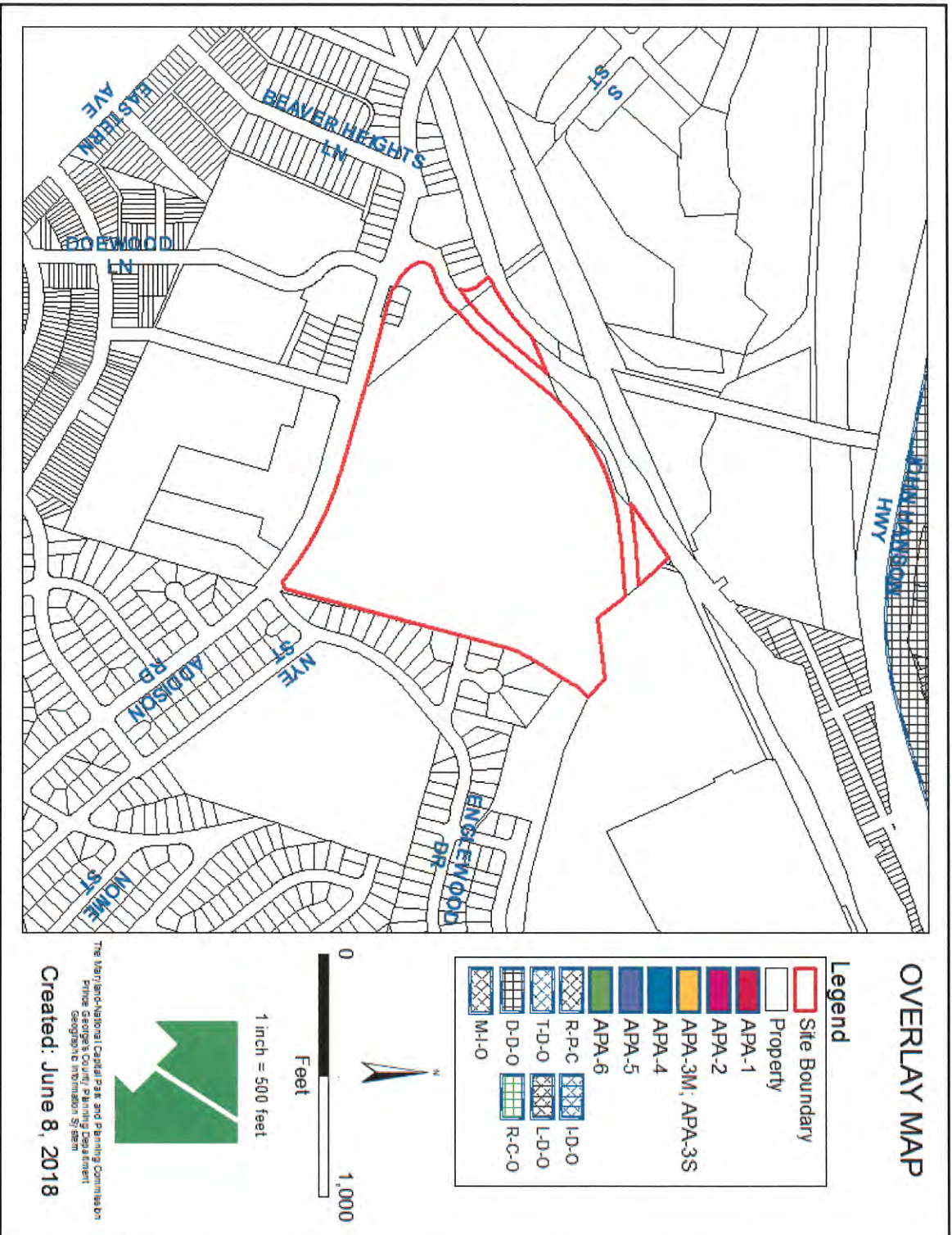
# SITE VICINITY



# ZONING MAP



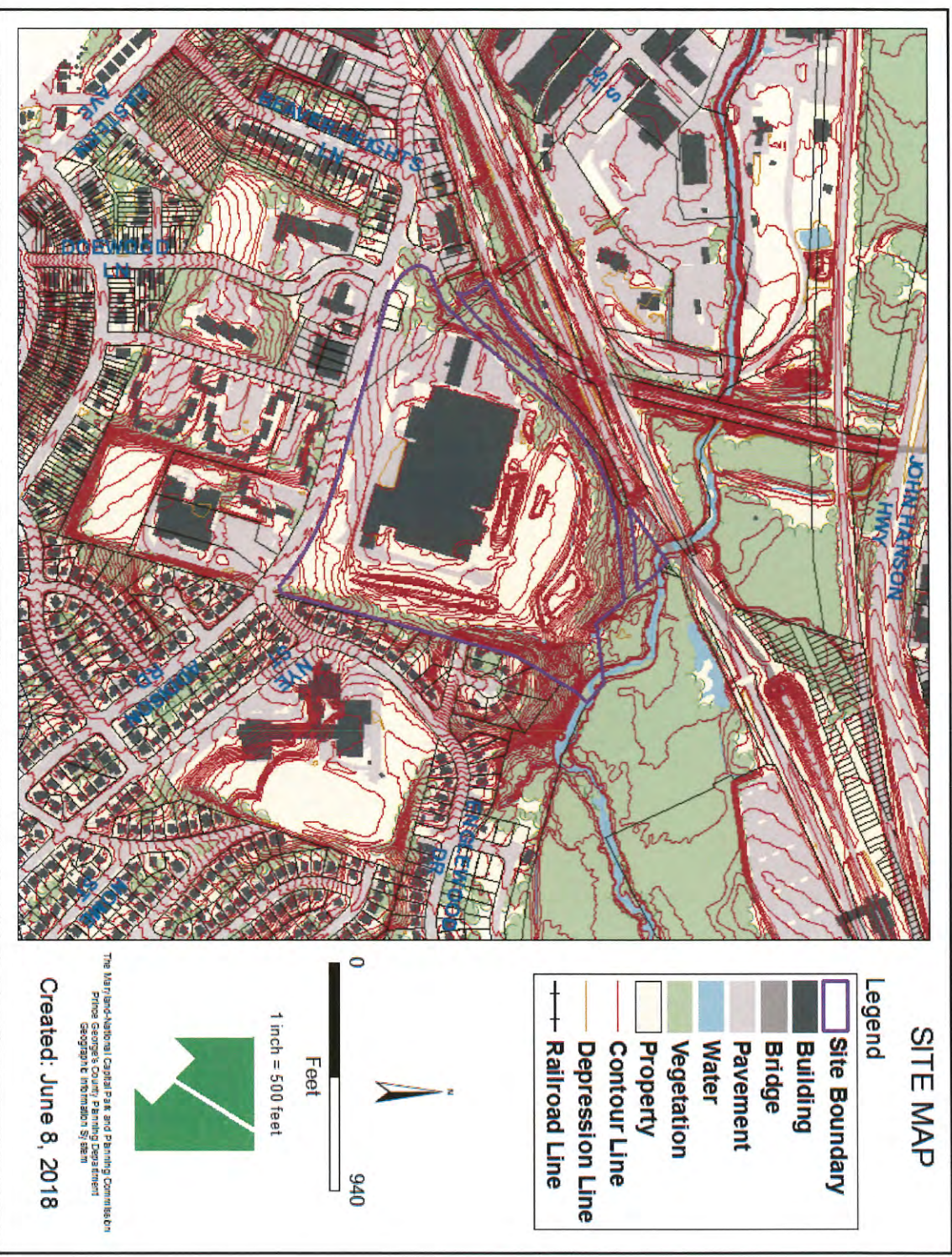
# OVERLAY MAP



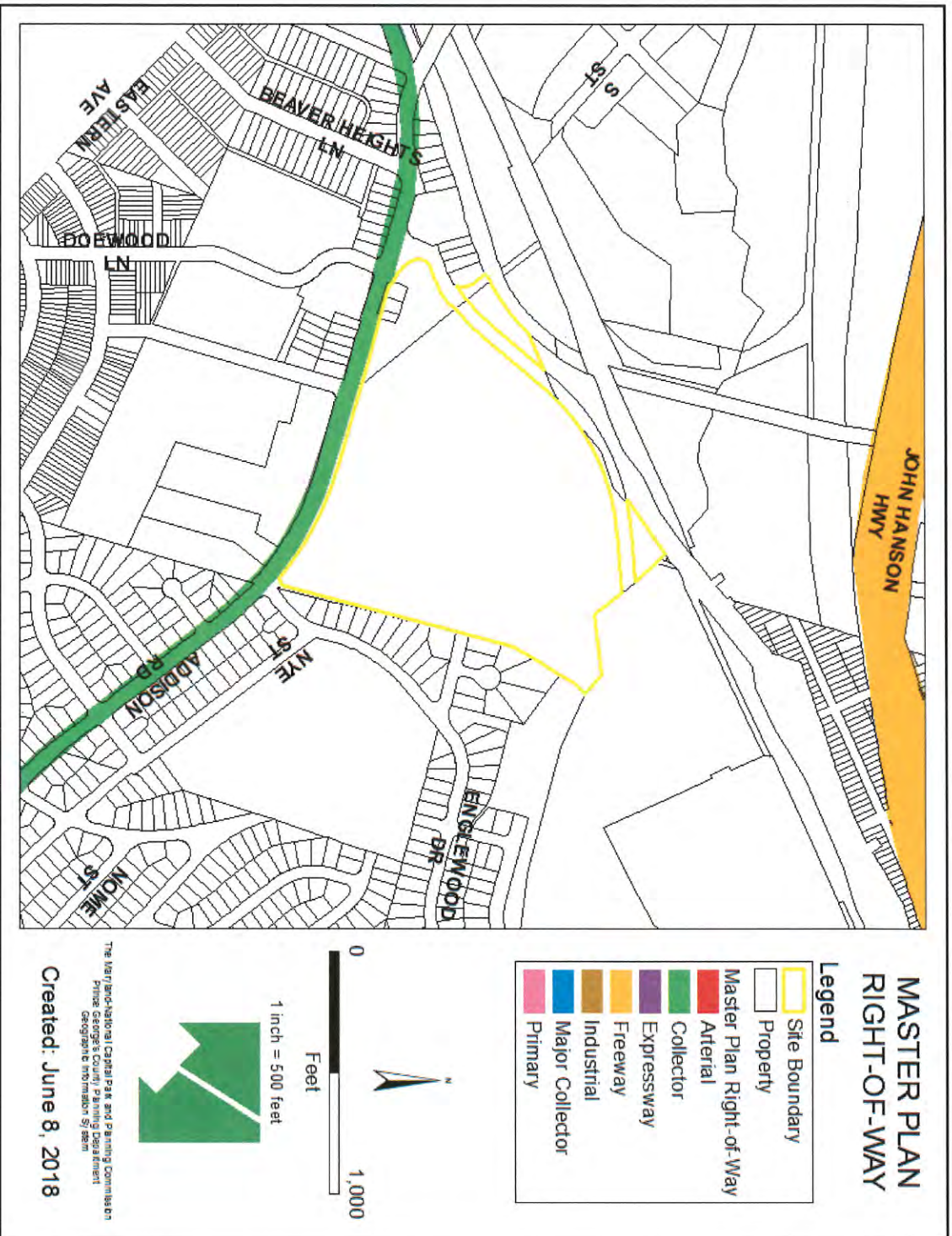
# AERIAL MAP



# SITE MAP



# MASTER PLAN RIGHT-OF-WAY MAP





# BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED

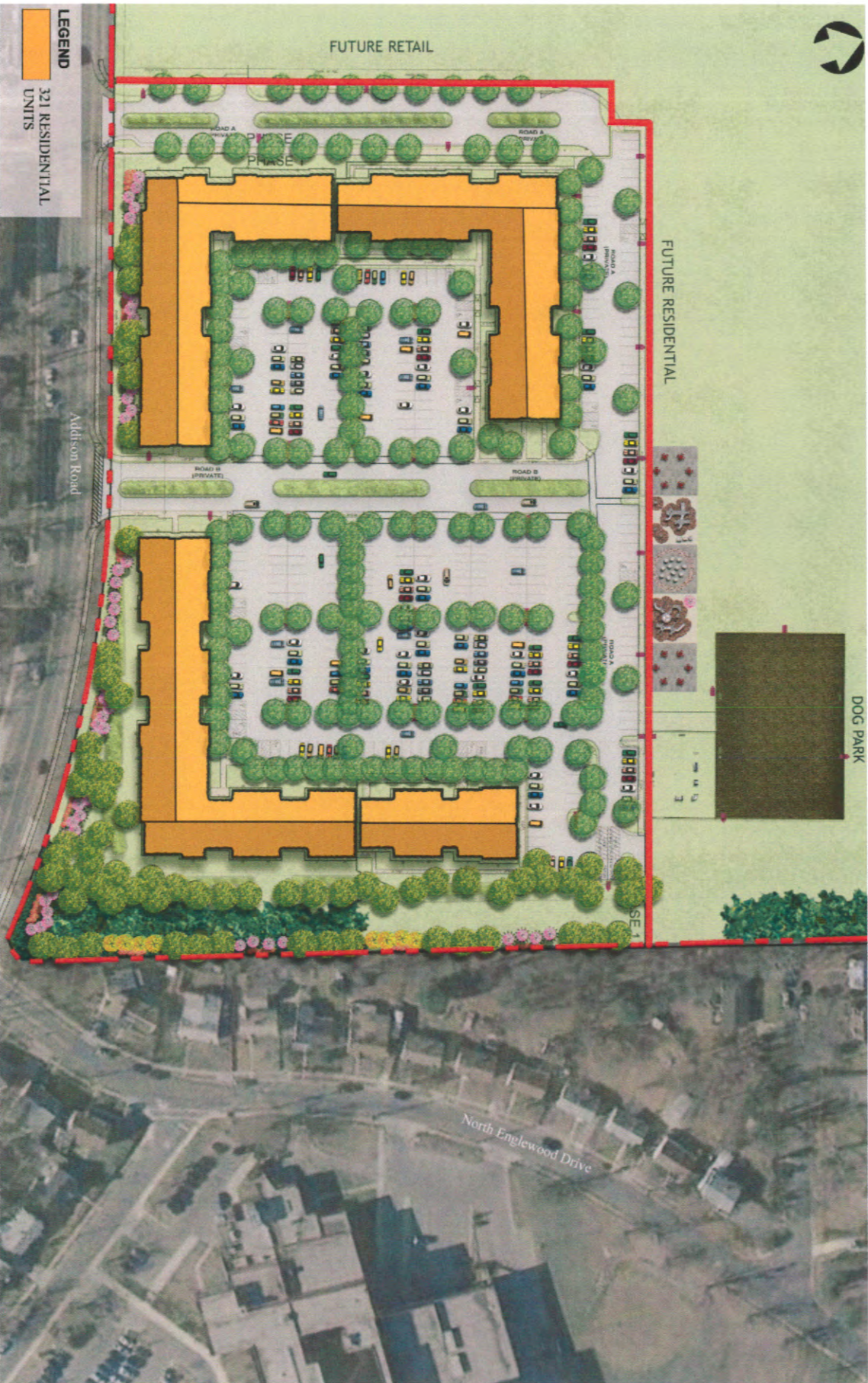


# RENDERED SITE PLAN

Case # DSP-17023



# DETAILED SITE PLAN



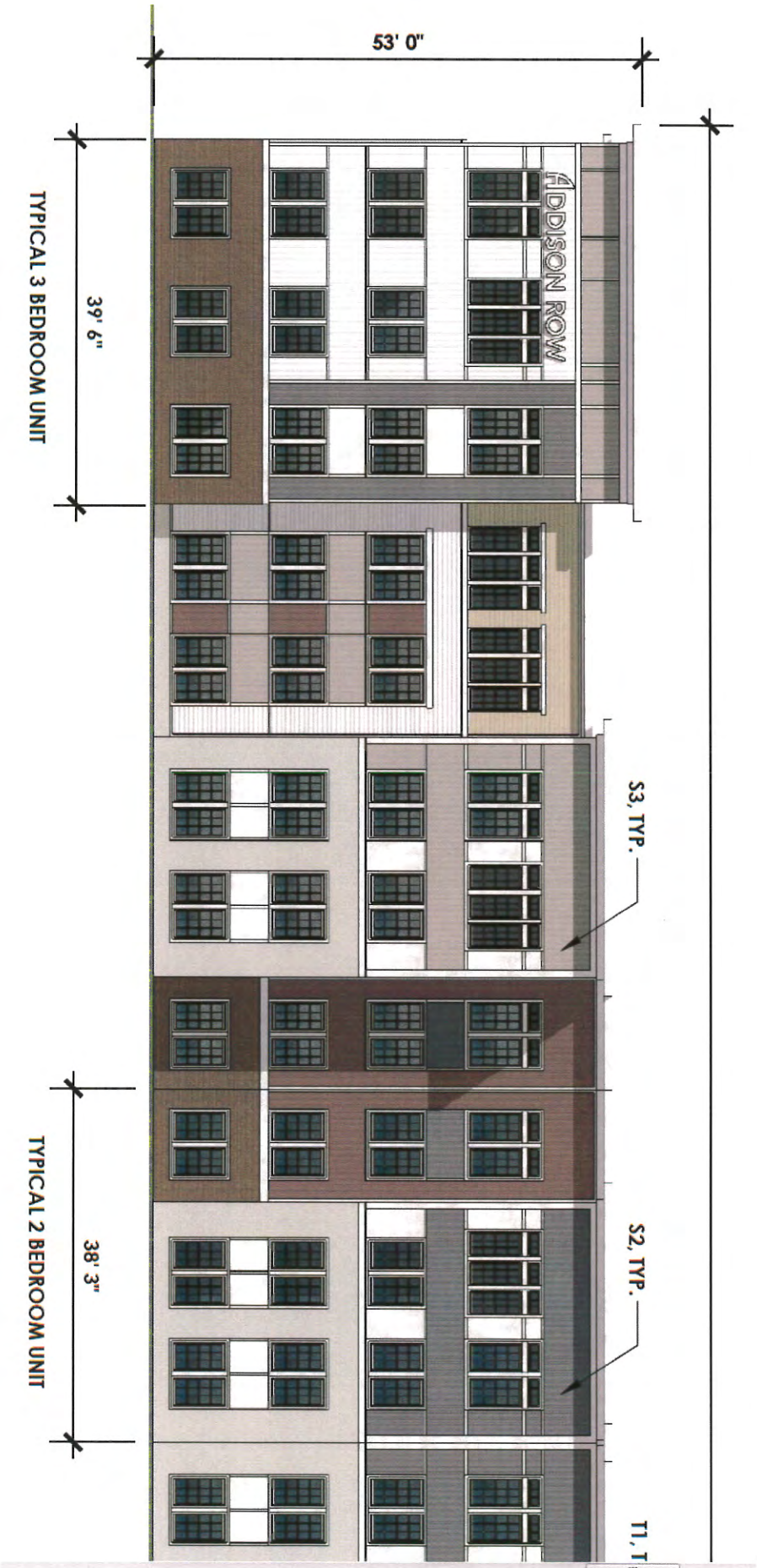
Case # DSP-17023







# BUILDING MOUNTED SIGN



**STATEMENT OF JUSTIFICATION**

**EXPEDITED TRANSIT-ORIENTED DEVELOPMENT APPLICATION**  
**REVISIONS TO CSP-06003**

**DETAILED SITE PLAN DSP-17023**  
**ADDISON ROW**  
**April 17, 2018**

OWNER/ APPLICANT: Jemal's Fairfield Farms, LLC  
702 H Street, NW, Suite 400  
Washington, DC 20001

ATTORNEY/AGENT: Law Offices of Norman D. Rivera, Esq. LLC  
17251 Melford Blvd., Suite 200  
Bowie, MD 20715  
301-352-4973

CIVIL ENGINEER: Dewberry Engineers Inc.  
4601 Forbes Blvd., Suite 300  
Lanham, MD 20706  
301-731-5551

REQUEST: An Expedited Transit-Oriented Development (ETOD) Detailed Site Plan (DSP) for the development of approximately 321 residential units in two four-story buildings on Parcel 1. Two other parcels will be developed with revisions to this DSP

**I. Description of Property:**

1. Location — The subject property is located in the northeastern quadrant of Addison Road and Minnesota Avenue. More specifically, it is on the north side of Addison Road, approximately 100 feet west of North Englewood Drive, known separately as 4800 and 4700 Addison Road, Capitol Heights, Maryland, within the area of the *Approved Subregion 4 Master Plan and Sectional Map Amendment*.
2. Use—The subject application includes Phase 1 of the overall mixed-use development, which is anticipated to include a total of 648 multifamily residential dwelling units and 40,640 square feet of commercial space. Phase 1 includes 321 multifamily residential units in two four-story buildings on proposed Parcel 1 and an access roadway on Parcel 2.

3. Incorporated Area —None
4. Council District — 5
5. Existing Lot — Parcels C-F & Lots 5-7, Block N Beaver Heights
6. Total Area — 34.59 acres
7. Tax Map/Grid — 58/E4
8. Zoned: M-X-T
9. WSSC Grid — 203NE05

## **II. Applicant's Proposal**

The subject application includes Phase 1 of the overall mixed-use development, which is anticipated to include a total of 648 multifamily residential dwelling units and 40,640 square feet of commercial space. Phase 1 includes 321 multifamily residential units in two four-story buildings on proposed Parcel 1 and an access roadway on Parcel 2. Areas are designated for future residential (northern portion of the site) on Parcel 2 and commercial (western portion of the site) phases on Parcel 3. The two buildings are sited close to and oriented toward Addison Road, where enhanced streetscape and pedestrian amenities have been provided. Building design and placement has allowed for screening of surface parking from adjacent roadways and the commercial phase on Parcel 3. An extensive buffer has been provided along the eastern property line between the existing single-family detached residences. An extensive amenities package has been included for future residents, including a lounge, party room with kitchenette and pool table, well-appointed fitness center, indoor bicycle storage and dog wash station.

## **III. Conformance to the requirements for Expedited Transit-Oriented Development (ETOD) Projects**

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

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

- (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,**

**COMMENT:** The subject property has greater than fifty percent of its net lot area located within a one-half mile radius of the constructed Cheverly Metrorail station (Ex. A).

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

- (b) **As a condition of site plan approval, an Expedited Transit-Oriented Development Site Plan shall:**
- (1) **Use the best urban design practices and standards, including:**
    - (A) **Encouraging a mix of moderate and high-density development within walking distance of a transit station to increase transit ridership, with generally the most intense density and highest building heights in closest proximity to the transit station and gradual transition to the adjacent areas;**
    - (B) **Reducing auto dependency and roadway congestion by:**
      - (i) **Locating multiple destinations and trip purposes within walking distance of one another;**
      - (ii) **Creating a high quality, active streetscape to encourage walking and transit use;**
      - (iii) **Minimizing on-site and surface parking; and**
      - (iv) **Providing facilities to encourage alternative transportation options to single-occupancy vehicles, like walking, bicycling, or public transportation use;**
    - (C) **Minimizing building setbacks from the street;**
    - (D) **Utilizing pedestrian scale blocks and street grids;**
    - (E) **Creating pedestrian-friendly public spaces; and**
    - (F) **Considering the design standards of Section 27A-209.**

**COMMENT:** This application constitutes the first 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 auto dependency. The DSP is also consistent with the applicable design principals of Section 27A-209 regarding multimodal transportation options, regulated environmental features, and location of garbage, loading and mechanical spaces away from the street space.

- (2) **Provide a mix of uses, unless a mix of uses exists or is approved for**

**development in the adjacent areas,**

**COMMENT:** This application constitutes the first residential phase of a mixed-use development that will ultimately consist of 648 multifamily residential units in three buildings as well as 40,640 square feet of retail/commercial development.

- (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.**

**COMMENT:** None of the uses listed above are proposed with this application.

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

**COMMENT:** Section 27A-802(c) provides restrictions on public utility uses or structures within the Urban Center District that also requires the overall design of those uses and structures to be harmonious with development in general. The proposed utility easements have been located to ensure their design is harmonious with the overall development.

**(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.**

**COMMENT:** The *Approved Subregion 4 Master Plan and Sectional Map Amendment and Greater Cheverly Sector Plan* do not include any specific design standards applicable to the subject property. The DSP reinforces the existing M-X-T Zoning and land use.

**(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.**

**COMMENT:** Not applicable.

**IV. Conformance to the Required Findings in the M-X-T Zone**

In accordance with Section 27-546 of the Zoning Ordinance, the Planning Board must make the following findings, in addition to the requirements of Section 27-285(b) for approval of a DSP in the M-X-T Zone, 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;**

**Comment:** The proposed development is in conformance with the purposes of the M-X-T Zone as stated in Section 27-542 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;**

**COMMENT:** The project promotes the orderly development of land by allowing for the construction of a mixed-use development on an former industrial site in the vicinity of a major Metro station. The redevelopment will contribute a desirable living opportunity for citizens of the County as well as employment opportunities.

- (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;**

**COMMENT:** The project will create a compact, mixed-use, walkable community with a mix of residential, commercial, recreational and open space uses as contemplated by the applicable Master Plan and Sector Plan.

- (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;**

**COMMENT:** The project maximizes the development potential available by locating a mixed-use development in close proximity to major transit lines including US 50 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;**

**COMMENT:** The project will include a mix of residential and non-residential uses in close proximity to the Cheverly Metro Station and Deanwood Station. Enhanced streetscape treatment, sidewalks and indoor bicycle storage will help to facilitate walking, 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;**

**COMMENT:** The project will include a mix of residential and non-residential uses combined in a manner to ensure continuing 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;**

**COMMENT:** The completed project will include a mix of residential and non-residential land uses blended together harmoniously.

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

**COMMENT:** 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;**

**COMMENT:** This is a re-development, mixed use project that will include both multi-family residential housing and supporting commercial/retail development. Thus, it is not a single-purpose

project. The site is positioned between two metro stations that the residents will have access to and will provide recreational amenities on-site for the residents as well. The land planning was done in such a way as to utilize existing infrastructure on-site, including existing Addison Road and existing storm drain and sanitary sewer outfalls. The Stormwater management for the site was designed using the Environmentally Sensitive Design criteria and meets the required treatment volume through use of micro-bioretenion facilities and bioswales. The site was graded so that only one outfall is used, which is an existing outfall, thus reducing the amount of outfall locations and impact on the environmental buffer.

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

**COMMENT:** This DSP proposes a conversion of an obsolete 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.**

**COMMENT:** Buildings have been designed to achieve excellence in physical and economic planning within a mixed use setting.

- (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;**

**COMMENT:** 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;**

**COMMENT:** This residential phase is oriented outward toward Addison Road and will visually integrate with adjacent, multi-story structures along that roadway. The commercial phase is also designed to face Addison Road.

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

**COMMENT:** Careful attention has been paid to buffering lower density residential uses to the east to ensure the proposed development will be compatible to the existing neighborhood.

- (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;**

**COMMENT:** 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 selection of materials to ensure their enduring quality and a 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;**

**COMMENT:** The proposed residential buildings constitute Phase 1 of the overall development. The two buildings have been designed as a self-sufficient entity, while allowing for future integration with the subsequent phases to the north and west.

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

**COMMENT:** A comprehensive pedestrian network has been incorporated to ensure connectivity within the development and to the existing sidewalk network along Addison Road.

- (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**

**COMMENT:** High quality streetscape amenities have been incorporated in the design to ensure conformance with the above 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.**

COMMENT: 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.**

COMMENT: Not applicable. A finding of adequacy will be made with the Preliminary Plan of Subdivision that has been recently approved (4-16040).

- (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. (CB-1-1989; CB-26-1991; CB-13-2002; CB-78-2006)**

COMMENT: Not applicable. The subject site does not include a minimum of 250 acres.

#### V. Conformance to A-9981

A-9981 was approved by the District Council on September 24, 2007 to rezone the property from the I-1 (Light Industrial), I-2 (Heavy Industrial) and C-O (Commercial



Office) to the M-X-T (Mixed-Use Transportation-oriented) Zone, subject to 17 conditions. This DSP's conformance to applicable conditions is discussed below:

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.*

**COMMENT:** This DSP constitutes an amendment to CSP-06003 in accordance with Section 27-290.01(a)(1)(B) of the Zoning Ordinance. As such, the final location of use types is proposed as shown on the submitted plans. Careful consideration has been paid to environmental constraints and uses have been placed accordingly.

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.*

**COMMENT:** This DSP constitutes an amendment to CSP-06003 in accordance with Section 27-290.01(a)(1)(B) of the Zoning Ordinance. As noted above, a 50-foot buffer has been proposed along the eastern property line to ensure adequate open space to reduce impacts on residential development of lower density. In addition, there are no vehicular or pedestrian connections to the North Englewood community as requested.

3. *Multi-family development shall have direct access to arterial or collector roads and shall not have primary access through single-family residential streets.*

**COMMENT:** The multifamily development proposed has access from Addison Road, which is a collector road. No access through single-family residential streets is proposed.

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.*

**COMMENT:** Sidewalks are proposed throughout the entire development linking the living areas to on site recreation 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.*

**COMMENT:** The existing Addison Road ROW varies from 73 feet to 82 feet currently and no additional dedication is required on the subject side of the road, as the subject side of the road already consists of 40 feet or more between the centerline of the road and the right of way. No additional dedication has been requested by the County nor is required. This phase of development includes only two proposed access points (one for residential, and one shared access to be used for both retail and residential). One additional access will be provided with the future commercial phase. Two of the three proposed access points are located opposite existing streets.

