



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

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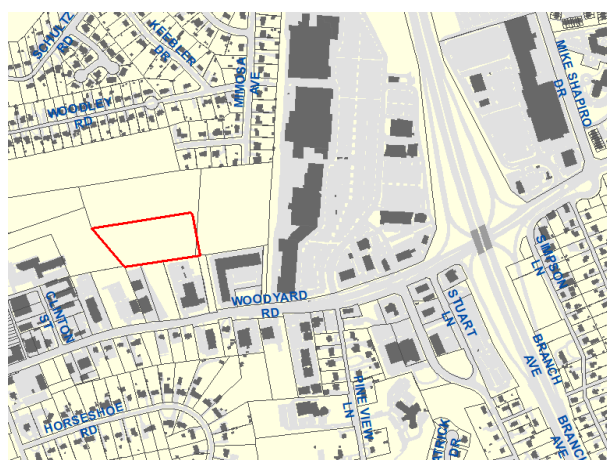
Detailed Site Plan

Woodyard Station, Phase 2

DSP-20026

REQUEST	STAFF RECOMMENDATION
Development of 46 multifamily dwelling units and a 112-unit apartment housing for the elderly.	APPROVAL with conditions

Location: On the north side of MD 223 (Woodyard Road) approximately 2,100 feet west of its interchange with MD 5 (Branch Avenue).	
Gross Acreage:	5.53
Zone:	M-X-T/M-I-O
Dwelling Units:	N/A
Gross Floor Area:	N/A
Planning Area:	81A
Council District:	09
Election District:	09
Municipality:	N/A
200-Scale Base Map:	212SE06
Applicant/Address: TAC Woodyard, LLC 2100 Powers Ferry Road Atlanta, GA 30339	
Staff Reviewer: Thomas Burke Phone Number: 301-952-4534 Email: Thomas.Burke@ppd.mncppc.org	



Planning Board Date:	11/05/2020
Planning Board Action Limit:	11/09/2020
Staff Report Date:	10/21/2020
Date Accepted:	08/25/2020
Informational Mailing:	04/24/2020
Acceptance Mailing:	08/20/2020
Sign Posting Deadline:	10/06/2020

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at http://www.mncppcapps.org/planning/Person_of_Record/.
Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-20026
 Type 2 Tree Conservation Plan TCP2-014-2020-01
 Woodyard Station, Phase 2

The Urban Design staff has completed the review of the subject application 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

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

- a. The requirements of the Prince George's County Zoning Ordinance in the Mixed Use-Transportation Oriented (M-X-T) Zone and the site design guidelines;
- b. The requirements of Conceptual Site Plan CSP-19008;
- c. The requirements of Preliminary Plan of Subdivision 4-19040;
- d. The requirements of Detailed Site Plan DSP-20022;
- 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; and
- h. Referral comments.

FINDINGS

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

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

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

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

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

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

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

Parking and Loading Data

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

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

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

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

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

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

Conceptual Site Plan CSP-19008 (PGCPB Resolution No. 2020-34) was approved by the Prince George's County Planning Board on March 12, 2020. The CSP is a mixed-use development consisting of 119 one-family attached (townhouse) dwelling units, 46 multifamily dwelling units, a 112-unit apartment housing for the elderly (senior multifamily), and 2,500 square feet of commercial/retail uses.

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

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

6. **Design Features:** The applicant proposes to develop this second phase of the Woodyard Station project, consisting of 5.53 acres of the 21.82 acre site, with 46 multifamily dwelling units in one 4-story building, and a 112 senior apartment units in one 4-story building, for a total of 158 dwelling units, including indoor and outdoor recreation amenities, and associated site infrastructure. Both buildings will front on the proposed extension of Mimosa Avenue, with the senior apartment building on the southwest corner of its intersection with the proposed Woodyard Station Road. Both public roads were approved with DSP-20022. The parking lots will be combined to the south of the buildings, with

access from Mimosa Avenue, between the two buildings, and from Woodyard Station Road, behind the senior apartment building. Sufficient lighting is shown for the parking lots and entrance drives, as shown on a submitted photometric plan. A dumpster, surrounded by screen walls, is provided to the rear of each building.

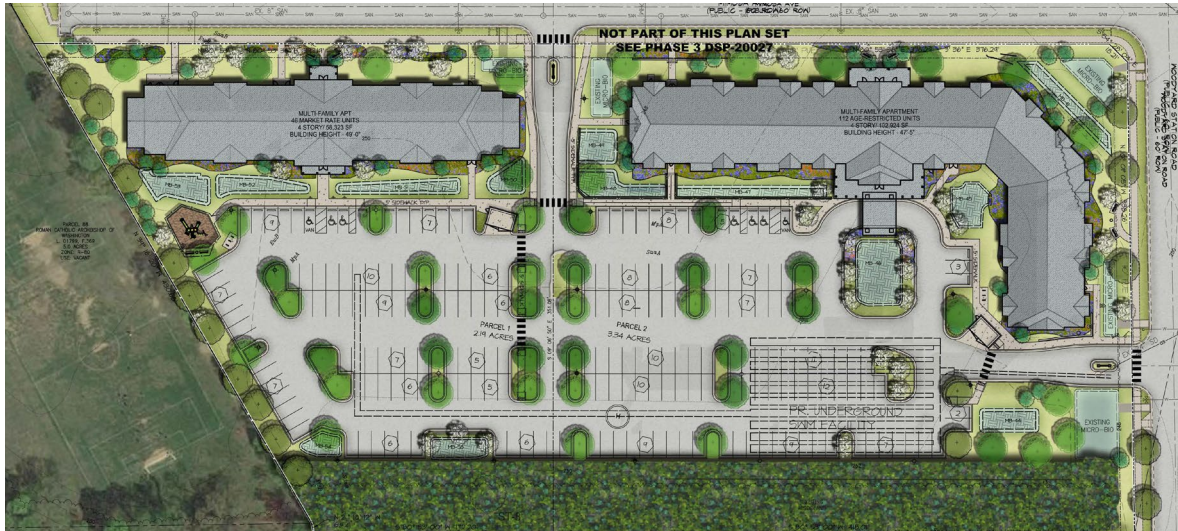


Figure 1: Illustrative Plan

Architecture

The residential buildings will be four stories, composed of a combination of brick, cementitious siding, and vinyl. Each building will include a leasing office, community room, computer room, and indoor bicycle storage. The senior apartment building will have a game room and the multifamily building will have a fitness center. The main entrances to the buildings are centrally located with an entrance facing Mimosa Avenue and Woodyard Station Road, as well as entrances in the rear facing the parking lot. The entrances to both buildings on the road frontage are articulated by a projecting building section and a covered entryway. The central building section is capped with a more prominent gable end with windows and an awning. The multifamily building further accentuates the entry with a 2-story course of brick on the frontage that extends from a brick watertable. The buildings are proportionally divided into smaller forms to minimize visual impact by providing recesses across the front and rear façades, multistory box window projections, mixed materials and color patterns by section and floor, and gable end enhancements along the roof line. The multifamily building scales down to a narrower width and to three stories on each end. This will reduce the dominance of the structure at the western property line, providing a softer transition to the adjacent, R-80-zoned, vacant property.



Figure 2: Senior Apartments, North Elevation



Figure 3: Multifamily Units, North Elevation

Signage

The applicant is proposing two monument signs, one at each driveway entrance. Each sign will be in the median of the entry drive and set back 15 feet from the right-of-way. The signs will be double-faced, two feet in height, and six feet long, set between two, 5-foot-high brick columns with stone pyramid caps. The lettering is shown in white, against a black background. The materials proposed could not be identified on the plan. Therefore, a condition has been provided in the Recommendation section requiring that the sign materials be clearly identified on the plan.

Recreational Facilities

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

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

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

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

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** This DSP has been reviewed for compliance with the requirements of the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance.
- a. Section 27-548 of the Zoning Ordinance, the M-X-T Zone regulations, establishes additional standards for the development in this zone. This DSP's conformance with the applicable provisions is discussed, as follows:

(a) Maximum floor area ratio (FAR):

(1) Without the use of the optional method of development—0.40 FAR; and

(2) With the use of the optional method of development—1.40 FAR.

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

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

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

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

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

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

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

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

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

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

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

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

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

- (h) **Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand two hundred (1,200) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such**

building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units.

Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley.

Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multi-family dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

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

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

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

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

Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance). Notwithstanding any other provision of this Code, this regulation shall not apply to property subject to the provisions of Section 27-544(f)(2)(I), above.

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

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

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

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

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

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

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

The proposed development is occurring on a property that is set behind existing commercial uses fronting on Woodyard Road. The entire Woodyard

Station development includes a public road extension to integrate the existing residential community to the north and Woodyard Road to the south, as well as a public road to connect to future development west of this site. Development of the multifamily buildings along these proposed public roads will be outwardly oriented.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- c. Section 27-274(a)(6) of the Zoning Ordinance establishes the required design guidelines for site and streetscape amenities for DSPs. The proposed plan generally meets all of the site design guidelines by providing safe, efficient, and convenient vehicular and pedestrian circulation. Adequate lighting and landscaping to enhance the enjoyment of the site is also provided for the uses on the site.
- d. In accordance with Section 27-574 of the Zoning Ordinance, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted

for Planning Board approval at the time of DSP. Detailed information regarding the methodology and procedures to be used in determining the parking ratio is outlined in Section 27-574(b).

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

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

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

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

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

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

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

6. **The applicant and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for the private recreational facilities. The private recreational facilities shall be reviewed by the Urban Design Section of the Prince George's County Planning Department and the Prince George's County Department of Parks and Recreation for adequacy, in**

accordance with the approved preliminary plan of subdivision, proper siting, and establishment of triggers for construction at the time of detailed site plan (not including a detailed site plan for infrastructure only).

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

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

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

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

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

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

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

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

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

A Type 2 tree conservation plan (TCP2) is recommended for approval with the subject DSP.

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

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

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

10. **Detailed Site Plan DSP-20022:** The site is subject to DSP-20022 (PGCPB Resolution No. 2020-140), approved by the Planning Board on September 24, 2020, for infrastructure only, subject to two conditions, neither of which are applicable to this DSP.
11. **2010 Prince George's County Landscape Manual:** Per Section 27-544(a) of the Zoning Ordinance, landscaping, screening, and buffering for property zoned M-X-T, is subject to the provisions of the Landscape Manual. This application is subject to the requirements of Section 4.1, Residential Requirements; Section 4.2, Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. The landscape plan provided with this DSP contains errors and deficiencies, which have been addressed as conditions in the Recommendation section.
12. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because it has previously approved TCPs. TCP2014-2020-01 was submitted with this application.

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

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

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

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

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

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

- d. **Trails**—In a memorandum dated October 8, 2020 (Smith to Burke), incorporated herein by reference, the trails planner provided an evaluation of previous conditions of approval and found that the pedestrian and bicycle access and circulation for this plan is acceptable. The proposal was found to be consistent with the site design guidelines, pursuant to Section 27-283 of the Zoning Ordinance, and meets the findings required by Section 27-285(b) of the Zoning Ordinance, for a DSP for pedestrian and bicycle transportation purposes, and conforms to the prior development approvals and the Central Branch Avenue Sector Plan.

- e. **Environmental Planning**—In a memorandum dated October 6, 2020 (Schneider to Burke), incorporated herein by reference, the Environmental Planning Section provided findings on this application, summarized below, and recommend approval of the DSP subject to conditions in the Recommendation section.

Natural Resources Inventory Plan/Existing Features

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

Specimen Trees

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

Stormwater Management (SWM)

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

Erosion and Sediment Control

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

- f. **Prince George's County Department of Parks and Recreation (DPR)**—In a memorandum dated October 8, 2020 (Asan to Burke), incorporated herein by reference, DPR indicated that the private on-site recreation facilities shall be reviewed for adequacy and timing of construction.
- g. **Prince George's County Fire/EMS Department**—At the time of the writing of this technical staff report, the Fire/EMS Department did not offer comments on this application.
- h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated September 14, 2020 (Giles to Burke), incorporated herein by reference, DPIE provided comments and

recommendations regarding road and infrastructure improvements that are to be addressed directly with DPIE at the time of permitting.

- i. **Prince George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on the subject application.
- j. **Prince George's County Health Department**—In a memorandum dated September 1, 2020 (Adepoju to Burke), incorporated herein by reference, the Health Department provided health statistics regarding the proximity of the site to carryout/convenience stores and two grocery food facilities, and how a lack of healthy food sources can lead to obesity and diabetes, recommending that the applicant consider a tenant for the commercial portion who would provide access to more healthy food choices.

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

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

No dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

- k. **Maryland State Highway Administration (SHA)**—At the time of the writing of this technical staff report, SHA did not offer comments on the subject application.
 - l. **Washington Suburban Sanitary Commission (WSSC)**—In an email dated September 4, 2020 (Thorsell to Burke), incorporated herein by reference, WSSC provided water, sewer, and associated easement conditions to be addressed with WSSC at time of permitting.
- 15. Based on the foregoing and as required by Section 27-285(b)(1), the DSP will, if approved with the proposed conditions below, represent a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
 - 16. As required by Section 27-285(b)(2) of the Zoning Ordinance, this DSP is in general conformance with the approved CSP.
 - 17. As required by Section 27-285(b)(4), which became effective on September 1, 2010, a required finding for approval of a DSP is as follows:
 - (4) **The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

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

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-20026 and Type 2 Tree Conservation Plan TCP2-014-2020-01, for Woodyard Station, subject to the following conditions:

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

ITEM: 7

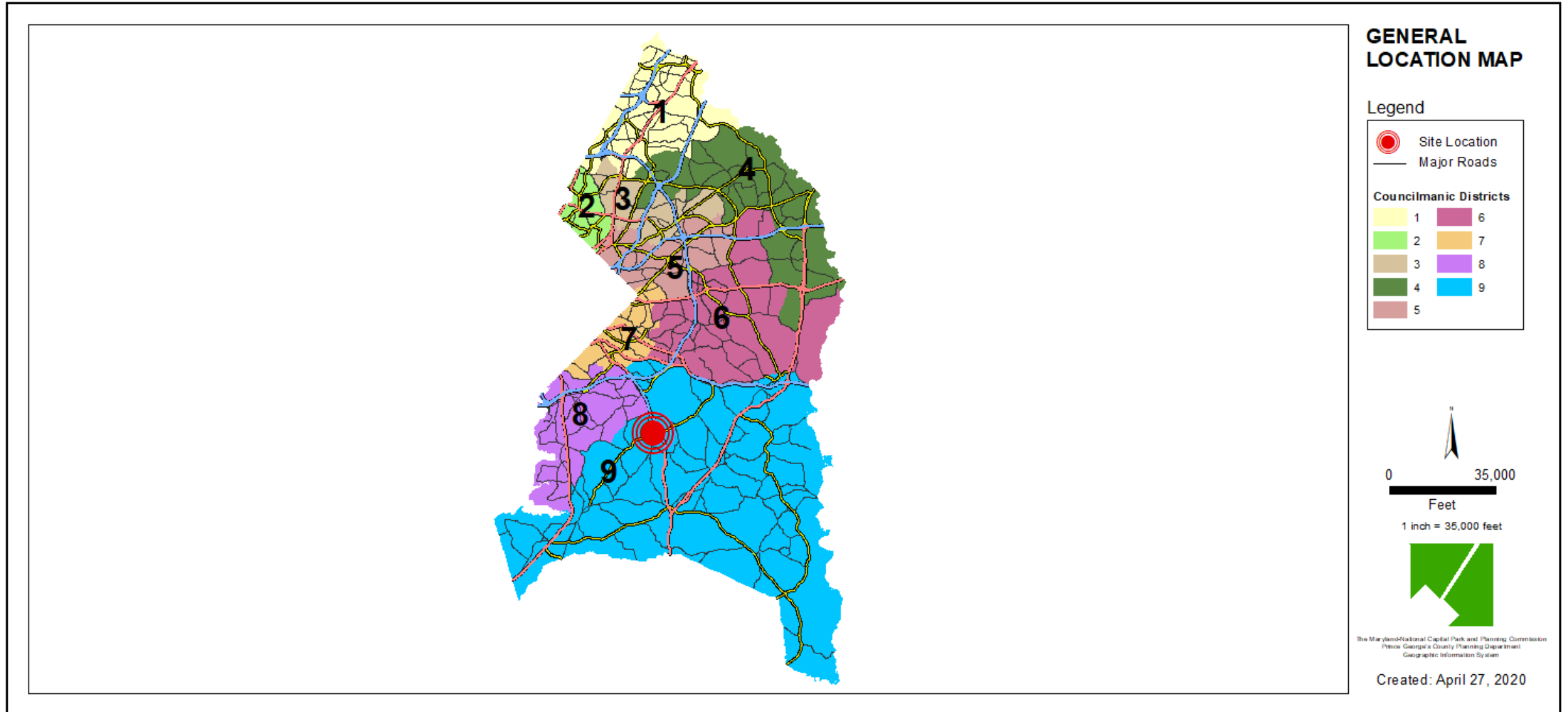
CASE: DSP-20026

WOODYARD STATION, PHASE 2 MULTIFAMILY

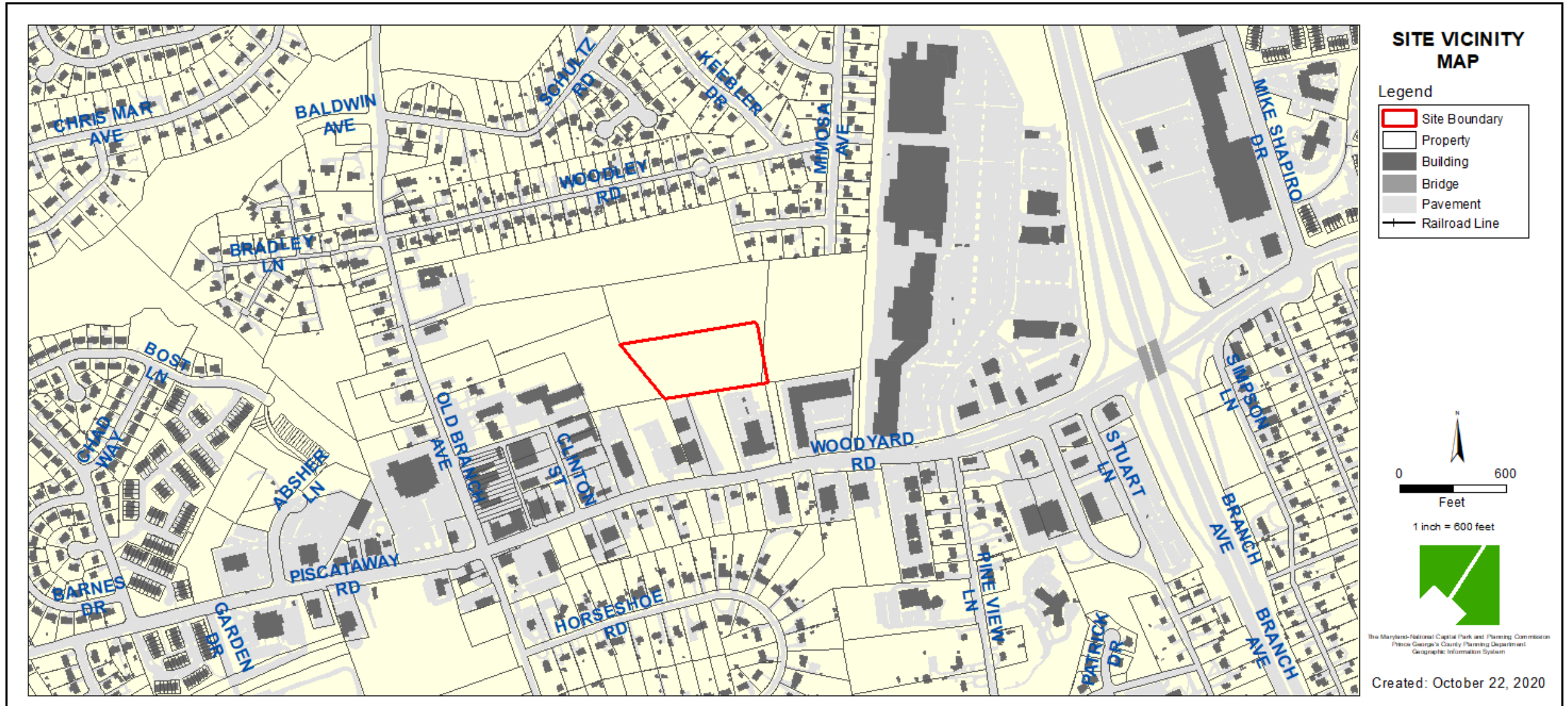
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