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.*

**COMMENT:** A geotechnical report has been submitted to DPIE and included with this application, which evaluates the existing soil conditions on the site and indicates their suitability for redevelopment purposes.

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.*

**COMMENT:** A TCPI has been submitted with Preliminary Plan 4-16040 (under concurrent review) which shows preservation to the extent practicable while enhancing preservation areas with additional afforestation around the PMA and buffer areas.

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

**COMMENT:** The DPR in their review 4-16040 determined that no dedication was required. At this time, only a possible future trail connection to the stream valley was requested by DPR.

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.*

**COMMENT:** As noted above, the plans are being reviewed by the Department of Parks and Recreation to determine a mutually acceptable package. However, the applicant is not contemplating any donations or fees but rather on-site facilities for the two residential parcels.

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.*

**COMMENT:** The above conditions remain valid and should be carried forward as conditions of approval of this application.

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*

**COMMENT:** A new Traffic Impact Study was submitted for review with 4-16040. The current proposal generates significantly 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 plan shows that all of the study intersections will satisfy the adequacy requirements of Prince George's County Ordinance 24-124 and no off-site road improvements are required, therefore the CSP condition noted above is no longer applicable due to the approval of 4-16040.

13. *At the time of preliminary plan of subdivision a revised traffic study shall be submitted. The improvements set forth above shall be reviewed and revised if deemed necessary. The review shall include an analysis of queuing within the left-turn lane along eastbound Eastern Avenue. The traffic study shall also review each proposed access point along Addison Road to determine the appropriate land configuration at each location and to determine if signalization merits further study. Such further study of traffic signal warrants shall be conducted at the time of Detailed Site Plan. This revised study shall also consider traffic calming measures along Doewood Lane, if an access point is aligned opposite to it, and Elkwood/Nast Street, if an access point is aligned opposite to Elkwood Lane.*

**COMMENT:** A revised traffic study was submitted with 4-16040 which demonstrates the above mentioned requirements. The results of the study show that all of the study intersections pass the adequate public facilities test and traffic signal warrant analyses are not needed at any of the site access points. Furthermore, the trip assignment for the property was reviewed and approved by Staff in the scoping of the Traffic Impact Study, and the results show that the property will not generate any significant traffic along Doewood or Elkwood Lane; therefore traffic calming devices would not be necessary.

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.*

**COMMENT:** A noise study was submitted with 4-16040. Appropriate noise and vibration mitigation measures are shown on the plans and no mitigation is shown to be required according to the study.

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.*

**COMMENT:** A signed NRI was submitted with the application and was used to prepare a site layout that results in non-essential impact to regulated features.

16. *Any proposed route for the shuttle service through the Town of Cheverly shall be reviewed at the time of subdivision review, and must be submitted to the Town for its review and approval.*

**COMMENT:** A shuttle service is not necessary as the study intersections pass the adequacy requirements and the density of the current plan is much lower than the approved density in the Basic Plan and CSP.

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.*

**COMMENT:** Based on the current proposal, the trip cap for the preliminary plan would be 391 AM trips and 586 PM trips based upon 648 residential units and 40,640 SF of retail as shown on the approved preliminary plan. This condition is satisfied.

#### **IV. Revisions to CSP-06003 per Section 27-290.01(a)(1)(B)**

In this instance, the Applicant is requesting an amendment to the CSP via this DSP in accordance with Section 27-290.01(a)(1)(B) of the Zoning Ordinance relating to Expedited Transit-Oriented Development. Therefore, conformance to the previously approved CSP is not required. The subject detailed site plan reflects a revised development program. While CSP-06003 was previously approved for mixed-use residential/commercial development consisting of 940-2,000 multifamily units; 121,900 square feet of retail space; 14,300-650,000 square feet of office space; a 178,000-square-foot hotel; and a 25,000-square-foot recreational center, DSP-17023 now proposes Phase 1 of the development which includes 321 multifamily units in two buildings. The ultimate build out of the development is proposed to include approximately 648 multifamily units and 40,640 square feet of commercial space. Revisions to the specific requirements of CSP-06003, which are proposed with DSP-17023, are discussed below:

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.)*

**COMMENT:** The above condition remain valid and should be carried forward as conditions of approval of this application. This Phase has been evaluated and the required facilities are shown in Ex. B.

3. *At the time of review of each detailed site plan that includes residential development, the formula in condition 2 shall be employed to determine the amount of the applicant's fee due to M-NCPPC, in fulfillment of Basic Plan A-9981-C, Condition 10. The fee shall be the difference between the minimum value of private facilities established by Condition 2 above, and the dollar value of private facilities actually provided by the developer on the subject site. The recreational center owned by the condominium association or the developer and operated by the condominium association, the developer, or their agent or lessee, located on the frontage of Addison Road, may be considered a supplement to the recreational facilities package, to satisfy mandatory dedication requirements in Section 24-135 of the Subdivision Ordinance, if the applicant provides covenants satisfactory to the Planning Board that guarantee non-profit recreation/community/cultural use of the building in perpetuity. Reduced fees for residents of the Addison Row development may be included in the covenants depending on the type of facilities proposed in the building. This agreement shall be documented in a Declaration of Covenants recorded with the Final Plats of Subdivision.*

**COMMENT:** The applicant no longer proposes a recreational center as the applicant significantly reduced the density and specifically modifies the CSP. The multi-family parcels will provide on-site facilities for each phase of apartments in accord with the formula.

4. *Prior to approval of the final plat of subdivision, the applicant shall provide evidence of the payment of a fee to the Department of Parks and Recreation for the construction and reconstruction of the public recreational facilities in the surrounding neighborhood.*

**COMMENT:** This DSP proposes no funding for public recreational facilities in the surrounding neighborhood and specifically modifies the CSP in this respect. Again, the density was tremendously reduced and no-off site facilities are justified.

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.*

**COMMENT:** The above condition remain valid and should be carried forward as conditions of approval of this application as relates to the standard formula for on-site private recreational facilities.

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.*

**COMMENT:** The above condition remain valid and should be carried forward as conditions of approval of this application as clarified in 5 above and 9 below.

7. *The applicant shall submit three original, executed, private recreational facilities agreements (RFA) to DRD, for their approval, three weeks prior to the submission of a final plat. Upon approval by DRD, the RFA shall be recorded among the land records of Prince George's County.*

**COMMENT:** The above condition remains valid and should be carried forward as conditions of approval of this application.

8. *The applicant shall submit to DRD a performance bond, letter of credit, or other suitable financial guarantee, in an amount to be determined by DRD, at least two weeks before applying for building permits for each phase. The developer, his successors, and/or assignees shall satisfy the Planning Board that there are adequate provisions to assure retention and future maintenance of the proposed recreational facilities.*

**COMMENT:** The above condition remains valid and should be carried forward as conditions of approval of this application.

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.*

**COMMENT:** The applicant remains committed to providing adequate recreational facilities in accordance with the above requirements via on-site facilities; however, the recreational package originally contemplated at the time of the CSP approval has been revised. An extensive overall package is proposed contemplated, which will include indoor amenities for residents as well as a recreational area in the northern portion of the site (Parcel 2) to include a dog park, pre-teen lot, splash park, tot lot and picnic area. Indoor facilities have been proposed with this application for use by the residents of Parcel 1. These amenities include a lounge, party room with kitchenette and pool table, well-appointed fitness center, indoor bicycle parking and dog wash station. The above mentioned facilities meet the required recreational facility amount for this site as shown on the worksheet on the cover of the Landscape and Lighting plan.

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.*

**COMMENT:** The existing Addison Road right of way varies from 73 feet to 82 feet currently and no additional dedication is required on the subject side of the road, as the subject side of the road already consists of 40 feet or more between the centerline of the road and the right of way. No additional dedication has been requested by the County nor is required.

- b. *The portion of Minnesota Avenue Extended to the north and east of the area of this application should be displayed in a dashed or crosshatched fashion and labeled "Possible Future Roadway Connection."*

**COMMENT:** Since the revision to the CSP is being processed via the DSP application, this note is no longer appropriate. A connection to Minnesota Avenue is not anticipated nor feasible and is not shown on approved 4-16040 and proposed DSP-17023.

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.*

**COMMENT:** The above condition remains valid and should be carried forward as conditions of approval of this application.

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.*

**COMMENT:** The 50-foot landscape buffer along the eastern property line is shown on the plans and will be evaluated by the Urban Design section with this application.

13. *Prior to signature approval of the plans, the CSP shall be revised to conceptually demonstrate conformance to the Landscape Manual, Section 4.7, Buffering Incompatible Uses.*

**COMMENT:** This DSP proposes a 50-foot buffer in accordance with the above requirement. The Urban Design Section will review the buffer in detail with this application.



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.*

**COMMENT:** A streetscape of sidewalk, decorative fencing and landscaping is proposed along Addison Road.

15. *Prior to certification of the CSP, and at least 35 days prior to any hearing on the preliminary plan, the CSP and TCP I shall be revised to provide a wooded buffer along the eastern boundary. The buffer shall be used to fulfill the woodland conservation requirements with woodland preservation and woodland afforestation/reforestation.*

**COMMENT:** A wooded buffer is shown along the eastern boundary in accordance with this previous requirement.

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.*

**COMMENT:** A geotechnical report has been submitted to DPIE and included with this application, which evaluates the existing soil conditions on the site and indicates their suitability for redevelopment purposes.

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.*

**COMMENT:** A vibration analysis is included with this application. The study did not indicate any mitigation is required for Buildings A and B

18. *Prior to certification of the CSP, the TCP I shall be revised to show conceptually the location of all proposed outdoor activity areas and the unmitigated 65 dBA Ldn noise contour based on the "Phase I Railway Noise Analysis, Cheverly Row," dated April 20, 2006.*

**COMMENT:** The previously certified TCP I and the revised TCP I included with 4-16040 application demonstrate the location of outdoor activity areas and the unmitigated 65 dBA Ldn noise contour. A Phase II noise study prepared by Phoenix is also included in this application.

19. *Each preliminary plan application shall include a Phase II noise study that indicates how noise will be mitigated to 65 dBA Ldn for outdoor activity areas and 45 dBA Ldn for interior levels. The preliminary plan and TCP I shall be revised to conceptually show the proposed mitigation and the mitigated 65 dBA Ldn noise contour.*

**COMMENT:** A Phase II noise study prepared by Phoenix was included with 4-16040. The mitigated 65 dBA Ldn noise contours are shown on the DSP and TCPII.

20. *Prior to certification of the CSP and acceptance of the preliminary plan, the NRI and all associated documents shall be revised as necessary to show the correct acreages for the site. The acreages shall be correctly reflected on the CSP and TCP I.*

**COMMENT:** The NRI-125-06-02 was approved in August 2017. The DSP and TCPII match all information shown on the NRI.

21. *Prior to the certification of the conceptual site plan, the TCP I shall be revised, so that the worksheet shows correct acreages associated with this site. This shall include, but not be limited to the gross tract area, 100-year floodplain area, existing woodland on the net tract, and existing woodland in the 100-year floodplain.*

**COMMENT:** Correct acreages are shown on all plans.

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.*

**COMMENT:** The development program has been reduced significantly since the approval of CSP-06003. Based on the current proposal, the trip cap for the preliminary plan would be 391 AM trips and 586 PM trips based upon 648 residential units and 40,640 square feet of retail. This condition is satisfied.

23. *Prior to the issuance of any building permits for exclusively residential buildings within Phase II or III, building permits shall be issued and construction shall be substantially complete for at least two of the following Buildings: A, B and C.*

**COMMENT:** This condition is no longer valid as the development program has been significantly reduced with DSP-17023. The residential portion of the development is proposed in two phases, with Phase I to include Buildings A & B and Phase II to include Building C. The retail development is anticipated to begin development after the Phase I residential is constructed and prior to the commencement of Phase II residential design.

24. *Prior to the issuance of the 501<sup>st</sup> use and occupancy permit for residential uses, the recreation building shall be constructed and open for use.*

**COMMENT:** Since the development program has been reduced significantly from what was approved with CSP-06003, the number of anticipated residents will not be sufficient to support the continued operation and maintenance of the previously proposed recreation building. An extensive package of indoor and

outdoor private recreational facilities has been proposed in lieu of the previously approved recreation building. Therefore, this condition is no longer valid.

25. *Prior to certification of the CSP and its plans, the applicant shall submit and have approved by Urban Design and DPW&T a conceptual stormwater management plan.*

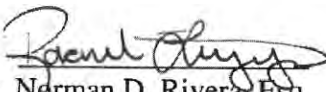
**COMMENT:** This condition was addressed prior to certification of the CSP. There is a revised stormwater concept plan (#15244-2006-02) that reflects the revised layout per DSP-17023 and approved DPIE on March 29, 2018.

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.*

**COMMENT:** A study was submitted with this application (Ex. C) demonstrating that circulation will be free of congestion or unsafe conditions for vehicles and pedestrians.

## **VI. Conclusion**

Based on the foregoing analysis, as well as the plans and supporting documentation filed in conjunction with this application, the applicant respectfully requests the approval of the above requested detailed site plan.

  
for Nerman D. Rivera, Esq.

**Lenhart Traffic Consulting, Inc.**  
Transportation Planning & Traffic Engineering

**Memorandum:**

**Date:** June 7, 2018

**TO:** M-NCPPC - Development Review Division  
Room 4150  
14741 Governor Oden Bowie Drive  
Upper Marlboro, MD 20772

**FROM:** Mike Lenhart

**RE:** Addison Row Parking Analysis for DSP-17023

Section 27-574(a) of the Zoning Ordinance provides that “the number of parking spaces required in the M-X-T Zone and in a Metro Planned Community are to be calculated by the applicant and submitted for Planning Board 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.” This memorandum is to provide a parking assessment for the proposed multi-family residential units as required for the M-X-T zone in Section 27-574(a) of the Zoning Ordinance.

The number of parking spaces required is to be calculated in accordance with the methodology set forth in Section 27-574(b). The first step in determining the number of required spaces is to calculate the peak parking demand. In this regard, Section 27-574(b)(1) states as follows. “Determine the number of parking spaces required for each use proposed, based on the requirements of Section 27-568. These parking spaces are to be considered as the greatest number of spaces which are occupied in any one (1) hour and are to be known as the peak parking demand for each use. At less than this peak, the number of spaces being occupied is assumed to be directly proportionate to the number occupied during the peak (i.e., at eighty percent (80%) of the peak demand, eighty percent (80%) of the peak parking demand spaces are being occupied).” Section (b)(2) and (b)(3) go on to recommend an hourly distribution of each use within the M-X-T zone to determine the hourly fluctuation and the resulting peak parking demand for the overall site. However, the parking requirements set forth in the zoning ordinance is simply a parking schedule and does not translate to an actual peak parking demand. It may, in many cases, be appropriate to utilizing the minimum parking requirements set forth in Section 27-568 as the peak parking demand, but this is often not an accurate indicator of peak parking demand and may result in providing excess parking which increases impervious area, adds unnecessary development cost, and underutilizing land intended for more dense development. The subject property presents such a situation. In order to supplement the provisions of Section 27-568, we have considered the ITE Parking Generation Manual to determine the appropriate peak parking demand for the proposed development. The ITE Parking Generation Manual is based on empirical data and actually provides peak parking demand projections

The property in question is part of a previously approved Preliminary Plan of Subdivision 4-16040 which includes Parcels 1 through 4. Furthermore, Parcels 1 and 2 contain residential uses while Parcels 3 and 4 contain commercial uses. This DSP is for Phase 1 of the development which is 321 multi-family dwelling units on Parcel 1. This parking analysis will evaluate the sufficiency of this DSP for Phase 1 and future



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## Transportation Planning & Traffic Engineering

DSP submittals for future phases will include updated parking studies as required to evaluate the sufficiency of future phases. It should be noted that the full build-out of the residential and commercial would result in situations where residents would walk to and from the commercial uses, and likewise visitors to the residential neighborhood may also park and shop or dine. Again, this parking analysis evaluates Phase 1 as a stand-alone stage until such a time that future phases move forward.

For the above reasons, it is our opinion that the peak parking demand can be adequately projected based upon the availability of parking which is convenient to the mixed use development and using the ITE Parking Generation Manual as discussed below.

1. It is understood that the final parking supply shown on the plans is a total of 518 parking spaces (496 standard plus 22 handicap) for the 321 multi-family residential units which translates to a supply of 1.61 parking spaces per multi-family unit.
2. If strictly followed, the County Zoning Code would require a total of 505 parking spaces based on the following formulae.
  - a. Section 27-568 contains the schedule of parking spaces which identifies the schedule for multi-family dwelling units (if wholly within a one mile radius of a metro station) as 1.33 spaces per dwelling unit plus 0.33 spaces per bedroom for each bedroom in excess of one per unit. These dwelling units are located wholly within a one mile radius of the Deanwood Metro Station.
  - b. There are 321 units of which 129 of them are one (1) bedroom units, 150 are two (2) bedroom units, and 42 are three (3) bedroom units. Therefore, the requirement would be  $129 \times 1.33 + 150 \times 1.66 + 42 \times 1.99 = 505$  spaces (rounded up from 504.15 spaces).
  - c. The resulting calculations indicate the site will have a surplus of 13 spaces based on the zoning code. Also, based on the following information from ITE, the multi-family units will be adequately parked.
3. The Institute of Transportation Engineers (ITE) *Parking Generation Manual, 4<sup>th</sup> Edition* was researched and based upon the following findings it is our opinion that the 321 multi-family residential units will be more than adequately parked with a total of 518 parking spaces.
  - a. The ITE data included a review of 68 study sites, and the results revealed that the average parking supply ratio is 1.4 parking spaces per dwelling unit at both suburban and urban sites.
  - b. The ITE data revealed that the urban sites included had an average of 1.9 bedrooms per unit with an average supply of 1.0 space per bedroom. The suburban sites included had an average of 1.7 bedrooms per unit with an average supply of 0.9 spaces per bedroom.
  - c. With 129 one (1) bedroom units, 150 two (2) bedroom units, and 42 three (3) bedroom units, the site as currently proposed will have an average of 1.73 bedrooms per unit, which is comparable to the 1.7 bedrooms per unit average for the study sites used as part of the ITE data for suburban sites and less than the ITE data for urban sites. Additionally, the average size of the suburban study sites was 311 dwelling units, which is also very similar to the proposed site which consists of 321 dwelling units.
  - d. The ITE data showed that the peak weekend parking demand ranged between 0.92 and 1.33 parked vehicles per unit at suburban sites.
  - e. The ITE data revealed that study sites with less than 2.0 but greater than 1.5 bedrooms per dwelling unit reported peak parking demand at 98 percent of the ITE average.



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## Transportation Planning & Traffic Engineering

4. The ITE data projects the following parking demand based upon 321 units. Based on the site location and proximity to the metro, it is our opinion that the site would operate similar to ITE urban locations, however the information below provides parking demand calculations on both the urban and suburban ITE data.
  - a. Weekday peak parking demand using ITE urban parking demand rates will be 300 vehicles (Parking =  $0.92 \times 321 + 4$ ). Weekday peak parking demand using ITE suburban parking demand rates will be 418 vehicles (Parking =  $1.42 \times 321 - 38$ ).
  - b. Note that formulas for weekend parking demand were not available for suburban locations. However, a comparison was made between weekday and weekend parking demand for urban locations and it was determined that the weekend parking demand is approximately 10% higher than the weekday parking demand. Based on this calculation, the weekend parking demand using ITE parking characteristics for suburban will be 460 vehicles ( $418 \times 110\% = 460$  vehicles). The ITE parking data for urban locations indicates that the site would have a parking demand of 334 vehicles ( $1.04 \times 321$  vehicles).
5. The ITE data also provides hourly parking projections for multi family residential uses (see attached) and the ITE data reveals that the peak parking for residential uses occur overnight between midnight and 4:00 AM. The data contained in this report confirms that the provided parking will more than adequately serve the peak parking demand for the residential units.

As discussed above, Section 27-574(b)(1)-(3) requires the determination of the peak parking demand. Once this peak parking demand is calculated, it becomes the base requirement. In this case, based upon the ITE Parking Generation Manual, the maximum peak parking demand for the proposed 321 multi-family units is 460 spaces. Since the only use utilizing these spaces are the residents of the multi-family project, the peak parking demand is the base requirement. The project proposes a total of 518 parking spaces, which is 58 spaces in excess of the base requirement.

Finally, Section 27-574(b)(5) sets forth other considerations which the Planning Board may take into account in determining the parking needs for the proposed development. These considerations include any areas of parking which are reserved for a specific use and not accessible at any part of the day, and parking which, although shared, is so remote as to not be reasonably presumed to serve a use. In this case, no parking within the use is restricted or inaccessible during any portion of the day, and the parking is spread evenly throughout the site to be easily accessible to the proposed buildings. Thus, there is no basis to reduce the base parking requirement due to these considerations.

In conclusion, with a base parking requirement of 460 spaces and a parking supply of 518 spaces, there are projected to be a surplus of 58 parking spaces using the parking calculation procedures as outlined in Section 27-574 of the Zoning Ordinance. Based upon this information, it is our opinion that the site will be adequately parked with the 518 parking spaces as proposed.

If you have any questions regarding this matter, please do not hesitate to contact me at the number below.

Thanks,  
Mike



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# Land Use: 221

## Low/Mid-Rise Apartment

### Description

Low/mid-rise apartments are rental dwelling units located within the same building with at least three other dwelling units: for example, quadraplexes and all types of apartment buildings. The study sites in this land use have one, two, three, or four levels. High-rise apartment (Land Use 222) is a related use.

### Database Description

The database consisted of a mix of suburban and urban sites. Parking demand rates at the suburban sites differed from those at urban sites and, therefore, the data were analyzed separately.

- Average parking supply ratio: 1.4 parking spaces per dwelling unit (68 study sites). This ratio was the same at both the suburban and urban sites.
- Suburban site data: average size of the dwelling units at suburban study sites was 1.7 bedrooms, and the average parking supply ratio was 0.9 parking spaces per bedroom (three study sites).
- Urban site data: average size of the dwelling units was 1.9 bedrooms with an average parking supply ratio of 1.0 space per bedroom (11 study sites).

Saturday parking demand data were only provided at two suburban sites. One site with 1,236 dwelling units had a parking demand ratio of 1.33 vehicles per dwelling unit based on a single hourly count between 10:00 and 11:00 p.m. The other site with 55 dwelling units had a parking demand ratio of 0.92 vehicles per dwelling unit based on counts between the hours of 12:00 and 5:00 a.m.

Sunday parking demand data were only provided at two urban sites. One site with 15 dwelling units was counted during consecutive hours between 1:00 p.m. and 5:00 a.m. The peak parking demand ratio at this site was 1.00 vehicle per dwelling unit. The peak parking demand occurred between 12:00 and 5:00 a.m. The other site with 438 dwelling units had a parking demand ratio of 1.10 vehicles per dwelling unit based on a single hourly count between 11:00 p.m. and 12:00 a.m.

Four of the urban sites were identified as affordable housing.

Several of the suburban study sites provided data regarding the number of bedrooms in the apartment complex. Although these data represented only a subset of the complete database for this land use, they demonstrated a correlation between number of bedrooms and peak parking demand. Study sites with an average of less than 1.5 bedrooms per dwelling unit in the apartment complex reported peak parking demand at 92 percent of the average peak parking demand for all study sites with bedroom data. Study sites with less than 2.0 but greater than or equal to 1.5 bedrooms per dwelling unit reported peak parking demand at 98 percent of the average. Study sites with an average of 2.0 or greater bedrooms per dwelling unit reported peak parking demand at 13 percent greater than the average.

For the urban study sites, the parking demand data consisted of single or discontinuous hourly counts and therefore a time-of-day distribution was not produced. The following table presents a time-of-day distribution of parking demand at the suburban study sites.

# Land Use: 221

## Low/Mid-Rise Apartment

Hour Beginning	Percent of Peak Period	Number of Data Points*
12:00-4:00 a.m.	100	14
5:00 a.m.	96	14
6:00 a.m.	92	14
7:00 a.m.	74	1
8:00 a.m.	64	1
9:00 a.m.	-	0
10:00 a.m.	-	0
11:00 a.m.	-	0
12:00 p.m.	-	0
1:00 p.m.	-	0
2:00 p.m.	-	0
3:00 p.m.	-	0
4:00 p.m.	44	1
5:00 p.m.	59	1
6:00 p.m.	69	1
7:00 p.m.	66	9
8:00 p.m.	75	9
9:00 p.m.	77	10
10:00 p.m.	92	14
11:00 p.m.	94	14

\* Subset of database

*Parking studies of apartments should attempt to obtain information on occupancy rate and on the mix of apartment sizes (in other words, number of bedrooms per apartment and number of units in the complex). Future parking studies should also indicate the number of levels contained in the apartment building.*

### Additional Data

- Apartment occupancy can affect parking demand ratio. In the United States, successful apartment complexes commonly have a vacancy rate between 5 and 10 percent.<sup>1</sup>

### Study Sites/Years

#### Canada:

**Central City, Not Downtown:**  
Brooks, AB (1998)

#### Puerto Rico:

**Central City, Not Downtown:**  
Mayaguez, PR (2007)

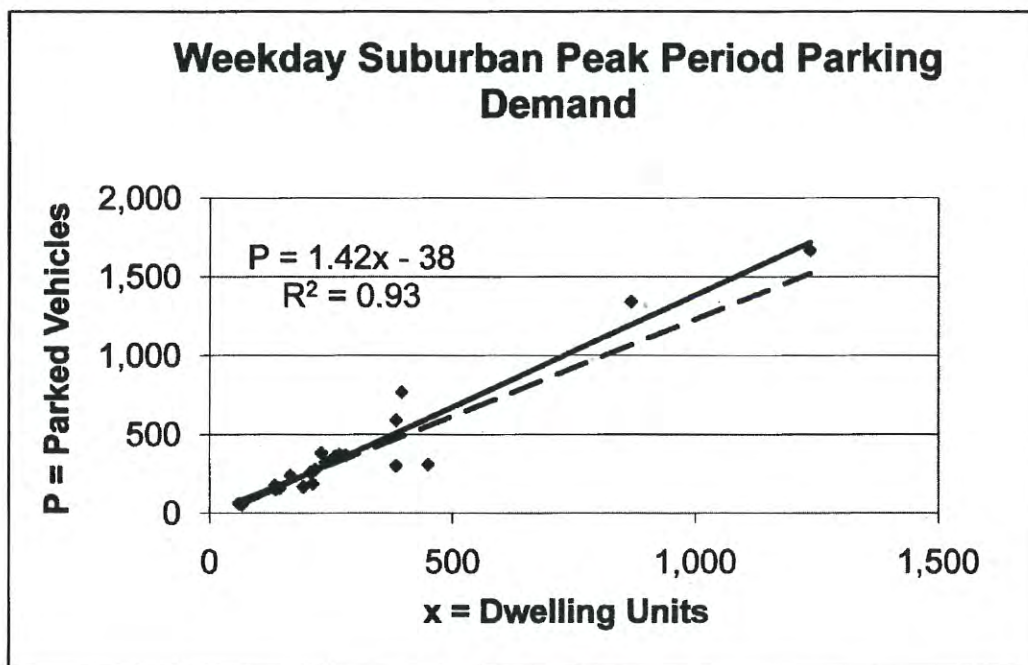
<sup>1</sup> Rental and Homeowner Vacancy Rates for the United States: 1960 and 1965 to 2009, U.S. Census Bureau. <http://www.census.gov/hhes/www/housing/hvs/qtr309/q309tab1.html>



# Land Use: 221 Low/Mid-Rise Apartment

**Average Peak Period Parking Demand vs. Dwelling Units**  
On a: Weekday  
Location: Suburban

Statistic	Peak Period Demand
Peak Period	12:00–5:00 a.m.
Number of Study Sites	21
Average Size of Study Sites	311 dwelling units
Average Peak Period Parking Demand	1.23 vehicles per dwelling unit
Standard Deviation	0.32
Coefficient of Variation	21%
95% Confidence Interval	1.10–1.37 vehicles per dwelling unit
Range	0.59–1.94 vehicles per dwelling unit
85th Percentile	1.94 vehicles per dwelling unit
33rd Percentile	0.68 vehicles per dwelling unit



◆ Actual Data Points

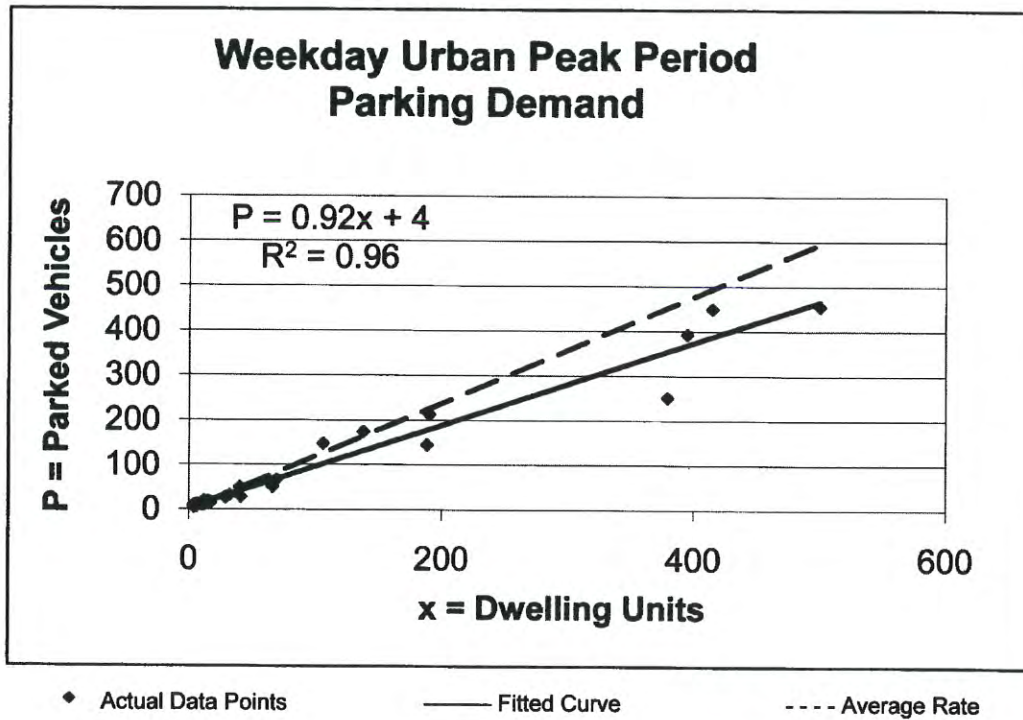
— Fitted Curve

---- Average Rate

# Land Use: 221 Low/Mid-Rise Apartment

**Average Peak Period Parking Demand vs. Dwelling Units  
On a Weekday  
Location: Urban**

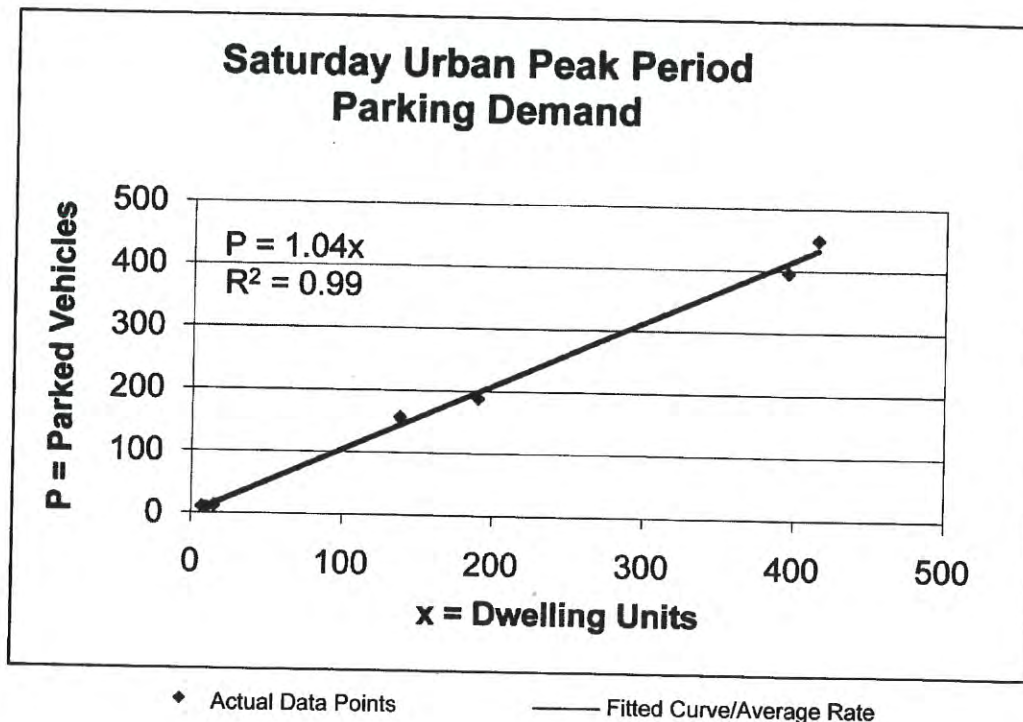
Peak Period	10:00 p.m.–5:00 a.m.
Number of Study Sites	40
Average Size of Study Sites	70 dwelling units
Average Peak Period Parking Demand	1.20 vehicles per dwelling unit
Standard Deviation	0.42
Coefficient of Variation	35%
95% Confidence Interval	1.07–1.33 vehicles per dwelling unit
Range	0.66–2.50 vehicles per dwelling unit
85th Percentile	1.61 vehicles per dwelling unit
33rd Percentile	0.93 vehicles per dwelling unit



# Land Use: 221 Low/Mid-Rise Apartment

**Average Peak Period Parking Demand vs. Dwelling Units  
On a: Saturday  
Location: Urban**

Statistic	Peak Period Demand
Peak Period	No clear peak period emerged from the data; likely to fall between 10:00 p.m. and 6:00 a.m.
Number of Study Sites	8
Average Size of Study Sites	147 dwelling units
Average Peak Period Parking Demand	1.03 vehicles per dwelling unit
Standard Deviation	0.19
Coefficient of Variation	19%
Range	0.80–1.43 vehicles per dwelling unit
85th Percentile	1.14 vehicles per dwelling unit
33rd Percentile	0.93 vehicles per dwelling unit



Case No.: A-9981-C

Applicant: Jemal's Fairfield Farms, LLC  
(Project Name – Addison Row at Cheverly Metro)

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,  
SITTING AS THE DISTRICT COUNCIL

ZONING ORDINANCE NO. 9 - 2007

AN ORDINANCE to amend the Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland, with conditions.

WHEREAS, 34.4 acres of land in the I-1, I-2 and C-O Zones, located on the northeast quadrant of Addison Road and Minnesota Avenue, south of the Cheverly Metro Station, Capitol Heights, Maryland, to rezone the property to the M-X-T Zone; and

WHEREAS, the application was advertised and the property posted prior to public hearing, in accordance with all requirements of law; and

WHEREAS, the application was reviewed by the Technical Staff and the Planning Board, who have filed recommendations with the District Council; and

WHEREAS, a public hearing was held before the Zoning Hearing Examiner; and

WHEREAS, the Zoning Hearing Examiner's recommendations were duly filed with and considered by the District Council; and

WHEREAS, having reviewed the record in this case, the District Council has determined, based on consideration of the entire record, that the subject property should be rezoned to the M-X-T Zone; and

WHEREAS, as the basis for this action, the District Council adopts the recommendations of the Zoning Hearing Examiner as its findings and conclusions in this case.

WHEREAS, to protect adjacent properties and the general neighborhood, approval of the amended basic plan is granted subject to conditions.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. The basic plan for Application No. A-9981-C is hereby amended, subject to the following conditions:

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.
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.
3. Multi-family development shall have direct access to arterial or collector roads and shall not have primary access through 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.
5. Buffering in the form of landscaping, open space, berming, attractive fencing, and/or other creative site planning techniques shall be utilized to protect residential areas from commercial, industrial and other incompatible uses.
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.
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.
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.

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

13. At the time of preliminary plan of subdivision a revised traffic study shall be submitted. The improvements set forth above shall be reviewed and revised if deemed necessary. The review shall include an analysis of queuing within the left-turn lane along eastbound Eastern Avenue. The traffic study shall also review each proposed access point along Addison Road to determine the appropriate land configuration at each location and to determine if signalization merits further study. Such further study of traffic signal warrants shall be conducted at the time of Detailed Site Plan. This revised study shall also consider traffic calming measures along Doewood Lane, if an access point is aligned opposite to it, and Elkwood/Nast Street, if an access point is aligned opposite to Elkwood Lane.

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.
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.
16. Any proposed route for the shuttle service through the Town of Cheverly shall be reviewed at the time of subdivision review, and must be submitted to the Town for its review and approval.
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.

SECTION 2. The Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland, is hereby amended by rezoning the property which is the subject of Application No. A-9981-C from the I-1, I-2 and C-O zones to the M-X-T Zone.

SECTION 3. BE IT FURTHER ENACTED that this Ordinance shall take effect initially on the date of its enactment, as conditionally approved, and shall become effective when the applicant accepts in writing the conditions in Section 1.

Ordered this 24th day of September, 2007, by the following vote:

In Favor: Council Members Exum, Bland, Campos, Dean, Dernoga, Harrington, Knotts, Olson and Turner

Opposed:

Abstained:

Absent

Vote: 9-0

COUNTY COUNCIL OF PRINCE  
GEORGE'S COUNTY, MARYLAND,  
SITTING AS THE DISTRICT COUNCIL  
FOR THAT PART OF THE MARYLAND-  
WASHINGTON REGIONAL DISTRICT IN  
PRINCE GEORGE'S COUNTY,  
MARYLAND

BY: \_\_\_\_\_  
Camille A. Exum  
Chair

ATTEST:

\_\_\_\_\_  
Redis C. Floyd  
Clerk of the Council



COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,  
SITTING AS THE DISTRICT COUNCIL

FINAL CONDITIONAL ZONING APPROVAL

AN ORDINANCE to incorporate the applicant's acceptance of conditional zoning and to grant final conditional zoning approval.

WHEREAS, the District Council in approving Application No. A-9981-C, to amend the approved basic plan on the subject property, attached conditions; and

WHEREAS, the District Council, having reviewed the application and the administrative record, deems it appropriate to accept the applicant's consent to the conditions and to approve final conditional rezoning.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. Final conditional zoning approval of Application No. A-9981-C is hereby granted. The applicant's written acceptance of the conditions referred to above, at the time of initial conditional zoning approval, is hereby incorporated into this amendment of the Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland.

SECTION 2. Use of the subject property as conditionally reclassified shall be subject to all requirements in the applicable zones and to the requirements in the conditions referred to above. Failure to comply with any stated condition shall constitute a zoning violation and shall be sufficient grounds for the District Council to annul the rezoning approved herein; to

revoke use and occupancy permits; to institute appropriate civil or criminal proceedings; or to take any other action deemed necessary to obtain compliance.

SECTION 3. This Ordinance is effective December 26, 2007, the date of receipt of the applicant's acceptance of the conditions imposed.

COUNTY COUNCIL OF PRINCE GEORGE'S  
COUNTY, MARYLAND, SITTING AS THE  
DISTRICT COUNCIL FOR THAT PART OF  
THE MARYLAND-WASHINGTON REGIONAL  
DISTRICT IN PRINCE GEORGE'S COUNTY,  
MARYLAND

BY: \_\_\_\_\_  
David C. Harrington  
Chair

ATTEST:

\_\_\_\_\_  
Redis C. Floyd  
Clerk of the Council

**RESOLUTION**

WHEREAS, the Prince George's County Planning Board is charged with the approval of Conceptual 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 July 31, 2008, regarding Conceptual Site Plan CSP-06003 for Addison Row, the Planning Board finds:

1. **Request:** The conceptual site plan proposes a mixed-use development consisting of residential, retail, office, hotel and a recreational building. The applicant proposes two scenarios for the development of the property with different intensities of uses for each.
2. **Development Data Summary**

	EXISTING	PROPOSED																								
Zone(s)	M-X-T	M-X-T																								
Use(s)	Vacant Warehouse	Mixed-use development including multifamily condominium dwelling units, retail, office, hotel and a private recreational center																								
Acreage of application of CSP	34.4	34.4																								
Area within 100 year floodplain	1.24	1.24																								
Net tract area	33.16	33.16																								
Dwelling Units	0	940-2000 multifamily																								
Lots		TBD																								
Parcels		TBD																								
Square Footage/GFA	324,300 sq. ft. to be demolished	<table border="0" style="width: 100%;"> <tr> <td style="text-align: center;">Use:</td> <td style="text-align: center;">Area/Units Range</td> </tr> <tr> <td colspan="2" style="text-align: center;"><b>Scenario One</b></td> </tr> <tr> <td style="padding-left: 20px;">Retail</td> <td style="text-align: right;">121,900 sq. ft.</td> </tr> <tr> <td style="padding-left: 20px;">MF Residential</td> <td style="text-align: right;">940 d.u.</td> </tr> <tr> <td style="padding-left: 20px;">Office</td> <td style="text-align: right;">650,000 sq. ft.</td> </tr> <tr> <td style="padding-left: 20px;">Recreation center</td> <td style="text-align: right;">25,000 sq. ft.</td> </tr> <tr> <td colspan="2" style="text-align: center;"><b>Scenario Two</b></td> </tr> <tr> <td style="padding-left: 20px;">Retail</td> <td style="text-align: right;">121,900 sq. ft.</td> </tr> <tr> <td style="padding-left: 20px;">MF Residential</td> <td style="text-align: right;">2,000 sq. ft. d.u</td> </tr> <tr> <td style="padding-left: 20px;">Office</td> <td style="text-align: right;">14,300 sq. ft.</td> </tr> <tr> <td style="padding-left: 20px;">Recreation center</td> <td style="text-align: right;">25,000 sq. ft.</td> </tr> <tr> <td style="padding-left: 20px;">Hotel</td> <td style="text-align: right;">178,000 sq. ft.</td> </tr> </table>	Use:	Area/Units Range	<b>Scenario One</b>		Retail	121,900 sq. ft.	MF Residential	940 d.u.	Office	650,000 sq. ft.	Recreation center	25,000 sq. ft.	<b>Scenario Two</b>		Retail	121,900 sq. ft.	MF Residential	2,000 sq. ft. d.u	Office	14,300 sq. ft.	Recreation center	25,000 sq. ft.	Hotel	178,000 sq. ft.
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Proposed Floor Area Ratio (FAR) Based on net tract area within the CSP application 1,444,449.6 sq. ft		<table border="0" style="width: 100%;"> <tr> <td colspan="2" style="text-align: center;"><b>Scenario One</b></td> </tr> <tr> <td style="padding-left: 20px;">Total sq. ft.</td> <td style="text-align: right;">2,022,230</td> </tr> <tr> <td style="padding-left: 20px;">Proposed FAR</td> <td style="text-align: right;">1.4 FAR</td> </tr> </table>	<b>Scenario One</b>		Total sq. ft.	2,022,230	Proposed FAR	1.4 FAR																		
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		<b>Scenario Two</b>	
		Total sq. ft	2,346,700
		Proposed FAR	1.63 FAR

3. **Location:** The site consists of approximately 34.4 acres of land in the M-X-T Zone and is located on the north side of Addison Road, northeast of its intersection of North Englewood Drive. The property is located in Planning Area 72 within the Developed Tier.
4. **Surroundings and Use:** To the north of the subject property is vacant I-1 zoned property, and beyond that parcel is the Cheverly Metro Station. To the east are single-family detached residences in the R-55 Zone with the Fairmont Heights High School beyond. To the south of the subject property are the Chapel Apartments in the R-18 Zone, the Robert R. Gray Elementary School and the Abyssinia Baptist Church, located in the R-T Zone. To the west of the subject property is US 50, the Washington Metropolitan Area Transit Authority (WMATA) right-of-way (Orange Line) and the Penn Central Railroad.
5. **Previous approvals:** On December 26, 2007, the District Council approved the rezoning of the subject site from I-1, I-2 and C-O Zones to the M-X-T Zone. The District Council approved the rezoning with 17 conditions of approval. The Planning Board and Zoning Hearing Examiner recommended approval of the rezoning. It should be noted that at the time of the rezoning case, the evidence in the record of the Zoning Hearing Examiner explained the proposal as follows:

“The applicant seeks to rezone the property from the I-1, I-2 and C-O Zones to the M-X-T Zone to allow the development of a mixed-use community. The proposed ‘Addison Row at Cheverly Metro’, as originally submitted, will consist of approximately 2,500 residential units of varying types, and some commercial uses. The project will be completed in two phases. The first will include the 105,450 square feet of retail space, 60,000 of which will be marketed as a grocery store. Phase 1 is targeted for completion in 2009. The second phase includes the 2,136 residential condominium units, as noted in the traffic study and a 39,900 community center, and is projected to be completed by 2012.”

The justification statement repeatedly mentions that the applicant intends to provide a YMCA or YMCA-like facility as part of the mixed use component in the project. Since that time, the applicant has created the CSP and revised the project plans in regard to the number of dwelling units, the amount of retail, added an office component and hotel, and decreased the size of the recreational center, as stated in Finding No. 2 above.

6. **Design Features:** The project proposes to demolish an existing vacant warehouse building and to construct a high-intensity, mixed-use project consisting of residential, retail, office, a recreational facility and a hotel. The application proposes two different scenarios for the development of the property. The plan reflects both scenarios, by designating two of the buildings shown as either residential or office, and one of the buildings as either residential or a hotel. All three of these

buildings are located at the rear of the property.

In Phase I of the project, along Addison Road, on the west side of the property, the plan proposes a retail commercial building shown close to the street line surrounded by surface parking. It is anticipated that this structure will be a single use which may be a grocery store or other big box retail. To the east, also along the frontage of Addison Road, the plan shows two mixed-use buildings indicating retail and office uses at the lower level and residential uses above, served by structured parking. Between these buildings is the main street, within the development, serving the property. Farthest to the east on the site, still with frontage on Addison Road, is a proposed 25,000-square-foot recreational center, which could be the YMCA or YMCA-like entity if the applicant is able to attract this use to the site. Between the recreational center and the adjacent mixed-use building is a proposed linear plaza. No building heights are shown on the plans.

Phase II of the project is located behind the first layer of development on the site on a private street that serves as frontage to two large multifamily residential condominium buildings, served by structured parking. These buildings appear to have interior courtyards where recreational facilities and other amenities would be provided for the residents.

Phase III of the project is located at the rear of the site and proposes either hotel, office or residential within three independent structures; this accounts for the large range in the amount of office and residential units proposed for the site. Beyond the third layer of development are steep slopes and wetlands and the undeveloped property to the north on the adjacent parcel, which is zoned I-1 and may evolve as an industrial use depending on environmental features of the site.

#### COMPLIANCE WITH EVALUATION CRITERIA

7. **M-X-T Zone:** All uses proposed are permitted uses in the M-X-T Zone. The conceptual site plan must also comply with the following findings listed in **Section 27-546(d)** for development in the M-X-T Zone:

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

**Section 27-542(a)(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;**

**Comment:** The subject site was formerly a warehouse and distribution center, and is currently vacant. The proposal is to demolish the existing building and replace it with a mixed-use development on the site, which is not far from the Cheverly Metro Station. The CSP contains residential, retail, office, a hotel and a recreational center. The conceptual site plan proposes 940–2,000 multifamily dwelling units in vertically mixed-use buildings and single-use buildings. Most of the parking proposed for the site is

shown in parking structures. Given its scale and the proposal for mixed uses, the project will replace a vacant and deteriorating structure with an improved environment, providing living opportunities and shopping as well as some employment associated with the office, hotel and recreational center.

**Section 27-542(a)(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;**

**Comment:** The subject site was previously zoned for industrial and commercial uses and currently has an existing vacant warehouse on the property. By planning a mixed-use center on the site, this proposal will enhance the value of the land. The development of this project will maximize the public and private development potential inherent in this location, within walking distance of the Deanwood Metro Station.

**Section 27-542(a)(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;**

**Comment:** The proposed application is located within the Developed Tier and is accessible to the Cheverly Metro Station and the Deanwood Metro Station (within the District of Columbia). The original plan indicated a connection to the Cheverly Metro station within Prince George's County; however, this would require impacting the property to the north and sensitive environmental features on that property. The property owner to the north is not involved with the subject application and the current plans still show a possible future connection, but it seems unlikely that the connection would ever be made by this applicant. The success of the proposed development hinges on the effective use of various transportation systems.

**Section 27-542(a)(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;**

**Comment:** The CSP shows a large scale development which has a mixture of uses that will encourage a 24-hour environment if the ultimate development of the project is realized. The various residential units will generate activity on the site from 6:00–9:00 a.m. and 3:00–10:00 p.m. The office tenants are anticipated to operate on regular 9:00 a.m.–5:00 p.m. business hours. The retail component is expected to generate activity all day, including anticipated service retail uses open from 7 a.m.–10:00 p.m. A hotel has been proposed in Scenario Two and is a potential element in creating a dynamic urban environment.

**Section 27-542(a)(6)—To encourage an appropriate horizontal and vertical mix of**

**land uses which blend together harmoniously;**

**Comment:** The proposed CSP contains a variety of uses which will create a visually harmonious development, based on the information contained in the record provided by the design group Street Sense. These exhibits should be guiding design elements at the time of the detailed site plan review, including vertical mixed uses, architectural design, site amenities and an improved streetscape along Addison Road.

**Section 27-542(a)(7)—To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;**

**Comment:** To create a unique identity and distinctive visual character, additional green area will be required to make this a truly pleasant place to live. Integration of residential living and retail and office requires open space components that will provide visual and physical relief from the hardscape of the urban environment. The plans do not adequately demonstrate the various levels of the project, i.e. the ground floor components vs. the upper floors of the project. It is not unusual for residential living to be located above retail uses on the first floors, but the plans do not clearly provide the amenities required to assure stable functional relationships between the uses. Prior to signature approval, the plans should be revised indicating limited residential uses on the first floor and uses on each floor above. Building height information should also be provided.

**Section 27-542(a)(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;**

**Comment:** The mixed-use approach creates a harmonious mix within the M-X-T Zone, substantially more than could be achieved through the construction of this variety of uses as single-purpose projects. The provision of the privately held recreational center, possibly a YMCA, would provide a benefit to the future residents and surrounding community, as was claimed by the applicant at the time of rezoning.

**Section 27-542(a)(9)—To permit a flexible response to the market and promote economic vitality and investment; and**

**Comment:** The scope of the project and its multiple uses will allow the flexibility to be responsive to market forces in a variety of sectors. The project could represent a well-integrated set of complementary uses, which together create a unified sense of place. Phasing development in a realistic and orderly way that establishes the design quality and character of the project is important. The phasing plan proposes Phase I as a tier of development along Addison Road. Phase II is shown as a tier behind the Addison Road frontage area consisting of single-use residential, and the Phase III is proposed at the rear of the project as either residential or office and hotel uses. This phasing of the project is slightly different from the phasing proposed at the zoning phase of development. According to the Zoning Hearing Examiner's report the project was to be completed in two phases as stated below:

"...The first will include the 105,450 square feet of retail space, 60,000 of which will be marketed as a grocery store. Phase I is targeted for completion in 2009. The second phase included the 2,136 residential condominium units, as noted in the traffic study, and a 39,900 community center, and is projected to be completed by 2012."

The current Phasing Plan proposes three phases of development. Staff believed that a mandatory phasing provision should be included in the conditions of approval for this project to insure a mixed-use development. In both proposed scenarios for the development, only two out of the nine-ten buildings that are proposed would be vertically mixed use structures. All of the rest of the buildings are single-use structures. In order to provide for a development that addresses the immediate neighborhood from the onset of the project, the staff recommended that the development of Phase I be made a priority for the release of building permits for the project. Highly visible redevelopment of this property will provide the economic infrastructure for the development of other projects in the area and may spur revitalization of the area. Staff recommended the following phasing schedule be adhered to:

Prior to the issuance of any building permits within Phase II or III, building permits shall be issued and construction shall have commenced for Buildings A, B and C.

However, the Planning Board was concerned about the timing of the recreational building and the applicant proffered Condition No. 24.

**Section 27-542(a)(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.**

**Comment:** The applicant proposes preliminary bulk restrictions with the CSP. More detailed design standards that will focus on the urban character and the form of the public realms will be provided at the time of detailed site plan review.



- 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;**

**Comment:** The project appears to be oriented toward Addison Road, but no real public feature is provided that would invite the community into the project. There will be retail along the street line where a plaza and outdoor seating might contribute to the neighborhood, particularly where the main street intersects with Addison Road.

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

**Comment:** Land uses immediately adjacent to the development include a single-family detached development. The proposal for parking structures directly adjacent to the single-family development will create an incompatible relationship and should be addressed at this time by requiring a 50-foot-wide bufferyard by means of conditions attached to the approval of the conceptual site 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;**

**Comment:** The development is designed as a mix of various uses that will allow future residents to live and shop without traveling elsewhere. The design of the area incorporates a mix and integration of uses including hotel, retail, residential, and office in an urban pedestrian-friendly grid pattern in order to provide complete urban living. The information provided on design principles and standards, the proposed architectural elements, quality and mix of materials demonstrated in the CSP text, illustrative plan and renderings ensure sustainable quality and reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability. However, in order to assure the quality of development as proposed in the CSP, conditions are included that require conformance to the exhibits in the CSP prior to approval of future DSP's for the site.

- 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 plan proposes three phases of development. Each detailed site plan must demonstrate conformance to the M-X-T Zone, which restricts single-use projects through the implementation of Section 27-597(d). If the project is built out in accordance with the applicant's phasing plan and the proposed staff condition for phasing, then each building phase will be self sufficient and will allow for future integration of subsequent phases.**

- 7. The pedestrian system is convenient and comprehensively designed to encourage**

**pedestrian activity within the development;**

**Comment:** Where frontage improvements have been made along Addison Road, a standard sidewalk has been provided. The *Approved Master Plan and Sectional Map Amendment for Landover and Vicinity (Planning Area 72)* recommends a sidewalk/bikeway along Addison Road (Master Plan, page 84). This can be implemented through the completion of the sidewalks along both sides of Addison Road, the provision of bikeway signage, and bicycle compatible road striping. The subject site has an existing sidewalk along its frontage which will not be sufficient for an enhanced streetscape along Addison Road. At the time of detailed site plan, the streetscape improvements will be required to be detailed and specified.

Sidewalk connections around and within the site will be an especially important component to make the subject site a walkable community. If constructed, the possible future extension of Minnesota Avenue will provide direct vehicular and pedestrian access to the Cheverly Metro Station. Staff also recommends the striping of designated bike lanes in conformance with the American Association of State Highway and Transportation Officials' (AASHTO) Guide for the Development of Bicycle Facilities, unless modified by the Department of Public Works and Transportation (DPW&T). An enhanced streetscape may also be appropriate along the subject site's portion of Addison Road, including landscaping and street trees, wide sidewalks, pedestrian scale lighting and other pedestrian amenities. This appears to be indicated on some of the illustrative drawings. Standard or wide sidewalks should be provided along both sides of all internal roads, and internal trail connections may be appropriate at some locations. The internal sidewalk network will be further evaluated at the time of preliminary plan and detailed site plan.

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 types and textures of materials, landscaping and screening, street furniture, and lighting;**

**Comment:** These issues have been addressed through the conditions of approval and will also be addressed at the time of the detailed site plan for the property.

8. **Section 27-548:** M-X-T Zone regulations establish additional standards for the development in this zone. The CSP'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**
- (2) **With the use of the optional method of development—8.0 FAR**

**Comment:** The applicant has proposed to use the optional method of development. Under the optional method of development, greater densities can be granted up to a maximum floor area ratio of eight. The density bonus amenities proposed in this CSP include:

Outdoor Plaza—Outdoor plazas have been provided on the site which will potentially add eight square feet for every one-square-foot of plaza area provided, if the plaza measures a minimum of 8,000 square feet and is designed with an appropriately high degree of design quality which encourages a variety of human activities in accordance with Section 27-545(b)(6).

Residential—This will potentially increase FAR by 1.0 if more than 20 dwelling units are provided with the application. This CSP includes 940–2,000 dwelling units and is eligible for this bonus.

The proposed FAR in this CSP is 1.40 and is an allowable FAR in Scenario One of the development proposals. In Scenario Two, the applicant must demonstrate, to the satisfaction of the Planning Board, that an outdoor plaza or other qualifying amenity supports the increase in density at the time of detailed site plan.

9. **Zoning Map Amendment A-9981-C:** The District Council adopted the recommendations of the Zoning Hearing Examiner as its findings and conclusions in this case. The zoning case was approved by the District Council on December 26, 2007, with the following conditions applicable to the review of the proposed conceptual site plan:

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.**

**Comment:** The plan clearly indicates the location of dwelling units on the site; none of the structures appear to conflict with the environmental features of the site.

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.**

**Comment:** This condition assures compatibility between the proposed development and the surrounding existing land uses in the area. The most concerning relationship of the proposed development to surrounding uses is that located on the east side of the development where single-family detached development is directly adjacent to the subject site. The conceptual site plan does not dimension the proposed setback and the illustrative landscape plan appears to attempt to address the setbacks from adjacent uses, but in this case, the setback required by the *Landscape Manual*, in staff's opinion, is insufficient to provide an effective buffer. Further, where existing woodland is present on the site, the staff recommended that the trees be preserved. The Type I tree conservation plan does not show the preservation of woodland along that edge but could be revised to preserve the woodland. Staff recommended that the bufferyard be a minimum of 50 feet in width and that the preservation of woodland be require where woodland exists.

The eastern boundary of the subject site, which is currently wooded, is adjacent to several single-

family lots. A significant portion of the woodland in this area is within the Regulated Area of the *Approved Countywide Green Infrastructure Plan* network. The CSP and TCPI propose to clear the existing woodland in this area for the construction of multifamily dwellings, office/residential buildings, structured parking, and a recreation center. In order to provide effective and permanent screening of the site for the adjacent lots, the existing woodlands along the eastern boundary of the site should be placed in a buffer and maintained as woodland preservation. Any necessary afforestation/reforestation for the enhancement of the buffer should also be implemented.

**Recommended Condition:** Prior to certification of the CSP, and at least 35 days prior to any hearing on the preliminary plan, the CSP and TCPI shall be revised to provide a wooded buffer along the eastern boundary. The buffer shall be a minimum of 50 feet in width and shall be used to fulfill the woodland conservation requirements with woodland preservation and woodland afforestation/reforestation.

**3. Multi-family development shall have direct access to arterial or collector roads and shall not have primary access through single-family residential streets.**

**Comment:** This condition requires that all multi-family development would have access to arterial or collector roadways, and would not gain access through single-family residential neighborhoods. All internal streets within the development would connect only to Addison Road, a master plan collector, or to Minnesota Avenue Extended, which has no status on the master plan. No development within this site, as currently proposed, connects to existing streets serving single-family communities.