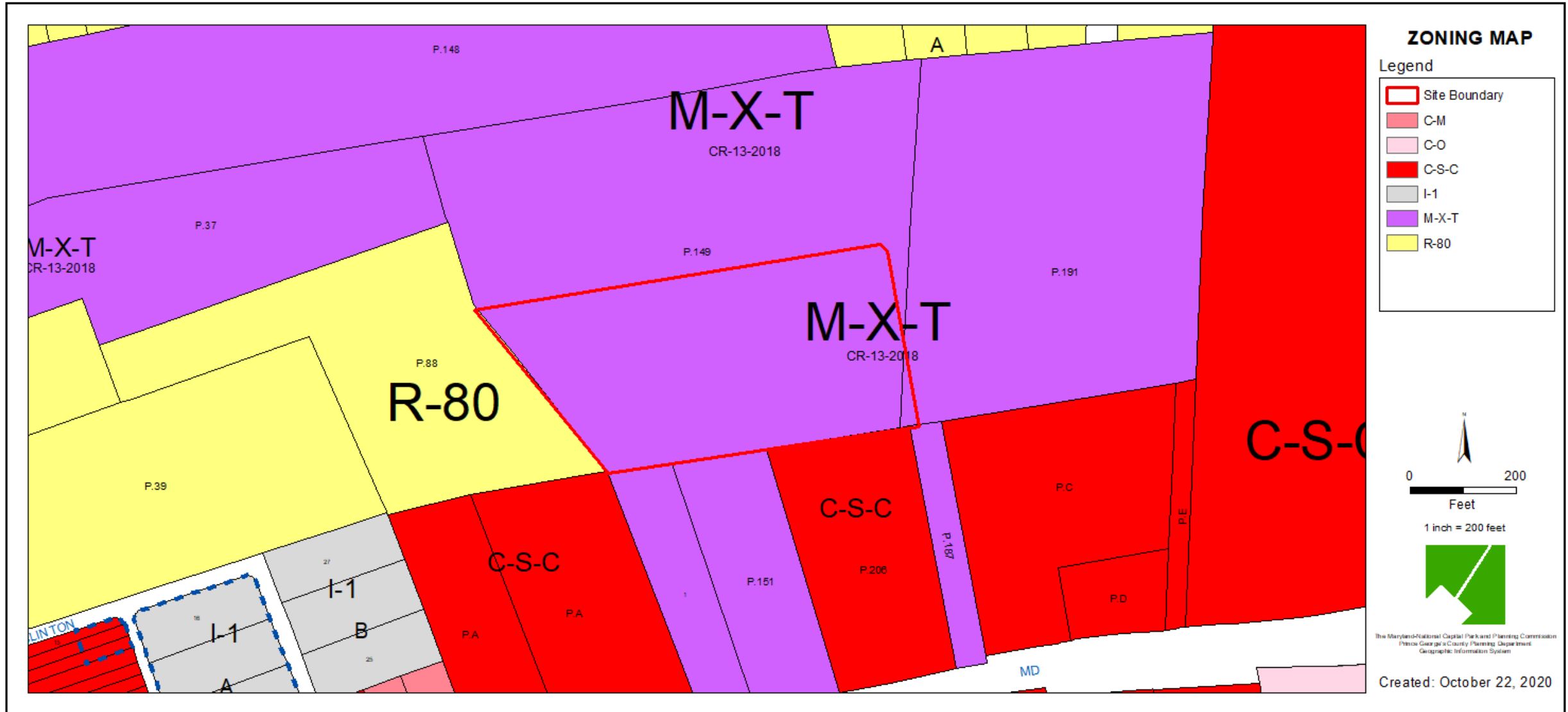
GENERAL LOCATION MAP



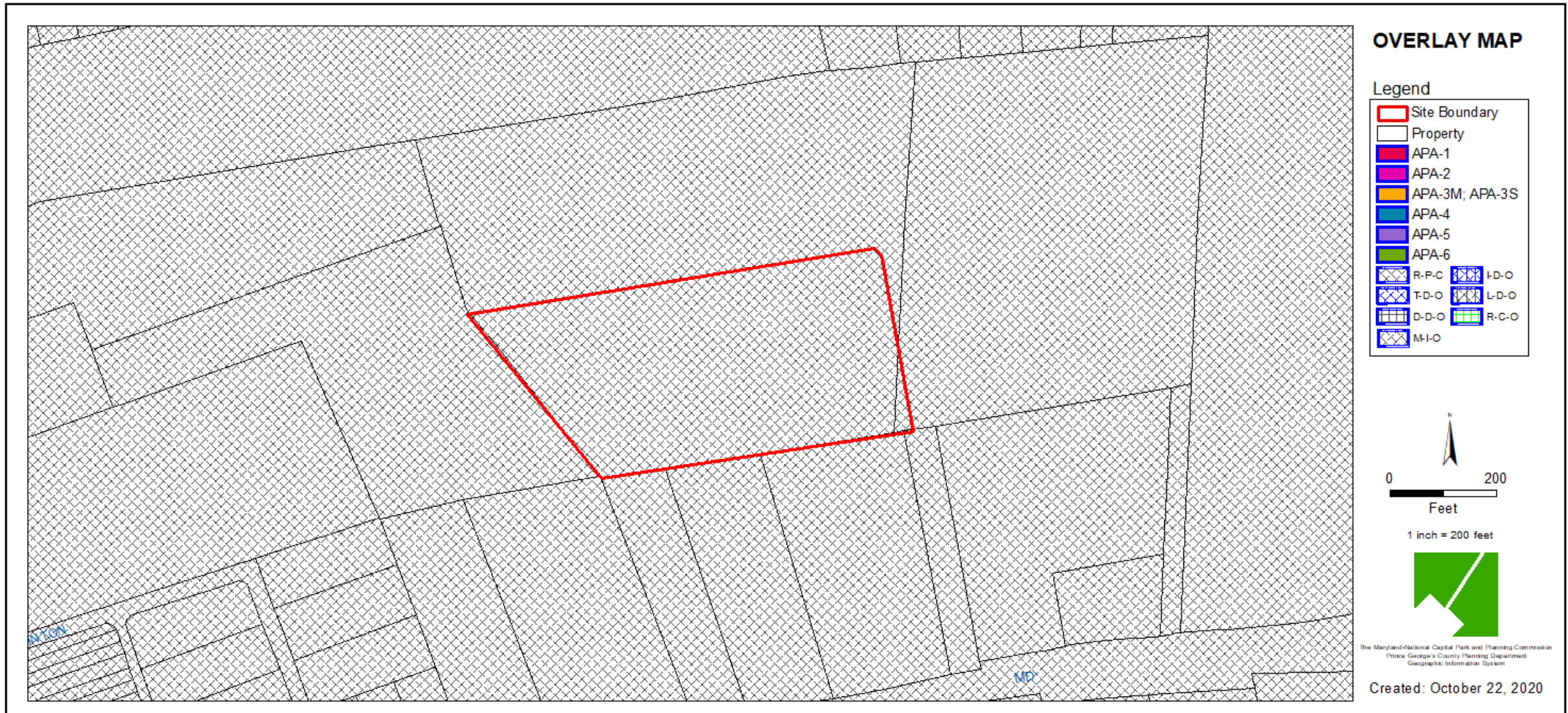
SITE VICINITY



ZONING MAP



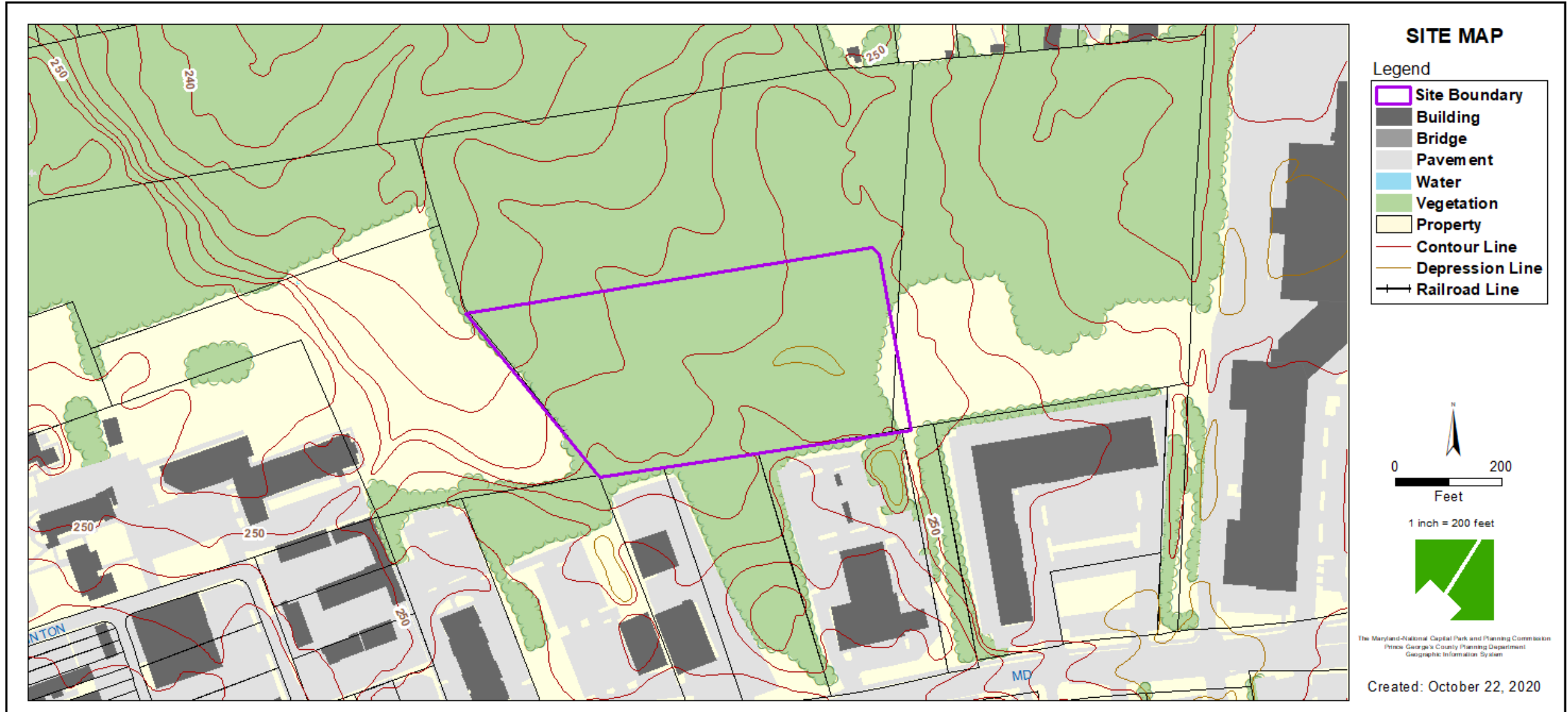
OVERLAY MAP



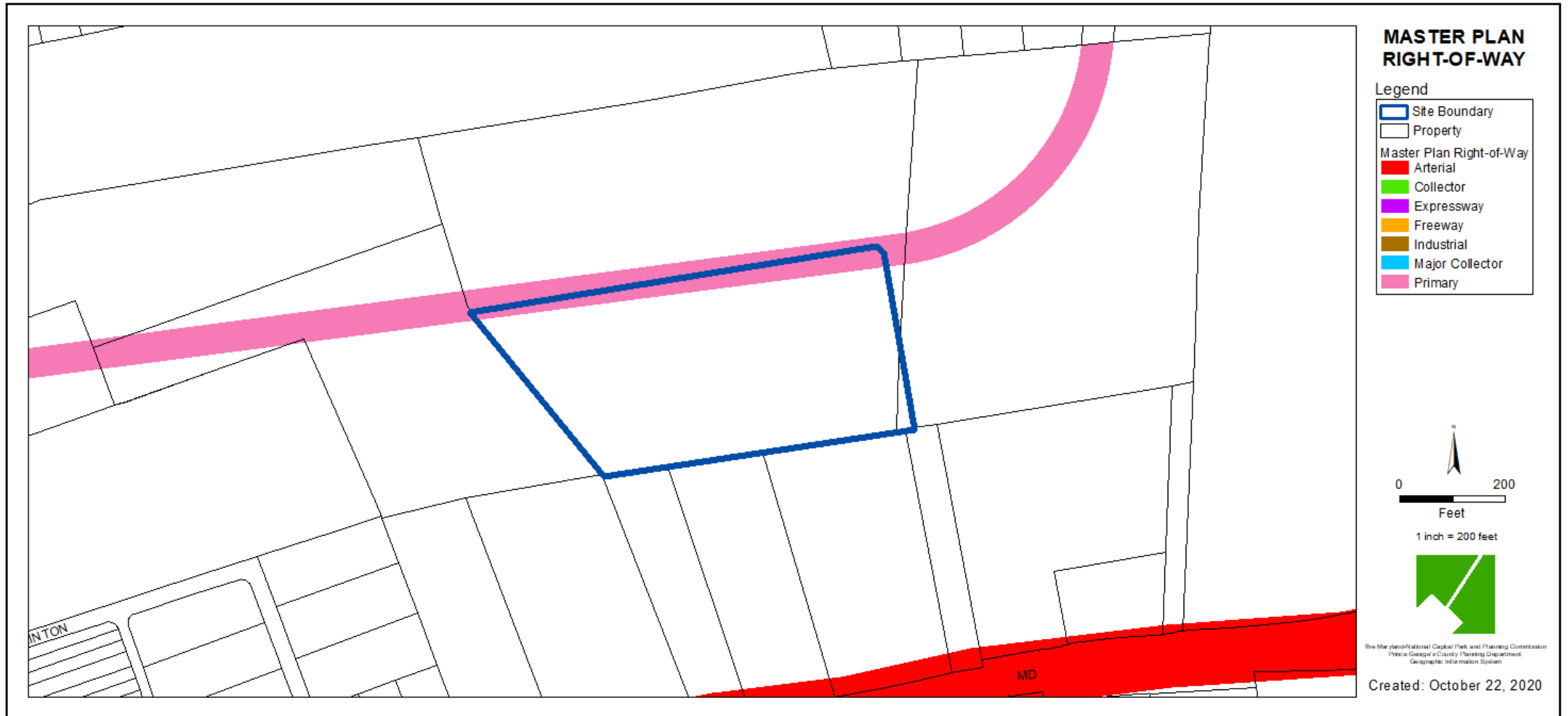
AERIAL MAP



SITE MAP



MASTER PLAN RIGHT-OF-WAY MAP



SITE PLAN



RENDERING

Woodyard Station Apartments
NEW 46 UNIT FAMILY APARTMENT BUILDING



MULTIFAMILY ELEVATIONS

Woodyard Station Family Apartments



PARTIAL FRONT ELEVATION AT MAIN ENTRANCE



PARKING LOT ELEVATION



MIMOSA AVE. ELEVATION



SIDE ELEVATION



WOODYARD STATION FAMILY APARTMENTS

WINTER/PRIESTLAND
PAX-EDWARDS, LLC
OSPREY PROPERTY CO/BHH, INC.

DATE 07/01/2020
SHOT TITLE ELEVATIONS
SHOT SK-1

TEXT TITLE
ELEVATIONS

DATE 07/01/2020

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DRD

THE
DEVELOPMENT
REVIEW
DIVISION

SENIOR APARTMENTS

Woodyard Station Senior Apartments



PARTIAL FRONT ELEVATION AT MAIN ENTRANCE



PARKING LOT ELEVATION



MIMOSA AVE. ELEVATION



RIGHT SIDE ELEVATION



LEFT SIDE ELEVATION



PROJECT NAME: WOODYARD STATION SENIOR APARTMENTS
ARCHITECT: PAX-EDWARDS, LLC
OWNER: C9FREY PROPERTY CO./B4H, INC.

SK-3

ELEVATIONS

DATE: 07/01/2020

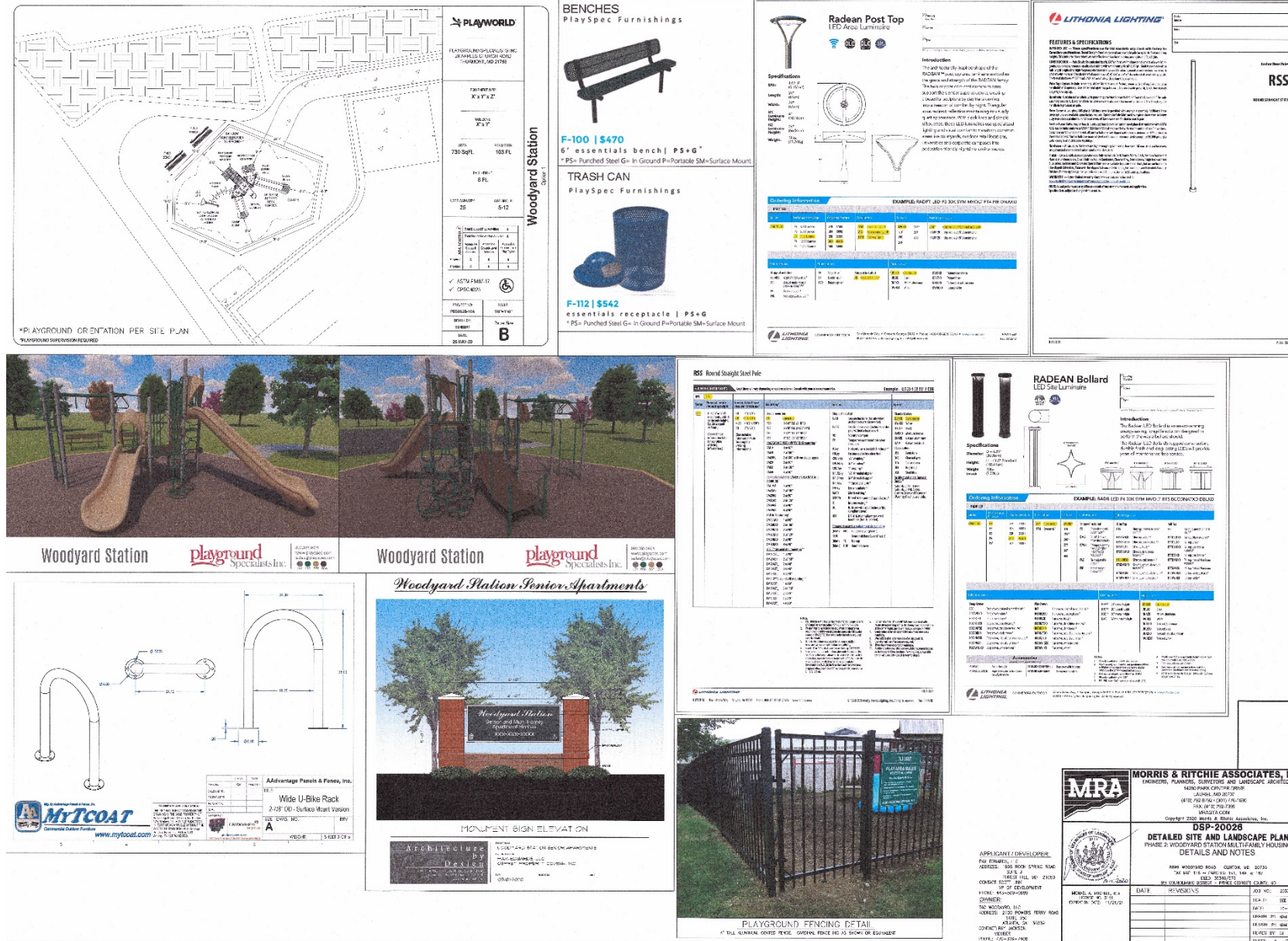


SIGNAGE

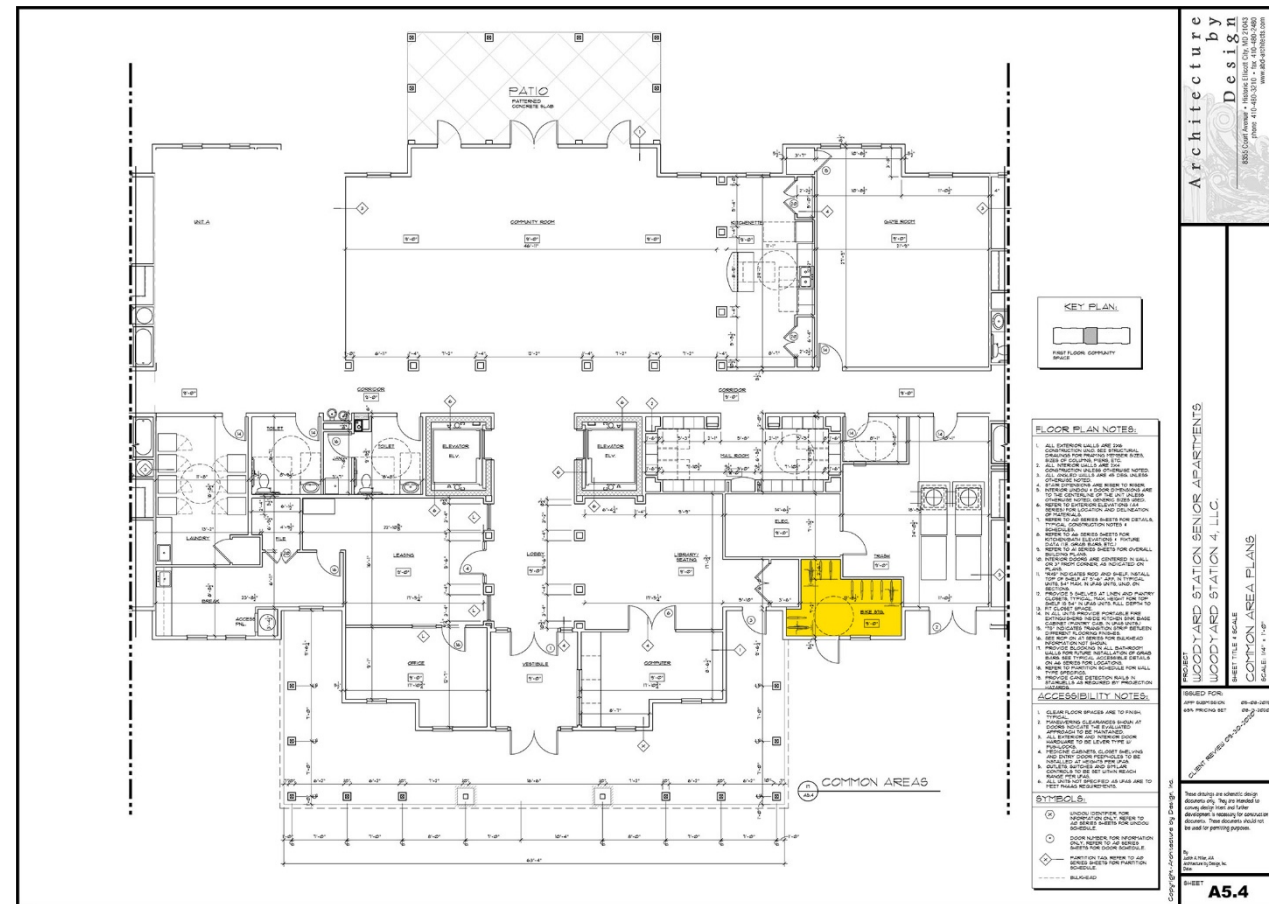
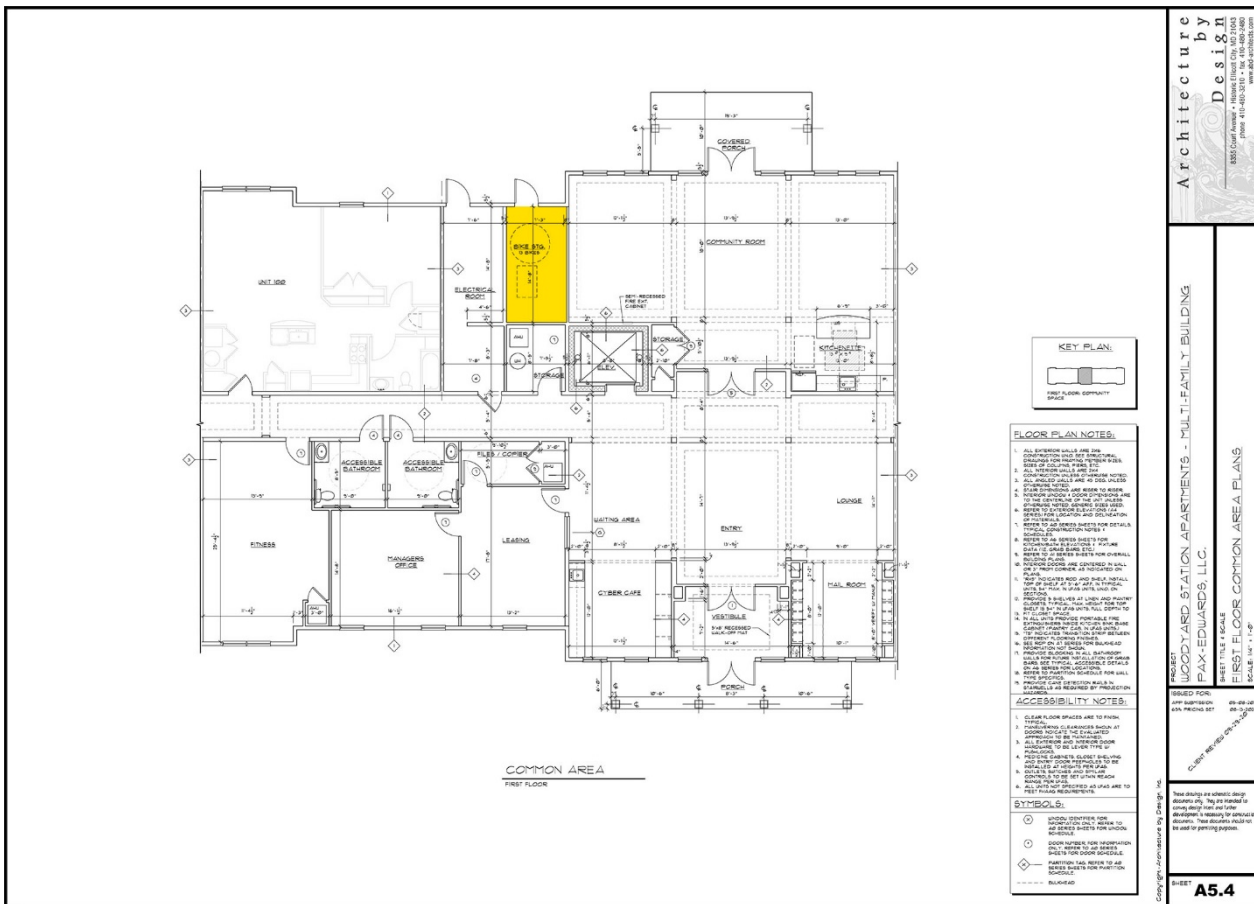
Woodyard Station Senior Apartments

MONUMENT SIGN ELEVATION

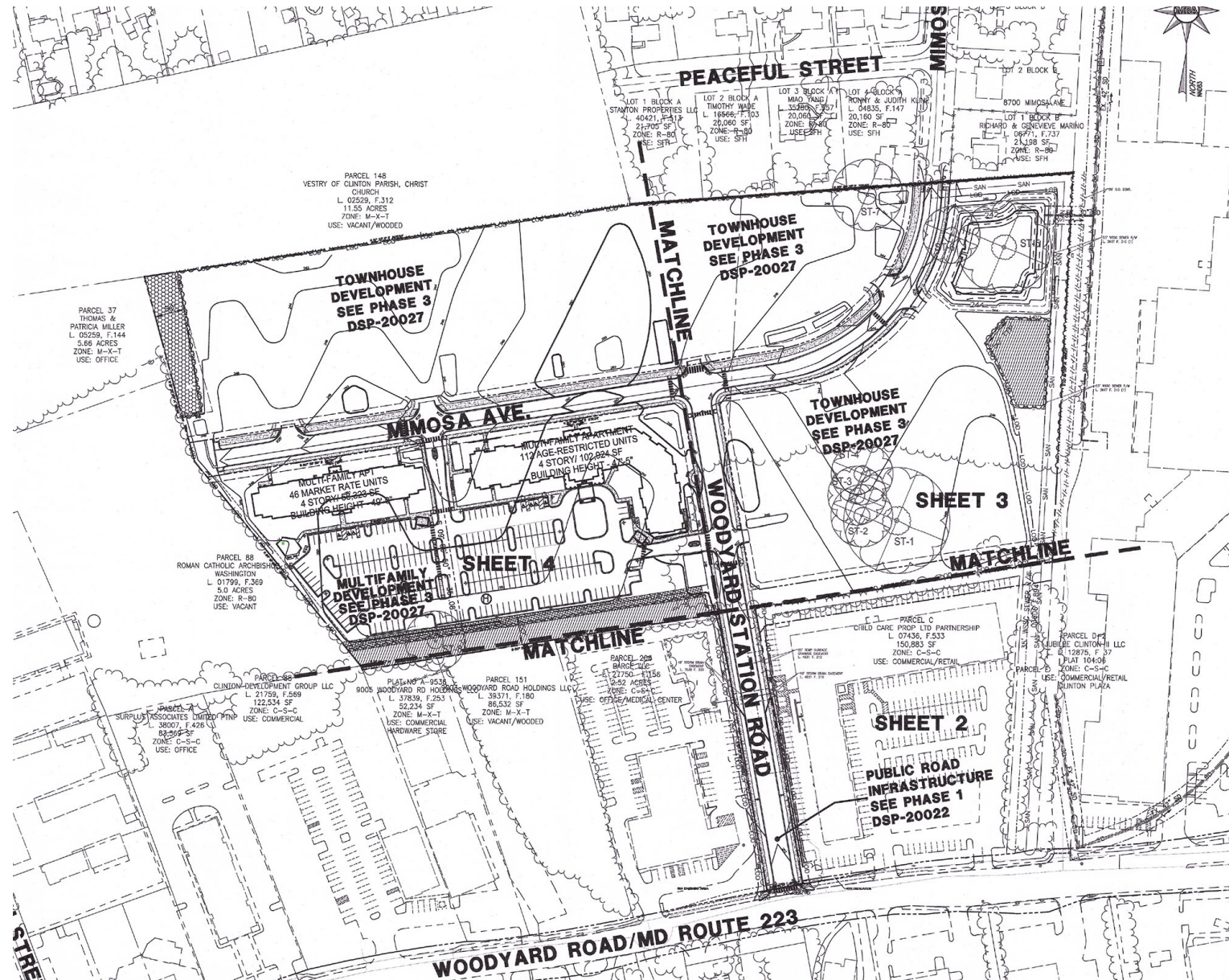
SITE DETAILS



LOCATION OF BIKE RACKS



OVERALL TYPE II TREE CONSERVATION PLAN



MORRIS & RITCHIE ASSOCIATES, INC.

ENGINEERS, ARCHITECTS, PLANNERS, SURVEYORS,
AND LANDSCAPE ARCHITECTS



June 26, 2020

M-NCPPC-Development Review Division
Maryland-National Capital Park and Planning Commission
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

Re: **Woodyard Station, DSP-20026**
Statement of Justification

Morris & Ritchie Associates submits this Statement of Justification for Architecture Detailed Site Plan ("DSP") No. 20026 ("DSP"), on behalf of Pax-Edwards, LLC (the "**Applicant**"). The purpose of this Justification Statement is to demonstrate that the DSP is in compliance with the applicable provisions of Subtitle 27 of the Prince George's County Code (the "**Zoning Ordinance**"), *The Approved Central Branch Avenue Corridor Revitalization Sector Plan* (the "**Master Plan**"), the *Minor Amendment to 2013 Subregion 5 Sectional Map Amendment* (the "**Minor SMA**"), and relevant conditions of approval for Conceptual Site Plan CSP-19008¹ ("**CSP**"), Preliminary Plan of Subdivision PPS-4-19040 ("**PPS**"), Infrastructure Detailed Site Plan DSP-20022², and other relevant criteria. The subject property consists of approximately 5.82 acres located at Parcel 149 off Woodyard Road, Clinton, Maryland, approximately 2,100 feet northwest of the Woodyard Road (MD Route 223)/MD Route 5 interchange (hereinafter the "**Property**").

The Property is currently zoned M-X-T (Mixed Use – Transportation Oriented) and is subject to the recommendations of the Master Plan. It is located within the Established Communities growth policy area of *Plan Prince George's 2035 Approved General Plan* (the "**General Plan**"). The Property is also within the M-I-O (Military Installation Overlay) Zone.

Two multifamily buildings are reflected in this DSP. One multifamily building is market-rate (up to 45 dwelling units) and the other multifamily building is age restricted (up to 112 dwelling units). Additionally, this DSP reflects the necessary off-street parking and community amenities. The Applicant respectfully requests that the Planning Board approve DSP-20026.

¹ This application is currently approved but plans have not been certified as of yet.

² This application is currently pending.

I. PROPERTY DATA

- A. *Location:* Parcel 149, north of Woodyard Road, Clinton, Maryland, approximately 2,100 feet northwest of the Woodyard Road (MD Route 223)/MD Route 5 interchange.
- B. *Tax Map #:* 116D2.
- C. *Tax Account Numbers:* Parcel 149 (existing) – Tax Account No. 0980540.
- D. *Frontage:* Woodyard Station Road (to the east).
Mimosa Street (to the north).
- E. *Election District:* 9.
- F. *Legislative District:* 25.
- G. *Councilmanic District:* 9.
- H. *Municipality:* N/A.
- I. *Acreage:* ± 5.82 acres.
- J. *Zoning:* M-X-T / M-I-O.
- K. *Subdivision:* PPS-4-19040.
- L. *Existing Water Category:* W-3.
- M. *Existing Sewer Category:* S-3.
- N. *Historic:* N/A.
- O. *Master Plan:* The Approved Central Branch Avenue Corridor Revitalization Sector Plan.
- P. *SMA:* Minor Amendment to 2013 Subregion 5 Sectional Map Amendment.
- Q. *General Plan:* Plan Prince George's 2035 Approved General Plan.

II. EXISTING AREA AND SURROUNDING NEIGHBORHOOD

The Property is located north of Woodyard Road, approximately 0.4 miles northwest from the Woodyard Road/MD Route 5 interchange. It is currently undeveloped and is partially wooded. It is the westernmost parcel included within the CSP and is generally surrounded by a mix of commercial and residential uses. The Property directly abuts a hardware store and a pharmacy/medical supply store to the south, and a single-family residential neighborhood to the north. The surrounding area is generally bounded by Old Branch Avenue to the west, MD Route 5 to the east, Woodyard Road to the south, and Woodley Road to the north.

III. LAND USE OVERVIEW

A. Conceptual Site Plan 19008

The CSP, approved by the Planning Board on March 12, 2020, allows for development of the Property with up to 119 townhouses, a multi-family market-rate building (up to 45 units), a senior multi-family building (up to 112 units), and up to 2,500 square feet of commercial/office space (the "Project"). This DSP complies with the applicable conditions of the CSP. Below find the analysis of the conditions.