**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.**

**Comment:** The submitted CSP reflects the construction of a road within a “paper street” right-of-way labeled as Minnesota Avenue. The extension of Minnesota Avenue is not included in the Approved Landover and Vicinity Master Plan. Discussions within the Transportation Planning Section have indicated that this road cannot be required at this time as the road was not addressed at the time of basic plan.

Since road construction has been determined to not be feasible, staff recommends the construction of a trail or walkway along the subject driveway with the portion of Minnesota Avenue Extended. Details regarding surface type, ownership, and maintenance can be determined at the time of detailed site plan.

**5. Buffering in the form of landscaping, open space, berming, attractive fencing, and/or other creative site planning techniques shall be utilized to protect residential areas from commercial, industrial and other incompatible uses.**

**Comment:** The application is subject to Section 4.7 of the *Landscape Manual* which must be conceptually demonstrated on the plans prior to signature approval.

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.**

**Comment:** This condition requires that adequate right-of-way be shown along Addison Road, and that attention be given to the placement of access along Addison Road. Adequate right-of-way is shown along Addison Road. However, the plan is erroneous, as Addison Road should not be labeled as a 70-foot right-of-way. Plat WWW 57@16 for Beaver Heights clearly indicates the width of this right-of-way as 80 feet, and the existing 80 feet is consistent with current master plan recommendations for Addison Road. Access from the site has been concentrated in three locations, one opposite existing Doewood Lane, one opposite existing Elkwood Lane, and a third opposite the existing Board of Education property. This is acceptable.

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.**

**Comment:** This condition has been addressed. A report titled, "Report of Preliminary Geotechnical Exploration Report, Addison Row at Cheverly Metro," dated August 4, 2006, describes 13 soil borings that were sampled in various areas of the site at depths ranging between 25 and 51 feet below the existing ground surface. According to the report, uncontrolled fill, ranging from two to 20 feet were discovered in ten of soil borings. This fill was considered to be not suitable for the proposed development and the report recommends the removal of all fill where building structures are proposed.

A copy of the report will be required for review at the time of grading permit by the Prince Georges County Department of Public Works and Transportation (DPW&T) prior to any disturbance of the site. DPW&T may require additional information prior to issuance any grading permits for this site.

**Recommended Condition:** 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 Georges County Department of Public Works and Transportation (DPW&T).

8. **A Type I Tree Conservation Plan will be required at the time of Conceptual Site Plan review. The TCPI 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.**

**Comment:** A Type I tree conservation plan has been submitted. Woodland conservation is discussed in the Environmental Review Section of this memo.

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

**Comment:** The subject property includes a small portion of the Beaverdam Creek Stream Valley along the northern property line. Jesse Warr Neighborhood Recreational Center Park is adjacent to this property on the east. Department of Parks and Recreation (DPR) staff believed that trail construction along Beaverdam Creek is inappropriate because of severe slopes. DPR staff also believes that a trail connector to the park may be provided via Woodhill Drive and recommends preserving a portion of Beaverdam Creek Stream Valley as homeowners open space.

**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.**

**Comment:** The staff of the Department of Parks and Recreation (DPR) has reviewed the conceptual site plan application for conformance with the requirements of approved Basic Plan A-9981-C, with conditions as described in County Council Zoning Ordinance No. 9-2007; M-X-T Zone requirements; the requirements and recommendations of the *Prince George's County Approved General Plan*; the *Approved Master Plan and Sectional Map Amendment for Landover and Vicinity (Planning Area 72)*; current zoning and subdivision regulations; and existing conditions in the vicinity of the proposed development as they pertain to public parks and recreation facilities.

The applicant proposes to develop the property as a high-quality, high-density mixed use residential and commercial development, which will include a hotel, office, retail and residential uses. The applicant proposes 2,000 residential dwelling units in the project area. Using current projections of household type and size by Planning Area, DPR has concluded that the residential component of this development will bring approximately 6,000 new residents to the area.

The applicant proposes the construction of a 25,000-square-foot recreational center that may be operated by the YMCA or another entity. The applicant considers this 25,000-square-foot recreational facility as part of a recreational facilities package. The applicant has not provided commitment letters from the YMCA or any other entity stating that it will operate this facility at this location, or that a 25,000-square-foot building will meet YMCA requirements. The applicant indicated that this YMCA-like recreational center will be available to the residents for a fee.

The Department of Parks and Recreation staff has reviewed this application and recommended conditions addressing Condition 10 of approved Basic Plan A-9981-C.

**Prince George's County General Plan** establishes objectives related to the provision of **public parkland**. It states that a minimum of 15 acres of Maryland-National Capital Park and Planning Commission (M-NCPPC) local parkland should be provided per 1,000 population and 20 acres of regional, countywide and special M-NCPPC parkland per 1,000 residents. By applying the General Plan standards for the projected population in the new community (6,000 residents), staff has determined that **112 acres** of local and **150 acres** of regional public parkland, suitable for active recreation, may be needed to serve the proposed community. Current needs for parkland and recreational facilities are not being met within the existing community. The addition of 6,000 new residents to the community will substantially increase the community's recreational needs.

**The approved Master Plan for Landover and Vicinity Planning Area 72** recognizes the need for additional parkland and additional recreational facilities to satisfy the projected population. In addition, the approved 1993 *Master Plan and Sectional Map Amendment for Landover and Vicinity (Planning Area 72)* did not take into account that this property will be rezoned from industrial to M-X-T with a residential component; therefore, it does not account for a 6,000 person population increase on the subject site.

**Subdivision Ordinance, Section 24-134** requires the mandatory dedication of parkland in all residential subdivisions. This development includes mixed uses on the same parcel and in the same buildings. It is difficult to determine which portion of the parcel will include the planned residential development. Clearly, a mechanism or technique is needed to achieve the goals of the Subdivision Ordinance regarding the provision of parks and recreational facilities to respond to the needs of the residents and employees of the planned community.

**Section 24-135 of the Subdivision Regulations** states that the recreational facilities may be provided instead of land or fees in any residential zone, provided that a plan for such recreational facilities is approved by the Planning Board after determining that:

- (1) Such facilities will be superior, or equivalent, to those that would have been provided under the provisions of mandatory dedication;
- (2) The facilities will be properly developed and maintained to the benefit of future residents through covenants, a recreational facilities agreement, or other appropriate means, that such instrument is legally binding upon the subdivider and his heirs, successors, and assigns, and that such instrument is enforceable, including enforcement by the Planning Board; and
- (3) No permit for construction or occupancy of dwellings will be issued unless the Planning Board is satisfied that the facilities have been, or will be, provided at the appropriate state of development.

The applicant indicated that each apartment building will contain its own community room and that recreational facilities for each building will be determined at the time of the detailed site plan. In addition, the applicant provides various open space areas that may be used for passive recreation. The applicant proposes construction of up to a 25,000-square-foot YMCA-like recreational center and seeks a private operator to take it over. There is no information as to what type of recreational facilities will be provided in this recreational center. In addition, this recreational center will be privately operated and available to the residents for a fee and limited to members only. While staff has no objection to the construction of the YMCA-like recreational center on this property, we believe that this recreational center cannot be counted toward mandatory dedication requirements as described in Section 24-135 of the Subdivision Ordinance because such a facility will not be superior or equivalent to those that would be provided under provision of mandatory dedication and there are no covenants that this facility will be operated for the residents of this development.

The subject property is located 1,200 feet east of the Jesse Warr Neighborhood Recreation Center Park. The park is 11.5 acres in size and includes an older recreation building built in 1970, a play area, a basketball court and a playground. The Department of Parks and Recreation (DPR) is currently in the process of rebuilding the recreation building in the park. DPR staff anticipates that a new 2,100-square-foot recreational building will be under construction starting in 2010 and will be available to the public in 2012. This project is funded in CIP FY10. Considering the close proximity of the proposed development, staff believes that this recreational building will also serve the residents of the planned community. In addition, the DPR operates seven Community Centers within a 3-mile radius of the project area.

#### CONCLUSION

DPR staff recommended development of a recreational facilities package, including on-site private recreational facilities available to the residents at no charge and the contribution of a fee to the M-NCPPC for the construction and reconstruction of the existing public recreational facilities in the vicinity of the project area.

As has been the case with other developments zoned M-X-T, DPR staff recommended establishing a formula for calculation of fees-in-lieu of parkland dedication in this mixed-use development. The amount of the fee required should be based on the cost of the recreational facilities that would be required if private recreational facilities were deemed a desirable option for meeting the requirements for mandatory dedication of parkland. The Park and Recreation Facilities Guidelines provide a formula for determining the value of recreation facilities to be provided. Staff proposed using the formula to determine the value of a recreation facilities package required from the subject planned development:

- Step 1:**  $(N \times P) / 500 = M$   
**Step 2:**  $M \times S = \text{Value of facilities}$



Where:

**N** = Number of units in project

**P** = Population per dwelling unit by Planning Area

**M** = Multiplier

**S** = Standard value of facilities for population of 500

**Number of units in project:** Includes all dwelling units proposed for future development within the project area.

**Population per dwelling unit by Planning Area:** The Research Section of the Planning Department publishes projections of household type and size by Planning Area each year.

**Multiplier:** The ratio of the projected total population of the proposed community to a standard population increment of 500 persons.

**Standard value of facilities for population of 500:** The cost of providing and installing adequate recreation facilities for a population of 500. This monetary amount is determined by the Department of Parks and Recreation on a biennial basis and is based on the cost of a representative selection of recreation facilities, which, according to generally accepted standards in the recreation industry, will satisfy the needs of the typical group of 500 citizens.

**Value of facilities to be provided:** This dollar amount reflects the minimum cost of recreation facilities that should be provided for the residents in the project area.

In order to demonstrate conformance with Basic Plan A-9981-C, Condition 10 above, at the time of detailed site plan review for the residential development, the Development Review Division (DRD) and the Department of Parks and Recreation staff should employ the formula above as a basis for recommending to the Planning Board a fee amount to be contributed to the M-NCPPC for the construction or reconstruction of recreational facilities on public parkland in the surrounding neighborhood. DPR staff further recommends to the Planning Board that a YMCA-like recreational center should not be considered part of a recreational facilities package provided to meet mandatory dedication requirements in accordance with Section 24-135 of the Subdivision Regulations.

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.**

**Comment:** This condition will be carried over to the approval of this plan.

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.**

**Comment:** The off-site transportation improvements identified in this condition will be re-reviewed during review of a preliminary plan of subdivision, and required at the time of building permit.

13. **At the time of preliminary plan of subdivision a revised traffic study shall be submitted. The improvements set forth above shall be reviewed and revised if deemed necessary. The review shall include an analysis of queuing within the left-turn lane along eastbound Eastern Avenue. The traffic study shall also review each proposed access point along Addison Road to determine the appropriate land configuration at each location and to determine if signalization merits further study. Such further study of traffic signal warrants shall be conducted at the time of Detailed Site Plan. This revised study shall also consider traffic calming measures along Doewood Lane, if an access point is aligned opposite to it, and Elkwood/Nast Street, if an access point is aligned opposite to Elkwood Lane.**

**Comment:** This condition identifies several transportation issues to be studied at the time of preliminary plan of subdivision review. This will be done in accordance with the condition at that time.

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.**

**Comment:** A noise study has been submitted; however, it did not include a vibration analysis for the proposed buildings and the submitted plans do not show the location of the 65 dBA Ldn noise contour associated with the adjacent Washington Metro Area Transit Authority (WMATA) Metrorail tracks, as well as railroad tracks owned by the Consolidated Rail Corporation. These railroad tracks are significant noise and vibration generators.

Although the 65 dBA Ldn noise contour is not shown on any of the plans, the study notes that some outdoor activity areas and residential units will be impacted by noise levels exceeding the state standard. The TCPI must be revised to show the location of the unmitigated 65 dBA Ldn noise contour. Because this site will require a preliminary plan, noise mitigation measures for the impacted areas shall be addressed at that time.

**Recommended Condition:** Prior to certification of the CSP, and prior to the acceptance of the preliminary plan application, a vibration analysis of the adjacent Metrorail and railway tracks shall be submitted.

**Recommended Condition:** Prior to certification of the CSP, the TCPI shall be revised to show conceptually the location of all proposed outdoor activity areas and the unmitigated 65 dBA Ldn noise contour based on the "Phase I Railway Noise Analysis, Cheverly Row," dated April 20, 2006.

**Recommended Condition:** At the time of preliminary plan, the preliminary plan application shall include a Phase II noise study addresses how noise has been mitigated to 65 dBA Ldn for outdoor activity areas and 45 dBA Ldn for interior levels and the preliminary plan and TCPI shall be revised to conceptually show the proposed mitigation and the mitigated 65 dBA Ldn noise contour.

**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.**

**Comment:** This condition is intended to mean that the NRI should be used to prepare a site layout that results in impacts to the regulated areas that are limited to those that are essential to the development proposed. The plan submitted shows one impact to the regulated for a storm drain outfall.

A signed Natural Resource Inventory (NRI), dated November 28, 2006, has been submitted. The site contains 100-year floodplain associated with the adjacent stream system within the Beaverdam Creek Watershed. The site also contains areas of steep and severe slopes; however, most of the site is developed and contains uncontrolled fill.

The gross acreage and 100-year floodplain acreage on the NRI is not consistent with the acreages on the TCPI and CSP. The NRI, or the TCPI and CSP will need to be revised as necessary to reflect the correct acreages.

**Recommended Condition:** Prior to certification of the CSP, and prior to acceptance of the preliminary plan, the NRI and all associated documents shall be revised as necessary to show the correct acreages for the site. The acreages shall be correctly reflected on the CSP and TCPI.

- 16. Any proposed route for the shuttle service through the Town of Cheverly shall be reviewed at the time of subdivision review, and must be submitted to the Town for its review and approval.**

**Comment:** This condition requires that any proposed routing for shuttle service be reviewed at the time of preliminary plan of subdivision. This will be done in accordance with the condition at that time. The applicant is reminded that they must coordinate submittal of this information to the Town of Cheverly, and receipt and documentation of the Town's comments for submittal to the transportation planning staff is required at the time of subdivision review. Transportation planning will not finalize comments regarding this condition until it is clear that needed coordination with the Town has occurred to the satisfaction of all parties.

- 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.**

**Comment:** The trip cap condition above governs the development of the property. Each plan of development that is submitted is required to be found in conformance with the underlying zoning conditions on the site. The Transportation Planning Section reviewed each development scenario proposed for conformance to the Basic Plan from a traffic perspective and provided the following trip analysis:

<i>Scenario One</i>	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
<b><i>Retail</i></b> 121,900 square feet						
Total Trips	108	69	177	390	390	780
Pass-By	-54	-35	-89	-195	-195	-390
Internal	-4	-3	-7	-20	-29	-49
New Trips	50	31	81	175	166	341
<b><i>Comm. Ctr.</i></b> 25,000 square feet						
Total Trips	25	15	40	12	29	41
Pass-By	-8	-6	-14	-4	-10	-14
New Trips	17	9	26	8	19	27
<b><i>Office</i></b> 650,000 square feet						
Total Trips	1,170	130	1,300	228	975	1,203
<b><i>Residential</i></b> 940 residences						
Townhouse	0	0	0	0	0	0
Condominiums	94	395	489	367	197	564
Internal	-3	-4	-7	-29	-20	-49
New Trips	91	391	482	338	177	515
<b>TOTAL SITE</b>	<b>1,328</b>	<b>561</b>	<b>1,889</b>	<b>749</b>	<b>1,337</b>	<b>2,086</b>
 <i>Scenario Two</i>						
	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
<b><i>Retail</i></b> 121,900 square feet						
Total Trips	108	69	177	390	390	780
Pass-By	-54	-35	-89	-195	-195	-390
Internal	-9	-6	-15	-43	-62	-105
New Trips	45	28	73	152	133	285
<b><i>Comm. Ctr.</i></b> 25,000 square feet						
Total Trips	25	15	40	12	29	41
Pass-By	-8	-6	-14	-4	-10	-14
New Trips	17	9	26	8	19	27
<b><i>Office</i></b> 14,300 square feet						
Total Trips	26	3	29	5	21	26
<b><i>Hotel</i></b> 340 rooms						
Total Trips	119	102	221	153	119	272

<i>Residential</i>	<i>2,000 residences</i>					
Townhouse	0	0	0	0	0	0
Condominiums	200	840	1040	780	420	1,200
Internal	-6	-9	-15	-62	-43	-105
New Trips	<b>194</b>	<b>831</b>	<b>1,025</b>	<b>718</b>	<b>377</b>	<b>1,095</b>
<b>TOTAL SITE</b>	<b>401</b>	<b>973</b>	<b>1,374</b>	<b>1,036</b>	<b>669</b>	<b>1,705</b>

In CSP Scenario One, the application generates 1,889 AM peak-hour trips and 2,086 PM peak-hour trips, 206 trips over the AM peak trip limitation allowed for the project. The staff recommends that Scenario One be adjusted to conform to the trip cap by reducing an appropriate amount of office space. In Scenario Two, the application generates 1,374 AM peak-hour trips and 1,705 PM peak-hour trips. These numbers conform to the trip caps of the Basic Plan. The trip cap will be further analyzed at the time of the preliminary plan and the detailed site plan in order to assure conformance.

14. **Conformance to the *Landscape Manual*:** The CSP is not in conformance to the *Landscape Manual*. The plan does not provide sufficient land area for the required bufferyards, based on the schedules and the illustrative plan submitted. Prior to signature approval, the plan should be revised to correct the schedules and conceptually demonstrate conformance to Section 4.7 of the *Landscape Manual*.

#### REFERRALS

15. The **Historic Preservation and Public Facilities Planning Section** stated the following: A Phase I archeological survey is not recommended on the above-referenced 34.40-acre property located at 4800 Addison Road in Capitol Heights, Maryland. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. Aerial photographs from 1965 show that the entire property was extensively graded prior to construction of the warehouse building and parking lots that currently occupy the tract. The grading and construction of the warehouse have likely adversely impacted any archeological site that may have previously existed on the property. However, the applicant should be aware that one previously recorded archeological site, 18PR126 an Archaic base camp, is located within a one-mile radius of the subject property. In addition, there are four National Register of Historic Places sites, four County Historic Sites, and four County Historic Resources located within a one-mile radius of the subject property.

Moreover, Section 106 review may require archeological survey for state or federal agencies. Section 106 of the National Historic Preservation Act requires Federal agencies to take into

account the effects of their undertakings on historic properties, to include archeological sites. This review is required when state or federal monies, or federal permits are required for a project.

16. **The Transportation Planning Section** provided the following comments on the CSP:

Access and circulation is acceptable.

The most significant transportation issue concerns Minnesota Avenue Extended. While the conceptual site plan shows this facility within the site and extending beyond the site toward the Cheverly Metrorail Station, it is not constructed in this area and has not been proffered for off-site construction by this applicant to date. It has no status on the master plan, and is not on property that is owned or controlled by the applicant. It is possible that it could be constructed in the future, and it is even possible that development on this site could be made conditional on its construction with a future adequacy finding. For purposes of this application, however, the portion of Minnesota Avenue Extended to the north and east of the area of this application should be displayed in a dashed or crosshatched fashion and labeled "Possible Future Roadway Connection."

In consideration of these findings, the Transportation Planning Section determines that the plan conforms to the required findings for approval of the conceptual site plan from the standpoint of transportation. This finding is conditional upon the following:

1. The approved conceptual site plan 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.
  - b. The portion of Minnesota Avenue Extended to the north and east of the area of this application should be displayed in a dashed or crosshatched fashion and labeled "Possible Future Roadway Connection."

17. **The Environmental Planning Section** – The Environmental Planning Section has reviewed the above referenced Conceptual Site Plan CSP-06003, stamped as received on July 11, 2008. Previous comments were provided in a memorandum dated February 28, 2008. Not all of the comments in that memorandum were addressed and the revised plans have resulted in additional comments because of new technical issues raised by the revisions. The Environmental Planning Section recommends approval of CSP-06003 and TCPI/041/07 subject to the conditions noted at the end of this memorandum.

The Environmental Planning Section previously reviewed this site as part of a Natural Resources Inventory review (NRI/125/06) and a rezoning application (A-9981). The zoning application to rezone the site from the I-1 (Light Industrial), I-2 (Heavy Industrial) and C-O (Commercial Office) to the M-X-T (Mixed Use Transportation oriented) Zone was approved by the Planning Board on December, 14, 2006. Currently, the site is developed. This conceptual site plan

proposes a mixed-use community consisting of residential units, office, commercial, and hotel accommodations, and a community center. The subject property is located within the *Approved Master Plan and Sectional Map Amendment for Landover and Vicinity (Planning Area 72)*, and is adjacent to, but not within, the Tuxedo Road/ Arbor Street Sector Plan.

The 34.40-acre property is located in the northeast quadrant of Addison Road and Minnesota Avenue and is currently developed with an old warehouse building previously used as a food distribution center. A review of available information indicates that streams, wetlands and 100-year floodplains, and associated areas of steep slopes with highly erodible soils and areas of severe slopes, are found to occur on the extreme northern portion of the site. There are nearby noise sources associated with the subject property. According to PGATLAS, these sources include, rail lines operated by the Washington Metro Area Transit Authority (WMATA) and the Consolidated Rail Corporation. The proposed development could require noise and vibration mitigation measures if residential uses are located in proximity to the railroad. The predominant soil type found to occur on the site according to the *Prince George's County Soil Survey* is recorded as Gravel Pit, indicating that the site was previously mined. According to GIS information obtained from the Maryland Department of Natural Resources Natural Heritage Program, rare, threatened, or endangered species are not found to occur in the vicinity of this property. No designated scenic or historic roads are affected by this proposal. This property is located in the Beaverdam Creek watershed in the Anacostia River basin. The site is in the Developed Tier according to the adopted 2002 General Plan.

Environmental Issues Addressed in the Landover and Vicinity Approved Master Plan (February 1993) and Approved Sectional Map Amendment (July 1993).

There are no specific environmental requirements or design standards in the Landover and Vicinity Approved Master Plan Sectional Map Amendment that require review for conformance. The environmental requirements for woodland preservation, stormwater management and noise are addressed in the Environmental Review section below.

#### **Countywide Green Infrastructure Plan Conformance**

This site contains Regulated Areas and Network Gaps within the designated network of the Countywide Green Infrastructure Plan. Because of the sensitive environmental features and existing woodland associated with this area, every effort should be made to preserve and/or restore the regulated features and focus woodland conservation on this portion of the site.

The site is also within a designated Special Conservation Area of the Green Infrastructure Plan: the Anacostia River. This river has very poor water quality and is the focus of many efforts to restore water quality. This provides even more reason to protect the existing wooded areas and restore any areas that are within the Regulated Area that are not current wooded.

The TCPI proposes preservation along the northern portion of the site, within and adjacent to the



on-site expanded buffer. The proposed preservation is within most of the Regulated Area and some of the Network Gap on-site. The plan is in conformance with the Countywide Green Infrastructure Plan.

### **Tree Conservation**

This site is subject to the provisions of the Prince George's County Woodland Conservation and Ordinance because the gross tract area is in excess of 40,000 square feet and there are more than 10,000 square feet of existing woodland on-site.

On May 10, 2001, the Environmental Planning Section originally issued a Numbered Exemption Letter (E-34-01) for a specific activity on the site, resulting in less than 5,000 square feet of disturbance. A Letter of Exemption is valid for a period of two years from the date of issuance so this letter has expired. A new Numbered Exemption Letter (E-34-01-01) was re-issued resulting in 3,332 square feet of cumulative woodland disturbances, dated April 19, 2004 and it too has expired.

A Type I Tree Conservation Plan (TCPII/041/07), stamped as received on July 11, 2006 has been submitted. The plan could not receive a complete review for conformance to the Woodland Conservation Ordinance because the worksheet is incorrect. In a previous memo dated February 21, 2008, the Environmental Planning Section noted that the worksheet needed to be revised to show the correct gross tract area of the site. This required revision was based on the differences in acreages on the TCPI and NRI that were submitted with the application. To date, the gross tract areas of the site on the NRI and revised TCPI are still inconsistent. Additionally, the plan showed a woodland conservation requirement (4.58) that is lower than the required threshold for the site (4.97). The acreage of the 100-year floodplain on the site is also incorrect. The TCPI worksheet shows it as 1.06 acres; however, the NRI shows it at 1.40 acres, and the worksheet shows it as 1.24 acres. The woodland conservation threshold cannot be correctly calculated until the acreages are correct.

It appears as though clearing within the 100-year floodplain is proposed. Revise the TCPI worksheet to show the acreage of clearing within the floodplain. The worksheet proposes 0.81 acres of reforestation; however, it is not shown on the plan.

The TCPI proposes to meet 5.47 acres of the requirement using fee-in-lieu. Fee-in-lieu is the last option of the available woodland conservation methods and it is typically used in cases when the remaining requirement is less than one acre. The plan must be revised to show any remaining requirement being met with off-site mitigation.

The plan shows a symbol representing the "adjacent Green Infrastructure from PG Atlas." The Green Infrastructure Plan is a conceptual plan that should be used as a guide to land development decisions and should not be shown on plans. This information must be removed.

The plan proposes a road extension along the northwest boundary of the site and ending at the northeast corner of the site continuing north onto the adjacent property. The TCPI and CSP show this road as a "Possible Location of Future Road." It appears as though the extension is to provide a road connection with the nearby WMATA Metro station through an existing 100-year floodplain. The road as shown is not realistically reflected on the plan because the associated grading and the conceptual limits of disturbance are not shown to construct the road. The TCPI also shows woodland preservation in this area. The submitted CSP proposal does not include text regarding this particular road. It is not clear at this time whether or not the road is required and because its construction would cause non-essential impacts to sensitive environmental features, it should be removed from the plan.

**Recommended Condition:** Prior to the certification of the conceptual site plan, the TCPI shall be revised as follows:

- Revise the worksheet to show the correct acreages associated with this site. This shall include but not be limited to the gross tract area, 100-year floodplain area, existing woodland on the net tract, and existing woodland in the 100-year floodplain.
- Revise the TCPI so that the worksheet correctly reflects the woodland conservation requirement for the site.
- Revise the plan to reflect any clearing within the 100-year floodplain.
- Show the area of proposed reforestation as indicated in the worksheet.
- Eliminate the proposed road designated as the "Possible Location of Future Road" from the CSP and TCPI.
- Remove the information shown as "adjacent Green Infrastructure from PG Atlas" and any other information that relates to the Countywide Green Infrastructure Plan.
- Show the 10-foot public utility easement.
- Have the revised plan signed and dated by the qualified professional who prepared the plan.

### **Stormwater Management**

The site has a Stormwater Management Concept Approval Letter dated August 30, 2006. The associated plan was not included in the package and the TCPI does not show any stormwater management infrastructure.

The approval letter states the following: "This is a redevelopment project. Applicant will provide

water quality volume for 20 percent of the impervious area by reducing the impervious coverage using hydrodynamic separators.” It does not appear that the amounts of impervious surfaces on the site are going to be reduced.

The CSP proposal does not discuss or show how stormwater runoff from this site will be addressed and no information is provided on the TCPI. Given the close proximity of this site to Lower Beaver Dam Creek, the quality of stormwater runoff from the site is a top priority. The Tuxedo Road/Arbor Street/Cheverly Metro Sector Plan designates Lower Beaver Dam Creek as a green corridor within the Anacostia Watershed, which is one of the most degraded systems in the county due to a variety of impacts as a result of urbanization.

In August 2006, the Prince George’s Department of Environmental Resources released the results of its Stream Corridor Assessment Survey as a “response plan to restore the health of water bodies that do not meet the Clean Water Act (CWA) regulations or other natural resource goals.” The study includes information from a Stream Corridor Assessment that was completed for Lower Beaver Dam Creek and provides recommendations to restore and enhance severely degraded areas within the Anacostia Watershed. The development of the subject site with its high percentage of impervious surfaces, which is located in the Anacostia Watershed, will serve to increase runoff and pollutants that enter the water system. Water quality and restoration will need to be addressed during the review of the preliminary plan and any requests for impacts to the existing regulated features.

**Recommended Condition:** Prior to certification of the conceptual site plan, and prior to acceptance of the preliminary plan, copies of the approved stormwater management concept plan shall be submitted.

**Recommended Condition:** Prior to acceptance of the preliminary plan application, a statement addressing how the application is addressing the recommendations of the Anacostia Stream Corridor Assessment Survey shall be included.

18. The **Transportation Planning Section** also provided the following comments on the CSP:

Three master plan trails impact the subject site. The Approved Landover and Vicinity Master Plan designated Addison Road as a pedestrian/bicycle corridor. The *Approved Sector Plan and Sectional Map Amendment for the Tuxedo Road/Arbor Street/Cheverly Metro Area* also makes recommendations regarding Beaverdam Creek and the future provision of a stream valley trail in this corridor, as well as a trail connection from Beaverdam Creek to Addison Road.

The Sector Plan includes a recommendation specifically regarding the stream valley trail and future studies along the stream valley. Recommendation 5 of the Sidewalks, Trails, and Bikeways Element of the Master Plan states:

**Conduct a feasibility study for a stream valley trail along Beaverdam Creek. The feasibility study for the trail should be part of a larger comprehensive study for the**

**restoration of the Beaverdam Creek stream valley. Issues such as pollution, erosion, water quality, and incompatible land uses may need to be addressed as part of this study. A trail along Beaverdam Creek would ultimately link the Cheverly Metro area with the Anacostia Tributary Trails Network and the planned Anacostia River Trail in the District of Columbia.**

This recommendation indicates the desire of the community to ultimately have a stream valley trail along the corridor. This trail will provide access to a local urban greenway, allow a connection to the regional trail system, and provide additional opportunities for bicycle and pedestrian movement for some transportation trips. However, the recommendation also indicates that significant issues need to be explored and resolved before the trail is completed over its entire length. These issues include environmental constraints, stream restoration, conflicting land uses, and the need for additional stream valley park acquisition.