Condition	Compliance
<p>1. Prior to certificate approval of the conceptual site plan, the following revisions shall be made, or information provided:</p> <p>a. Correct the floor area ratio tabulations to show 2,500 square feet of commercial use and adjust the total floor area to represent the correction.</p> <p>b. Remove parking tabulations from the site plan.</p> <p>c. Revise the Type 1 tree conservation plan (TCP1) as follows:</p> <p>(1) Add "TCP1-001-2020" to the approval block and the worksheet.</p> <p>(2) Review the approved natural resource inventory and submitted TCP1 and revise the total site area and total woodland area to match in the woodland conservation worksheet.</p> <p>(3) Revise the woodland conservation worksheet to remove the specimen tree credit.</p>	<p>These conditions will be addressed at the time of certificate approval for the CSP.</p>

Condition	Compliance
<p>(4) Revise the TCP1 to expand the woodland preservation area to include and save Specimen Tree 5.</p> <p>(5) Have the revised plan signed and dated by the qualified professional preparing the plan.</p>	
<p>2. Prior to approval of the preliminary plan of subdivision, the following information shall be provided or shown on the plans:</p> <p>a. Provide continuous standard sidewalks along both sides of all internal roads, excluding alleys, unless modified by the Prince George's County Department of Public Works and Transportation and the Prince George's County Department of Permitting, Inspections and Enforcement with written correspondence.</p> <p>b. Provide a bike lane along Mimosa Avenue in compliance with the Prince George's County Department of Public Works and Transportation and the Prince George's County Department of Permitting, Inspections and Enforcement standards.</p>	<p>The Preliminary Plan of Subdivision has been approved.</p>
<p>3. Prior to issuance of any building permits within the subject property, unless modified at the time of preliminary plan of subdivision pursuant to Section 27-546(d)(9) of the Prince George's County Zoning Ordinance:</p> <p>a. 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 (with improvements designed, as deemed necessary, to accommodate bicycles and pedestrians):</p> <p>MD 223 at Brandywine Road/Old Branch Avenue:</p> <p>(1) On the northbound approach, provide three approach lanes with exclusive through, right-turn, and left-turn lanes.</p>	<p>As noted in the Planning Board's Resolution of Approval for Preliminary Plan of Subdivision 4-19040, this condition will not be carried forward. Under Section 27-546(d)(9) of the Zoning Ordinance, the Prince George's County District Council's finding of adequate transportation facilities during CSP review "shall not prevent the Planning Board from later amending this finding during its review of subdivision plats."</p>

Condition	Compliance
<p>(2) On the westbound approach, provide three approach lanes with exclusive through and left-turn lanes and a shared through/right-turn lane.</p> <p>(3) On the eastbound approach, provide four approach lanes with two through lanes and exclusive right-turn and left-turn lanes.</p> <p>If the above-listed improvements are to be provided pursuant to the "Brandywine Road and MD 223 Intersection" project in the current Prince George's County Capital Improvement Program, the applicant shall, in cooperation with the Prince George's County Department of Permitting, Inspections and Enforcement and/or the Prince George's County Department of Public Works and Transportation, demonstrate the construction and/or financial participation. This information shall be supplied to the Transportation Planning Section at the time of preliminary plan of subdivision.</p>	

B. Preliminary Plan of Subdivision 4-19040

The Planning Board approved this PPS on Thursday, May 14, 2020. The PPS proposes to subdivide the Property into 122 lots and 9 parcels for development of 119 single-family attached and 158 multi-family dwelling units with 2, 500 square feet of commercial development. The Planning Board's Resolution of Approval proposes the following conditions of approval. Below find the analysis of conditions of approval:

Condition	Compliance
<p>1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to:</p> <p>a. Correct the gross floor area in General Note 17 to show 2,500 square feet of commercial use.</p> <p>b. Correct General Note 11 to show 119 townhouse lots and 2,500 square feet of commercial use.</p> <p>c. Remove General Note 20 referring to an Aviation Policy Area. Correct Table B-1 to show the Military Installation Overlay Zone rather than an Aviation Policy Area.</p> <p>d. Designate the two residential multi-family lots and one commercial lot as parcels. These must be numbered parcels rather than lettered parcels to distinguish them from the parcels to be conveyed to the homeowners</p>	<p>This condition will be addressed prior to signature approval of the PPS.</p>

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Condition	Compliance
<p>association. Adjust the parcel, development, and subdivision summary tables, as well as the general notes, accordingly.</p> <p>e. Add a note on the plan, pointing to, and describing the multimodal path proposed along Mimosa Avenue. This note should be similar to the two notes already on the plan, pointing to, and describing the Mimosa Avenue bike lane and the continuous sidewalks.</p>	
<p>2. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in a resolution of approval, shall require approval of a new preliminary plan of subdivision, prior to approval of any building permits.</p>	<p>This DSP does not propose to alter the mix of uses.</p>
<p>3. Development of this site shall be in conformance with the approved Stormwater Management Concept Plan (23226-2019-00) and any subsequent revisions.</p>	<p>This DSP is in conformance with the approved Stormwater Management Concept Plan and further refines the Stormwater Management design.</p>
<p>Prior to approval of a final plat, in accordance with this approved preliminary plan of subdivision, the final plat shall include:</p> <p>a. A note indicating the Prince George's County Planning Board approval of a variation from Section 24-128(b)(7)(A) of the Subdivision Regulations for alley access to lots fronting on private streets or open space.</p> <p>b. Dedication of public utility easements along public and private streets.</p> <p>c. Dedication of Mimosa Avenue and Woodyard Station Road.</p> <p>d. Labeling of parcels to be conveyed to the homeowners association.</p>	<p>This condition will be addressed at the time of final plat.</p>
<p>5. Prior to submission of the final plat of subdivision, three original, executed private Recreational Facilities Agreements (RFA) shall be submitted to the Development Review Division (DRD) of the Prince George's County Planning Department, for review and approval. Upon approval by DRD, the RFA shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland, and the Liber/folio shall be reflected on the final plat, prior to recordation.</p>	<p>This condition will be addressed at the time of final plat.</p>

Condition	Compliance
6. The applicant and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for the private recreational facilities. The private recreational facilities shall be reviewed by the Urban Design Section of the Prince George's County Planning Department and the Prince George's County Department of Parks and Recreation for adequacy, in accordance with the approved preliminary plan of subdivision, property siting, and establishment of triggers for construction at the time of detailed site plan.	Acknowledged.
7. In conformance with the 2009 <i>Approved Countywide Master Plan of Transportation</i> and the 2013 <i>Approved Central Branch Avenue Corridor Revitalization Sector Plan</i> , the applicant and the applicant's heirs, successors, and/or assignees shall provide the following facilities, and provide an exhibit depicting these facilities, prior to acceptance of the first detailed site plan: <ul style="list-style-type: none"> a. Continuous standard sidewalks along both sides of all internal roads, excluding alleys, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence. b. A minimum 10-foot-wide asphalt or concrete trail along Mimosa Avenue, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence. c. Pedestrian connections to the shopping centers to the east and south, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence. d. Inverted U-style bicycle racks installed at locations convenient to the entrance of the proposed retail. 	This will be addressed by the currently pending Infrastructure DSP (DSP-20022).
8. Prior to certification of Preliminary Plan of Subdivision 4-19040, the Type 1 tree conservation plan (TCP1) shall be revised, as follows: <ul style="list-style-type: none"> a. Add "CSP-19008" in the DRD column of the "00" approval block line. b. Add "4-19040" in the DRD column of the "01" approval block line. 	This condition will be addressed prior to PPS certification.

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Condition	Compliance
<p>c. Review the approved Natural Resources Inventory and submitted TCP1 and revise the total site area and total woodland area to match in the woodland conservation worksheet.</p> <p>d. Add "50 foot" dimension limits to the width of the on-site preservation areas.</p> <p>e. Revise the woodland conservation worksheet to show revised numbers for preservation areas and ensure all site statistics are consistent between the approved Natural Resources Inventory and the TCP1.</p> <p>f. Add a table identifying the location and area of the three preservation areas and reforestation area.</p> <p>g. Have the revised plan signed and dated by the qualified professional preparing the plan.</p>	
9. Prior to acceptance of the detailed site plan, a revised stormwater management concept plan and approval letter from the Prince George's County Department of Permitting, Inspections and Enforcement, shall be submitted.	The Stormwater Management Concept Plan has been revised and the plan has been re-approved.
<p>10. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-001-2020-01). The following note shall be placed on the final plat of subdivision:</p> <p>"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-001-2020-01), 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 (WCO). 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 (M-NCPPC), Prince George's County Planning Department."</p>	This condition will be addressed at the time of final plat.
11. Prior to issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved. The following note shall be placed on the final plat of subdivision:	This condition will be addressed at the time of final plat.

Condition	Compliance
"This plat is subject to the recordation of a Woodland Conservation Easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 Tree Conservation Plan, when approved."	
12. Total development within the subject property shall be limited to uses that would generate no more than 127 AM and 146 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.	Acknowledged.
13. The applicant proffers a pro-rata payment of \$976 per townhouse unit, \$793 per multi-family unit, \$425 per senior unit, and \$1.71 per square foot of office. The payment shall be made to the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), prior to issuance of building permits, unless DPIE or the Prince George's County Department of Public Works and Transportation (DPW&T) determines that the County will not accept the proffered payment. Given that the intersection of MD 223 (Woodyard Road) and Old Branch Avenue/Brandywine Road is not a critical intersection, if DPIE/DPW&T determine that the County will not or cannot accept the payment, then no further actions are needed, and this condition is satisfied.	This condition will be addressed at the time of the issuance of building permits.
14. Prior to approval of a final plat, the applicant and the applicant's heir, successors, and/or assignees shall demonstrate that a homeowners association has been established for the subdivision. The draft covenants shall be submitted to the Subdivision and Zoning Section to ensure that the rights of The Maryland-National Capital Park and Planning Commission are included. The Liber/folio of the declaration of covenants shall be noted on the final plat, prior to recordation.	This condition will be addressed at the time of final plat.
15. Prior to approval of building permits, the applicant and the applicant's heirs, successors, and/or assignees shall convey to the homeowners association land, as identified on the approved preliminary plan of subdivision and detailed site plan. Land to be conveyed shall be subject to the following: a. A copy of the recorded deed for the property to be conveyed shall be submitted to the Subdivision and Zoning Section of the Development Review Division.	This DSP includes areas that are not to be included in a HOA.

Condition	Compliance
<p>b. All waste matter of any kind shall be removed from the property, and all disturbed areas shall have a full stand of grass or other vegetation upon completion of any phase, section, or the entire project.</p> <p>c. The conveyed land shall not suffer the disposition of construction materials or soil filling, other than the placement of fill material associated with permitted grading operation that are consistent with the permit and minimum soil class requirements, discarded plant materials, refuse, or similar waste matter.</p> <p>d. Any disturbance of land to be conveyed to the association shall be in accordance with an approved site plan and tree conservation plan. This shall include, but not be limited to, the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement, and stormdrain outfalls.</p> <p>e. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to the association. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by the Development Review Division.</p> <p>f. The Prince George's County Planning Board, or its designee, shall be satisfied that there are adequate provisions to ensure retention and future maintenance of the property to be conveyed.</p>	
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 construction of recreational facilities, prior to issuance of building permits.	Acknowledged.

C. Plan Prince George's 2035 Approved General Plan

The General Plan locates the Property within the Established Communities growth policy area. The vision for the Established Communities area is context sensitive infill and low- to medium-density development. This DSP aligns with the goals and vision for the Established Communities area within the General Plan.

D. The Approved Central Branch Avenue Corridor Revitalization Sector Plan

The Property is subject to the recommendations and objectives outlined in the Master Plan. Generally, the boundaries of the Master Plan include the corridor running between the Branch Avenue Metro Station and Southern Maryland Hospital. The Master Plan creates six key focus areas in order to identify and address both location-specific and corridor-wide goals such as concentrating neighborhood-serving retail, improving transportation connectivity, and providing a range of housing choices. The Property falls within the Clinton Commercial Core Focus Area (the “CCCFA”).

The successful mix of retail at the adjacent Woodyard Crossing Shopping Center creates “an opportunity for the area to evolve into a mixed-use center to capitalize on the area’s function as a major activity center.” (See Master Plan, pgs. 54-56). Overall, the CCCFA is targeted for an expanded role along the Branch Avenue corridor as a regional destination, poised for a transformation into a “vibrant, mixed-use, transit-supported destination.” (See Master Plan, pg. 95). As demonstrated below, this DSP directly aligns with this overall vision for the CCCFA.

This Project advances the following recommendations provided in the Master Plan that are specific to the CCCFA (See Master Plan, pgs. 95-107):

- *Vision: “Downtown Clinton is transformed into a vibrant, mixed-use, transit-supported destination spanning Branch Avenue, providing a range of housing types and a new office development. New households and employees create new demand for commercial services, while walking and bicycling safely to the new shopping areas and other amenities.” (See Master Plan, pg. 95).*

Comment: The Project will create a vibrant, mixed-use destination that provides a range of housing types. Moreover, the Project will contribute to an influx of new households and employees, which will further revitalize the CCCFA and support nearby commercial services – namely, Woodyard Crossing Shopping Center and Clinton Village Shopping Center. Furthermore, the Project is designed with various open space and streetscape elements, including seating areas to enhance the on-site pedestrian experience and connect the site with the surrounding area. This DSP represents a substantial component of this effort, offering housing types and a degree of density that does not currently exist in the area.

- *Vision: “Townhouses, fronting on Woodyard Road along a connected street grid, appeal to young families, seniors, and empty nesters, providing a pleasant transition between the busy commercial core and the older, historic part of the corridor.” (See Master Plan, pg. 95).*

Comment: The site does not directly front onto Woodyard Road other than the 60’ wide right-of-way acting as a connection and entry point to the property. The public rights-of-way proposed in this DSP will contribute to the recommended street grid. The Project includes 119 townhouses on the north side of Woodyard Road. This DSP does not propose any townhouse units, but is a component of the larger Project including townhouses.

- Connectivity and Circulation: *"A gridded street network is beneficial to relieve traffic congestion and to separate local traffic from through traffic. While the plan aims to create a more walkable environment that is transit-accessible, Woodyard Road will continue to be a major transportation route for vehicles. In order to reduce traffic in the area, a grid pattern should be developed that allows drivers to use different routes and entryways to popular destinations, particularly the shopping centers."* (See Master Plan, pg. 96).

Comment: This DSP does not propose any public or private streets – only two entrances to access the off-street parking provided, with both entrances meeting the minimum DPIE commercial entrance design standards. The Phase 1 DSP-20022 proposed a main spine road to facilitate an internal circulation pattern. This DSP will connect residential uses to this road network and also provide sidewalk connections from the buildings to the Phase 1 walkway network to promote connectivity with adjacent commercial uses. Additionally, streetscape improvements as part of this DSP, such as proposed landscaping and a seating area, will enhance walkability within the site. The Phase 1 spine road and public sidewalks for the proposed community end at the Property line so that the surrounding street grid can continue to improve as the CCCFA continues to redevelop.

- Connectivity and Circulation: *"While currently there are sidewalks along Woodyard Road, the distances and environment make walking less than desirable and unsafe. This plan proposes to reduce the block distances along Woodyard Road and in the shopping centers. With the recommended upgrade of Woodyard Road to a multi-modal boulevard with outer service lanes, bike lanes and sidewalks, the roadway can function better as a major east-west transportation corridor for both local residents and commuters."* (See Master Plan, pg. 99)

Comment: This DSP will enhance vehicular and pedestrian connectivity on-site and within the surrounding area. DSP-20022 establishes additional pedestrian connections between the site and abutting commercial centers (e.g., Woodyard Crossing and Clinton Village) that do not currently exist. This DSP builds on this by connecting the proposed site improvements into the existing Phase 1 road infrastructure.

- Open Space: *"Since new uses and greater density are recommended for this focus area, the provision of open space is critical to this plan. Through more compact building design, a greater proportion of the area can be dedicated to open space."* (See Master Plan, pg. 103).

Comment: This DSP proposes two multi-family buildings and an adjacent off-street parking lot. This DSP refines the approved CSP, incorporating and refining various open space elements to accommodate community gathering and provide pleasant opportunities for recreation. The Project proposes a playground for ages 2 through 12 with seating, two bike rack areas, and a seating area with benches along proposed Woodyard Station road to promote pedestrian activity and interpersonal interactions in the community. The Project also incorporates substantial green

buffers along adjacent existing uses, including maintaining a 30' strip of existing trees, which will provide important visual screening from the commercial properties while still allowing physical connections.

- *Building and Site Design. The key design principles for the Woodyard Road Focus Area, including the site shown in the Master Plan on Page 97, Map 35, are to:*
 - *Orient building frontages to face the street, courtyard, or plaza. In mixed-use areas, the street facing building should establish a street wall deep enough from the street curb to provide wide pedestrian walkways in front of the buildings. This will create and define public spaces and encourage an active street frontage.*
 - *Utilize garage parking to serve the parking needs within the centers.*
 - *Ensure that parking garages are designed and articulated to promote visual interest and avoid long, traditional, horizontal openings.*
 - *Provide architectural elements and proportions that relate to a pedestrian scale in building facades.*
 - *Use high-quality building material during construction such as brick, stone or masonry.*
 - *Place utility cables and wires underground.*
 - *Encourage the use of environmentally friendly building materials and practices such as habitable roofs with appropriate paved surfaces and shade elements on commercial, office and institutional buildings.*
 - *Limit building height to four-stories except signature buildings that should not exceed 15 stories.*

Comment: This DSP will implement many of the above-listed building and site design principles for the Woodyard Road Focus Area. Notably, the Applicant proposes to develop this portion of the Property with two four-story buildings. These building heights will help create a desirable “pedestrian-friendly community” along Woodyard Station Road. Additionally, as shown on this DSP, the layout of this phase encourages an active street frontage and accommodates pedestrian activity. The frontages of the multi-family buildings are both oriented towards a street, acting as a screen and visually buffering the required off-street surface parking lot – which is located behind the buildings and buffered to off-site properties by retained existing woods or proposed landscape plantings.

This DSP does not utilize any structured parking, but the parking provided exceeds the minimum parking requirements. The parking lots for the multi-family component are appropriately screened and landscaped in accordance with the Prince George’s County Landscape Manual (the “**Landscape Manual**”).

Furthermore, the proposed development is sensitive to the surrounding environment. Utility cables and wires will be placed underground and located within a 10' public utility easement (as required by Subtitle 24 of the Prince George's County Code) that will line all public/private rights-of-way. The Project proposes landscaping that is comparable or superior to the existing landscaping on adjacent and surrounding properties at future phases.

Overall, the proposed development will implement many of the key design principles for the Woodyard Road Focus Area.

E. Minor Amendment to 2013 Subregion 5 and Sectional Map Amendment

Notwithstanding the development policies approved with the Master Plan, the Master Plan did not include a concurrent Sectional Map Amendment ("SMA"). In 2017, the District Council found there was a need to "harmonize the development and land use policies within the 2013 *Subregion 5 Master Plan and SMA* with those of the 2013 *Approved Central Branch Avenue Revitalization Sector Plan* for certain properties in the general vicinity of Old Branch Road/Woodyard Road (See CR-62-2017). Accordingly, the District Council found that a minor amendment process was appropriate, which led to the approval of the Minor SMA and the zoning reclassification of the Property to the M-X-T-Zone with CR-13-2018. Parcels 149 and 187 were rezoned from R-80 to M-X-T, and Parcel 181 was rezoned from R-55 to M-X-T. This represented a targeted adjustment to facilitate and accelerate Master Plan policies geared towards "redevelop[ing] the CCCFA with high-quality development and desirable mix of uses." as stated in CR-13-2018.

IV. PROPOSED COMMUNITY

The approved CSP permits mixed-use development on the Property, consisting of 119 townhomes, a market-rate multi-family building, a senior multi-family building, and approximately 2,500 square feet for commercial/office use. This DSP focuses on the multi-family buildings.

As shown on the plans included with this Application, this DSP proposes two, four-story multi-family buildings. Appropriate utilities for these uses, such as storm drains, public water connection, and public sanitary sewer connection are also included within this DSP. This DSP proposes pedestrian infrastructure including sidewalk connections to the surrounding public pedestrian network as well as amenities typical of a rental development such as a playground, sitting areas, and landscaping. Additionally, this DSP includes micro-bioretenion areas to collect and provide stormwater management treatment.

The proposed circulation pattern will help to achieve compatibility with the surrounding residential uses. Specifically, the proposed pedestrian network will enhance the walkability of the site and establish connections between the other phases of the Project and to adjacent properties.

V. ANALYSIS – Compliance with Zoning Ordinance

a. COMPLIANCE WITH ZONING ORDINANCE

1. Section 27-285(b) – Required findings

(1) The Planning Board may approve a Detailed Site Plan if it finds that the plan 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. If it cannot make these findings, the Planning Board may disapprove the Plan.

Comment: This DSP represents a reasonable alternative for satisfying the design guidelines. As described above, the proposed improvements are in accordance with the Zoning Ordinance and the recommendations of the Master Plan, as well as the previously approved CSP and PPS.

(2) The Planning Board shall also find that the Detailed Site Plan is in general conformance with the approved Conceptual Site Plan (if one was required).

Comment: This DSP is proposed in general conformance with CSP-19008, as analyzed above. Applicable conditions of the approved CSP have been met. In accordance with the conditions of the CSP approval, this DSP layout is very similar to the CSP – providing additional detail and refining the previous conceptual layout, including landscaping and site amenities specifications.

(3) The Planning Board may approve a Detailed Site Plan for Infrastructure if it finds that the plan satisfies the site design guidelines as contained in Section 27-274, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.

Comment: This is not an infrastructure only DSP.

(4) The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).

Comment: Environmental features have been preserved and/or restored in a natural state to the fullest extent possible. No floodplain, streams, wetlands, or steep slopes exist on site. As shown on TCP2, the Project will retain a portion of the existing woodland within this phase of the project and will enhance it with reforestation planting to ensure the width satisfies the 50' minimum required to qualify as woodland preservation.