The appropriateness of trail construction along the subject site's relatively short segment of Beaverdam Creek will have to be evaluated in more detail by the Department of Parks and Recreation (DPR). It should be noted that the M-NCPPC, Department of Parks and Recreation, currently owns land along the stream valley immediately to the east of the subject site, thus making a trail connection to the existing Jesse J. Warr Neighborhood Park and community center feasible. However, there are significant steep slopes in the stream valley in the vicinity of the subject site. Therefore, in accordance with the DPR recommendation, staff does not recommend trail construction at this time.

19. WMATA provided the following comments on the plan in a letter dated April 16, 2008, from Joel Washington to Chairman Parker:

"Thank you for the opportunity to comment on the *Addison Row Conceptual Site Plan CSP 06003*. In general, the Washington Metropolitan Area Transit Authority ("WMATA") supports the establishment of vibrant, mixed-use, transit oriented communities at and around our Metrorail stations. The *Addison Row Conceptual Site Plan* is consistent with WMATA's transit oriented development goals.

"WMATA would like to see as many steps taken as possible to improve the accessibility of this project to Metro at Cheverly and Deanwood stations by foot, bicycle, or shuttle bus, including wide, safe, well-lit paths. However, the proposed conceptual site plan illustrates a proposed vehicular connection to the southern border of the Park and Ride lot that might constrain future development and could potentially impact rail ridership. Further, if land were consumed that would otherwise have been available for private development or for a transit purpose, we would generally expect to be compensated for the taking of our land. If any changes to our facilities were necessitated by a public road as proposed - for example, reduction in parking spaces available, relocation of bus bays or parking spaces, etc. - then a compact public hearing would be required. Given the environmental constraints in the area surrounding the Cheverly station Park and Ride lot, it may make more sense to aim to connect this project to the Deanwood station, which is

also in close proximity to the proposed development.

“Connectivity to the Metro stations is extremely important in this area to encourage the use of Metro. When reviewing projects in the vicinity of Metrorail, we prefer not to see projects that create a large new source of demand for parking, but rather would like to see more cost-effective methods of access to our stations from projects in the neighborhood. That said, we would expect any facility providing public access for a private developer to be paid for and maintained by either the developer or the County.”

“Finally, I would like to point out that Metro’s current planning work program includes a station access study at the Cheverly Metro Station that will make recommendations for: improved transit patron access; future transit links; and new development opportunities. During these studies, alternative station area plans will be developed and evaluated to ensure that Metro operational and access needs are met within the context of future joint development. Metro is working with M-NCPPC planning staff, other agency and elected stakeholders, potentially affected communities, the Maryland Department of Transportation, and others as these projects move forward.”

“In conclusion, with the conditions noted above, WMATA supports approval of the *Addison Row Conceptual Site Plan CSP 06003.*”

20. The CSP represents a 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.

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 the Type I Tree Conservation Plan (TCPI/041/07), and further APPROVED Conceptual Site Plan CSP-06003 for the above-described land, subject to the following conditions:

1. Prior to approval of a detailed site plan for the subject application, a new preliminary plan of subdivision shall be approved. Upon issuance of building permits for residential units, the applicant shall pay the applicable public safety surcharge and schools facilities surcharge.
2. At the time of review of each detailed site plan including 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 will be based on estimates of average household type and size by Planning Area, generated by the Research Section of the Department of Planning each year.

3. At the time of review of each detailed site plan including residential development, the formula above shall be employed to determine the amount of the applicant's fee to the M-NCPPC in fulfillment of Basic Plan A-9981-C, Condition 10. The fee shall be the difference between the minimum value of private facilities established by Condition 2 above, and the dollar value of private facilities actually provided by the developer on the subject site. The recreational center owned by the condominium association or the developer and operated by the condominium association, the developer or their agent or lessee located on the frontage of Addison Road may be considered as a supplement to the recreational facilities package to satisfy mandatory dedication requirements in accordance with Section 24-135 of the Subdivision Ordinance, if the applicant provides covenants as satisfactory to the Planning Board that guarantee non-profit recreation/community/cultural use of the building in perpetuity.

Reduced fees for residents of the Addison Row development may be included in the covenants depending on the type of facilities proposed in the building. This agreement shall be documented in a Declaration of Covenants recorded with the Final Plats of Subdivision.

4. Prior to approval of the final plat of subdivision, the applicant shall provide evidence of the payment of a fee to the Department of Parks and Recreation for the construction and reconstruction of the public recreational facilities in the surrounding neighborhood.
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.
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 approval of the detailed site plan by the Planning Board.
7. The applicant shall submit three original, executed, private recreational facilities agreements (RFA) to the DRD for their approval three weeks prior to the submission of a final plat. Upon approval by DRD, the RFA shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland.

8. The applicant shall submit to DRD a performance bond, letter of credit or other suitable financial guarantee, in an amount to be determined by DRD, within at least two weeks prior to applying for building permits. The developer, his successor and/or assignees shall satisfy the Planning Board that there are adequate provisions to assure retention and future maintenance of the proposed recreational facilities.
9. At the time of the 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 to the benefit of future residents through covenants, a recreational facilities agreement, or other appropriate means and that such instrument is legally binding upon the applicant, the applicant's heirs, successors, and/or assignees.
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.
  - b. The portion of Minnesota Avenue Extended to the north and east of the area of this application should be displayed in a dashed or crosshatched fashion and labeled "Possible Future Roadway Connection."
11. The applicant, 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 for payment to be received prior to the issuance of the first building permit.
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.

Based on engineering necessity, a reduction from the 50-foot-wide preservation/landscape buffer may be considered in conjunction with enhanced buffering techniques or architecture on the structured parking garages.
13. Prior to signature approval of the plans, the CSP shall be revised to conceptually demonstrate conformance to the *Landscape Manual*, Section 4.7, Buffering Incompatible Uses.
14. Prior to approval of a detailed site plan, the plans shall demonstrate conformance to CSP-06003. An enhanced streetscape shall be provided along Addison Road as contemplated by the CSP.
15. Prior to certification of the CSP, and at least 35 days prior to any hearing on the preliminary plan, the CSP and TCPI shall be revised to provide a wooded buffer along the eastern boundary. The buffer shall be used to fulfill the woodland conservation requirements with woodland

preservation and woodland afforestation/reforestation.

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 Georges County Department of Public Works and Transportation.
17. Prior to Detailed Site Plan submittal, a vibration analysis of the adjacent Metrorail and railway tracks shall be submitted. If mitigation is required, that will be approved with the Detailed Site Plan.
18. Prior to certification of the CSP, the TCPI shall be revised to show conceptually the location of all proposed outdoor activity areas and the unmitigated 65 dBA Ldn noise contour based on the "Phase I Railway Noise Analysis, Cheverly Row," dated April 20, 2006.
19. At the time of preliminary plan, the preliminary plan application shall include a Phase II noise study addressing how noise has been mitigated to 65 dBA Ldn for outdoor activity areas and 45 dBA Ldn for interior levels and the preliminary plan and TCPI shall be revised to conceptually show the proposed mitigation and the mitigated 65 dBA Ldn noise contour.
20. Prior to certification of the CSP, and prior to acceptance of the preliminary plan, the NRI and all associated documents shall be revised as necessary to show the correct acreages for the site. The acreages shall be correctly reflected on the CSP and TCPI.
21. Prior to the certification of the conceptual site plan, the TCPI shall be revised as follows:
  - a. Revise the worksheet to show the correct acreages associated with this site. This shall include, but not be limited to the gross tract area, 100-year floodplain area, existing woodland on the net tract, and existing woodland in the 100-year floodplain.
22. 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 hour vehicle trips. This may require a reduction in the amount of office, retail, and/or residential development to conform to the trip cap.
23. Prior to the issuance of any building permits for exclusively residential buildings within Phase II or III, building permits shall be issued and construction shall be substantially complete for two of the following Buildings: A, B and C.
24. Prior to the issuance of the 501<sup>st</sup> use and occupancy permit for residential uses, the recreation building shall be constructed and open for use.



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 Squire, seconded by Commissioner Clark, with Commissioners Squire, Clark, Vaughns and Parker voting in favor of the motion, and with Commissioner Cavitt absent at its regular meeting held on Thursday, July 31, 2008, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 11th day of September 2008.

Oscar S. Rodriguez  
Executive Director

By Frances J. Guertin  
Planning Board Administrator

OSR:FJG:SL:bjs

Case No. CSP-06003

Applicant: Jemal's Fairfield Farms, LLC

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,  
SITTING AS THE DISTRICT COUNCIL

ORDER AFFIRMING PLANNING BOARD DECISION, WITH CONDITIONS

IT IS HEREBY ORDERED, after review of the administrative record, that the decision of the Planning Board in PGCPB No. 08-119, to approve, with conditions, a conceptual site plan for a mixed-use residential/commercial development, consisting of 940-2,000 multifamily units; 121,900 square feet of retail space; 14,300-650,000 square feet of office space; a 178,000-square-foot hotel; and a 25,000-square-foot recreational center, on property referred to as Addison Row at Cheverly Metro, described as approximately 34.4 acres of land in the M-X-T Zone, in the northeast quadrant of Addison Road and Minnesota Avenue, southwest of the Cheverly Metro Station, Cheverly, is hereby:

AFFIRMED, for the reasons stated by the Planning Board, whose decision is hereby adopted as the findings of fact and conclusions of law of the District Council in this case.

Affirmance of the Planning Board's decision is subject to the following conditions:

1. Prior to approval of a detailed site plan for the subject application, a new preliminary plan of subdivision shall be approved. Upon issuance of building permits for residential units, the applicant shall pay the applicable public safety surcharge and schools facilities surcharge.
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.)

3. At the time of review of each detailed site plan that includes residential development, the formula in condition 2 shall be employed to determine the amount of the applicant's fee due to M-NCPPC, in fulfillment of Basic Plan A-9981-C, Condition 10. The fee shall be the difference between the minimum value of private facilities established by Condition 2 above, and the dollar value of private facilities actually provided by the developer on the subject site. The recreational center owned by the condominium association or the developer and operated by the condominium association, the developer, or their agent or lessee, located on the frontage of Addison Road, may be considered a supplement to the recreational facilities package, to satisfy mandatory dedication requirements in Section 24-135 of the Subdivision Ordinance, if the applicant provides covenants satisfactory to the Planning Board that guarantee non-profit recreation/community/cultural use of the building in perpetuity.

Reduced fees for residents of the Addison Row development may be included in the covenants depending on the type of facilities proposed in the building. This agreement shall be documented in a Declaration of Covenants recorded with the Final Plats of Subdivision.

4. Prior to approval of the final plat of subdivision, the applicant shall provide evidence of the payment of a fee to the Department of Parks and Recreation for the construction and reconstruction of the public recreational facilities in the surrounding neighborhood.
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.
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.

7. The applicant shall submit three original, executed, private recreational facilities agreements (RFA) to DRD, for their approval, three weeks prior to the submission of a final plat. Upon approval by DRD, the RFA shall be recorded among the land records of Prince George's County.
8. The applicant shall submit to DRD a performance bond, letter of credit, or other suitable financial guarantee, in an amount to be determined by DRD, at least two weeks before applying for building permits. The developer, his successors, and/or assignees shall satisfy the Planning Board that there are adequate provisions to assure retention and future maintenance of the proposed recreational facilities.
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.
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.
  - b. The portion of Minnesota Avenue Extended to the north and east of the area of this application should be displayed in a dashed or crosshatched fashion and labeled "Possible Future Roadway Connection."
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.
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.
13. Prior to signature approval of the plans, the CSP shall be revised to conceptually demonstrate conformance to the *Landscape Manual*, Section 4.7, Buffering Incompatible Uses.
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.

15. Prior to certification of the CSP, and at least 35 days prior to any hearing on the preliminary plan, the CSP and TCP I shall be revised to provide a wooded buffer along the eastern boundary. The buffer shall be used to fulfill the woodland conservation requirements with woodland preservation and woodland afforestation/reforestation.
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.
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.
18. Prior to certification of the CSP, the TCP I shall be revised to show conceptually the location of all proposed outdoor activity areas and the unmitigated 65 dBA Ldn noise contour based on the "Phase I Railway Noise Analysis, Cheverly Row," dated April 20, 2006.
19. Each preliminary plan application shall include a Phase II noise study that indicates how noise will be mitigated to 65 dBA Ldn for outdoor activity areas and 45 dBA Ldn for interior levels. The preliminary plan and TCP I shall be revised to conceptually show the proposed mitigation and the mitigated 65 dBA Ldn noise contour.
20. Prior to certification of the CSP and acceptance of the preliminary plan, the NRI and all associated documents shall be revised as necessary to show the correct acreages for the site. The acreages shall be correctly reflected on the CSP and TCP I.
21. Prior to the certification of the conceptual site plan, the TCP I shall be revised, so that the worksheet shows correct acreages associated with this site. This shall include, but not be limited to the gross tract area, 100-year floodplain area, existing woodland on the net tract, and existing woodland in the 100-year floodplain.
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.
23. Prior to the issuance of any building permits for exclusively residential buildings within Phase II or III, building permits shall be issued and construction shall be substantially complete for at least two of the following Buildings: A, B and C.
24. Prior to the issuance of the 501<sup>st</sup> use and occupancy permit for residential uses, the recreation building shall be constructed and open for use.

- 25. Prior to certification of the CSP and its plans, the applicant shall submit and have approved by Urban Design and DPW&T a conceptual stormwater management plan.
- 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.

Ordered this 22<sup>nd</sup> day of March, 2010, by the following vote:

In Favor: Council Members Dernoga, Bland, Campos, Dean, Harrison, Knotts, Olson and Turner

Opposed:

Abstained:

Absent: Council Member Exum

Vote: 8-0

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND, SITTING AS THE DISTRICT COUNCIL FOR THAT PART OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT IN PRINCE GEORGE'S COUNTY, MARYLAND

By: \_\_\_\_\_  
Thomas E. Dernoga, Chairman

ATTEST:

\_\_\_\_\_  
Redis C. Floyd  
Clerk of the Council

**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
www.mncppc.org/pgco

PGCPB No. 18-18

File No. 4-16040

RESOLUTION

WHEREAS, Jemal Fairfield Farms, LLC is the owner of a 34.78-acre parcel of land known as Parcels C, D, E, and F; Lots 5, 6, 7 and Block N; and the residue of Parcel D, said property being in the 18th Election District of Prince George's County, Maryland, and being zoned Mixed Use-Transportation Oriented; and

WHEREAS, on December 14, 2017, Jemal Fairfield Farms, LLC filed an application for approval of a Preliminary Plan of Subdivision for four parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-16040 for Addison Row was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on March 8, 2018, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with conditions; and

WHEREAS, on March 8, 2018, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Type 1 Tree Conservation Plan TCP1-041-07-01, and further APPROVED Preliminary Plan of Subdivision 4-16040, including a Variation from Section 24-122(a), for four parcels with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision (PPS), the plan shall be revised as follows:
  - a. Add Zoning Map Amendment (A-9981) to General Note 5.
  - b. All plans shall be revised to show the future trail connection as it is labeled on applicant's Exhibit A.
  - c. All access easements shall be recorded amongst the Prince George's County Land Records.
  - d. Correct the net and gross tract areas in the general notes.
  - e. Correct General Note 25 to reflect that the tree conservation plan is an '01' revision.

- f. Locate the 45 dBA Ldn and 65 dBA Ldn mitigated noise line.
  - g. Amend the Parcel Summary table to “proposed” and add the dwelling unit type.
  - h. Amend the Parcel Summary table to remove the “dedication” column.
  - i. Reflect applicant’s Exhibit A on the PPS and Type 1 tree conservation plan.
  - j. Change the square footage to acreage above one acre.
  - k. Note the approval of the variation.
  - l. Add the total gross floor area (GFA) of commercial space.
  - m. Include vacated sections within the site boundary.
  - n. Impacts 1–5 shall be removed from the Type 1 tree conservation plan (TCP1). Future requests for necessary impacts may be submitted and evaluated with the associated detailed site plan and TCP2 as a revision in this TCP1.
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.
  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.
  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.
  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.



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.
8. Prior to approval of the final plat, the applicant and the applicant's heirs, successors, and/or assignees shall:
  - a. Provide a draft easement or covenant document that ensures perpetual access, pursuant to Section 24-128(b)(9) of the Subdivision Regulations, to Parcel 4, as reflected on the approved preliminary plan of subdivision, for review and approval by the Development Review Division of M-NCPPC. The final plat shall note the liber and folio of the recorded easement or covenant prior to recordation.
  - b. Reflect the denial of access along the street frontage for Parcel 4.
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.
  - 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.
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."

11. At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area, except for any approved impacts or existing easements that are to remain, and shall be reviewed by the M-NCPPC Prince George's County, Countywide Planning Division, Environmental Planning Section, prior to approval of the final plat. The following note shall be placed on the plat:

"Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed."
12. Prior to issuance of any permits, which impact wetlands, wetland buffers, streams or waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.
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.
  - b. Adjust the common boundary line between Parcels 1 and 3 to accommodate an appropriate drive aisle extending into the property, if deemed appropriate.
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.
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.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.
2. **Background**—The subject property is located north of the intersection of Addison Road and North Englewood Drive. The preliminary plan of subdivision (PPS) includes Parcel's C, D, E, and F recorded in Prince George's County Land Records in Liber 36831 at folio 561. The plan also includes Lots 5, 6, 7 and Block N recorded in Liber 30114 at folio 316 and the residue of Parcel D recorded at Liber 12715 at folio 365. The gross tract area of the property is approximately 34.78 acres, which includes .19 acres of right-of-way to be vacated and incorporated into this site. The property is located in the M-X-T Zone and is improved with a warehouse that is currently vacant and proposed to be demolished. The applicant is proposing to subdivide the property into four parcels for a development consisting of 648 multifamily dwelling units and 40,640 square feet of commercial gross floor area.

Parcels 1 and 2 are proposed for residential use while Parcel 3 and 4 are proposed for commercial use. None of the individual parcels are proposed as mixed use, but together this site is considered a mixed-use development. Parcels 1, 2, and 3 have frontage and direct access to Addison Road. However, while Parcel 4 does have frontage along Minnesota Avenue, it does not have direct access, which is required by Section 27-548(g) of the Zoning Ordinance and Section 24-128(a) of the Subdivision Regulations, unless the use of an access easement is approved by the Planning Board with the approval of the PPS. The applicant is proposing two vehicular-access easements from Addison Road. A 77-foot-wide access easement, located between Parcel 1 and 3 is proposed, to provide access to Parcels 1, 2, 3 and 4. However, the easement, as depicted on the PPS, does not provide access to Parcel 4 based on the concept plan. The second easement, a 30-foot access easement located at the west boundary of Parcel 3, proposes and reflects vehicular access from Addison Road to Parcel 3 and 4. While both proposed easements are supported, the applicant should note that only the 30-foot access easement is required and is authorized pursuant to Section 24-128(b)(9) of the Subdivision Regulations for Parcel 4, because Parcels 1–3 have frontage and direct vehicular access as described above. Prior to signature approval, the PPS shall provide notes reflecting this arrangement.

Metro and CSX rail lines abut the subject property to the west and pursuant to 24-121(a)(3) of the Subdivision Regulations, the applicant shall provide a 300-foot lot-depth line from the railway on the PPS for informational purposes only, as the parcels proposed do in fact meet this requirement. The 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (area master plan), discusses the construction of a master planned trail between the subject property and the railway lines that extends into the Lower Beaverdam Creek stream valley at the northern end of the subject site. The trail is proposed to extend through the M-NCPPC parkland, which borders the subject site to the northwest. The feasibility of the trail construction as well as the required parkland dedication, is discussed in further detail in the Trails and Parks sections. Based on a thorough analysis, the construction of the master plan public trail or parkland dedication is not required with the PPS.

The subject site abuts Woodhill Drive, a dedicated public street that is not proposed to extend onto the site along its eastern boundary. Pursuant to Section 24-122(a) of the Subdivision Regulations, public utility easements (PUE) must be provided along both sides of the public right-of-way. The applicant has submitted a variation request for relief from the PUE requirement along Woodhill Drive. The Planning Board approves the variation request, as discussed further herein.

3. **Setting**—The property is located on Tax Map 58, Grid E-4 in Planning Area 72. The site is encompassed by single-family detached dwellings in the R-55 Zone to the east of the property, commercial, single-family detached dwellings and religious institutional uses in the R-18, R-55, R-T, and C-M Zones to the south. The site is bounded by industrial uses in the R-T Zone to the southwest and by the Metro Orange and Penn Central Railroad Lines to the west. The site abuts vacant land in the I-2 Zone in the north.
4. **Development Data Summary**—The following information relates to the subject PPS application and the development.

Zone	<b>EXISTING</b>	<b>APPROVED</b>
Use(s)	M-X-T Warehouse (to be demolished)	M-X-T Multifamily Residential (648 units) Commercial (40,640 sq. ft.)
Acreage	33.37	34.78
Lots	3	0
Outlots	0	0
Parcels	4	4
Dwelling Units:	0	648 (multifamily)
Public Safety Mitigation Fee	No	No
Variance	No	No
Variation	No	Yes
		(Section 24-122(a))

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee (SDRC) on December 29, 2017. The requested variation from Section 24-122(a) of the Subdivision Regulations was accepted on December 29, 2017 and heard at the SDRC meeting on January 12, 2018, as required by Section 24-113(b) of the Subdivision Regulations.

5. **Previous Approvals**—The site is subject to a previously approved Zoning Map Amendment A-9981-C with 17 conditions. The following conditions are pertinent to this PPS:
  3. **Multifamily development shall have direct access to arterial or collector roads and shall not have primary access through single-family residential streets.**

Parcels 1 and 2, which are approved for multifamily dwelling units, both have direct access to a collector, Addison Road. Neither parcel has access to Woodhill Drive which is a single-family residential street that abuts the eastern edge of the subject site. Furthermore, the single-family residential neighborhood to the east is screened from this site by a 50-foot-wide buffer that runs along the entire eastern border of the subject site, that is to remain.

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.**

The sidewalk network is delineated on the submitted Type 1 tree conservation plan (TCPI) and is comprehensive. It extends throughout the development and fulfills the policy and goals of the Complete Streets section of the 2009 *Approved Countywide Master Plan of Transportation (MPOT)*.

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

A determination was made at the time of the CSP review, 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 subsequent to the review of this PPS arrived at the same conclusion.

A Conceptual Site Plan (CSP-06003) was approved by the Planning Board on September 22, 2008 (PGCPB Resolution No. 08-119). The District Council affirmed the Planning Board's decision and approved this application on March 22, 2010, for the subject property with 24 conditions. The following conditions are pertinent to this PPS:

11. **The applicant, 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 for payment to be received prior to the issuance of the first building permit.**

A condition of approval addressing the bicycle signage is required with this PPS approval. The cost for the signage has been modified per the latest DPW&T Cost Index.

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. Based on engineering necessity, a reduction from the 50-foot-wide**

**preservation/landscape buffer may be considered in conjunction with enhanced buffering techniques or architecture on the structured parking garages.**

The TCP1 shows a combination of preservation and reforestation in a 50-foot-wide tree preservation/landscape buffer along the entire eastern property line. The stormwater concept plan (15244-2006-01) submitted with this application, shows micro-bioretenment areas and associated grading within the 50-foot-wide buffer; however, the SWM concept plan is not approved. It is currently being revised to be consistent with the layout submitted with this PPS application, removing these bio-retention facilities outside the buffer.

The applicant's original submission included stormwater management facilities that encroached on the required 50-foot landscape buffer. However, the revised TCP1 now reflects a continuous 50-foot buffer along the entire eastern boundary of the subject property.

- 18. Prior to certification of the CSP, the TCP I shall be revised to show conceptually the location of all proposed outdoor activity areas and the unmitigated 65 dBA Ldn noise contour based on the "Phase I Railway Noise Analysis, Cheverly Row," dated April 20, 2006.**

The unmitigated 65 dBA Ldn noise contour is reflected on the TCP1. The proposed picnic area, pre-teen lot, splash park, tot-lot and picnic area are all within the unmitigated noise contour.

- 19. At the time of preliminary plan, the preliminary plan application shall include a Phase II noise study addressing how noise has been mitigated to 65 dBA Ldn for outdoor activity areas and 45 dBA Ldn for interior levels and the preliminary plan and TCPI shall be revised to conceptually show the proposed mitigation and the mitigated 65 dBA Ldn noise contour.**

The applicant included a Phase II noise study with the PPS. However, the PPS only delineates the 65 dBA Ldn unmitigated noise contour. Prior to signature approval, the 65 dBA Ldn mitigated noise line shall be reflected on the plan. A condition has been included that will require interior noise levels to be mitigated to 45 dBA Ldn or less.

- 22. 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 hour vehicle trips. This may require a reduction in the amount of Office, retail, and/or residential development to conform to the trip cap.**

While the CSP proposed a maximum of 2,000 dwelling units, this PPS includes 648 multifamily dwelling units, a reduction of 67 percent. Consequently, the site is projected to generate 391 AM and 586 PM trips, well below the trip capacity set by the CSP.

6. **Community Planning**—*Plan Prince George's 2035 Approved General Plan* designates the area in the Established Communities Growth Policy area. The vision for Established Communities is context-sensitive infill and low to medium-density development. The 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (Subregion 4 Master Plan and SMA) recommends mixed-use and mixed-use residential land uses, respectively. This PPS is consistent with the General Plan and area master plan as required by Section 24-121(a)(5) of the Subdivision Regulations.
7. **Stormwater Management**—The site has a previously approved Stormwater Management Concept Plan (15244-2006-01) based on an earlier layout. The new plan proposes 41 micro-bioretenion areas and four swales. The applicant has stated that the concept is being revised to be consistent with the current layout. An approved concept will be required with the detailed site plan (DSP) and will be reviewed for substantial conformance to the PPS and cannot result in substantial changes to the parcel layout and access approved with this PPS.

If development within the floodplain is proposed, a floodplain waiver will be required by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). The 100-year floodplain easement is required to be reflected on the final plat prior to approval pursuant to Section 24-124(b)(k) of the Subdivision Regulations. No additional information is required regarding stormwater management with this application.

Based on the level of design information currently available, 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 TCP submitted for review, as discussed further in the Environmental finding.

8. **Parks and Recreation**—The projected population to be generated by this development is estimated to be 1,903 residents. The applicant has stated that this project will be developed as a gated community.

The current plan is comparable to the previously approved Conceptual Site Plan CSP-06003 (PGCPB Resolution No. 08-119); however, the residential density as originally proposed has been considerably reduced (2000 versus 648 dwelling units) by more than 67 percent. The applicant has indicated conceptually, on-site private recreational facilities, which may include a 2,500-square-foot, pre-school playground (ages 2-5), a 5,000-square-foot, school-age playground, a splash park, outdoor picnic areas, a loop trail, and a dog park. The provision of on-site private recreational facilities is consistent with the previously approved CSP. It is determined that the applicant's concept of on-site private recreational facilities meets the mandatory dedication requirements as per Section 24-134 of the Subdivision Regulations.

However, the applicant is responsible for demonstrating that the project provides the minimum recreational facilities required by the Subdivision Regulations. The provision of on-site private recreational facilities will be subject to final review at the time of the DSP for each phase of this project.

9. **Trails**—The site is located approximately 2,400 linear feet from the Cheverly Metro. The site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* for (area master plan). Due to its location outside the Cheverly Metro Center, the application is not subject to the requirements of Section 24-124.01 of the Subdivision Regulations and the 2013 “Transportation Review Guidelines–Part 2” at the time of this PPS.

However, three master plan trail/bikeways impact the subject property, with a stream valley trail recommended along Lower Beaverdam Creek to the north, sidewalks and designated bike lanes recommended along Addison Road to the south, and a trail or wide sidewalk connection recommended on the former extension of Minnesota Avenue along the western edge of the site. Text regarding the master plan trail connection through the site was included in the 2005 *Approved Tuxedo Road/Arbor Street/Cheverly Metro Area Sector Plan and Sectional Map Amendment* and is copied below. This proposal was retained in the MPOT and the Subregion 4 Master Plan (see plan maps), but the text was not carried forward:

“Provide a trail connection from the proposed Beaverdam Creek stream valley trail to Addison Road. This trail will link residents of the Addison Road corridor with the Cheverly Metro Station. The trail could be accommodated in the paper street connecting to Addison Road.” (area master plan, page 40).

This trail is shown on the area master plan along the right-of-way (ROW) for Minnesota Avenue. This connection is intended to provide access from Addison Road to the stream valley trail along the previously planned roadway extension of Minnesota Avenue. The applicant has indicated a desire to construct the master planned trail and provide land for dedication to the Department of Parks and Recreation to ensure the trail’s viability. However, with the roadway extension no longer planned for this area, the steep slopes that remain in and around the trail, may preclude the connection shown in the master plan. Additionally, DPR has indicated that they are not interested in acquiring parkland at this location (between the stream valley and Addison Road) in order to provide a public connection. As this connection will be private and serve the residents of the subject site only, it can be accommodated via the internal sidewalk network reflected on the PPS. The sidewalk network proposed on-site is comprehensive and provides pedestrian access from the subject site to the proposed recreation facilities and future stream valley trail. Should a trail connection become more feasible in the future and to ensure network connectivity, the applicant submitted Exhibit A, which delineates a clearing for a future trail connection that leads from the site’s internal private trail, through an existing sanitary sewer easement, and terminating at the floodplain.



Text regarding the stream valley trail and Addison Road was included in the MPOT and is copied below:

“Addison Road Sidewalks and Bike Lanes: Designated bike lanes and continuous standard or wide sidewalks are needed to provide multimodal access to the Addison Road Metro Station south of MD 214. These facilities will accommodate safe and convenient multimodal access to the Addison Road Metro Station from the communities along Addison Road.” (MPOT, page 19).

The submitted plans include a standard sidewalk along Addison Road. Pavement markings for bike lanes (or another appropriate bicycle treatment) will be made by DPW&T/DPIE. Bicycle signage is recommended per the CSP.

“Lower Beaverdam Creek Stream Valley Trail: This trail will utilize a park trail corridor as well as some on-road improvements along Pennsy Drive to provide nonmotorized access to the Cheverly and Landover Metro stations. It will also provide access from Subregion 4 to the Anacostia Tributary Trails Network. This planned trail along the entire length of Lower Beaverdam Creek within Subregion 4 will be a substantial addition to the existing Anacostia Tributary Trails Network and will provide needed urban greenspace within an industrial corridor. This is a long-term recommendation as significant land acquisition and stream restoration will be required. Evaluate the feasibility of extending the Lower Beaverdam Creek to New Carrollton Metro.” (MPOT, page 35).

This is a long-term recommendation. Land acquisition needs to occur along the stream valley before construction can occur between the site and the Cheverly Metro. The applicant’s Exhibit A will ultimately provide access to the stream valley trail for the completion of this connector trail, when the master plan trail off-site is extended.

The Complete Streets section of the MPOT includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

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

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

The internal sidewalk network reflected on the submitted TCP is comprehensive, extends throughout all sections of the subject site, and fulfills the policies noted above. These sidewalks will also accommodate access to the stream valley trail for the future residents of the site, and will be further evaluated with the DSP.

10. **Transportation**—The findings outlined below are based upon a review of the materials and analyses conducted, consistent with the “Transportation Review Guidelines” (Guidelines).

The subject property is located within the Transportation Service Area (TSA) 1, as defined in the *Plan Prince George’s 2035 Approved General Plan*. As such, the subject property is evaluated according to the following standards:

**Links and signalized intersections:** Level-of-service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better;

**Unsignalized intersections:** The procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. A three-part process is employed for two-way stop-controlled intersections: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. Once the CLV exceeds 1,150, this is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

**Roundabouts:** Where the analysis using the *Highway Capacity Manual* (Transportation Research Board) indicates a volume-to-capacity (v/c) ratio greater than 0.850 for the intersection, geometric improvements or trip reduction measures should be considered that will reduce the v/c ratio to an acceptable level. The operating agency can deem a v/c between 0.850 and 0.900 to be acceptable, and that agency must do this in writing in order for the Planning Board to make a similar finding.

The applicant is proposing 648 multifamily units and 40,640 square feet of commercial space. Using trip generation rates from the Guidelines, as well as the *Trip Generation Manual* (Institute of Transportation Engineers), the proposed development will have a net projected trip generation of 391 AM (101 in, 290 out) and 586 PM (347 in, 239 out).

The following intersections were identified as critical to the site:

- Addison Road and Eastern Avenue
- Addison Road and Doewood Lane
- Addison Road and Elkwood Lane
- Addison Road and Site
- Addison Road and Englewood Drive
- Addison Road and Sheriff Road

All of the intersections deemed critical are projected to operate within the transportation adequacy thresholds.

Since the trip generation is projected to exceed 50 trips in either peak hour, the applicant has provided a traffic impact study (TIS) dated August 2018. Using data from this TIS, the following results were determined:

EXISTING CONDITIONS		
Intersection	AM	PM
	(LOS/CLV)	(LOS/CLV)
Addison Road and Eastern Avenue	C/1,258	B/1,027
Addison Road and Doewood Lane	<50 seconds	<50 seconds
Addison Road and Elkwood Lane	<50 seconds	<50 seconds
Addison Road and Site	n/a	n/a
Addison Road and Englewood Drive	A/795	A/634
Addison Road and Sheriff Road	C/1,175	A/808
* Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable. If delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using the <i>The Highway Capacity Manual</i> (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed. If the CLV falls below 1,150 for either type of intersection, this is deemed to be an acceptable operating condition.		

In evaluating the effect of background traffic, an average growth to the existing traffic data of one percent for the next six years was applied. In addition to the growth of traffic, two background developments were identified in the TIS. Those developments could potentially add in excess of 700 trips during both peak hours to all or most of the critical intersections. A background scenario based on growth in traffic and future developments yielded the following results:

BACKGROUND CONDITIONS		
Intersection	AM	PM
	(LOS/CLV)	(LOS/CLV)
Addison Road and Eastern Avenue	C/1,341	B/1,093
Addison Road and Doewood Lane	<50 seconds	<50 seconds
Addison Road and Elkwood Lane	<50 seconds	<50 seconds
Addison Road and Site	n/a	n/a
Addison Road and Englewood Drive	A/894	A/678
Addison Road and Sheriff Road	C/1,280	A/865

Regarding the total traffic scenario, the TIS applied trip generation rates from the Guidelines. The following represents the projected trip generation:

Trip Generation Summary						
	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
648 Apartments	67	270	337	253	136	389
40,640 square feet commercial	56	34	90	157	171	328
<i>Less 40% pass by</i>	<i>-22</i>	<i>-14</i>	<i>-36</i>	<i>-63</i>	<i>-68</i>	<i>-131</i>
Primary Commercial trips	34	20	54	94	103	197
TOTAL new trips	101	290	391	347	239	586

The study assumed a trip distribution of approximately 55 percent to/from the west on Addison Road, and 25 percent to/from the east. A third analysis (total traffic) revealed the following results:

TOTAL CONDITIONS		
Intersection	AM	PM
	(LOS/CLV)	(LOS/CLV)
Addison Road and Eastern Avenue	E/1,464	C/1,213
Addison Road and Doewood Lane	<50 seconds	<50 seconds
Addison Road and Elkwood Lane <i>With CLV &lt; 1,150 *</i>	>50 seconds	>50 seconds
Addison Road and Site	<50 seconds	<50 seconds
Addison Road and Englewood Drive	A/939	A/792
Addison Road and Sheriff Road	D/1,361	A/964
<p>* Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable. If delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using the <i>Highway Capacity Manual</i> (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed. <b><i>If the CLV falls below 1,150 for either type of intersection, this is deemed to be an acceptable operating condition.</i></b></p>		

The results of the traffic analyses show that under total traffic, all of the critical intersections are deemed to be operating adequately.

**Agency review**

The TIS was referred to and reviewed by the Prince George’s County Department of Public Works and Transportation (DPW&T). A memorandum dated January 19, 2018 from DPW&T concurred with the TIS’s findings and conclusions.

**Master Plan, Right-of-Way Dedication**

The property is located in an area where the development policies are governed by the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (Subregion 4 Master Plan and SMA), as well as the 2009 *Approved Countywide Master Plan of Transportation* (MPOT). The plans recommend Addison Road (C-408) be upgraded to a collector within a variable width right-of-way of 70-80 feet. The section of Addison Road along the property’s

frontage is dedicated to the master plan requirement, and no additional dedication will be required of the applicant.

11. **Variation Request for Public Utility Easement (PUE)**—Section 24-122 of the Subdivision Regulations states that when utility easements are required by a public utility, the subdivider will include the following statement in the dedication documents recorded on the final plat:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748.”

The standard requirement for a public utility easements (PUEs) is 10 feet wide along both sides of all public rights-of-way. The site has frontage along the dedicated public rights-of-way Addison Road and Minnesota Avenue, and the applicant has provided the required PUE. The site also abuts Woodhill Drive, a stub street, on its eastern boundary which serves existing single-family detached dwellings from Englewood Drive. The applicant is required to provide a PUE at this location but submitted a variation request, which was heard on January 12, 2018, before the Subdivision and Development Review Committee.

Section 24-113 of the Subdivision Regulations sets forth the required findings for approval of a variation.

**Section 24-113. - Variations.**

- (a) **Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle and Section 9-206 of the Environment Article; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon the evidence presented to it in each specific case that:**

- (1) **The granting of the variation request would not be detrimental to public safety, health or welfare, or injurious to other property;**

The granting of the variation for relief from the PUE requirement will result in the removal of an unnecessary requirement and will not be detrimental to the public safety, health, or welfare or injurious to other property. Existing single-family residences to the east will maintain their established utility connections via easements that have been sufficient and the proposed development will be served via new easements along the proposed road network, from Addison Road.

- (2) **The conditions on which the variations are based are unique to the property for which the variation is sought and are not applicable generally to other properties;**

The provision of a PUE in this location is neither practical nor necessary because the eastern property line of the subject site abuts the terminus of Woodhill Drive, which is not proposed to be extended. Condition 3 of Zoning Map Amendment A-9981-C specific to this site, prohibits the access of this portion of the site through existing residential streets which is addressed by a proposed 50-foot landscape buffer which runs along the entire east boundary of the site. This situation is unique to the property and is not generally applicable to other properties.

- (3) **The variation does not constitute a violation of any other applicable law, ordinance or regulations;**

The single-family residential units along Woodhill Drive are already served by PUEs and the residential component of this project will be served by PUEs located elsewhere on the site. There are no other laws, ordinances or regulations which require a PUE at the time of final plat.

- (4) **Because of the peculiar physical surroundings, shape or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out.**

Due to the unique circumstances described above relating to the denial of the extension of Woodhill Drive into this site, the provision of a PUE where the subject property abuts its terminus would be unnecessary and burdensome on the applicant. Moreover, a PUE at this location would require woodland clearing where preservation along the property line is critical to maintaining a buffer for the abutting residential dwelling.

- (5) **In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where multifamily dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113(a), above, the percentage of dwelling units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George's County Code.**

The subject property is zoned M-X-T; therefore, this provision does not apply.

12. **Schools**—This PPS has been reviewed for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and County Council Resolution CR-23-2003 and concludes the following:

**Residential Portion**

Impact on Affected Public School Clusters  
 Multifamily Units

Affected School Clusters #	Elementary School Cluster 3	Middle School Cluster 3	High School Cluster 3
Dwelling Units	648 DU	648 DU	648 DU
Pupil Yield Factor	0.119	0.054	0.074
Subdivision Enrollment	77	35	48
Actual Enrollment in 2017	6,475	2,371	3,659
Total Enrollment	6,552	2,405	3,707
State Rated Capacity	8,667	2,610	4,565
Percent Capacity	76%	92%	81%

County Council Bill CB-31-2003 established a school facilities surcharge in the amount of: \$7,000 per dwelling if a building is located between the Capital Beltway (I-95/495) and the District of Columbia; \$7,000 per dwelling if the building is included within a basic plan or conceptual site plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Are Transit Authorit; or \$12,000 per dwelling for all other buildings. Council Bill CB-31-2003 allows for these surcharges to be adjusted for inflation, and the current amounts are \$9,317 and \$15,972 to be paid at the time of issuance of each building permit.

The commercial portion of the subdivision is exempt from a review for schools because it is a nonresidential use.

13. **Fire and Rescue**—This PPS has been reviewed for adequacy of fire and rescue services in accordance with Section 24-122.01(d) of the Subdivision Regulations and makes the following findings:

**Residential Portion**

The project is served by Chapel Oaks Fire/EMS, Company 838, which is located at 5544 Sheriff Road. The Deputy Fire Chief Dennis C. Wood, Emergency Services Command of the Prince George’s County Fire/EMS Department, stated in writing that as of December 18, 2017, the project is within a seven-minute travel time from the first due station.

**Nonresidential Portion**

The Prince George's County Fire/EMS Department indicates that a five-minute total response time is recognized as the national standard for Fire/EMS response times. This arises from the 2016 Edition of the National Fire Protection Association (NFPA) 1710 Standards for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments. This standard is being applied to the review of nonresidential subdivision applications.

The Deputy Fire Chief Dennis C. Wood, Emergency Services Command of the Prince George's County Fire/EMS Department, stated in writing that as of March 1, 2018, the subject project was determined to have a travel time under four minutes, therefore, an associated total response time under five minutes, from the closest Chapel Oaks Fire/EMS station 838, which is located at 5544 Sheriff Road. Applying the national standard, the subject property passes the adequacy test.

14. **Police Facilities—**

**Residential Portion**

This PPS has been reviewed for adequacy of police services in accordance with Section 24-122.01(c) of the Subdivision Regulations.

The subject property is in Police District III, Palmer Park. The response time standards established by Section 24-122.01(e) is ten minutes for emergency calls and 25 minutes for nonemergency calls. The PPS was accepted for processing by the Planning Department on December 14, 2017. Based on the most recent available information provided by the Police Department as of December 2015, the police response time standards of 10 minutes for emergency calls and 25 minutes for nonemergency calls are met.

**Nonresidential Portion**

The proposed development is within the service area of Police District III, Palmer Park. There is 267,660 square feet of space in all the facilities used by the Prince George's County Police Department and the July 1, 2016 (U.S. Census Bureau) county population estimate is 908,049. Using the national standard of 141 square feet per 1,000 residents, it calculates to 128,034 square feet of space for police. The current amount of space, 267,660 square feet, is within the guideline.

15. **Water and Sewer—** Section 24-122.01(b)(1) of the Subdivision Regulations states that “the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for preliminary or final plat approval.” The 2008 *Water and Sewer Plan* placed this property in Water and Sewer Category 3, Community System, and will therefore be served by public systems.
16. **Use Conversion—**The total development included in this PPS is for 648 multifamily dwelling units and 40,000 square feet of commercial space. If a substantial revision to the mix of uses on the subject property is proposed that affects Subtitle 24 adequacy findings as set forth in the



resolution of approval and reflected on the PPS plan, that revision of the mix of uses shall require approval of a new PPS prior to approval of any building permits

17. **Historic**—The subject property is near (but is not adjacent to) the Fairmount Heights High School Historic Site (72-064). A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. This proposal will not impact any historic sites, historic resources or known archeological sites. Phase I archeology survey is not required.
18. **Urban Design**—Conformance with the Zoning Ordinance regulations is required for the proposed development at time of the DSP review and includes conformance to the uses and regulations of the M-X-T Zones as well as Parts 11 and 12 regarding parking and signage.

The applicant submitted a Detailed Site Plan (DSP-17023) for pre-review on October 3, 2017. The M-X-T Zone requires that a CSP and a DSP be approved for all uses and improvements. The site has an approved CSP that allows a much larger development than what is proposed in this PPS, in terms of both the number of dwelling units and gross floor area (GFA). However, the applicant must still obtain a DSP approval. In accordance with Section 27-282(g) of the Zoning Ordinance, the DSP can amend the CSP, but conditions of the rezoning, must still be complied with. As discussed previously, this PPS does comply with the conditions of the previous rezoning (A-9981).

In accordance with Section 27-548 of the Zoning Ordinance, landscaping, screening, and buffering within the M-X-T Zone should be provided pursuant to the provisions of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Conformance with the applicable landscaping requirements has been evaluated for spatial relationships, but will be determined with Detailed Site Plan DSP-17023.

#### **Tree Canopy Coverage**

Proposed development of more than 5,000 square feet or greater of GFA or disturbance on property zoned M-X-T, such as the subject site, is required to provide a minimum of 10 percent of the gross tract area to be covered by tree canopy per the requirements of Section 25-128 (b) of the Tree Canopy Coverage Ordinance (TCC). Conformance with this requirement will be determined with Detailed Site Plan DSP-17023.

#### **Lotting Pattern**

Parcel 2 has frontage and direct access to Addison Road by way of a 65-foot-wide drive aisle that concurrently serves Parcels 1 and 3. The lot-line for Parcel 1 includes a portion of this drive aisle to accommodate several parking spaces. The result is a circuitous traffic pattern that would prohibit free-flowing access and circulation throughout the site. The lotting pattern between Parcels 1 and 2 will be further evaluated at the time of DSP, which may result in a recommendation to adjust the common boundary line.

19. **Vacation of Right-of-way (ROW)**—The applicant is proposing to vacate a section of Minnesota Avenue that terminates at the boundary of Parcel 4, as well as, a triangular piece of property at the corner of Addison Road and Minnesota Avenue in accordance with Section 24-112 of the Subdivision Regulations. The applicant’s PPS does not reflect these vacated areas within the site boundary, however the total area of the vacated property is included in the gross tract area calculation (34.78) inconsistently on the plans. General Note 6 on the PPS indicates the gross tract area as 34.59 acres, and this same calculation is reflected on the Natural Resource Inventory (NRI-125-06-02), however, the Parcel Table 1 of the PPS includes the areas to be vacated (0.19 acre). The applicant shall submit an updated NRI to reflect the 34.78 gross tract area. Additionally, the applicant shall include the vacated areas within the site boundary and update the gross tract area on the PPS consistently.
20. **Environmental**—The following applications and associated plans have been reviewed for the subject site:

Development Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
CSP-06003	TCP1-041-07	District Council	Approved	03/22/2010	NA
NA	TCP2-026-10	Staff	Approved	09/30/2010	NA
NA	TCP2-007-16	Staff	Approved	04/15/2016	NA
NA	TCP2-148-06	Staff	Dormant	N/A	N/A
NRI-125-06	NA	Staff	Approved	10/04/2006	NA
NRI-125-06-01	NA	Staff	Approved	11/28/2016	NA
NRI-125-06-02	NA	Staff	Approved	08/04/2017	NA

**Grandfathering:**

The project is subject to the requirements of Subtitles 25 (Woodland and Wildlife Habitat Conservation Ordinance) and 27 (Zoning Ordinance) that became effective September 1, 2010 because this is a new PPS.

**Site Description:**

One existing building with associated parking and circulation exists on-site, as well as the remains of a demolished building associated with Raze Permit No. 2732-2008-RZW, all of which are to be removed. An open field and woodlands are also associated with this site along the northern portion of the property. According to the approved floodplain study from DPIE, an area of 100-year floodplain exists on-site. Other regulated environmental features including areas of steep slopes, streams, wetlands, and associated buffers inclusive of primary management area (PMA) are also found on the property. This site is outside of the Chesapeake Bay Critical Area (CBCA). The site is in the Lower Beaverdam Creek sub-watershed, which drains into the Anacostia River watershed and eventually into the Potomac River Basin. This site is in a stronghold watershed.

This site is not within a sensitive species protection review area based on a review of the SSPRA GIS layer prepared by the Heritage and Wildlife Service, Maryland Department of Natural Resources. According to PGAtlas, forest interior dwelling species (FIDS) habitat does not exist

on-site. According to the 2017 *Approved Prince George's County Resource Conservation Plan: Countywide Functional Master Plan*, (CR-11-2017), the site contains evaluation and regulated areas. This site is not within an Aviation Policy Area associated with an airport. The site does not share frontage with a special roadway designated as a historic road or scenic road.

**Plan Prince George's 2035 Approved General Plan (2014):**

Prior to submittal of the current application, a new General Plan was adopted by the District Council. The site is now located within the Established Communities area of the Growth Policy Map and Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan*.

**Countywide Green Infrastructure Plan (2017):**

The 2017 Countywide Green Infrastructure Plan was approved with the adoption of the *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* (CR-11-2017) on March 7, 2017. According to the approved Countywide Green Infrastructure Plan, the site contains two Regulated Areas along the northern and western boundaries of the property, while between these two areas is a designated Evaluation Area.

The following policies and strategies in bold are applicable to the subject application. The text in bold is the text from the master plan and the plain text provides comments on plan conformance.

**POLICY 1: Preserve, enhance and restore the green infrastructure network and its ecological functions while supporting the desired development pattern of Plan Prince George's 2035.**

- 1.1 **Ensure that areas of connectivity and ecological functions are maintained, restored and/or established by:**
  - a. **Using the designated green infrastructure network as a guide to decision-making and using it as an amenity in the site design and development review processes.**
  - b. **Protecting plant, fish, and wildlife habitats and maximizing the retention and/or restoration of the ecological potential of the landscape by prioritizing healthy, connected ecosystems for conservation.**
  - c. **Protecting existing resources when constructing stormwater management features and when providing mitigation for impacts.**
  - d. **Recognizing the ecosystem services provided by diverse land uses, such as woodlands, wetlands, meadows, urban forests, farms and grasslands within the green infrastructure network and work toward maintaining or restoring connections between these landscapes.**

- e. **Coordinating implementation between County agencies, with adjoining jurisdictions and municipalities, and other regional green infrastructure efforts.**
  - f. **Targeting land acquisition and ecological restoration activities within state-designated priority waterways such as stronghold watersheds and Tier II waters.**
- 1.2 **Ensure that Sensitive Species Project Review Areas and Special Conservation Areas (SCAs), and the critical ecological systems supporting them, are preserved, enhanced, connected, restored and protected.**
- a. **Identify critical ecological systems and ensure they are preserved and/or protected during the site design and development review processes.**
  - b. **Prioritize use of public funds to preserve, enhance, connect, restore and protect critical ecological systems.**

Two regulated areas within the Countywide Green Infrastructure Plan (2017), associated with streams and associated floodplain exists along the northern and western boundaries of the site. The area designated as an 'evaluation area' is associated with woodlands. According to the proposed TCPI, the regulated environmental features within the PMA will be preserved with the exception of impacts necessary for stormwater conveyance and a sanitary sewer connection, as discussed further.

According to the Maryland-Department of Natural Resources' Sensitive Species Review layer, the site is not located within a Sensitive Species Review area. No additional information is required at this time.

**POLICY 2: Support implementation of the 2017 GI Plan throughout the planning process.**

- 2.4 **Identify Network Gaps when reviewing land development applications and determine the best method to bridge the gap: preservation of existing forests, vegetation, and/or landscape features, and/ or planting of a new corridor with reforestation, landscaping and/or street trees.**
- 2.5 **Continue to require mitigation during the development review process for impacts to regulated environmental features, with preference given to locations on-site, within the same watershed as the development creating the impact, and within the green infrastructure network.**
- 2.6 **Strategically locate off-site mitigation to restore, enhance and/or protect the green infrastructure network and protect existing resources while providing mitigation.**

Most of the Network Gaps have been previously harvested and cleared on the subject site. Impacts are limited to those that are necessary for the development of the site.

**POLICY 3: Ensure public expenditures for staffing, programs, and infrastructure support the implementation of the 2017 GI Plan.**

- 3.3 Design transportation systems to minimize fragmentation and maintain the ecological functioning of the green infrastructure network.**
- a. Provide wildlife and water-based fauna with safe passage under or across roads, sidewalks, and trails as appropriate. Consider the use of arched or bottomless culverts or bridges when existing structures are replaced or new roads are constructed.**
  - b. Locate trail systems outside the regulated environmental features and their buffers to the fullest extent possible. Where trails must be located within a regulated buffer they must be designed to minimize clearing and grading and to use low impact surfaces.**

The master-planned trail as shown on the TCP1 is located outside of regulated environmental features, however, its construction will not take place with this application. If the trail is constructed with future applications, it will be evaluated at that time and it will be determined if the impacts are acceptable.

**POLICY 4: Provide the necessary tools for implementation of the 2017 GI Plan.**

- 4.2 Continue to require the placement of conservation easements over areas of regulated environmental features, preserved or planted forests, appropriate portions of land contributing to Special Conservation Areas, and other lands containing sensitive features.**

Conservation easements shall be required for the on-site PMA, except where impacts are approved. The areas of on-site woodland conservation shall be placed in a Woodland and Wildlife Habitat Conservation easement at the time of Type 2 tree conservation plan (TCP2).

**POLICY 5: Improve water quality through stream restoration, stormwater management, water resource protection, and strategic conservation of natural lands.**

- 5.8 Limit the placement of stormwater structures within the boundaries of regulated environmental features and their buffers to outfall pipes or other features that cannot be located elsewhere.**

**5.9 Prioritize the preservation and replanting of vegetation along streams and wetlands to create and expand forested stream buffers to improve water quality.**

The site has a previously approved Stormwater Management Concept Plan (15244-2006-01), based on a layout approved with the CSP. The concept is currently being revised to be consistent with this application's proposed layout. The Site/Road Plan Review Division of DPIE will review the concept for conformance with the current provisions of the County Code, which addresses the state regulations.

**POLICY 7: Preserve, enhance, connect, restore and preserve forest and tree canopy coverage.**

**General Strategies for Increasing Forest and Tree Canopy Coverage**

- 7.1 Continue to maximize on-site woodland conservation and limit the use of off-site banking and the use of fee-in-lieu.**
- 7.2 Protect, restore and require the use of native plants. Prioritize the use of species with higher ecological values and plant species that are adaptable to climate change.**
- 7.4 Ensure that trees that are preserved or planted are provided appropriate soils and adequate canopy and root space to continue growth and reach maturity. Where appropriate, ensure that soil treatments and/ or amendments are used.**

Planting of native species on-site is encouraged and will be recommended at the time of DSP.

**Forest Canopy Strategies:**

- 7.12 Discourage the creation of new forest edges by requiring edge treatments such as the planting of shade trees in areas where new forest edges are proposed to reduce the growth of invasive plants.**
- 7.13 Continue to prioritize the protection and maintenance of connected, closed canopy forests during the development review process, especially in areas where FIDS habitat is present or within Sensitive Species Project Review Areas.**
- 7.18 Ensure that new, more compact developments contain an appropriate percentage of green and open spaces that serve multiple functions such as reducing urban temperatures, providing open space, and stormwater management.**

Clearing of woodland is approved with the subject application. Green space is encouraged within the proposed development. The clearing shall be mitigated with a combination of on-site woodland preservation and planting in addition to off-site woodland conservation.

**POLICY 12: Provide adequate protection and screening from noise and vibration.**

- 12.2 Ensure new development is designed so that dwellings or other places where people sleep are located outside designated noise corridors. Alternatively, mitigation in the form of earthen berms, plant materials, fencing, or building construction methods and materials may be used.**

A noise analysis is provided in the Environmental Review section.

**Area Master Plan Conformance:**

The Master Plan for this area is the 2010 Approved Subregion 4 Master Plan and Sectional Map Amendment (Subregion 4 Master Plan and SMA). The site is located within Living Area 'B' of this plan. In the Subregion 4 Master Plan and SMA, the Environment Chapter contains goals, policies and strategies. The following guidelines have been determined to be applicable to the current project. The text in **BOLD** is the text from the master plan and the plain text provides comments on plan conformance.

**Wildlife and Habitat:**

**Policy 1: Protect, preserves and enhance the green infrastructure network in Subregion 4.**

**Policy 2: Minimize the impacts of development on the green infrastructure network and SCAs.**

Impacts to the green infrastructure network are discussed in the Countywide Green Infrastructure Plan (2017) section.

**Water Quality and Stormwater Management:**

**Policy 1: Restore and enhance water quality in areas that have been degraded, and preserve water quality in areas not degraded.**

**Policy 2: Improve the base of information needed for the county to undertake and support stream restoration and mitigation projects.**

**Policy 3: Require on-site management of stormwater through the use of environmentally sensitive stormwater management techniques (i.e., fully implement the requirements of ESD) for all development and redevelopment activities.**

**Policy 4: Assure that adequate stream buffers are maintained and enhanced and utilize design measures to protect water quality.**

The site has a previously approved stormwater concept based on a layout approved with the CSP. The concept is currently being revised to be consistent with this application's proposed layout. The Site/Road Plan Review Division of DPIE will review the concept for conformance with the current provisions of the County Code, which addresses the state regulations.

**Air Quality and Greenhouse Gas Emissions:**

**Policy 1: Reduce air pollution to support public health and wellness by placing a high priority on transit-oriented development and transportation demand management (TDM) projects and programs.**

Promotion of green-friendly transportation practices, that could improve air quality and support public health and wellness is encouraged, such as incorporating links to existing hiker/biker trails off-site, providing bike-share facilities, charge stations for electrical cars, green roofs, and bio-methods.

**Policy 2: Reduce adverse noise impacts so that the State of Maryland's noise standards are met.**

The potential noise impacts and proposed mitigation are discussed in the Noise section below.

**Green Buildings and Sustainability:**

**Policy 1: Implement environmentally sensitive building techniques that reduce overall energy consumption.**

**Policy 2: Implement land use policies that encourage infill and support TOD and walkable neighborhoods.**

The implementation of environmentally sensitive building techniques that reduce overall energy consumption is encouraged.

**Tree Canopy and Green Space:**

**Policy 1: Preserve, restore, and enhance the existing tree canopy.**

**Policy 2: Improve the county's capacity to support increases in the tree canopy.**

Tree canopy coverage will be addressed at the time of DSP review.

**Policy NE4: Encourage the integration of green building techniques into all building designs to help reduce overall energy and water consumption.**



The use of green building techniques and energy conservation techniques should be used as appropriate. The use of alternative energy sources such as solar, wind and hydrogen power are encouraged.

**Policy NE5: Address adverse impacts of transportation-related noise.**

Transportation-related noise impacts are evaluated in the Noise section below.

**Environmental Review:**

As revisions are made to the plans submitted the revision boxes on each plan sheet shall be used to describe the changes, the date made, and by whom.