2. Section 27-542 – M-X-T Zone 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: As noted in the Master Plan, the CCCFA “is the product of uncoordinated development over several decades. The result is a commercial corridor that is unfriendly to pedestrians and motorists, containing a mixture of new and old development with contrasting styles, and lacking public amenities that would create interest and a sense of place.” (See Master Plan, pg. 56).

As discussed above, the District Council rezoned the Property to the M-X-T Zone to “harmonize the development and land use policies(See CR-13-2018). Accordingly, the Project executes the transformative vision of the Master Plan, enhances the County’s economic status, and provides an expanding source of desirable employment and living opportunities in the CCCFA. This DSP contributes to the overall transformation of the CCCFA by proposing two different housing types that currently do not exist in significant numbers within the CCCFA. The overall layout is orderly and pedestrian friendly with the two proposed buildings fronting the street, landscaped parking lot screening, and additional proposed landscaping and amenities along the public right-of-way.

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: As previously mentioned, the DSP advances many of the objectives of the Master Plan – including offering a variety of housing types beyond the current single-family focus, increasing multimodal connectivity between commercial and residential uses, and achieving site and building design goals. By providing a vibrant, mixed-use destination that delivers a diverse range of housing types, the Project will serve as a catalytic development that “demonstrates the potential market” within the CCCFA and stimulates other investment activity within the Focus Area. (See Master Plan, pg. 141).

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: By planning a mixed-use residential development on this M-X-T zoned site, the Project will conserve the value of the land and maximize the public and private development potential inherent to this location. Moreover, the anticipated influx of residents and employees also adds to the Project’s strong potential to contribute towards the transformation of the CCCFA. The DSP represents a significant step towards this ultimate goal.

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: This DSP proposes two multi-family buildings as part of the larger Project. The Project will ultimately result in a new mixed-use community that places a mix of residential, commercial, and non-residential uses in proximity to one another. The Project

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as a whole provides streetscape improvements that will connect to nearby commercial services. This new road network will help reduce automobile use and facilitate increased walking and bicycle opportunities with sidewalks and a multi-modal pathway. The DSP makes use of the M-X-T zone by adding density to the area and a hierarchical street network based upon a traditional grid layout. This street network will provide multiple travel possibilities when adjacent properties are developed and eventually extend the grid.

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: As shown on the approved CSP and PPS, the proposed residential/commercial community dynamic – coupled with ample open space features and well-designed streetscape elements – will accommodate a consistent level of activity on the Property. The commercial proposal approved with the CSP is modest for the Property itself, but appropriate given the existing quantity of commercial services in the immediate vicinity. The considerable residential component of this DSP ensures that there will be activity and a steady presence of people on-site beyond regular business hours.

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

Comment: The proposed community layout enables this mix of uses to blend together harmoniously on-site and within the surrounding mix of commercial and residential uses. The rights-of-way and pedestrian infrastructure detailed in this DSP are designed to promote harmony within the Project and between the Project and the surrounding commercial and residential development.

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

Comment: This DSP proposes two multi-family buildings as part of the larger overall development. The proposed roads and attendant pedestrian infrastructure lay the ground work for the mixed-use residential project to be developed on the Property at full build-out. The approved CSP demonstrates immense potential for achieving a high-quality residential development that is capable of attracting a diverse tenant and employee mix. The multi-family building facades are articulated and proposed with pitched roofs of varying heights to give the buildings distinctive character and help create curb-side interest.

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: As shown on this DSP, the Project will provide adequate public facilities, including stormwater management treatment areas, in the form of micro-bioretenion

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areas and other public utilities, to support the needs of future residents, visitors, and employees of the proposed commercial space. Ultimately, the Applicant is proposing to develop a mixed-use residential community on the Property. The mixed-use approach, particularly the expansive scope of the residential component of the 'Project, will result in an economy of scale that would be difficult to achieve through a single-purpose project. These economies of scale will benefit all users of the Project.

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

Comment: This DSP proposes density at an intensity and scale envisioned by the Master Plan. Importantly, the Project will contribute to the housing supply by offering a mix of unit types for all price points and attract tenants that will patronize the adjacent commercial and office development, strengthening the Clinton commercial core. The multi-family housing types proposed in this DSP cater to a diverse range of future residents, including older residents who wish to downsize and age in place, as well as young professionals and families that desire a different housing type. (See Master Plan, pg. 29).

- 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: This DSP provides greater detail of the architectural design for the development initially proposed as part of the CSP. As previously mentioned, the multi-family building facades are articulated and designed with pitched roofs of varying heights to give the buildings distinctive character, maximize streetscape interest, and foster curb-side appeal.

3. Section 27-544 – Regulations

- a) *Except as provided in Subsections (b) and (c) of this Section, 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.*

Comment: As reflected on the accompanying DSP plan, these provisions will be satisfied. Sizes have been listed in both a chart and on a detailed blow up on the detail page for typical dimensions as well as on the site plan. The parking tabulation on the cover page has been revised to include a line for Total spaces per standard 27-568 and another line with standard space as required as calculated with the Parking and Trip Generation Analysis as prepared by Lenhart Traffic Consulting, Inc. and dated July 27, 2020.

- b) *Except as otherwise specified in this Division, where an approved Conceptual Site Plan imposes certain regulations related to the location, density, coverage, and height of improvements that are intended to implement recommendations for mixed-use development within a comprehensive master plan or general plan, such standards shall*
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provide guidance for the development regulations to be incorporated into the Detailed Site Plan.

Comment: This DSP is consistent with the approved CSP.

c) For property placed in the M-X-T Zone through a Sectional Map Amendment or through a Zoning Map Amendment intended to implement land use recommendations for mixed-use development recommended by a Master Plan or Sector Plan that is approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, the limitations on the lot size and lot width requirements in Section 27-548(h) shall not apply.

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

d) Notwithstanding the provisions of Section 27-270, a grading permit may be issued as long as it is in conformance with an approved Conceptual Site Plan.

Comment: The Applicant is not requesting a grading permit at this time, but the DSP is in full conformance with the approved CSP. Accordingly, the Project meets this requirement for a grading permit application to be submitted at a future date.

e) Mixed-Use Planned Community regulations (e), and Regional Urban Community Regulations (f).

Comment: This is not applicable. The proposed community is not a Mixed-Use Planned Community.

4. Section 27-546 - Site Plans

a) A Conceptual Site Plan and a Detailed Site Plan shall be approved for all uses and improvements, in accordance with Part 3, Division 9, of this Subtitle.

Comment: The CSP was approved on March 12, 2020. This DSP proposes two multi-family buildings and further refines the site design proposed within the CSP submission, while not substantially altering it in any way.

b) In addition to the information required by Part 3, Division 9, for Conceptual Site Plans, the following information shall be included on Plans in the M-X-T Zone:

1) A general description of the pedestrian system proposed.

Comment: Note 20 on the cover page of this DSP describes how all public and private roadways are required to provide sidewalks on both sides and attests to the provision of sidewalks or multi-modal paved pathways in this DSP. Moreover, this DSP provides sidewalk connections from the front doors of both buildings to

the parking lot and the larger pedestrian network provided on the site as a whole – including connections to the playground and seating areas.

2) The proposed floor area ratio.

Comment: As established by the CSP, the approved FAR for the site is 1.40. The proposed development has an FAR of 0.67.

3) *The type and location of uses proposed, and the range of square footage anticipated to be devoted to each.*

Comment: This DSP labels all uses, buildings, proposed site amenities and furniture, and other associated uses – such as loading areas and micro-bioretenion areas for stormwater management. Overall building square footages are listed within the building footprints and also tabulated in the development summary chart on the cover page. As part of building services, both buildings now propose trash dumpster areas with gates and screening walls to match the adjacent architecture.

The outdoor site amenities are labeled such as the playground provided with the market-rate apartment building, with square footage and projected user age as well as a larger scale detail showing provided equipment on page 6. The market rate building also provides some benches at the playground, 3 bike racks and an entry feature with seating located on Mimosa Avenue for the building's main street entrance. Interior amenities for building occupants are shown in the architectural set with conceptual furniture layouts and include a 376 Fitness Room, A community room with kitchenette measuring 1,081 GSF, two other siting areas totaling 387 GSF, and a cyber café measuring 156 GSF.

The Senior Building provides three bike racks as well and two outdoor seating areas, one located along Woodyard Station Road and a second seating area located at the secondary entrance along Mimosa Avenue. Internal amenities for residents include items such as a library seating area totaling 394 GSF, a computer rum measuring 183 GSF, a 563 GSF game room, a Community Room and kitchenette measuring 1,502 GSF for use by the residents, and a covered porch with site furniture provided that acts as a secondary building entrance facing Mimosa Avenue totaling 491 GSF.

4) *A general description of any incentives to be used under the optional method of development.*

Comment: The CSP proposed more than 20 dwelling units per acre, which entitles the site to a bonus FAR of 1.4

5) *Areas proposed for landscaping and screening.*

Comment: This DSP meets the requirements of the Prince George's County Landscape Manual. Required schedules are included on Sheet 5 of the plan set. Calculations of the landscape requirements for the site, such as buffer yard plantings, internal greenspace plantings, landscaping within the parking lot,

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sustainable landscaping requirements, and the ultimate projected tree canopy coverage are included in the plan set.

6) *The proposed sequence of development.*

Comment: The first Phase, DSP-20022, proposes public infrastructure to access the site. Phase 2, the subject of this DSP application, concerns two multi-family buildings. Phase 3, DSP-20027, details townhouse development on the Property.

7) *The physical and functional relationship of the project uses and components.*

Comment: This DSP proposes two multi-family buildings. Parking is adjacent to the buildings and the buildings are connected to the parking lot, proposed amenities, and a larger, project-wide pedestrian network by a series of sidewalk connections located at each proposed building door. The layout of the buildings also helps screen the surface parking lot from the street, creating a more pleasant walking experience for pedestrians.

8) *Property placed in the M-X-T Zone by a Sectional Map Amendment shall provide supporting evidence which shows whether the proposed development will exceed the capacity of transportation facilities that are existing, are under construction, for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program or within the current State Consolidated Transportation Program, will be provided by the applicant (either wholly or, where authorized pursuant to Section 21-124(a)(8) of the County Subdivision Regulations, through participation in a road club), or are incorporated in a specific public facilities financing and implementation program.*

Comment: The DSP is part of the larger development for which a traffic study has been completed and submitted as part of the CSP and PPS submittal and approval process.

c) *In addition to the information required by Part 3, Division 9, for Detailed Site Plans, the following information shall be included on Plans in the M-X-T Zone:*

1) *The proposed drainage system.*

Comment: A complete drainage system is shown on the Multi-family set. Some of the drainage from this DSP will go to micro-bioretenention areas proposed as part of the Infrastructure Only DSP. Additional storm drain and micro-bioretenention areas are provided for full buildout of the multi-family buildings and an underground stormwater facility is provided for storage underneath the surface parking lot. Ultimately, all drainage picked up in the underground storm drain system is carried to a stormwater management pond in the northeast corner of the Property. At this location, drainage will exit the site through the existing storm drain pipe that currently functions to carry water exiting the site.

2) *All improvements and uses proposed on the property.*

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Comment: As discussed above in more detail, this DSP proposes two multi-family buildings, required off-street parking, sitting areas, bike racks, loading areas/temporary pick up points for trash collection, and a playground, as well as micro-bioretenment areas for stormwater management.

3) *The proposed floor area ratio of the project, and detailed description of any bonus incentives to be used.*

Comment: As established by the CSP, the approved FAR for the site is 1.40. The proposed development has an FAR of 0.67.

4) Supporting evidence which shows that the proposed 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 or within the current State Consolidated Transportation Program, will be provided by the applicant (either wholly or, where authorized pursuant to Section 21-124(a)(8) of the County Subdivision Regulations, through participation in a road club), or are incorporated in a specific public facilities financing and implementation program, 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 plan approval, whichever occurred last.

Comment: The Planning Board found adequacy at the time of the PPS which within the last year.

5. Division 4 – Regulations - Section 27-548 – M-X-T Zone.

a) *Maximum floor area ratio (FAR) ranges from 0.40 FAR without the use of optional method of development and 8.00 FAR with the use of the optional method of development (provision of amenities).*

Comment: As established by the CSP, the approved FAR for the site is 1.40. The proposed development has an FAR of 0.67.

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.*

Comment: Acknowledged.

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.*

Comment: All dimensions, square footages, and coverage for the two proposed buildings are listed on the DSP – either on the cover page in a series of tables or within the buildings themselves.

- 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.*

Comment: This DSP meets the requirements of the Prince George's County Landscape Manual. Required schedules featuring calculations of the landscape requirements for the site, such as buffer yard plantings, internal greenspace plantings, landscaping within the parking lot, sustainable landscaping requirements, and the ultimate projected tree canopy coverage are provided on Sheet 5 of the plan set. This DSP provides more green space width in front of the two multi-family buildings and adjacent to public rights-of-way than the 7' minimum required in the M-X-T Zone.

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

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

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

Comment: No private structures within the air space above or in the ground below public rights-of-way are proposed.

- 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.*

Comment: Both multi-family buildings proposed in the DSP have at least one property line that has access to a public street – either Mimosa Avenue (extended) or proposed Woodyard Station Road.

- h) *Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand two hundred (1,200) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District*

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Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units.

Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multi-family dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

Comment: This DSP does not propose any townhouse structures.

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

Comment: The structures proposed as part of this DSP do not exceed the 110-foot height limit as labeled on the architecture plan and on the site plans.

- j) *As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height,*

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recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance).

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

VI. CONCLUSION

The Applicant respectfully requests that the Planning Board grant approval of this DSP for the proposed high-quality, mixed-use residential community. The Project represents a significant opportunity to contribute to the Prince George's County housing market, transform and revitalize the Clinton focus area, and further many of the applicable development concepts and objectives of the Master Plan. The above analysis and submitted plans establish that the DSP satisfies the required findings that the Planning Board must make to approve a DSP application.


Respectfully,
MORRIS & RITCHIE ASSOCIATES, INC.
Michael A. Mitchell, RLA, AICP, LEED AP
Senior Landscape Architect



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

PGCPB No. 2020-34

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File No. CSP-19008

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 March 12, 2020, regarding Conceptual Site Plan CSP-19008 for Woodyard Station, the Planning Board finds:

1. **Request:** The subject application proposes a conceptual site plan (CSP) for a mixed-use development consisting of 119 one-family attached (townhouse) dwelling units, 46 multifamily dwelling units, a 112-unit apartment housing for the elderly (senior multifamily), and 1,000 square feet of commercial/retail uses.
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	M-X-T/M-I-O	M-X-T/M-I-O
Use(s)	Vacant	Townhouses; Multifamily, Senior Multifamily; Commercial/Office
Acreage	21.82	21.82
Total Gross Floor Area (sq. ft.)		350,287
Commercial GFA	-	1,000*
Residential GFA	-	349,287
Dwelling Units Total	-	277
Townhouses	-	119
Multifamily	-	46
Senior Multifamily	-	112

Note: *The applicant's revised statement of justification discusses increasing the commercial GFA to 2,500 square feet, yet the CSP reflects only 1,000 square feet. Therefore, a condition has been added to this resolution to correct the tabulations on the CSP.

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

Base Density Allowed:	0.40 FAR
Residential Optional Method:	1.00 FAR
Total FAR Permitted:	1.40 FAR*
Total FAR Proposed:	0.369 FAR

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

3. **Location:** The subject property is located on the north side of MD 223 (Woodyard Road), approximately 2,100 feet west of its intersection with MD 5 (Branch Avenue), in Planning Area 81A and Council District 09. The property is in the 2013 Approved Central Branch Avenue Corridor Revitalization Sector Plan (Central Branch Avenue Sector Plan), and within the Conical Surface (Left Runway) Area E, of the Military Installation Overlay (M--I-O) Zone.
4. **Surrounding Uses:** The site is bounded to the north by residentially-zoned and developed properties in the One-Family Detached Residential (R-80) Zone, and vacant land in the Mixed-Use-Transportation Oriented (M-X-T) Zone; to the west by a church in the R-80 Zone, and vacant land in the M-X-T Zone; to the south by developed commercial properties in the Commercial Shopping Center (C-S-C) Zone, and vacant property in the M-X-T Zone; and to the east by a developed commercial property in the C-S-C Zone.
5. **Previous Approvals:** Council Resolution CR-13-2018, Minor Amendment Five, reclassified the subject properties from the C-S-C, Commercial Office (C-O), One-Family Detached Residential (R-55), and R-80 Zones to the M-X-T Zone. The site has not previously been the subject of a preliminary plan of subdivision (PPS), or final plat.
6. **Design Features:** The applicant proposes a mixed-use development consisting of residential and commercial/office uses to include 119 townhouse units, two buildings consisting of 158 multifamily dwelling units, including 112 for seniors, and 1,000 square feet of commercial space. The commercial use will be located at the entrance to the community fronting on Woodyard Station Road, a proposed public road, which connects the subject community with MD 223. Although a detailed layout of the community will be evaluated with the PPS, the CSP shows 20-foot-wide townhouses in a grid pattern along the north and east sides of the property, with a mix of front and rear-load garage units. The multifamily buildings will be four stories and located in the southwest section of the property. They are both shown to front on the proposed public roads, with surface parking in the rear. The plan shows proposed road connections to the undeveloped M-X-T- zoned-property to the north, to the property to the west, and to the existing Mimosa Avenue to the northeast. An additional potential future roadway is shown running along the southeastern property line, connecting the proposed Woodyard Station Road with the property to the east for use at such time that it redevelops. These roads will be further evaluated at the time of PPS and detailed site plan (DSP).

The plans show a tree preservation area along the northwestern boundary, and in an area on the eastern side of the site. The main community open space parcel, shown as Parcel F, is approximately 0.48 acre, and centrally located. The Prince George's County Department of Parks and Recreation (DPR) has indicated that the site is subject to a mandatory dedication of parkland and is recommending that this area be greater to achieve a safer, and more meaningful recreation area. Smaller open space areas are also provided on the plan as promenades between the townhouse unit blocks. The open space parcels and mandatory dedication of parkland requirement will be further evaluated with the PPS.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject CSP has been reviewed for compliance with the requirements of the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance.
- a. The subject application is in conformance with the requirements of Section 27-547 of the Zoning Ordinance, which governs uses in all mixed-use zones.
 - (1) The proposed townhouse, multifamily, and commercial/office uses are permitted in the M-X-T Zone. Per Footnote 7 of the Table of Uses, the maximum number and type of dwelling units should be determined at the time of CSP approval. Therefore, this property is limited to 119 townhouse and 158 multifamily units, as proposed in this CSP.
 - (2) Section 27-547(d) provides standards for the required mix of uses for sites in the M-X-T Zone, as follows:
 - (d) **At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:**
 - (1) **Retail businesses;**
 - (2) **Office, research, or industrial uses;**
 - (3) **Dwellings, hotel, or motel.**
 - b. Section 27-548 of the Zoning Ordinance, the M-X-T Zone regulations, establishes 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**

The maximum floor area ratio (FAR) for this project is 0.369, which meets this requirement. Since the development proposes more than 20 residential dwelling units, the site qualifies for the optional method of development bonus incentives in Section 27-545(b), which permits the applicant to increase the proposed FAR to a maximum of 1.40, at the time of DSP.

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

The applicant proposes to include the uses on the M-X-T-zoned property in multiple buildings on more than one lot, as permitted.

(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.

This requirement is not applicable since this application is for a CSP. Subsequent DSP approvals will provide regulations for development on this property.

(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 development is subject to the requirements of the 2010 Prince George's County Landscape Manual (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 and interior incompatible land uses, at the time of DSP.

(e) In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking

access areas (notwithstanding the provisions of Section 27-107.01). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.

The FAR for the proposed 350,287 square feet on the 21.818-acre property is 0.369. This will be refined further at the time of DSP, relative to the final proposed gross floor area of the buildings, in conformance with this requirement.

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

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

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

The overall development is accessed from a public street; however, the residential and commercial uses will be served by private streets and alleys. At the time of PPS, appropriate frontage and vehicular access for all lots and parcels must be properly addressed.

- (h) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand two hundred (1,200) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after**

January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

The subject CSP proposes 119 townhouse units. Conformance with these specific townhouse requirements will be reviewed at the time of PPS and DSP, when detailed lot and building information is available.

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

The two multifamily buildings are proposed to be four stories. The height limit will be further evaluated with the DSP.

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

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

- c. The subject application has been reviewed for conformance with the requirements of Section 27-546(d) of the Zoning Ordinance, which requires additional findings for the Prince George's County Planning Board to approve a CSP in the M-X-T Zone, as follows:

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

One purpose of the M-X-T Zone is to promote orderly development of land in the vicinity of major intersections to enhance the economic status of Prince George's County. The proposed development, consisting of residential and commercial/office uses, will provide increased economic activity proximate to the intersection of MD 5 and MD 223. It also allows for a potential reduction of the number and distance of automobile trips by constructing residential and nonresidential uses in close proximity to each other, with convenient access being provided to neighboring commercial/retail uses. This CSP promotes the many purposes of the M-X-T Zone and contributes to the overall vision of the Central Branch Avenue Sector Plan.

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

This property was placed in the M-X-T Zone through Council Resolution CR-13-2018, for a minor amendment to the 2013 Subregion 5 Approved Master Plan and Sectional Map Amendment. The proposed development is in conformance with the design guidelines intended to implement the general development concept for the area. This requirement will be further reviewed at the time of DSP when more site details are provided.

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

The proposed development is occurring on a property that is set behind existing commercial uses fronting on MD 223. This proposal includes a public road extension to integrate the existing residential community to the north and MD 223 to the south, as well as a public road to connect to future development west of this site. Development along these proposed public roads will be outwardly oriented. How buildings relate to the street and other urban design considerations will be addressed at the time of PPS and DSP.

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

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

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

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

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

The applicant has not indicated that this project will be phased.

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

This requirement will be further evaluated in detail at the time of DSP. The illustrative CSP shows sidewalks along all public and private roads, as well as connections to the adjacent uses, forming a comprehensive pedestrian network throughout the site.

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

The above finding is not applicable because the subject application is a CSP. Further attention should be paid to the design of pedestrian and public spaces at the time of DSP.

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

This CSP is for a mixed-use development consisting of the following uses having the following trip generation (with the use quantities shown in the table as described in the submitted traffic study). The trip generation is estimated using trip rates and requirements in the 2012 "Transportation Review Guidelines, Part 1" (Guidelines). The table below summarizes trip generation in each peak-hour that will be used in reviewing traffic for the site:

Trip Generation Summary: CSP-19008: Woodyard Station								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Townhouse	116	Units	16	65	81	60	33	93
Multifamily	46	Units	5	19	24	18	10	28
Senior Housing (multifamily building)	112	Units	6	9	15	11	7	18
Net Residential Trips			27	93	120	89	50	139
General Office	1,000	Square feet	2	0	2	0	2	2
Total Trips, CSP-19008 (sum of bold numbers)			29	93	122	89	52	141

The applicant submitted a traffic impact study dated October 2019. The findings outlined below are based upon a review of these materials and analyses reviewed by the Planning Board, consistent with the Guidelines. The table below shows the intersections deemed to be critical, as well as the levels of service representing existing conditions:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 5 at Coventry Way	586	740	A	A
Coventry Way at Schultz Road	14.9*	17.6*	--	--
Schultz Road at Springbrook Lane	9.6*	10.2*	--	--
Schultz Road at Rockwell Drive	8.7*	8.9*	--	--
MD 5 at MD 223	975	1,040	A	B
MD 5 at Woody Terrace	835	1,001	A	B
MD 5 at Pine View Lane	840	1,126	A	B
MD 223 at site access	Future	--	--	--
MD 223 at Old Branch Avenue/Brandywine Road	1,348	1,318	D	D
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

No approved developments are identified in the study area for the purpose of developing background traffic. Given the major growth just outside of the study area, a 1.5 percent annual growth rate for a period of six years has been assumed.

The intersection of MD 223 and Old Branch Avenue/Brandywine Road is programmed for improvement with 100 percent construction funding within the next six years in the current Prince George's County Capital Improvement Program (CIP), with the requirement for developer funding and, as such, it is computed into total traffic and not background traffic. The traffic study also assumes a public street connection will be constructed between MD 223 and Brandywine Road in the southwestern quadrant of this intersection, and it utilizes a diversion for this connection. A second analysis was done to evaluate the impact of background developments. The analysis revealed the following results:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 5 at Coventry Way	640	809	A	A
Coventry Way at Schultz Road	16.4*	20.5*	--	--
Schultz Road at Springbrook Lane	9.7*	10.4*	--	--
Schultz Road at Rockwell Drive	8.8*	9.0*	--	--
MD 5 at MD 223	1,066	1,137	B	B
MD 5 at Woody Terrace	913	1,095	A	B
MD 5 at Pine View Lane	918	1,231	A	C
MD 223 at site access	Future	--	--	--
MD 223 at Old Branch Avenue/Brandywine Road	1,473	1,441	E	D
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

The following critical intersections, interchanges, and links identified above, when analyzed with the programmed improvements and total future traffic as developed using the Guidelines, including the site trip generation as described above, operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 5 at Coventry Way	657	819	A	A
Coventry Way at Schultz Road	16.5*	20.8*	--	--
Schultz Road at Springbrook Lane	10.0*	10.9*	--	--
Schultz Road at Rockwell Drive	8.9*	9.0*	--	--
MD 5 at MD 223	1,077	1,149	B	B
MD 5 at Woody Terrace	937	1,108	A	B
MD 5 at Pine View Lane	942	1,245	A	C
MD 223 at site access (standards for passing are shown in parentheses)				
Delay Test (50 seconds or less)	52.2*	63.9*	Fail	Fail
Minor Street Volume Test (100 or fewer)	58	33	Pass	Pass
MD 223 at Old Branch Avenue/Brandywine Road	1,483	1,453	E	E
With Capital Improvement Project	930	1,103	A	B
*In analyzing two-way stop-controlled intersections, a three-step procedure is employed in which the greatest average delay in seconds for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume is computed and compared to the approved standards. According to the Guidelines, all three tests must fail in order to require a signal warrant study.				

An inadequacy in both peak hours is noted in the table above at the MD 223 and Old Branch Avenue/Brandywine Road intersection. The intersection of MD 223 and Old Branch Avenue/Brandywine Road is programmed for improvement with 100 percent construction funding within the next six years in the current CIP, with the requirement for developer funding. The improvements included within the "Brandywine Road and MD 223 Intersection" project in the current CIP include the following:

- (1) On the northbound approach, three approach lanes with exclusive through, right-turn, and left-turn lanes.
- (2) On the westbound approach, three approach lanes with exclusive through and left-turn lanes and a shared through/right-turn lane.
- (3) On the eastbound approach, four approach lanes with two through lanes and exclusive right-turn and left-turn lanes.

It is determined, therefore, that the CIP project with partial developer funding will result in acceptable operations at this intersection. Therefore, the applicant will be required to provide funding toward this improvement, with the level of construction and/or financial participation to be determined in cooperation with the Prince George's County Department of Permitting, Inspections and

Enforcement (DPIE) and/or the Prince George's County Department of Public Works and Transportation, and supplied at the time of PPS.

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

The above finding is not applicable because the subject application is a CSP. This requirement will be evaluated at the time of DSP for this project.

- (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 property measures 21.82 acres and does not meet the above acreage requirement. Furthermore, it is not being developed as a mixed-use planned community. Therefore, this requirement is not relevant to the subject project.

- d. The CSP is in conformance with the applicable CSP site design guidelines contained in Section 27-274 of the Zoning Ordinance. The subject development provides a compact urban layout, consistent with the vision conceptualized in the Central Branch Avenue Sector Plan. To convey the individuality of each townhouse unit, the design of abutting units should avoid the use of repetitive architectural elements and should employ a variety of architectural features and designs such as roofline, window and door treatments, projections, colors, and materials. Conformance with this design guideline will be addressed at the time of DSP.
- e. In accordance with Section 27-574, 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. Therefore, the parking calculations should be removed from the CSP, as conditioned herein. Adequate visitor parking for all residential units will need to be addressed at the time of DSP.

8. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:

This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because 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 TCP1-001-2020 was submitted with this CSP application.

Based on the natural resource inventory (NRI) submitted with this application, the total site area is 21.80 acres and contains 18.20 acres of woodlands, but the submitted TCP1 states that the total site area is 21.82 acres and contains 18.10 acres of woodlands. These numbers need to be corrected and the NRI needs to be revised, or the TCP1 needs to reflect the NRI numbers. The woodland conservation worksheet needs to be revised to show the corrected numbers.

The preserved woodland area along the eastern property line should be relocated north to include Specimen Tree (ST) 5, and the preservation area should be used for stormwater management (SWM). This layout change would increase the size of the preservation area and save a specimen tree. Conditions regarding these issues have been included herein.

9. **Other site-related regulations:** Additional regulations are applicable to site plan review that usually require detailed information, which can only be provided at the time of DSP. The discussion provided below is for information only:
 - a. **2010 Prince George's County Landscape Manual**—This development in the MX-T Zone will be subject to the requirements of the Landscape Manual at the time of DSP. Specifically, the site is subject to Section 4.1, Residential Requirements; Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; Section 4.9, Sustainable Landscaping Requirements; and Section 4.10, Street Trees along Private Streets of the Landscape Manual.
 - b. **Prince George's County Tree Canopy Coverage Ordinance**—Subtitle 25, Division 3 of the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties zoned M-X-T are required to provide a minimum of 10 percent of the gross tract area covered by tree canopy. The subject site is 21.82 acres in size and the required TCC is 2.18 acres. Conformance with the requirements of the Tree Canopy Coverage Ordinance will be ensured at the time of approval of a DSP.
10. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:
 - a. **Historic Preservation**—The Planning Board adopted, herein by reference, a memorandum dated January 9, 2020 (Stabler to Burke), which indicated that based on a search of historic resources, the probability of archeology sites within the subject property was high. A Phase I archeology survey was completed for this site, and based on the report, no further archeology is required. Further, the site does not contain and is not adjacent to any designated Prince George's County historic sites or resources.

- b. **Community Planning**—The Planning Board adopted, herein by reference, a memorandum dated February 7, 2020 (Lester to Burke), which indicated that pursuant to Part 3, Division 9, Subdivision 2, of the Zoning Ordinance, master plan conformance is not required for this application. Pursuant to Section 24-121(a)(5), at the time of PPS, conformance to the approved sector plan will not be required because of Council Resolution CR-13-2018, Minor Amendment Five. The Planning Board finds this event renders the future land use recommendations of the Central Branch Avenue Sector Plan no longer appropriate.

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

- c. **Transportation Planning**—The Planning Board adopted, herein by reference, a memorandum dated February 10, 2020 (Masog to Burke), which determined that pursuant to Section 27-546 of the Zoning Ordinance, the plan conforms to the required findings for approval of the CSP. Adequacy, however, will be fully tested and determined at the time of PPS through the application of Section 24-124 of the Subdivision Regulations, and a traffic study may be submitted with a slightly different mix of uses than was tested at the time of CSP. The trip cap for the site will be based on the PPS. The Planning Board deems that the proposed Mimosa Avenue, Woodyard Station Road, and Road EE meet the functional intent of P-509 and I-507 as depicted on the Central Branch Avenue Sector Plan. Likewise, Road BB helps to create improved connectivity, a gridded street pattern, and a more walkable environment within the area termed the Clinton Commercial Core Focus Area and is approved by the Planning Board. MD 223 is a master plan arterial facility with a minimum proposed width of 120 feet and a variable right-of-way. The right-of-way is acceptable as shown on the CSP.
- d. **Subdivision Review**—The Planning Board adopted, herein by reference, a memorandum dated February 12, 2020 (Diaz-Campbell to Burke), which found the proposal to be in general conformance to the Subdivision regulations, to be further evaluated with the PPS.
- e. **Trails**—The Planning Board adopted, herein by reference, a memorandum dated February 11, 2020 (Smith to Burke), which is summarized as follows:

The site is impacted by one master plan trail; a planned bike lane along I-507 at the southern portion of the site. The 2009 *Approved Countywide Master Plan of Transportation* includes policies regarding sidewalk construction, the accommodation of pedestrians, and the provision of complete streets.

The Central Branch Avenue Sector Plan includes the following recommendations regarding the accommodation of pedestrian and bicycle facilities (page 99):

- Design interior streets with an interconnected grid or modified grid street pattern with sidewalks and street tree planting. Provide pedestrian amenities that include trash receptacles, benches and bus shelter.
- Provide vehicular and pedestrian connectivity from Woodyard Crossing to the adjacent neighborhoods to the west.

The Planning Board requires that sidewalks be provided along both sides of all internal roads, excluding alleys. The internal sidewalk network will be evaluated further at the time of PPS and DSP. The proposed development includes an extension of Mimosa Avenue that meets the intent of the planned I-507 roadway, per the area master plan. The Planning Board requires bike lanes along Mimosa Avenue to fulfill the intent of the master plan. Conditions relative to these required pedestrian improvements must be addressed at the time of PPS.

- f. **Environmental Planning**—The Planning Board adopted, herein by reference, a memorandum dated February 10, 2020 (Schneider to Burke), which provided comments on this application, summarized below:

Natural Resources Inventory Plan/Existing Features

A Natural Resource Inventory, NRI-033-2019, was approved on September 6, 2019, and is provided with this application. The site contains no regulated environmental features and 18.20 acres of woodlands. There are eight specimen trees scattered throughout the property. The TCP1 and the CSP show all the required information correctly in conformance with the NRI.

Specimen Trees

Section 25-122(b)(1)(G) requires that “Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree’s condition and the species’ ability to survive construction as provided in the Environmental Technical Manual.”

The specimen tree table lists eight specimen trees that are located on-site. The eight on-site specimen trees were identified with the ratings of good (ST 2, 5, and 8), fair (ST 6), and poor (ST 1, 3, 4, and 7). The current design proposes to remove seven specimen trees for the development.

A Subtitle 25 variance application, a statement of justification (SOJ) in support of a variance, and a tree removal plan were received for review on January 3, 2020 and dated October 4, 2019.

Section 25-119(d)(1) of the WCO contains six required findings to be made before a variance can be granted. The SOJ submitted seeks to address the required findings for the

removal of seven specimen trees located on-site. Details specific to the individual trees have also been provided in the following chart.

SPECIMEN TREE SCHEDULE SUMMARY

ST #	COMMON NAME	DIAMETER (in inches) DBH	RATING	CONDITION	APPLICANT'S PROPOSED DISPOSITION	PLANNING BOARD'S DETERMINATION
1	White Oak	58	Poor	Substantial Limb Dieback	To be removed	To be removed
2	White Oak	33	Good		To be removed	To be removed
3	White Oak	32	Poor	Major Limb Failure	To be removed	To be removed
4	White Oak	32	Poor	Major Limb Failure	To be removed	To be removed
5	Southern Red Oak	49	Good		To be removed	To remain
6	White Oak	31	Fair	Sucker Growth at Trunk, Limited Crown	To be removed	To be removed
7	Southern Red Oak	31	Poor	Dead Second Stem, Limb Dieback	To be removed	To be removed
8	White Oak	33	Good		To remain	To remain

The following are the six criteria listed in Section 25-119(d)(1) that must be met for approval of the requested variance.

(A) Special conditions peculiar to the property have caused the unwarranted hardship;

The specimen trees on-site range in condition ratings from good to poor; however, the comments provided in the specimen tree table indicate that the trees rated as fair and poor have existing conditions, including sucker growth at the trunk and limited crown, that would make preservation difficult given the extent of the proposed development within the M-X-T Zone. A preserved tree with existing stress conditions within this development would likely end up dying due to stress and needing to be removed during or shortly after construction. The on-site specimen trees are located throughout the site, which in an M-X-T-zoned property makes them difficult to preserve and provide woodland preservation. ST 5 is located in an area proposed for SWM and adjacent to a woodland preservation area. The site layout should be redesigned to switch the SWM and woodland preservation to preserve the Southern Red Oak, which has a 49-inch DBH Southern and a good rating.

- (B) Enforcement of these rules will deprive the applicant of rights commonly enjoyed by others in similar areas;**

The protection of an existing stressed condition specimen tree within a proposed development area would not be required to be protected in similar applications. These trees are approved for removal to prevent the developer from coming back in the future to request the removal of a dead tree within their project limits. ST 5 should be saved because of the good rating, and an adjacent preservation area could be moved to include this tree and increase the on-site preservation area. The proposed development of the site is in keeping with similar projects within the area.

- (C) Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants;**

See criteria (B).

- (D) The request is not based on conditions or circumstances which are the result of actions by the applicant;**

This request is not based on conditions or circumstances which are solely the result of actions by the applicant. The removal of the specimen trees is primarily due to their health and the intense density of the development envisioned by the zone. ST 5 should be saved by relocating a SWM area and preservation area to preserve a good rated tree and more woodlands than presently proposed. The request to remove several of the specimen trees cannot be avoided, but the removal of ST 5 can be avoided by slightly redesigning the proposed SWM features.

- (E) The request does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property; and**

This request is based on the health of the specimen trees and the intense density of the development envisioned by the zoning. This request is not based on a condition relating to land or a building use on a neighboring property.

- (F) Granting of the variance will not adversely affect water quality.**

The proposed Woodyard Station development will not adversely affect water quality because the review of the project will be subject to the requirements of the Maryland Department of the Environment (DoE), the Prince George's County Soil Conservation District (PGSCD), and the approval of a SWM concept plan by DPIE.

The required findings of Section 25-119(d) have been adequately addressed for the removal of specimen trees numbered 1, 2, 3, 4, 6 and 7 based on the level of design information currently available, and the limits of disturbance shown on the TCP1. The Planning Board approves of the removal of ST 1, 2, 3, 4, 6, and 7, and disapproves of the removal of ST 5. The applicant is permitted to submit a variance application for the removal of specimen tree ST 5 during the course of subsequent entitlements.

Stormwater Management

A Stormwater Management Concept Approval Letter, 23226-2019-00 and associated plan were submitted with the CSP. The approval was issued on November 18, 2019 by DPIE. The plan proposes to construct 51 micro-bioretenement ponds. No SWM fee for on-site attenuation/quality control measures is required.

Erosion and Sediment Control

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

- g. **Prince George's County Department of Parks and Recreation (DPR)**—The Planning Board adopted, herein by reference, a memorandum dated February 12, 2020 (Zyla to Burke), in which DPR indicated that at the time of PPS, the residential portion of this development will be subject to the mandatory dedication requirement of approximately 3.27 acres of parkland. Given the significant need for land and recreational facilities in the surrounding community (Service Area 8) per the Land Preservation, Parks and Recreation Program for Prince George's County, DPR recommends the Planning Board requires that the applicant allocate an area for parkland dedication large enough to contain adequate on-site recreational facilities for the proposed population of the development. This area should be dedicated to the Maryland-National Capital Park and Planning Commission and be centrally located within the development to provide convenient and safe access for the residents. At the time of PPS, the applicant should provide a larger park site and on-site recreational facilities to meet the mandatory dedication of parkland requirement and to serve the recreational needs of the residents within this proposed community. This issue will be further examined at that time.
- h. **Prince George's County Fire/EMS Department**—At the time of the writing of this resolution, the Fire/EMS Department did not provide comments on the subject application.