**Natural Resources Inventory:**

A signed Natural Resources Inventory (NRI-125-06-02), which includes a detailed forest stand delineation, was submitted with the application. This NRI expires on August 4, 2022. According to the NRI, this site contains 8.48 acres of woodlands on the net tract and 0.91 acre of existing woodlands within the 100-year floodplain. No specimen, champion, or historic trees are known to occur on-site. Regulated environmental features including steep slopes, 100-year floodplain, streams, wetlands, and associated buffers inclusive of the PMA exist on-site.

**Woodland Conservation:**

This site is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 1 Tree Conservation Plan (TCP1-041-07-01) was submitted with this PPS application.

The site is zoned M-X-T and has a woodland conservation threshold of 15 percent or 5.01 acres based on a gross tract of 34.59, which does not include the .19 acres to be vacated and incorporated prior to final plat. According to the worksheet, the cumulative woodland conservation requirement based on the total proposed clearing of 6.01 acres of woodlands net tract and 0.10 acre of off-site, is 9.19 acres. The TCP1 proposes to meet this requirement with 0.87 acre of on-site woodland preservation, 3.19 acres of on-site afforestation/reforestation, and 5.13 acres of off-site mitigation on another property, which will be adjusted once the gross tract area is corrected.

Portions of the proposed woodland preservation on the TCP1 do not meet the minimum width requirements to be credited towards meeting the woodland conservation requirements for the site. All proposed reforestation/afforestation and woodland preservation areas shall meet the minimum size requirements per the Woodland and Wildlife Habitat Conservation Ordinance.

After all revisions have been made, have the qualified professional who prepared the TCP1 sign and date it and update the revision box with a summary of the revisions made. 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.”

**Preservation of Regulated Environmental Features/Primary Management Area:**

The area of PMA consists of 100-year floodplain, as well as stream buffer associated with a stream that flows along the eastern property boundary and associated areas of steep slopes.

Impacts associated with slope stabilization and for future implementation of stormwater outfall structures covering a total area of 0.19 acre was submitted for consideration and approval. Although the stormwater concept submitted has not been approved at this time by DPIE, the applicant anticipates these specific impacts will be required.

A statement of justification and associated exhibit has been received for the proposed impacts to 100-year floodplain within the PMA; however, the submittal is insufficient for review because the exhibits do not provide enough detail to conduct analysis. The proposed grading and structures were not included in the exhibits. The limits of disturbance must be removed from the TCP1. A resubmission of the statement of justification and exhibits, along with a TCP2 showing the proposed impacts will need to be included in the future DSP application, so that the impacts can be fully evaluated.

Based on the level of design information currently available, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible, with conditions.

**Noise:**

The site is adjacent to Addison Road to the south and the CSX Railway, CSX & Southern Railway, and Washington Metropolitan Area Transit Authority (WMATA) Railway to the west. A Phase 2 Noise Study was submitted with this application from Phoenix Noise and Vibration, LLC, and existing traffic and rail noise levels were measured and calculated with CadnaA software.

Based on the location of the unmitigated 65 dBA Ldn noise contour, portions of buildings on all proposed parcels will be impacted by noise levels. These impacts can be mitigated through the use of standard building materials for buildings on Parcel 1. For the portions of affected buildings on the remaining parcels, enhanced building materials will be necessary to mitigate noise to 45 dBA Ldn or less.

As previously discussed, all of the outdoor areas will be affected by noise levels 65 dBA Ldn or higher. According to the noise study, a seven-foot wall barrier along the western and other boundaries of these areas will be necessary to mitigate the noise impacts, and will be further evaluated at the time of DSP. All of the parcels proposed conform to the minimum lot depth of 300 feet, adjacent to the railroad right-of-way (ROW).

**Soils:**

The predominant soils found to occur on-site, according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Christiana-Downer complex (25-40 percent slopes), Christiana-Downer-Urban land complex (5-15 percent slopes), Russett-Christian-Urban land complex (0-5 percent slopes), Udorthents highway (0-65 percent slopes), Urban land-Russett-Christian complex (0-5 percent slopes), Urban land-Udorthents (0-5 percent slopes), and Zekiah and Issue soils frequently flooded.

According to available information, no Marlboro clay exist on-site; however, Christiana complexes are mapped on this property. Christiana complexes are considered unsafe soils that exhibit shrink/swell characteristics during rain events, which make it unstable for structures. According to Section 24-131 of the Subdivision Regulations Unsafe Land, the Planning Board shall restrict or prohibit land found to be unsafe for development because of natural conditions such as unstable soils and high-water table. A geotechnical report detailing the presence of Christiana clay, and proposed remedial actions to correct or alleviate the unsafe soil condition was submitted with this application. Such proposals are required to be referred to DPIE for a determination of whether the measures proposed are sufficient to protect the health and safety of future residents. E-mail correspondence from DPIE dated January 25, 2018, was submitted with this application in which DPIE indicated there are no geotechnical concerns regarding this case.

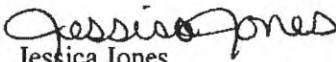
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

\* \* \* \* \*


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 Geraldo, seconded by Commissioner Doerner, with Commissioners Geraldo, Doerner, and Hewlett voting in favor of the motion, with Commissioner Washington absent, and with Commissioner Bailey temporarily absent at its regular meeting held on Thursday, March 8, 2018, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 29th day of March 2018.

Elizabeth M. Hewlett  
Chairman

By   
Jessica Jones  
Planning Board Administrator

EMH:JJ:JO:rpg

  
APPROVED AS TO LEGAL SUFFICIENCY  
M-NCPPC Legal Department  
Date 3/23/18



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department  
Community Planning Division

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
www.pgplanning.org

301-952-3972

June 18, 2018

**MEMORANDUM**

TO: Henry Zhang, Master Planner, Development Review Division

VIA: Kipling Reynolds, AICP, Chief, Community Planning Division *KR*  
David A. Green, Master Planner, Community Planning Division *DAG*

FROM: John Wooden, Planner Coordinator, Long Range Section, Community Planning Division *JW*

SUBJECT: **DSP-17023 Addison Row**

**FINDINGS**

Pursuant to Part 3, Division 9, Subdivision 3 of the Zoning Ordinance, Master Plan conformance is not required for this application.

**BACKGROUND**

**Application Type:** Detailed Site Plan for property outside of an overlay zone.

**Location:** 4800 Addison Road

**Size:** 34.59 acres

**Existing Uses:** Undeveloped

Proposal: The applicant proposes to build two 4-story residential buildings that will consist of 321 multi-family units and an access roadway as Phase 1 of a mixed-use project. Future phases will add 327 additional multi-family units and approximately 40,640 square feet of commercial space.

**GENERAL PLAN, MASTER PLAN, AND SMA**

**General Plan:** This application is located in the Established Communities Growth Policy Area. The vision for Established Communities is context-sensitive infill and low to medium-density development.

## DSP-17023 Addison Row

**Master Plan:** The *Approved 2018 Greater Cheverly Sector Plan* and the *Approved 2010 Subregion 4 Master Plan and Sectional Map Amendment* recommends mixed and mixed-use residential land uses respectively.

In addition, the *Master Plan*, Living Areas Section identifies the following Strengths and Opportunities, and Land Use Recommendations:

### **Economic Development:**

The subject property lies just north of Living Area B.

- “Because the area is underserved by retail establishments (e.g. restaurants, pharmacies), commercial development opportunities also exist along the major corridors and in existing neighborhood centers in Subregion 4.” (p. 96).

### **Land Use Recommendations**

- Develop mixed use within one-half mile of centers. (p. 100)
- Limit mixed use overlays surrounding the growth centers to the following sites: Martin Luther King Jr corridor, Walker Mill/Addison Road, Marblewood Avenue/Cedar Heights Industrial Area (p. 100)
- Promote single-family and townhouse development only in the living areas. (page 100)

**Planning Area:** 72

**Community:** Landover & Vicinity

**Aviation/MIOZ:** This application is not located within an Aviation Policy Area or the Military Installation Overlay Zone.

**SMA/Zoning:** The *Approved 2010 Subregion 4 Sectional Map Amendment* retained the subject property into the Mixed-Use Transit Oriented (M-X-T) zone.

c: Long-range Agenda Notebook

Scott Rowe, AICP, CNU-A, Acting Supervisor, Long Range Section, Community Planning Division

June 8, 2018

**MEMORANDUM**

**TO:** Henry Zhang, Urban Design Section

**VIA:** Sherri Conner, Subdivision and Zoning Section *SC*

**FROM:** Joseph Onyebuchi, Subdivision and Zoning Section *JO*

**SUBJECT:** Addison Row, DSP-17023

The subject property is known as Parcel C, D, and E recorded in the Prince George's County Land Records in Plat Book WWW 57-16, Parcel F recorded in Plat book WWW 61-37, the residue of Lots 5, 6 and 7 in Block N record in Plat Book SDH 3-55, and Parcel 174 recorded at Liber 12715 folio 365. The site is approximately 34.78 acres, which includes .19 acres of right-of-way to be vacated and incorporated into this site. The property is located in the M-X-T Zone on Tax Map 58 in Grid E-4 and is improved with a warehouse.

This property is subject to preliminary plan of subdivision (PPS) 4-16040 which was approved (PGCPB Resolution No. 18-18) for 4 parcels for the development of 648 multifamily units on March 8, 2018 subject to 16 conditions. The following 6 conditions are applicable to the review of this application:

1. **Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised as follows:**
  - b. **All plans shall be revised to show the future trail connection as it is labeled on applicant's Exhibit A.**

The applicant's preliminary plan does not reflect applicant's exhibit A on the plans and has not received signature approval.

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 PPS was approved for 4 parcels for the development of 648 multifamily units. There is no substantial change in the mix of uses proposed with this DSP.

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

Conformance to Condition 5 should be reviewed and determined by the Urban Design Section.

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.**

Conformance to with Condition 6 should be reviewed and determined by the Transportation Planning Section.

9. **In conformance with the 2009 *Approved Countywide Master Plan of Transportation (MPOT)* 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:**

- 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 DSP.**

Conformance with Condition 9 should be reviewed and determined by the Transportation Planning Section.

13. **Prior to approval of the Detailed Site Plan, 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 plans reflect a seven-foot-high barrier to mitigate 65dBA Ldn noise levels. Structures over seven feet meet main building setback requirements which should be reviewed by the Urban Design Planning Section.

- b. **Adjust the common boundary line between Parcel 1 and 3, to accommodate an appropriate drive aisle extending into the property, if deemed appropriate.**

The plans do not reflect an adjustment of the common boundary between Parcel 1 and 3. The PPS included the following finding regarding the adjustment, which must be reflected on the DSP prior to certification:

"Parcel 2 has frontage and direct access to Addison Road by way of a 65-foot-wide drive aisle that concurrently serves Parcel 1 and 3. The lot-line for Parcel 1 includes a portion of this drive aisle to accommodate several parking spaces. The result is a circuitous traffic pattern that would prohibit free-flowing access and circulation throughout the site." (PGCPB Resolution No. 18-18, pg. 19)

#### **Recommended Conditions:**

1. Prior to certificate approval of the detailed site plan, the applicant shall make the following modifications:
  - a. Use applicant's Exhibit A to reflect the proposed trail.



- b. Use a different line type to delineate the sheet line and the property line.
  - c. Adjust the common boundary line between Parcel 1 and 3 to accommodate an appropriate drive aisle extending into the property.
2. Prior to certificate approval of the DSP, the PPS shall have signature approval.

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals on the subject property and Subtitle 24. The preliminary plan has not obtained signature approval however, the DSP has been found to be in conformance with the applicable conditions set forth by the PPS subject to the recommended conditions for this DSP. All bearings and distances must be clearly shown on the DSP and must be consistent with the record plat, or permits will be placed on hold until the plans are corrected. There are no other subdivision issues at this time.



**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

Countywide Planning Division  
Environmental Planning Section

14741 Governor Oden Bowie Drive  
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301-952-3650

June 13, 2018

**MEMORANDUM**

**TO:** Henry Zhang, Master Planner, Urban Design Section

**VIA:** Katina Shoulars, Supervisor, Environmental Planning Section *KS*

**FROM:** Chuck Schneider, Senior Planner, Environmental Planning Section *KJS/MS*

**SUBJECT:** Addison Row; DSP-17023 and TCP2-007-2016-01

The Environmental Planning Section (EPS) has reviewed the Detail Site Plan, DSP-17023 and Type 2 Tree Conservation Plan (TCP2-007-16-01) received on May 21, 2018. The Environmental Planning Section recommends approval of DSP-17023 and TCP2-007-16-01 subject to the following recommended findings and conditions.

**Background**

The Environmental Planning Section previously reviewed the following applications and associated plans for the subject site:

Development Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
CSP-06003	TCP1-041-07	District Council	Approved	03/22/2010	NA
NA	TCP2-026-10	Staff	Approved	09/30/2010	NA
NA	TCP2-007-16	Staff	Approved	04/15/2016	NA
NA	TCP2-148-06	Staff	Dormant	N/A	N/A
NRI-125-06	NA	Staff	Approved	10/04/2006	NA
NRI-125-06-01	NA	Staff	Approved	11/28/2016	NA
NRI-125-06-02	NA	Staff	Approved	08/04/2017	NA
4-16040	TCP1-041-07-01	Planning Board	Approved	03/18/2018	PGCPB No. 18-18
DSP-17023	TCP2-007-16-01	Pending	Pending	Pending	Pending

**Proposed Activity**

The current application is for a mixed-use development consisting of 648 apartment units with a 40,000 square-foot of commercial space along with associated infrastructure. This application is for Phase I of the development showing two apartment buildings (A and B), parking for these two structures, temporary outside play areas, and grading/clearing and infrastructure for the remaining project area.

### **Grandfathering**

The project is subject to the requirements of Subtitles 25 (Woodland and Wildlife Habitat Conservation Ordinance) and 27 (Zoning Ordinance) that became effective September 1, 2010 because this is a new preliminary plan.

### **Site Description**

The site is located on the north side of Addison Road, northeast of its intersection of North Englewood Drive. The overall site contains 34.59 acres in the M-X-T zone. One existing building with associated parking and circulation exists on-site, as well as the remains of a demolished building associated with Raze Permit #2732-2008-RZW. An open field and woodlands are also associated with this site along the northern portion of the property. According to the approved floodplain study from the Department of Permitting, Inspections, and Enforcement (DPIE), an area of 100-year floodplain exists onsite. Other regulated environmental features including areas of steep slopes, streams, wetlands, and associated buffers inclusive of Primary Management Area are also found on the property. The site is in the Lower Beaverdam Creek sub-watershed, which drains into the Anacostia River watershed and eventually into the Potomac River Basin. This site is in a stronghold watershed. The predominant soils found to occur on-site, according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Christiana-Downer complex (25-40% slopes), Christiana-Downer-Urban land complex (5-15% slopes), Russett-Christiana-Urban land complex (0-5% slopes), Udorthents highway (0-65% slopes), Urban land-Russett-Christiana complex (0-5% slopes), Urban land-Udorthents (0-5% slopes), and Zekiah and Issue soils frequently flooded. According to available information no Marlboro clay exists onsite; however, Christiana complexes are found on the property. This site is not within a Sensitive Species Project Review Area (SSPRA) based on a review of the GIS layer prepared by the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP). According to PG Atlas, Forest Interior Dwelling Species (FIDS) habitat does not exist onsite. This site is not within an Aviation Policy Area associated with an Airport. The site does not share frontage with a special roadway designated as a historic road or scenic road.

### **Review of Approved Conditions**

The site has a previously approved Conceptual Site Plan (CSP-06003) and Preliminary Plan of Subdivision (4-17001), both which contained several conditions regarding, woodland conservation, noise mitigation, and stormwater management. The proposed detailed site plan and tree conservation plan, along with additional information submitted, demonstrates conformance with the almost all of the applicable environmental conditions of PGCPB No. 08-119 and PGCPB No. 18-18. The following condition from the preliminary plan still requires review. The text in **BOLD** is text from PGCPB No. 08-119. The plain text provides the comments on the plan's conformance with the conditions.

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

The site is located in an area where six (6) separate railroad tracks run along the northwest boundary of the site. Three tracks are used by CSX freight trains, another two are used by Metro trains, and one is used by CSX and Norfolk Southern trains. The current application is two multi-family residential buildings in the southeast section of the site.

A vibration study, prepared by Phoenix Noise and Vibration, LLC, was submitted for the subject property. The report is based on a site plan showing three residential buildings; however, the DSP only shows two buildings. Buildings A and C are consistent with the locations on the building proposed with his application. The report contains a table noting the distance of the proposed layout of the closest building from each metro track. It does not appear to note distance specifically for buildings proposed in this application. Based on staff's review, the closest building proposed in this application is approximately 500 feet from the nearest track.

The county does not have a standard for ground-borne vibration levels with respect to building structures. For this report, the applicant references recommended standards provided in the Federal Transit Administration's (FTA) has been used. This standard at 72 VdB (re 1 micro-inch/sec), is described as "not feelable, but ground-borne vibration may be audible inside quiet rooms." Trains passing the site may cause some level of annoyance depending on the tolerance of each individual.

Vibration measurements were taken over a 24-hour period at two locations, both approximately 140 feet from metro tracks. To be considered a vibration impact, there would have to be a minimum of 70 vibration events in a 24-hour period. The two locations (Point A and Point B) recorded 121 and 127 vibration events respectively. Both locations recorded over 70 vibration events exceeding the impact threshold of (72 VdB); however, vibration levels were below the threshold for minor threshold for minor cosmetic damage in fragile buildings. The conclusion is based on the current site conditions. The report states once the site is graded and the soil is compacted, different vibration levels maybe produced. The report recommends additional measurements of ground-borne vibration levels be conducted at the site to determine the level where the impact is below 72 VdB.

Considering the distance of the proposed buildings which is approximately 350 feet from where the measurements were taken, foundation or building damage from the location should be no be an issue; however, a measurement should be taken from the location of the proposed building to measure the levels at that location.

**Recommended Condition:** Prior to certification of the detailed site plan, vibration levels at one sample point in the central area between buildings A and B shall be measured over a 24-hour period. A report on the results and conclusion of the measurements shall be submitted to the Environmental Panning Section.

### **Environmental Review**

As revisions are made to the plans submitted, the revision boxes on each plan sheet shall be used to describe the changes, the date made, and by whom.

### **Woodland Conservation**

This site is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property has previously approved tree conservation plans. A Type 2 Tree Conservation Plan (TCP1-007-16-01) was submitted with this detailed site plan application.

The 34.59-acre site contains 8.36 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 (WCT) of 5.01 acres, or 15 percent of the net tract, as tabulated. The TCP2 shows a proposed net tract woodland clearing of 3.65 acres requiring a woodland conservation requirement of 6.14 acres. The TCP2 proposes to meet this requirement by providing 4.03 acres of on-site woodland preservation, 1.44 acres of reforestation and the remaining 0.67 acres in off-site woodland conservation credits.

Land is being proposed to be conveyed to the Department of Parks and Recreation (DPR); however, the specific location of the land proposed to be dedicated has not been clearly identified on the submitted TCP2 plan and the area of dedication is not located within this phase. The next development phase and TCP2 shall show the final location for the dedicated land. No woodland conservation shall be shown on the land to be dedicated to the Department of Parks and Recreation unless written consent from DPR is requested.

After all revisions have been made, the qualified professional who prepared the TCP1 will sign and date the form and update the revision box with a summary of the revisions made.

**Recommended Condition:** Prior to signature approval of the detail site plan, the TCP2 shall be revised as follows:

1. Revise the TCP2 approval block to add the Development Review Division number (DSP-17023) and the reason for review (Phase I) information.
2. Label the 65dBA Ldn noise contour on Sheet 3 and 4.

**Recommended Condition:** No woodland conservation shall be shown on land to be dedicated to the Department of Parks and Recreation (DPR) unless written consent from DPR is requested.

**Recommended Condition:** Prior to the signature of the TCP2, the required woodland conservation easements shall be prepared and submitted to the Environmental Planning Section (EPS) for review by the Office of law and submitted for recordation to the Office of Land Records. The following note shall be added to the standard Type 2 Tree Conservation Plan notes on the plan as follows:

“Woodlands preserved, planted, or regenerated in fulfillment of on-site woodland conservation requirements have been placed in a Woodland and Wildlife Habitat Conservation Easement recorded in the Prince George’s County Land Records at Liber \_\_\_\_ Folio \_\_\_\_\_. Revisions to this TCP2 may require a revision to the recorded easement.”

**Recommended Condition:** Prior to the issuance of the first grading permit, copies of the recorded easement documents with the liber and folio shall be provided to the Environmental Planning Section, and the liber and folio of the recorded woodland conservation easement shall be added to the TCP2.

#### **Preservation of Regulated Environmental Features/Primary Management Area**

Wetlands, streams and a 100-year floodplain are found to occur on this property. These features and the associated buffers comprise the PMA on the subject property in accordance with the Subdivision Ordinance.

The Subdivision Ordinance requires that: “...all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible.” (Sec. 24-130(b)(5)).

A statement of justification and exhibits for the proposed impacts were emailed to the Environmental Planning Section on June 7, 2018. The project proposes impacts to the PMA for slope stabilization and a stormwater management outfall. The current Environmental Technical Manual (ETM) provides guidance in determining if a site has been designed to meet the threshold of “fullest extent possible.” The first step in the evaluation is determining if an impact is avoidable. If an impact cannot be avoided because it is necessary for the overall development, the next step is to minimize the impact. If an impact cannot be

minimized, mitigation if proffered may be considered depending on the extent of the impact. The following is a summary of each impact requested.

**Impacts for Slope Stabilization #1 (2,366 square feet), #2 (297 square feet), #4 (281 square feet) and #5 (439 square feet).** - This request proposes to impact various area of PMA with grading of steep slopes for stability of the erodible soils on the previously graded site. A geotechnical report was previously reviewed by the Prince George's County Department of Permits, Inspections and Enforcement (DPIE) and has approved the necessary grading as part of the Stormwater Management Concept Plan.

**Avoidance/Minimization Analysis – Impacts #1, #2, #4 and #5**

These impact areas were discussed in the Subdivision Development Review Committee (SDRC) meeting and it was determined that the impacts had decreased in size from what was proposed on the preceding Preliminary Plan of Subdivision (4-16040). These impacts are necessary for the development of the property and cannot be avoided. Staff supports all four of these impacts.

**Impacts for Stormwater Outfall Structures**

Impact #3 totals 7,044 square feet of PMA (steep slopes and 100-year floodplain) and for the upgrade existing outfall that was previously constructed. The upgrade is necessary to replace the existing pipe due to the change in slope and connection to the approved stormwater system needed to accommodate the proposed construction.

**Avoidance/Minimization Analysis**

This impact area was discussed in the Subdivision Development Review Committee (SDRC) meeting and it was determined that the impacts had increased in size for what was proposed on the preceding Preliminary Plan (4-16040). These impacts are necessary for the development of the property and cannot be avoided. Staff supports these impacts.

**Recommended Finding:** Based on the design information available at the present time, 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 recommended in this memorandum. The impacts approved in concept are for slope stabilization and relocation of a stormwater pipe and expanding of rip-rap area.

**Recommended Condition:** At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area except for any approved impacts or existing easements that are to remain and shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat:

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

**Recommended Condition:** Prior to the issuance of any permits, which impact wetlands, wetland buffers, streams or Waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.

## Noise

The site is adjacent to Addison Road to the south and the CSX Railway, CSX & Southern Railway, and WMATA Railway to the west. A Phase 2 noise study dated February 1, 2018 was submitted with this application from Phoenix Noise and Vibration, LLC. This appears to be the same report submitted and reviewed with the preliminary plan application for this project.

The DSP is only showing Phase I of the development and the unmitigated 65dBA Ldn noise contour is located only on a small portion of Building B on Parcel 1. Noise impacts to the affected building can be mitigated through the use of enhanced building materials to mitigate noise to 45dBA Ldn or less.

The preliminary plan and TCP1 state that the on-site outdoor play areas would be affected by the unmitigated 65dBA Ldn noise contour. This DSP and TCP2 application show a temporary outdoor play area that will be relocated in the final phase of the development. At that time, the final location of the outdoor play area will require noise mitigation. According to the noise study, a 7-foot wall barrier along the western and other boundaries of these areas will be necessary to mitigate the noise impacts.

**Recommended Condition:** Prior to the issuance of any building permit, a list of building materials shall be submitted to staff and a professional engineer with competency in acoustical analysis using the certification template will be utilized. The list shall be modified as necessary and certified by the engineers stating that the interior noise levels will be reduced through the proposed building materials to 45dBA Ldn or less for the portions of the residential units within the unmitigated 65dBA Ldn or higher noise impact area.

## Soils

The predominant soils found to occur on-site, according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Christiana-Downer complex (25-40% slopes), Christiana-Downer-Urban land complex (5-15% slopes), Russett-Christian-Urban land complex (0-5% slopes), Udorthents highway (0-65% slopes), Urban land-Russett-Christian complex (0-5% slopes), Urban land-Udorthents (0-5% slopes), and Zekiah and Issue soils frequently flooded.

According to available information, no Marlboro clay exist onsite; however, Christiana complexes are mapped on this property. Christiana complexes are considered unsafe soils that exhibit shrink/swell characteristics during rain events, which make it unstable for structures. According to Section 24-131, Unsafe Land, the Planning Board shall restrict or prohibit land found to be unsafe for development because of natural conditions such as unstable soils and high-water table.

As part of the Preliminary Plan review process a geotechnical report was submitted to the Environmental Planning Section and to Prince Georges County Department of Permitting, Inspections and Enforcement (DPIE). This report was reviewed by DPIE and an email review dated January 25, 2018 was submitted with the Preliminary Plan review which DPIE indicated there are no geotechnical concerns regarding this case.

No additional information is required regarding soil with this application.

### **Stormwater Management**

A Stormwater Management Concept Approval Letter (# 15244-2006-02) and associated plan were submitted with the application for this site. The approval was re-issued on March 29, 2018 with this project from the Prince George County Department of Permitting, Inspections and Enforcement. The concept plan shows the entire development and proposes to construct 42 new on-site micro-bioretenion ponds and 4 swales with infiltration. No stormwater management fee for on-site attenuation/quality control measures is required.

No additional information is required regarding stormwater management with this application.

### **Summary of Recommended Findings and Conditions**

#### **Recommended Finding**

Based on the design information available at the present time, 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 recommended in this memorandum. The impacts approved in concept are for slope stabilization and relocation of a stormwater pipe and expanding of rip-rap area.

#### **Recommended Conditions**

1. Prior to signature approval of the detail site plan, the TCP2 shall be revised as follows:
  - a. Revise the TCP2 approval block to add the Development Review Division number (DSP-17023) and reason for review (Phase I) information.
  - b. Label the 65dBA Ldn noise contour on Sheet 3 and 4.
2. No woodland conservation shall be shown on land to be dedicated to the Department of Parks and Recreation (DPR) unless written consent from DPR is provided.
3. 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.”
4. Prior to the signature of the TCP2, the required woodland conservation easements shall be prepared and submitted to the Environmental Planning Section (EPS) for review by the Office of law and submitted for recordation to the Office of Land Records. The following note shall be added to the standard Type 2 Tree Conservation Plan notes on the plan as follows:



“Woodlands preserved, planted, or regenerated in fulfillment of on-site woodland conservation requirements have been placed in a Woodland and Wildlife Habitat Conservation Easement recorded in the Prince George’s County Land Records at Liber \_\_\_\_ Folio \_\_\_\_\_. Revisions to this TCP2 may require a revision to the recorded easement.”

5. Prior to the issuance of the first grading permit, copies of the recorded easement documents with the liber and folio shall be provided to the Environmental Planning Section, and the liber and folio of the recorded woodland conservation easement shall be added to the TCP2.
6. Based on the design information available at the present time, 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 recommended in this memorandum. The impacts approved in concept are for slope stabilization and relocation of a stormwater pipe and expanding of rip-rap area.
7. At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area except for any approved impacts or existing easements that are to remain and shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat:  
  
"Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed."
8. Prior to the issuance of any permits, which impact wetlands, wetland buffers, streams or Waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.
9. Prior to the issuance of any building permit, a list of building materials shall be submitted to staff and a professional engineer with competency in acoustical analysis using the certification template. The list shall be modified as necessary and certified by the engineers stating that the interior noise levels will be reduced through the proposed building materials to 45 dBA Ldn or less for the portions of the residential units within the unmitigated 65dBA Ldn or higher noise impact area.
10. Prior to certification of the detailed site plan, vibration levels at one sample point in the central area between buildings A and B shall be measured over a 24-hour period. A report on the results and conclusion of the measurements shall be submitted to the Environmental Planning Section.



**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**


Prince George's County Planning Department  
Countywide Planning Division, Transportation Planning Section


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**MEMORANDUM**

June 22, 2018

TO: Henry Zhang, Urban Design Section, Development Review Division

VIA:  Tom Masog, Transportation Planning Section, Countywide Planning Division

FROM:  Crystal Saunders Hancock, Transportation Planning Section, Countywide Planning Division

SUBJECT: DSP-17023, Addison Row ETOD Revised

The Transportation Planning Section has reviewed the detailed site plan application referenced above. The subject property consists of approximately 34.59 acres in the M-X-T Zone and is located in the northeast quadrant of Addison Road (near North Englewood Drive) and Minnesota Avenue. The applicant is proposing a mixed use development of commercial and residential uses that will be constructed in phases. Phase 1 of the project will construct two residential buildings with two additional phases proposed but they are not a part of this detailed site plan.