- i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this resolution, DPIE did not provide comments on the subject application.
 - j. **Prince George's County Police Department**—At the time of the writing of this resolution, the Police Department did not provide comments on the subject application.
 - k. **Prince George's County Health Department**—In a memorandum dated January 21, 2020 (Adepoju to Burke), incorporated herein by reference, the Health Department provided statistics and information regarding exercise, walkability, traffic, and noise impacts.
 - l. **Maryland State Highway Administration (SHA)**—At the time of the writing of this resolution, SHA did not provide comments on the subject application.
11. Based on the foregoing and as required by Section 27-276(b)(1) of the Zoning Ordinance, the CSP, if approved with the proposed conditions below, 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.
12. Section 27-276(b)(4) for approval of a CSP, requires that the regulated environmental features on-site have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24 130(b)(5) of the Subdivision Regulations. The subject property contains no regulated environmental features and, therefore, this finding can be made with the proposed development.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Type 1 Tree Conservation Plan TCP1-001-2020, and further APPROVED Conceptual Site Plan CSP-19008 for the above-described land, subject to the following conditions:

- 1. Prior to certificate approval of the conceptual site plan, the following revisions shall be made, or information provided:
 - a. Correct the floor area ratio tabulations to show 2,500 square feet of commercial use and adjust the total floor area to represent the correction.
 - b. Remove parking tabulations from the site plan.
 - c. Revise the Type 1 tree conservation plan (TCP1) as follows:
 - (1) Add "TCP1-001-2020" to the approval block and the worksheet.

- (2) Review the approved natural resource inventory and submitted TCP1 and revise the total site area and total woodland area to match in the woodland conservation worksheet.
 - (3) Revise the woodland conservation worksheet to remove the specimen tree credit.
 - (4) Revise the TCP1 to expand the woodland preservation area to include and save Specimen Tree 5.
 - (5) Have the revised plan signed and dated by the qualified professional preparing the plan.
2. Prior to approval of the preliminary plan of subdivision, the following information shall be provided or shown on the plans:
 - a. Provide continuous standard sidewalks along both sides of all internal roads, excluding alleys, unless modified by the Prince George's County Department of Public Works and Transportation and the Prince George's County Department of Permitting, Inspections and Enforcement with written correspondence.
 - b. Provide a bike lane along Mimosa Avenue in compliance with the Prince George's County Department of Public Works and Transportation and the Prince George's County Department of Permitting, Inspections and Enforcement standards.
3. Prior to issuance of any building permits within the subject property, unless modified at the time of preliminary plan of subdivision pursuant to Section 27-546(d)(9) of the Prince George's County Zoning Ordinance:
 - a. 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 (with improvements designed, as deemed necessary, to accommodate bicycles and pedestrians):

MD 223 at Brandywine Road/Old Branch Avenue:

 - (1) On the northbound approach, provide three approach lanes with exclusive through, right-turn, and left-turn lanes.
 - (2) On the westbound approach, provide three approach lanes with exclusive through and left-turn lanes and a shared through/right-turn lane.
 - (3) On the eastbound approach, provide four approach lanes with two through lanes and exclusive right-turn and left-turn lanes.

If the above-listed improvements are to be provided pursuant to the "Brandywine Road and MD 223 Intersection" project in the current Prince George's County Capital Improvement Program, the applicant shall, in cooperation with the Prince George's County Department of Permitting, Inspections and Enforcement and/or the Prince George's County Department of Public Works and Transportation, demonstrate the construction and/or financial participation. This information shall be supplied to the Transportation Planning Section at the time of preliminary plan of subdivision.

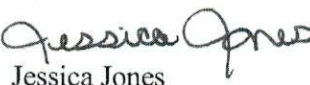
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner and Hewlett voting in favor of the motion at its regular meeting held on Thursday, March 12, 2020, in Upper Marlboro, Maryland.

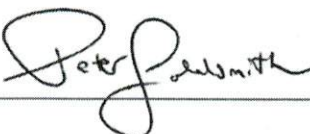
Adopted by the Prince George's County Planning Board this 2nd day of April 2020.

Elizabeth M. Hewlett
Chairman

By  Jessica Jones
Planning Board Administrator

EMH:JJ:TB:nz

APPROVED AS TO LEGAL SUFFICIENCY



M-NCPPC Legal Department
Date: March 20, 2020



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

PGCPB No. 2020-83

File No. 4-19040

RESOLUTION

WHEREAS, Tac Woodyard, LLC/Dror Bezalel Sol MBR is the owner of a 21.82-acre parcel of land known as Parcels 149, 187, and 191, said property being in the 9th Election District of Prince George's County, Maryland, and being zoned Mixed Use-Transportation Oriented (M X-T) and is further subject to the Military Installation Overlay (M-I-O) Zone; and

WHEREAS, on December 30, 2019, TAC Woodyard, LLC filed an application for approval of a Preliminary Plan of Subdivision for 122 lots and 9 Parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-19040 for Woodyard Station 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 May 14, 2020, 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 May 14, 2020, 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 TCP1-001-2020-01, and APPROVED a Variance from 25-122(b)(1)(G), and further APPROVED Preliminary Plan of Subdivision 4-19040, including a Variation from Section 24-128(b)(7)(A), for 122 lots and 9 Parcels with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to:
 - a. Correct the gross floor area in General Note 17 to show 2,500 square feet of commercial use.
 - b. Correct General Note 11 to show 119 townhouse lots and 2,500 square feet of commercial use.
 - c. Remove General Note 20 referring to an Aviation Policy Area. Correct Table B-1 to show the Military Installation Overlay Zone rather than an Aviation Policy Area.
 - d. Designate the two residential multifamily lots and one commercial lot as parcels. These must be numbered parcels rather than lettered parcels to distinguish them from the

parcels to be conveyed to the homeowners association. Adjust the parcel, development, and subdivision summary tables, as well as the general notes, accordingly.

- e. Add a note on the plan, pointing to, and describing the multimodal path proposed along Mimosa Avenue. This note should be similar to the two notes already on the plan, pointing to, and describing the Mimosa Avenue bike lane and the continuous sidewalks.
2. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in a resolution of approval, shall require approval of a new preliminary plan of subdivision, prior to approval of any building permits.
3. Development of this site shall be in conformance with the approved Stormwater Management Concept Plan (23226-2019-00) and any subsequent revisions.
4. Prior to approval of a final plat, in accordance with this approved preliminary plan of subdivision, the final plat shall include:
 - a. A note indicating the Prince George's County Planning Board approval of a variation from Section 24-128(b)(7)(A) of the Subdivision Regulations for alley access to lots fronting on private streets or open space.
 - b. Dedication of public utility easements along public and private streets.
 - c. Dedication of Mimosa Avenue and Woodyard Station Road.
 - d. Labeling of parcels to be conveyed to the homeowners association.
5. Prior to submission of the final plat of subdivision, three original, executed private Recreational Facilities Agreements (RFA) shall be submitted to the Development Review Division (DRD) of the Prince George's County Planning Department, for review and approval. Upon approval by DRD, the RFA shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland, and the Liber/folio shall be reflected on the final plat, prior to recordation.
6. The applicant and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for the private recreational facilities. The private recreational facilities shall be reviewed by the Urban Design Section of the Prince George's County Planning Department and the Prince George's County Department of Parks and Recreation for adequacy, in accordance with the approved preliminary plan of subdivision, proper siting, and establishment of triggers for construction at the time of detailed site plan (not including a detailed site plan for infrastructure only).
7. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following facilities, and provide an exhibit depicting these facilities, prior to acceptance of the first detailed site plan:

- a. Continuous standard sidewalks along both sides of all internal roads, excluding alleys, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
 - b. A minimum 10-foot-wide asphalt or concrete trail along Mimosa Avenue, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
 - c. Pedestrian connections to the shopping centers to the east and south, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
 - d. Inverted U-style bicycle racks installed at locations convenient to the entrance of the proposed retail.
8. Prior to certification of Preliminary Plan of Subdivision 4-19040, the Type 1 tree conservation plan (TCP1) shall be revised, as follows:
 - a. Add "CSP-19008" in the DRD column of the "00" approval block line.
 - b. Add "4-19040" in the DRD column of the "01" approval block line.
 - c. Review the approved Natural Resources Inventory and submitted TCP1 and revise the total site area and total woodland area to match in the woodland conservation worksheet.
 - d. Add "50 foot" dimension limits to the width of the on-site preservation areas.
 - e. Revise the woodland conservation worksheet to show revised numbers for preservation areas and ensure all site statistics are consistent between the approved Natural Resources Inventory and the TCP1.
 - f. Add a table identifying the location and area of the three preservation areas and reforestation area.
 - g. Have the revised plan signed and dated by the qualified professional preparing the plan.
9. Prior to acceptance of the detailed site plan, a revised stormwater management concept plan and approval letter from the Prince George's County Department of Permitting, Inspections and Enforcement, shall be submitted.
10. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-001-2020-01). 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 (TCP1-001-2020-01), 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 (WCO). 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 (M-NCPPC), Prince George's County Planning Department."

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

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

12. Total development within the subject property shall be limited to uses that would generate no more than 127 AM and 146 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.
13. The applicant proffers a pro-rata payment of \$976 per townhouse unit, \$793 per multifamily unit, \$425 per senior unit, and \$1.71 per square foot of office. The payment shall be made to the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), prior to issuance of building permits, unless DPIE or the Prince George's County Department of Public Works and Transportation (DPW&T) determines that the County will not accept the proffered payment. Given that the intersection of MD 223 (Woodyard Road) and Old Branch Avenue/Brandywine Road is not a critical intersection, if DPIE/DPW&T determine that the County will not or cannot accept the payment, then no further actions are needed, and this condition is satisfied.
14. Prior to approval of a final plat, the applicant and the applicant's heir, successors, and/or assignees shall demonstrate that a homeowners association has been established for the subdivision. The draft covenants shall be submitted to the Subdivision and Zoning Section to ensure that the rights of The Maryland-National Capital Park and Planning Commission are included. The Liber/folio of the declaration of covenants shall be noted on the final plat, prior to recordation.
15. Prior to approval of building permits, the applicant and the applicant's heirs, successors, and/or assignees shall convey to the homeowners association land, as identified on the approved preliminary plan of subdivision and detailed site plan. Land to be conveyed shall be subject to the following:

- a. A copy of the recorded deed for the property to be conveyed shall be submitted to the Subdivision and Zoning Section of the Development Review Division.
 - b. All waste matter of any kind shall be removed from the property, and all disturbed areas shall have a full stand of grass or other vegetation upon completion of any phase, section, or the entire project.
 - c. The conveyed land shall not suffer the disposition of construction materials or soil filling, other than the placement of fill material associated with permitted grading operation that are consistent with the permit and minimum soil class requirements, discarded plant materials, refuse, or similar waste matter.
 - d. Any disturbance of land to be conveyed to the association shall be in accordance with an approved site plan and tree conservation plan. This shall include, but not be limited to, the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement, and stormdrain outfalls.
 - e. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to the association. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by the Development Review Division.
 - f. The Prince George's County Planning Board, or its designee, shall be satisfied that there are adequate provisions to ensure retention and future maintenance of the property to be conveyed.
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 construction of recreational facilities, 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 site is located on the north side of MD 223 (Woodyard Road), approximately 0.40 mile west of MD 5 (Branch Avenue). The site consists of three acreage parcels known as Parcels 149, 187, and 191. Parcel 149 and Parcel 187 are recorded in Liber 35346 at folio 576. Parcel 191 is recorded in Liber 35346 at folio 588. The 21.82-acre property is zoned Mixed Use-Transportation Oriented (M-X-T) and is further subject to the Military Installation Overlay (M-I-O) Zone. The site is subject to the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* (Sector Plan). This application includes 122 lots and 9 parcels for

development of 277 dwelling units and 2,500 square feet of commercial development. Of the 277 dwelling units, 119 are to be townhouse units, 46 are to be multifamily dwelling units, and 112 are to be senior multifamily dwelling units. The site is currently undeveloped.

The Conceptual Site Plan (CSP-19008) for this project was submitted simultaneously with this preliminary plan of subdivision (PPS). The CSP was approved by the Prince George's County Planning Board on March 12, 2020. During review of the CSP, the applicant adjusted the proposed total square footage of the commercial development upwards from 1,000 square feet to 2,500 square feet. This was in response to staff concern that 1,000 square feet may not be enough commercial development to serve the purposes of the M-X-T Zone. This same adjustment has occurred for the PPS. Appropriate tests for adequacy have been included in this PPS to analyze 2,500 square feet of commercial development.

This PPS includes townhouse lots fronting on private streets and open space and served by private alleys. Section 24-128(b)(7)(A) of the Subdivision Regulations requires that, in the M-X-T Zone, uses served by alleys have frontage on, and pedestrian access to, a public right-of-way. The applicant requested approval of a variation from this section, in order to permit the lots to front on private streets and open space, as discussed further.

A variance was requested to Section 25-122(b)(1)(G) of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) for the removal of one specimen tree (ST 5). This variance request follows a request filed with the CSP for the removal of seven specimen trees. At the time of CSP, the Planning Board approved the removal of only six specimen trees, but also noted that a second variance request for ST 5 could be filed with a subsequent application. Specimen Tree 5 is located in the middle of a proposed stormwater management (SWM) facility and is discussed further.

This PPS and Type 1 Tree Conservation Plan (TCP1), a variation from Section 24-128(b)(7)(A), and a variance to Section 25-122(b)(1)(G), are approved based on the findings contained herein.

3. **Setting**— The site is located on Tax Map 116 in Grids C-2, D-2, and D-3, and is within Planning Area 81A. The bulk of the property is contained within Parcels 149 and 191, while Parcel 187 is a 458-foot by 60-foot stem connecting the property to MD 223. Due to the shape and location of the property, it has access points to MD 223 and Mimosa Avenue, but has minimal road frontage and is otherwise surrounded entirely by private property.

Abutting the property to the northeast is the Clinton Estates subdivision, zoned One-Family Detached Residential (R-80). Mimosa Avenue is proposed for extension within this subdivision and currently terminates at the northeast edge of the subject property. Abutting to the northwest is vacant (wooded) land in the M-X-T Zone. Abutting to the west is a church in the R-80 Zone, with Old Branch Avenue beyond. Abutting to the south, between the bulk of the property and MD 223, are a combination of vacant and developed commercial properties in the Commercial Shopping Center (C-S-C) and M-X-T Zone. The surrounding properties are all subject to the M-I-O Zone for height.

4. **Development Data Summary**— The following information relates to the subject PPS application and the proposed development.

	EXISTING	APPROVED
Zones	M-X-T/M-I-O	M-X-T/M-I-O
Use(s)	Vacant	Residential Single-Family Attached Residential Multifamily Commercial
Acreage	21.82	21.82
Parcels	3	9
Lots	0	122
Dwelling Units	0	277
Square footage	0	2,500
Variance	No	Yes Section 25-122(b)(1)(G)
Variation	No	Yes Section 24-128(b)(7)(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 January 24, 2020. Following this SDRC meeting, the applicant revised the plans and the new development proposal included a variation. The requested variation from Section 24-128(b)(7)(A) was accepted on March 9, 2020 and was heard before SDRC on March 20, 2020, as required by Section 24-113(b) of the Subdivision Regulations.

5. **Previous Approvals**—This property is the subject of CSP-19008, which was approved by the Planning Board on March 12, 2020 for 119 one-family attached dwelling units, 46 multifamily dwelling units, 112 senior multifamily dwelling units, and 2,500 square feet of commercial gross floor area (GFA). CSP-19008 was approved subject to three conditions. The following conditions in **BOLD** are related to the review of this PPS:

1. **Prior to certificate approval of the conceptual site plan, the following revisions shall be made, or information provided:**

- a. **Correct the floor area ratio tabulations to show 2,500 square feet of commercial use and adjust the total floor area to represent the correction.**

The PPS correctly shows 2,500 square feet GFA of commercial use in the floor area ratio tabulations; however, the General Notes still show 1,000 square feet GFA of commercial use. The commercial space shall be corrected on the plan to 2,500 square feet.

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

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

This condition is discussed in the Trails finding.

3. Prior to issuance of any building permits within the subject property, unless modified at the time of preliminary plan of subdivision pursuant to Section 27-546(d)(9) of the Prince George's County Zoning Ordinance:
 - a. 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 (with improvements designed, as deemed necessary, to accommodate bicycles and pedestrians):

MD 223 at Brandywine Road/Old Branch Avenue:

- (1) On the northbound approach, provide three approach lanes with exclusive through, right-turn, and left-turn lanes.
- (2) On the westbound approach, provide three approach lanes with exclusive through and left-turn lanes and a shared through/right-turn lane.
- (3) On the eastbound approach, provide four approach lanes with two through lanes and exclusive right-turn and left-turn lanes.

If the above-listed improvements are to be provided pursuant to the "Brandywine Road and MD 223 Intersection" project in the current Prince George's County Capital Improvement Program, the applicant shall, in cooperation with the Prince George's County Department of Permitting, Inspections and Enforcement and/or the Prince George's County Department of Public Works and Transportation, demonstrate the construction and/or financial participation. This information shall be supplied to the Transportation Planning Section at the time of preliminary plan of subdivision.

During the course of review of this PPS, it was determined that the intersection of MD 223 and Old Branch Avenue/Brandywine Road cannot be deemed critical because it serves 15 percent of site-generated traffic and a maximum of 22 peak-hour trips. Consequently, the above condition will not be carried forward. This is permissible pursuant to Section 27-546(d)(9) of the Zoning Ordinance, which states that the Prince George's County District Council's finding of adequate transportation facilities during CSP review "shall not prevent the Planning Board from later amending this finding during its review of subdivision plats."

Notice is taken that the intersection of MD 223 and Old Branch Avenue/ Brandywine Road is programmed for improvement with 100 percent construction funding within the next six years in the current Prince George's County Capital Improvement Program, with the requirement for developer funding. Although not required for transportation adequacy, the applicant has proffered to contribute approximately \$204,500 toward these improvements on a pro-rata basis, at the time of building permit. The exact proffer made by the applicant is worded, as follows: "The applicant proffers a pro-rata payment of \$976 per townhouse unit, \$793 per multifamily unit, \$425 per senior unit, and \$1.71 per square foot of office. The payment shall be made prior to issuance of building permit unless DPIE/DPWT determines that they will not accept the proffered payment. Since the intersection is not a critical intersection, if DPIE/DPWT determines that they will not or cannot accept the payment then no further actions are needed, and this condition is satisfied."

6. **Community Planning**—Conformance with the Plan Prince George's 2035 General Plan (Plan 2035) and the Sector Plan is evaluated, as follows:

Plan 2035

This site is located within the Established Communities area. The vision for Established Communities area is context sensitive infill and low- to medium-density development.

Sector Plan

The Sector Plan recommends medium- to medium-high residential land uses on the subject property. Prince George's County Council Resolution CR-13-2018, Minor Amendment Five, to the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment*, reclassified the subject properties from the M-I-O, C-S-C, Commercial Office, One-Family Detached Residential (R-55), and R-80 Zones to the M-X-T and the M-I-O Zones.