**Master Plan, Right-of-Way Dedication**

The property is located in an area where the development policies are governed by the *2010 Approved Subregion 4 Master Plan and Endorsed Sectional Map Amendment, as well as the 2009 Approved Countywide Master Plan of Transportation*. The plans recommend that Addison Road (C-408) maintain its collector status and maintain its variable right-of-way width of 70-80 feet. The section of Addison Road along the subject property's frontage is dedicated to the master plan requirement, and no additional dedication will be required of the applicant.

**Review Comments**

The proposed location for the residential is an unimproved parcel, Parcel 1 is located in the south eastern portion of the lot. The proposed buildings front Addison Road and access to this site is also on Addison Road. Finally, the internal circulation of the site is acceptable.

The existing site is located in the M-X-T Zone and it allows for design flexibility and a mix of land uses with high densities and intensities and provides for a variety of residential, commercial, and employment uses. Based on a review of the detailed site plan, the plan proposes 321 multifamily residential units in two, four-story buildings on Parcel 1. However, the ultimate buildout of the site proposes a total of 648 (327 additional) multifamily residential units and 40,640 square feet of commercial space.

A previous submittal, Preliminary Site Plan (4-16040) established transportation related findings. The status of this is summarized below trip generation in each peak hour that will be used for the analysis and for formulating the residential trip cap on the site:

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

**Background**

Pursuant to previous actions, the subject property was the subject of an approved, Zoning, Conceptual Site Plan and Preliminary Site Plan. This detailed site plan is a requirement of the M-X-T Zone. The property is a mixed-use development that will include both residential and commercial space. As noted, the subject property has had three prior approvals that have had transportation related conditions and the status of each condition is summarized below:

**A-9981- Resolution 06-284**

2. *If residential development is approved as a part of this application the following recommendations should be observed:*
  - a. *The site plan shall provide adequate open space at the perimeter as determined by the Urban Design Section during CSP to serve as a buffer between the project and adjacent lower density residential development.*
  - b. *Multifamily development shall have direct access to arterial or collector roads and shall not have primary access through single-family residential streets.*
  - c. *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.*
  - d. *Buffering in the form of landscaping, open space, berming, attractive fencing, and/or other creative site planning techniques should be utilized to protect residential areas from commercial, industrial and other incompatible uses.*

Status: Condition 2.b. This condition has been met as the applicant has one direct access point on Addison Road, a collector roadway for this phase of the project. No additional access is requested on the current detailed site plan.

3. *The CSP shall show right-of-way along Addison Road consistent with master plan recommendations. This right-of-way, as may be revised during CSP, shall be shown for dedication at the time of preliminary plan of subdivision.*

Status: This condition has been met as the master plan requested between 70 and 80 feet of right-of-way along Addison Road and the current roadway width is variable but within this specified range.

4. *Addison Road at Eastern Avenue: 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:*

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

*These improvements shall be reviewed within a revised traffic study to be done at the time of preliminary plan of subdivision and revised if deemed appropriate. The review shall include an analysis of queuing within the left-turn lane proposed along eastbound Eastern Avenue, along with the constructability of recommended improvements.*

Status: This condition is enforceable at the time of the building permit phase.

5. *Sheriff Road at Addison Road: 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:*
  - a. *Provision of two 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.*

*These improvements shall be reviewed within a revised traffic study to be done at the time of preliminary plan of subdivision and revised if deemed appropriate. The review shall include an analysis of queuing within the left-turn lane along eastbound Eastern Avenue, along with the constructability of recommended improvements*

Status: This condition is enforceable at the time of the building permit phase.

6. *At the time of preliminary plan of subdivision a revised traffic study shall be submitted. This study shall review each proposed access point along Addison Road in accordance with the conceptual site plan to determine the appropriate land configuration at each location and to determine if signalization merits further study. Such further study of traffic signal warrants shall be conducted at the time of detailed site plan. This revised study shall also consider traffic calming measures along Doewood Lane, if an access point is aligned opposite to it, and Elkwood/Nast Street, if an access point is aligned opposite to Elkwood Lane.*

Status: This condition has been met as the applicant submitted a revised traffic study dated August 2017. It was reviewed as a part of the previously submitted preliminary plan of subdivision application (4-16040).

7. *At the time of CSP, the applicant shall review 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 point opposite existing streets.*

Status: This condition has been met as the applicant is requesting approval for direct access onto Addison Road. No access is shown on the opposite side of an existing street.

**CSP-06003 – Resolution 08-119**

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.*
  - b. *The portion of Minnesota Avenue Extended to the north and east of the area of this application should be displayed in a dashed or crosshatched fashion and labeled "Possible Future Roadway Connection."*

Status: Condition A - This condition has been met as the master plan requested between 70 and 80 feet of right-of-way along Addison Road and the current roadway width variable but within this specified range. Condition B – The Minnesota Avenue extended project is not a current master planned road or project.

22. *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 hour vehicle trips. This may require a reduction in the amount of office, retail, and/or residential development to conform to the trip cap.*

Status: The site plan has been revised per (4-16040) and as such this trip cap is no longer valid.

**4-16040 – Resolution 18-18**

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.*

Status: This condition establishes an overall trip cap including both commercial and full residential buildout for the subject property of 391 AM and 586 PM peak-hour trips. However, Phase 1 is only a portion of the proposed residential for the subject property. While the total residential trip cap is 337 AM and 389 PM peak-hour trips, Phase 1 is within the previously established (full buildout) residential trip cap.

**TRANSPORTATION STAFF CONCLUSIONS**

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




**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

Prince George's County Planning Department  
Countywide Planning Division, Transportation Planning Section

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June 18, 2018

**MEMORANDUM**

TO: Henry Zhang, Development Review Division  
FROM:  Fred Shaffer, Transportation Planning Section, Countywide Planning Division  
SUBJECT: Detailed Site Plan Review for Master Plan Trail Compliance

The following detailed site plan was reviewed for conformance with the *Approved Countywide Master Plan of Transportation* and/or the appropriate area Master Plan in order to provide the appropriate recommendations.

Detailed Site Plan Number: DSP-17023

Name: Addison ROW

Type of Master Plan Bikeway or Trail

Municipal R.O.W.*	<u>      </u>	Public Use Trail Easement	<u>      </u>
PG Co. R.O.W.*	<u>  X  </u>	Nature Trails	<u>      </u>
SHA R.O.W.*	<u>      </u>	M-NCPPC – Parks	<u>      </u>
HOA	<u>      </u>	Bicycle Parking	<u>  X  </u>
Sidewalks	<u>  X  </u>	Trail Access	<u>      </u>

\*If a Master Plan Trail is within a city, county, or state right-of-way, an additional two - four feet of dedication may be required to accommodate construction of the trail.

The Transportation Planning Section has reviewed the detailed site plan application referenced above for conformance with the 2009 *Approved Countywide Master Plan of Transportation* and/or the appropriate area master/sector plan in order to implement planned trails, bikeways, and pedestrian improvements. Staff recommendations based on current or proposed conditions are also included in this memo.

The subject application is located on the north side of Addison Road and to the west of North Englewood Drive. The site is located approximately 2,400 linear feet from the Cheverly Metro. The site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2010 *Approved Sector Plan and Sectional Map Amendment for Subregion 4* (area master plan). Due to its location outside the Cheverly Metro Center the application was not subject to the requirements of Section 24-124.01 and the Transportation Review Guidelines - Part 2 at the time of the Preliminary Plan.

**Review Comments (Master Plan Compliance and Prior Approvals)**

Three master plan trail/bikeway issues impact the subject property, with a stream valley trail recommended along Lower Beaverdam Creek, sidewalks and designated bike lanes recommended along Addison Road, and a trail or wide sidewalk connection recommended along the right-of-way (or paper street) along the northern edge of the site. Text regarding the trail connection through the site was included in the 2005 Approved Tuxedo Road/Arbor Street/Cheverly Metro Area Sector Plan and is copied below. This proposal was retained in the MPOT and the Subregion 4 Master Plan (see plan maps), but the text was not carried forward:

Provide a trail connection from the proposed Beaverdam Creek stream valley trail to Addison Road. This trail will link residents of the Addison Road corridor with the Cheverly Metro Station. The trail could be accommodated in the paper street connecting to Addison Road (area master plan, page 40).

**Comment:** This trail is shown on the area master plan along the r-o-w for Minnesota Avenue. This connection is intended to provide access from Addison Road to the stream valley trail. Steep slopes may preclude the connection on the location shown on the master plan and DPR has indicated that they are not interested in acquiring parkland at this location (between the stream valley and Addison Road) in order to provide a public connection. As this connection will be private and serve the residents of the subject site only, it can be accommodated via the internal sidewalk network reflected on the preliminary plan and detailed site plan. The sidewalk network proposed on-site is comprehensive and provides pedestrian access from the subject site to the proposed recreation facilities and future stream valley trail.

Text regarding the stream valley trail and Addison Road was included in the MPOT and is copied below:

Addison Road Sidewalks and Bike Lanes: Designated bike lanes and continuous standard or wide sidewalks are needed to provide multimodal access to the Addison Road Metro Station south of MD 214. These facilities will accommodate safe and convenient multimodal access to the Addison Road Metro Station from the communities along Addison Road (MPOT, page 19).

**Comment:** The submitted plans include a standards sidewalk along Addison Road. Pavement markings for bike lanes (or another appropriate bicycle treatment) will be made by DPW&T/DPIE. Bicycle signage is recommended per the CSP.

Lower Beaverdam Creek Stream Valley Trail: This trail will utilize a park trail corridor as well as some on-road improvements along Pennsy Drive to provide nonmotorized access to the Cheverly and Landover Metro stations. It will also provide access from Subregion 4 to the Anacostia Tributary Trails Network. This planned trail along the entire length of Lower Beaverdam Creek within Subregion 4 will be a substantial addition to the existing Anacostia Tributary Trails Network and will provide needed urban greenspace within an industrial corridor. This is a long-term recommendation as significant land acquisition and stream restoration will be required. Evaluate the feasibility of extending the Lower Beaverdam Creek to New Carrollton Metro (MPOT, page 35).

**Comment:** This is a long-term recommendation. Land acquisition needs to occur along the stream valley before construction of the trail can occur between the site and the Cheverly Metro. The recently funded Cheverly Metro Access Study will evaluate opportunities and the feasibility for implementing this master plan trail in the vicinity of the subject site. Potentially the HOA trail proposed at the rear of the Preliminary Plan could be connected into this stream valley network.

The Complete Streets Section of the MPOT includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

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

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

**Comment:** The internal sidewalk network reflected on the submitted TCP is comprehensive, extends throughout all sections of the subject site and fulfills the policies noted above. These sidewalks will also accommodate access to the stream valley trail for the future residents of the site.

Previously approved CSP-06003 included several conditions of approval related to Addison Road. These conditions are copied below:

11. The applicant, 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 for payment to be received prior to the issuance of the first building permit.
14. Prior to approval of a detailed site plan, the plans shall demonstrate conformance to CSP-06003. An enhanced streetscape shall be provided along Addison Road as contemplated by the CSP.

**Comment:** The submitted Preliminary Plan is in conformance with these conditions. Conditions of approval addressing the bicycle signage is included in this memorandum. The cost for the signage has been modified per the latest DPW&T Cost Index.

Previously approved Preliminary Plan 4-16040 included the following conditions of approval related to pedestrian facilities:

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.
  - 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.

**Comment:** These recommendations are carried forward for the subject application. The location,



number and type of bicycle parking needs to be added to the site plan.

**Major Issue:** The Prince George's County Planning Department and the Town of Cheverly has received a Transportation/Land Use Connections (TLC) Grant from the Metropolitan Washington Council of Governments for a planning study for improving access to the Cheverly Metro. This "Cheverly Metro Access Study" will facilitate dialogue between operating agencies, area residents and other key stakeholders for improving non-motorized access to the station. The applicant for the Addison ROW development are encouraged to provide input into this study. It is anticipated that the study will commence in the fall and have a number of stakeholder and community meetings to solicit input and feedback. This study will look at the viability of the trail along the stream valley, the potential for a direct connection from Addison ROW to the station parallel to the railroad tracks, and other opportunities for linking the communities south of US 50 with the station.

**Recommendation:**

In conformance with the 2009 Approved Countywide Master Plan of Transportation (MPOT) and the 2010 Approved Sector Plan and Sectional Map Amendment for Subregion 4, the applicant and the applicant's heirs, successors and/or assigns shall provide the following:

- a. Payment of \$420 to DPW&T 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 the issuance of the first building permit.
- b. Prior to signature approval, revise to plans to include bicycle parking at the proposed buildings on the site. The location, type and number of bicycle parking spaces shall be indicated on the plans. Both bicycle racks and a small amount of bike lockers may be appropriate.



**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

Prince George's County Planning Department  
Historic Preservation Section

(301) 952-3680  
www.mncppc.org

June 8, 2018

MEMORANDUM

TO: Henry Zhang, Master Planner  
Urban Design Section  
Development Review Division

FROM: Howard Berger, Supervisor *HB*  
Jennifer Stabler, Archeology Planner Coordinator *JAS*  
Tyler Smith, Principal Planning Technician *TAS*  
Historic Preservation Section  
Countywide Planning Division

SUBJECT: **DSP-17023, Addison Row**

The subject property comprises 34.59 acres located to the north of the intersection of North Englewood Drive and Addison Road in Capital Heights, Maryland. The previous building on the property was demolished around 2009 and the site has been regraded. The subject application proposes the construction of a mixed-use development consisting of 648 residential units and 40,000 square feet of commercial use.

The subject property is near to, but is not adjacent to the Fairmount Heights High School Historic Site (72-064). A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. This proposal will not impact any historic sites, historic resources or known archeological sites. Phase I archeology survey is not recommended.

I:\HISTORIC\Referrals\2018\DSP-17023 Addison Row\_HPS 8 June 2018.docx





1 - Gov. Review Comments

Created by: Andres Villarraga  
On: Tuesday, January 02, 2018 3:17:06 PM

Existing and/or proposed water and sewer mains and service connections are not shown on the plan. Water and sewer lines as well as proposed connections need to be included on the plan in order for WSSC to be able to comment.

Existing mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.

Revise the plan to realign any water pipeline that conflicts with large storm drains, culverts, deep side ditches, etc. Maintain the required horizontal clearances from other utilities, retaining walls, sediment traps, street lights, paving, etc. See WSSC Design Manual C-3.1

There is a 12- inch diameter water main located on or near this property. WSSC records indicate that the pipe material is Cast Iron (CI). Prior to submittal of Phase 2 System Integrity review, it is the applicant's responsibility to test pit the line and determine its exact horizontal and vertical location as well as to verify the type of pipe material. The applicant's engineer is responsible for coordinating with WSSC for monitoring and inspecting test pits for this project.

Water pipelines 12-inch and smaller must have the greater of: a minimum of 15 feet horizontal separation from any building or dwelling or a 1:1 slope from the bottom of the foundation of the existing or proposed building to the bottom edge of the pipeline trench.

Residential water service pipeline connections exceeding 300-feet require outside meters.

Proposed water systems (greater than 3-inch diameter) with a developed length of more than 80 feet will require an outside meter setting in a vault. Show and label vault and required WSSC right-of-way.

A single service connection for two or more buildings in a single lot/parcel requires a covenant. Should the property be subdivided or sold in the future, individual water/sewer connections for each building will be required.

WSSC easements must be free and clear of other utilities, including storm drain systems, with the exception of allowed crossings designed in accordance with the WSSC Pipeline Design Manual. Under certain conditions (and by special request) storm drains may be permitted within the WSSC easement. However, this will be evaluated on a case by case basis and if allowed, will require execution of a special agreement between WSSC and the developer.

The minimum horizontal clearance from a building to the outside diameter of a WSSC pipeline is 15-feet. The minimum spacing between adjacent buildings with both water and sewer lines

Follow WSSC Demolition/Abandonment procedures to obtain a County Raze Permit. Note: Failure to obtain an SDC fixture credit permit inspection prior to the removal of existing fixtures will result in the issuance of Basic Credit Only. To obtain System Development Charge (SDC) credits for existing plumbing fixtures, an SDC Fixture Count Inspection MUST be completed by a WSSC Regulatory Inspector BEFORE REMOVAL OF FIXTURES OR DEMOLITION of the structure. The inspection requires a permit which can only be obtained through a WSSC Registered Master Plumber. SDC Fixture Credit Procedures are available at the WSSC Permit Services website.

A proposed site development project was previously submitted to WSSC (DA6435Z18) and is a

pending project.

Any grading, change in pipe loading (including but not limited to proposed fill or excavation), adjustment to manhole rims, fire hydrant relocations, placement of access roads or temporary haul roads, temporary sediment control devices, paving construction or construction related activity of any kind over an existing WSSC water or sewer main or within an existing WSSC right-of-way requires advance approval by WSSC. Any proposed public street grade establishment plan (GEP) with an existing WSSC water or sewer main of any size located within the existing or proposed public street right-of-way requires WSSC approval directly on the original GEP prior to approval of the GEP by the County Department of Public Works and Transportation. Any work (design, inspection, repair, adjustment, relocation or abandonment of existing WSSC facilities) is done at the sole expense of the applicant/builder/developer. Contact WSSC Relocations Unit at (301) 206-8672 for review procedures and fee requirements. See WSSC Design Manual, C-5.1 and Part Three, Section 11.

----- 0 Replies -----

### 2 - Hydraulics

Created by: Andres Villarraga  
On: Tuesday, January 02, 2018 3:47:59 PM

Submit a hydraulic planning analysis package for review.

Site Utility System reviews are required for projects with proposed water connections greater than 2-inch or sewer connections greater than 4-inch. Contact the WSSC Permit Services Unit on (301) 206-8650 for submittal requirements or view our website.

a 12-inch water main is available to serve the proposed site. Contact the Permit Services Unit at (301) 206-8650 for details regarding applying for service connections or visit our website.

The sewer main alignment should be revised to avoid deep and/or shallow sewer.

Projects projected to generate over 100,000 gallons per day base sanitary flow require special review per SP ENG 11-01 by the WSSC Planning Group. This special review is performed during the Hydraulic Planning Analysis and will determine if downstream improvements will be required.

----- 0 Replies -----

### 3 - Corrosion

Created by: Andres Villarraga  
On: Tuesday, January 02, 2018 3:19:50 PM

need to submit a corrosion evaluation due to the proximity to the rail road lines

----- 0 Replies -----

### 4 - Water House Connection

Created by: Andres Villarraga  
On: Tuesday, January 02, 2018 3:24:45 PM

Provide only one house connection for this development

----- 0 Replies -----

EXHIBIT'S LIST

7/12/18 PGCPB REGULAR MEETING  
ITEM 6 DSP-17023 ADDISON ROW, PHASE 1

Applicant's Exhibit No. 1:

Applicant's Proposed Revised Conditions (1 page)

Applicant's Exhibit No. 2:

Applicant's proposed layout (2 pages)

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Opponent's Exhibit No. 1:

Photo of North Englewood neighborhood depicting  
rainwater runoff (1 page)



APPLICANT'S PROPOSED REVISED CONDITIONS  
ADDISON ROW DSP-17023

- A. In agreement on the CSP conditions
- B. APPROVE Detailed Site Plan DSP-17023 and Type 2 Tree Conservation Plan TCP2-007-2016-01 for Addison Row, Phase 1, Expedited Transit-Oriented Development, 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. Obtain signature approval of Preliminary Plan of Subdivision 4-16040.
    - ~~b. Revise the southern elevations to provide dark brown brick treatments on the elevations of both buildings along the Addison Road frontage, to be reviewed and approved by the Urban Design Section as designee of the Planning Board.~~

**Comment: The applicant provided additional brick but the dark brown is inconsistent with the overall color scheme.**
    - e. b. Provide a redesign to define a clear "T" intersection at the end of the main entrance drive on Parcel 2, including adjustments to the proposed property lines for Parcels 1 and 3, to be reviewed and approved by the Urban Design and Transportation Planning Sections, as designees of the Planning Board.

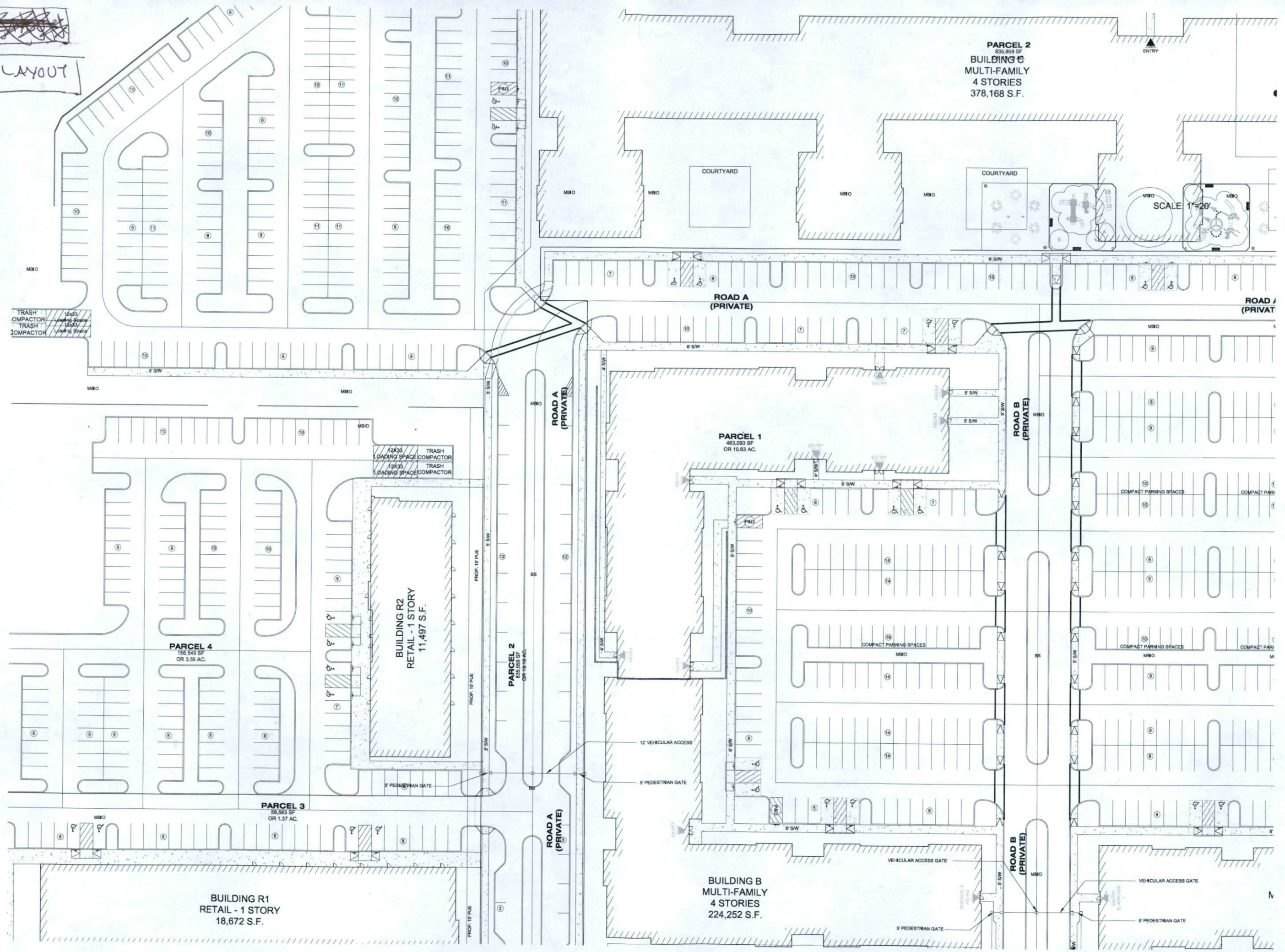
**Comment: We will provide a detail at the hearing for guidance.**
    - d. c. Revise the plans to include indoor bicycle racks at each of the proposed buildings, and indicate the location of the interior storage rooms. The location, type, and number of bicycle parking spaces shall be indicated on the plans.

ORIGINAL LAYOUT

REC'D BY PGCPB ON 7.12.18  
ITEM # 6 CASE # 17023  
EXHIBIT # App & No 2

PARCEL 2  
835,959 SF  
BUILDING C  
MULTI-FAMILY  
4 STORIES  
378,168 S.F.

SCALE 1"=20'



TRASH COMPACTOR  
TRASH COMPACTOR  
TRASH COMPACTOR

TRASH LOADING SPACE COMPACTOR  
TRASH LOADING SPACE COMPACTOR

PARCEL 4  
156,549 SF  
OR 3.58 AC.

BUILDING R2  
RETAIL - 1 STORY  
11,497 S.F.

PARCEL 3  
59,583 SF  
OR 1.37 AC.

BUILDING R1  
RETAIL - 1 STORY  
18,672 S.F.

PARCEL 2  
835,959 SF  
OR 19.19 AC.

PARCEL 1  
483,093 SF  
OR 10.63 AC.

BUILDING B  
MULTI-FAMILY  
4 STORIES  
224,252 S.F.

ROAD A  
(PRIVATE)

ROAD B  
(PRIVATE)

ROAD J  
(PRIVATE)

VEHICULAR ACCESS GATE

5' PEDESTRIAN GATE

VEHICULAR ACCESS GATE

5' PEDESTRIAN GATE

COMPACT PARKING SPACES

COMPACT PARKING SPACES

COMPACT PARKING SPACES

ROAD A  
(PRIVATE)

ROAD B  
(PRIVATE)

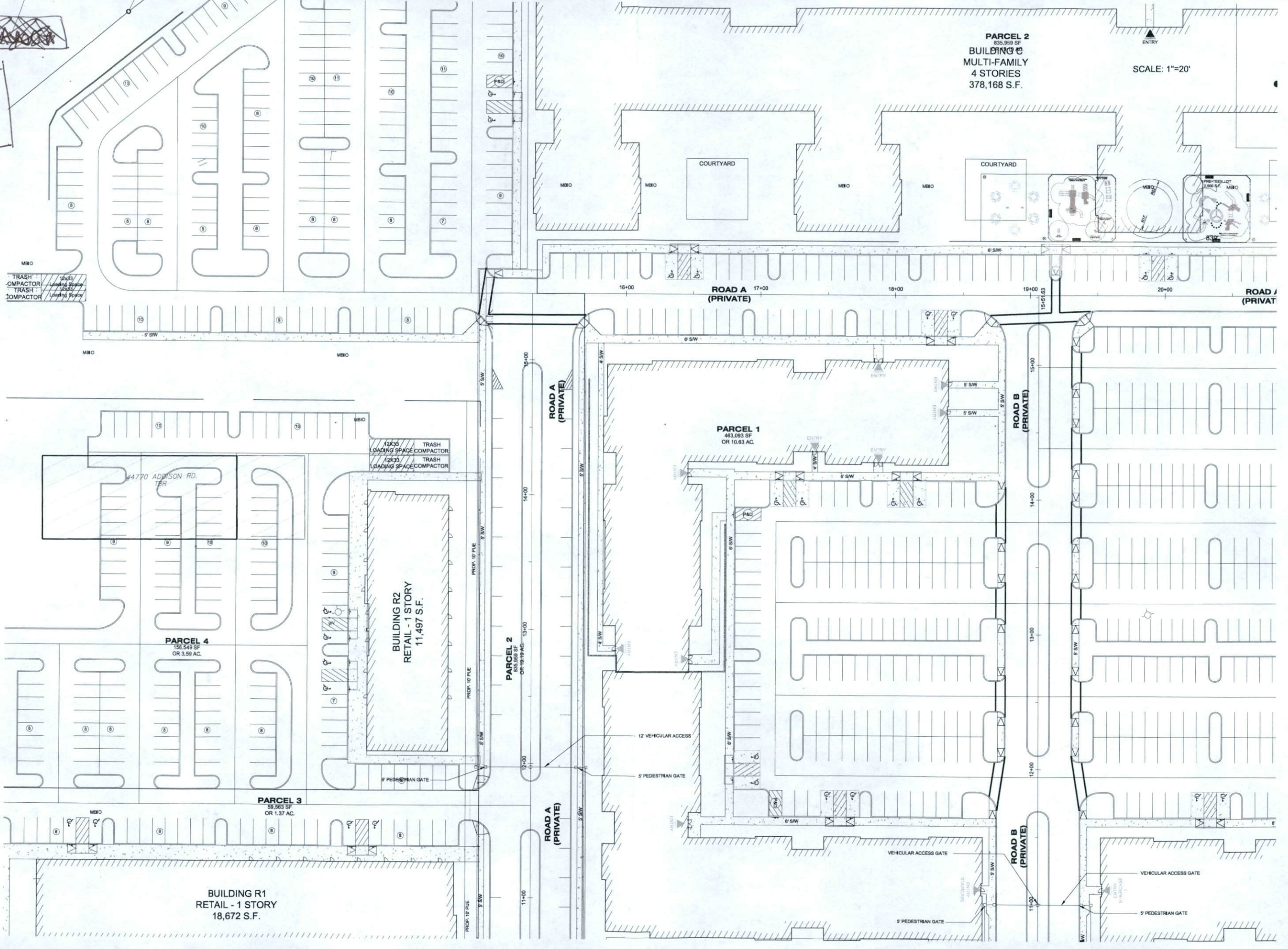
N

REVISED LAYOUT

REC'D BY PGCPB ON 7.17.18  
ITEM # 6 CASE # 17033  
EXHIBIT # App Ex No 2

PARCEL 2  
835,959 SF  
BUILDING  
MULTI-FAMILY  
4 STORIES  
378,168 S.F.

SCALE: 1"=20'



REC'D BY PGCPB ON 7.12.18  
ITEM # 6 CASE # 158-1023  
EXHIBIT # Opp Ex No. 1

OPP # 1