Pursuant to Section 24-121(a)(5) of the Subdivision Regulations, conformance of the PPS for the subject property to the Sector Plan is not required because of Prince George's County Council Resolution CR-13-2018, Minor Amendment Five. This event renders the future land use recommendations of the Sector Plan no longer appropriate.

Aviation/MIOZ

This application is in Area E, Conical Surface (20:1) – Left Runway of the M-I-O Zone - Height. Pursuant to Section 27-548.54, the maximum building height on the subject property should not

exceed 230 feet. Building heights are not proposed to exceed this requirement and will be further evaluated at the time of detailed site plan (DSP) review.

7. **Stormwater Management**—An SWM Concept Approval Letter (23226-2019-00) and associated plan were submitted with this PPS. The SWM concept approval was issued on November 18, 2019 from the Prince George County Department of Permitting, Inspections and Enforcement (DPIE). The plan proposes to construct 51 micro-bioretenement ponds. No SWM fee for on-site attenuation/quality control measures is required. The development plan that was approved by DPIE was changed during the CSP review process. A revised SWM concept approval letter is required prior to DSP acceptance.

Development of the site shall conform with the SWM concept approval and any subsequent revisions, to ensure no on-site or downstream flooding occurs.

8. **Parks and Recreation**—This PPS has been reviewed for conformance with the requirements and recommendations of the Sector Plan; CSP-19008; the Land Preservation, Parks and Recreation Program (LPPRP) for Prince George's County; and the Formula 2040 Functional Master Plan for Parks, Recreation and Open Space, as they pertain to public parks and recreational facilities.

Per Section 24-134(a) of the Subdivision Regulations, the residential portion of this development is subject to the mandatory dedication requirement of approximately 3.27 acres of parkland. The applicant proposes to meet this requirement by providing multiple on-site green spaces located throughout the development containing various recreational facilities, as shown on the applicant's Conceptual Open Space Recreational Diagram, dated March 19, 2020 and incorporated by reference herein. According to the LPPRP, there is significant need for recreational facilities in the surrounding community of Service Area 8. Given the M-X-T-zoning of the property and the dense nature of the development's design, a trail system connecting multiple on-site green spaces with various recreational facilities is an appropriate approach to meet the recreational needs of the proposed population of the development.

Located approximately in the middle of this development is a central green area/pocket park with recreational facilities, which will serve as the focal point for the community. Along the main road (Mimosa Avenue), traversing through the development, will be a 10-foot-wide, concrete multimodal trail, proposed as part of a modified roadway section within a public right-of-way, subject to Prince George's County Department of Public Works and Transportation approval. The trail will act as a spine through the community and connect the numerous green spaces, sitting areas, play areas, and covered gathering spaces interspersed throughout residential portions of the development. The final list of proposed recreational amenities and locations shall be reviewed and approved, at the time of DSP.

9. **Trails**—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the Sector Plan, to provide the appropriate pedestrian and bicycle transportation facilities.

Review of Connectivity to Adjacent/Nearby Properties

The subject site is adjacent to residential properties to the north and commercial shopping centers to the east and south, with no current connections. At the time of CSP, additional pedestrian and bicycle connections to the adjacent shopping centers were recommended.

Review of Proposed On-Site Improvements

The development includes sidewalk on both sides of all internal roadways, except the roads identified on the plans. Pedestrian connections between residential and nonresidential uses are also proposed, as well as a multimodal path along the north side of Mimosa Avenue.

These improvements create a convenient pedestrian system that meet the findings pursuant to Section 27-546(d)(7). The submitted PPS does not include blocks over 750 feet long and therefore does not need to provide additional walkway facilities and mid-block crossing facilities, pursuant to Section 24-121(a)(9).

Review of Master Plan of Transportation Compliance

The site is impacted by one MPOT trail including a planned bike lane along I-507 at the southern portion of the site's boundaries. The Complete Streets element of the MPOT reinforces the need for multimodal transportation and includes the following policies regarding the accommodation of pedestrians and bicyclists (pages 9–10):

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.

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.

Standard sidewalk shall be provided along both sides of all internal roads, excluding alleys, to fulfill the intent of Policy 1. The submitted open space recreation diagram depicts sidewalk on both sides of some, but not all of the proposed roadways. The internal sidewalk network will be evaluated further at the time of DSP.

The MPOT recommends bicycle lanes along master plan road I-507. The extension of Mimosa Avenue meets the functional intent of this master plan road, and accordingly a bicycle facility should be provided with it. The applicant has proposed a separate multimodal path that is parallel to the Mimosa Avenue Roadway, which meets the intent of the master plan. Therefore, the proposed facility shall be maintained. A separated and parallel facility can be more valuable than in-road bicycle lanes, because people experience an increased level of comfort and safety using facilities that are fully separated from the motor vehicle travel lanes than facilities that are only

separated by paint. This multimodal path shall be asphalt or concrete and at least 10-feet-wide to accommodate traffic in both directions, as well as passing space. This facility will fulfill the intent of Policies 2 and 4.

Designated space for bicycle parking that is convenient to the building entrance of the proposed retail is an important component of a bicycle-friendly network. Installation of inverted U-style bicycle racks shall be provided.

Review of Area Master Plan Compliance

The Sector Plan includes the following recommendations regarding the accommodation of pedestrian and bicycle facilities (page 99):

- **Design interior streets with an interconnected grid or modified grid street pattern with sidewalks and street tree planting. Provide pedestrian amenities that include trash receptacles, benches and bus shelter.**
- **Provide vehicular and pedestrian connectivity from Woodyard Crossing to the adjacent neighborhoods to the west.**

The development includes the extension of Mimosa Avenue that fulfills the intent of the roadway I-507, per the area master plan. Sidewalk along both sides of the roadway, to include wide and standard sidewalk throughout the development, fulfill the intent of the policy above. Additional pedestrian features will be evaluated at DSP. Additional connections to the adjacent shopping centers to the east and south are reflected on the submitted plans and fulfill the intent of the policy above. These connections will be reviewed further at the time of DSP. These improvements create a convenient pedestrian system that meet the findings, pursuant to Section 27-546(d)(7).

10. **Transportation**—Transportation-related findings for adequacy are made with this application, in accordance with the Subdivision Regulations, along with any needed determinations related to dedication, access, and general subdivision layout.

The subject property is located within Transportation Service Area 2, as defined in Plan 2035. As such, the subject property is evaluated, according to the following standards:

Links and Signalized Intersections: Level of Service D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 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.

For two-way stop-controlled intersections a three-part process is employed:

- (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.

For all-way stop-controlled intersections a two-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed.

Analysis of Traffic Impacts

The table below summarizes trip generation in each peak hour that will be used for the analysis and for formulating the eventual trip cap for the site. The proposed uses have the following trip generation (with the use quantities shown in the table as described in the submitted traffic study). The trip generation is estimated using trip rates and requirements in the "Transportation Review Guidelines, Part 1" (Guidelines) and Trip Generation (Institute of Transportation Engineers):

Trip Generation Summary: 4-19040: Woodyard Station								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Townhouse	119	Units	17	66	83	62	33	95
Multifamily	46	Units	5	19	24	18	10	28
Senior Housing (multifamily building)	112	Units	6	9	15	11	7	18
Net Residential Trips			28	94	122	91	50	141
General Office	2,500	Square feet	5	0	5	1	4	5
Total Trips, 4-19040 (sum of bold numbers)			33	94	127	92	54	146

The applicant's traffic study shows the site with the following trip distribution:

- 50 percent north along MD 5
- 15 percent east/northeast along MD 223 (Woodyard Road)
- 15 percent south along MD 5
- 15 percent west/southwest along MD 223 (Piscataway Road)
- 5 percent north along Coventry Way and Old Branch Avenue

This trip distribution was agreed upon by the Transportation Planning Section at the time of scoping. The list of critical intersections is determined using the following criterion in the Guidelines:

The study area should generally include all significant transportation facilities to which 20 percent or 150 peak-hour trips (whichever is less) of the application's site-generated traffic is assigned.

Consequently, the MD 223 at Old Branch Avenue/Brandywine Road intersection was included in the traffic study, but it cannot be deemed critical because it serves 15 percent of site-generated traffic and a maximum of 22 peak-hour trips. It is presented for information purposes only.

A traffic impact study, dated October 2019 and revised in March 2020, was submitted and accepted as part of this application. The following tables represent results of the analyses of critical intersections under existing, background, and total traffic conditions:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 5 at Coventry Way	630	786	A	A
Coventry Way at Schultz Road	14.9*	17.6*	--	--
Schultz Road at Springbrook Lane	9.6*	10.2*	--	--
Schultz Road at Rockwell Drive	8.7*	8.9*	--	--
MD 5 at MD 223	1,044	1,110	B	B
MD 5 at Woody Terrace	835	1,001	A	B
MD 5 at Pine View Lane	852	1,158	A	C
MD 223 at site access	Future	--	--	--
MD 223 at Old Branch Avenue/Brandywine Road	1,348	1,318**	D**	D**
<p>*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.</p> <p>**This intersection is deemed to be not critical and the results are presented for informational purposes only.</p>				

No approved developments are identified in the study area for the purpose of developing background traffic. Given the major growth just outside of the study area, a 1.5 percent annual growth rate for a period of 6 years has been assumed. A second analysis was done to evaluate the impact of background developments. The analysis revealed the following results:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 5 at Coventry Way	688	859	A	A
Coventry Way at Schultz Road	16.4*	20.5*	--	--
Schultz Road at Springbrook Lane	9.7*	10.4*	--	--
Schultz Road at Rockwell Drive	8.8*	9.0*	--	--
MD 5 at MD 223	1,142	1,213	B	C
MD 5 at Woody Terrace	913	1,095	A	B
MD 5 at Pine View Lane	931	1,267	A	C
MD 223 at site access	Future	--	--	--
MD 223 at Old Branch Avenue/Brandywine Road	1,473	1,441**	E**	D**
<p>*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.</p> <p>**This intersection is deemed to be not critical and the results are presented for informational purposes only.</p>				

The following critical intersections, interchanges, and links identified above, when analyzed with total future traffic, as developed using the Guidelines, including the site trip generation as described above, operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 5 at Coventry Way	707	870	A	A
Coventry Way at Schultz Road	16.5*	20.8*	--	--
Schultz Road at Springbrook Lane	10.0*	10.9*	--	--
Schultz Road at Rockwell Drive	8.9*	9.0*	--	--
MD 5 at MD 223	1,153	1,226	C	C
MD 5 at Woody Terrace	937	1,108	A	B
MD 5 at Pine View Lane	955	1,281	A	C
MD 223 at site access (standards for passing are shown in parentheses)				
Delay Test (50 seconds or less)	52.2*	63.9*	Fail	Fail
Minor Street Volume Test (100 or fewer)	58	33	Pass	Pass
MD 223 at Old Branch Avenue/Brandywine Road	1,483	1,454**	E**	E**
*In analyzing two-way stop-controlled intersections, a three-step procedure is employed in which the greatest average delay in seconds for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume is computed and compared to the approved standards. According to the Guidelines, all three tests must fail in order to require a signal warrant study.				
**This intersection is deemed to be not critical and the results are presented for informational purposes only.				

All critical intersections operate acceptably in each peak hour.

Access and Circulation

MD 223 (Woodyard Road) is a master plan arterial facility with a minimum proposed width of 120 feet and a variable right-of-way. The right-of-way is acceptable as shown on the PPS.

The planned roadways P-509 and I-507 are depicted on the Sector Plan. P-509 is a primary roadway facility connecting existing Mimosa Avenue to MD 223. I-507 is a commercial roadway providing an east-west connection between properties on the north side of MD 223 and the subject site. This PPS proposes the following streets:

- An extension of Mimosa Avenue curving westward from the end of the existing street and stubbing to the property to the west.
- Woodyard Station Road, connecting the extension of Mimosa Avenue to MD 223.
- Road BB, a public roadway, connecting the extension of Mimosa Avenue to the M-X-T-zoned Parcel 148, to the north of the site.
- Road EE, a public roadway, proposed for partial dedication connecting Woodyard Station Road to the commercial property, to the east of the site.

Mimosa Avenue, Woodyard Station Road, and Road EE meet the functional intent of P-509 and I-507, as depicted on the Sector Plan. Likewise, Road BB helps to create improved connectivity, a gridded street pattern, and a more walkable environment within the area termed the Clinton Commercial Core Focus Area and is strongly supported.

Variation Request

The Subdivision Regulations generally require that no subdivision plan be approved that provides for a private road or easement as the means of vehicular access to any lot. In the M-X-T Zone, the Planning Board may approve a subdivision with alleys to serve any permitted use, provided the lot has frontage on and pedestrian access to a public right-of-way. The applicant seeks a variation from this requirement as found in Section-24-128(b)(7)(A) of the Subdivision Regulations. The current configuration for this PPS shows several townhouses with access from rear alleys and frontage on either private streets or homeowners association open space, thereby creating a need for the variation. The applicant requests a variation pursuant to Section 24-113. There are five criteria that must be met for this variation to be approved. The criteria, and required findings, are noted below:

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

There is no indication that the proposed access would be injurious to other property. The applicant's statement of justification (SOJ) in support of the variation states that units fronting on homeowners association open space have sidewalks leading to public streets; this must be checked on the DSP. Also, alleys are designed with a 22-foot pavement width within a 24-foot right-of-way, making this alley design a rough equivalent to a private street. This will ensure the variation is not detrimental to the public safety, health, or welfare.

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

The SOJ notes that the subject property is crossed by several master-planned roadways that are intended to provide a grid network and improved connectivity among several properties. The alley system has been designed to minimize the visibility of garages and minimizes driveway interruption to the grid network. The issues introduced by imposing the grid-type network on the subject property are unique, as no other property is crossed by this specific combination of master-planned roadways.

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

The variation from Section 24-128(b)(7)(A) is unique to the Subdivision Regulations and under the sole authority of the Planning Board, therefore approval of this variation request will not violate other applicable laws. The applicant's SOJ asserts that a variation of this nature furthers the objectives of Plan 2035 and the Sector Plan. Furthermore, the

SOJ states that all lots affected by this variation either (a) front on a private street designed to DPIE requirements or (b) are accessed by alleys accessible to emergency vehicles with a 22-foot pavement width.

- (4) **Because of the particular 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;**

The property is adjacent to undeveloped properties in the M-X-T Zone, and it is also adjacent to commercial properties that are developed and on which redevelopment is hoped to occur in the future. The site is bisected by proposed intersecting roadways, which provide public infrastructure designed for connectivity envisioned in the Sector Plan and further define the development areas within the site. The applicant asserts that developing the site while also meeting the Sector Plan goals cannot be realized without the variation, and notes that the loss of several units would be a hardship. Based on the physical surroundings and the recommendations in the Sector Plan, which constrain the developable areas of the site, further constraints on the developable areas, which can be designed for adequate circulation without the need for additional public roads, would be an avoidable hardship in this case.

- (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 site is in the M-X-T Zone, and therefore this criterion is not applicable.

The Planning Board finds that the site is unique to the surrounding properties, and the variation request is supported by the required findings. Approval of the variation will not have the effect of nullifying the intent and purpose of the Subdivision Regulations, which is to guide development according to Plan 2035 and the Sector Plan.

Therefore, the variation from Section 24-128(b)(7)(A) to allow access via alleys to lots not fronting on public streets is approved.

Based on the preceding findings, adequate transportation facilities will exist to serve the subdivision, as required, in accordance with Section 24-124 of the Subdivision Regulations.

11. **Schools**—This PPS has been reviewed for impact on school facilities, in accordance with Section 24-122.02 of the Subdivision Regulations and CR-23-200. Per Section 24-122.02(b)(2), Elderly housing, operated in accordance with State and Federal Fair Housing law is exempt from the

schools facility analysis. The analysis below, excluding the 112 proposed elderly multifamily housing, yields the following results:

Impact on Affected Public School Clusters by Dwelling Units

Affected School Cluster #	Elementary School Cluster 6	Middle School Cluster 6	High School Cluster 6
Single-family Attached Dwelling Units	119 DU	119 DU	119 DU
Pupil Yield Factor	0.145	0.076	0.108
Future Single-family Attached Enrollment	17	9	13
Multi-family Dwelling Units (Regular)	46 DU	46 DU	46 DU
Pupil Yield Factor	0.119	0.054	0.074
Future Multi-family Enrollment	5	2	3
Total Future Subdivision Enrollment	22	11	16
Actual Enrollment in 2018	4,795	1,923	2,471
Total Enrollment	4,817	1,934	2,487
State Rated Capacity	6,401	2,490	3,754
Percent Capacity	75%	78%	66%

Section 10-192.01 of the Prince George's County Code establishes school surcharges and an annual adjustment for inflation, unrelated to the provision of Subtitle 24 of the County Code. The current amount is \$9,741 per dwelling if a building is located between the I-95/I-495 Capital Beltway and the District of Columbia; \$9,741 per dwelling if the building is included within a basic plan or CSP that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$16,698 per dwelling for all other buildings. This project is outside of I-95/I-495; thus, the surcharge fee is \$16,698. This fee is to be paid to DPIE at the time of issuance of each building permit.

12. **Public Facilities**—In accordance with Section 24-122.01, water and sewerage, police, and fire and rescue facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section, dated April 17, 2020 (Thompson to Diaz-Campbell), incorporated by reference herein.
13. **Use Conversion**—The total development included in this PPS is for 119 single-family attached dwellings, 46 multifamily dwelling units, 112 senior multifamily dwelling units, and 2,500 square feet of commercial GFA. 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, that revision of the mix of uses shall require approval of a new PPS, prior to approval of any building permits.
14. **Public Utility Easement (PUE)**—In accordance with Section 24-122(a), when utility easements are required by a public company, the subdivider shall 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 public utility easements (PUEs) is 10 feet wide, along both sides of all public rights-of-way. In addition, Section 24-128(b)(12) requires a PUE along one side of all private streets. The subject site’s frontage on public rights-of-way of MD 223 and the existing stub of Mimosa Avenue will be extended through the dedication of additional roadways within the site. All new public and private streets to be constructed with the development, including the extension of Mimosa Avenue, reflect the required PUEs. It is noted that PUEs are not required from this site, along the portion of Woodyard Station Road to be dedicated from Parcel 187, because the road’s 60-foot right-of-way will fill the entire width of Parcel 187. The PUEs would be positioned on neighboring private property not subject to this application.

15. **Historic**—A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicated that the probability of archeological sites within the subject site was high. A Phase I archeology survey was completed and submitted for the site. Based on the Phase I archeology report, no further archeology is required. The subject property does not contain, and is not adjacent to, any designated Prince George’s County historic sites or resources.
16. **Environmental**—The subject PPS and a TCP1 were accepted on December 30, 2019. Verbal and written comments were provided in an SDRC meeting on January 24, 2020. Revised plans were submitted on March 19, 2020, and further comments were given at an SDRC meeting on March 23, 2020. The following applications and associated plans for the subject site were previously reviewed:

Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
NRI-033-2019	N/A	Staff	Approved	09/06/2019	N/A
CSP-19008	TCP1-001-2020	Planning Board	Approved	03/12/2020	2020-34
4-19040	TCP1-001-2020-10	Planning Board	Approved	5/14/2020	2020-83

Grandfathering

This project is subject to the current regulations of Subtitles 24, 25, and 27 that came into effect on September 1, 2010 and February 1, 2012 because this is a new PPS.

Site Description

A review of the available information indicates that no regulated environmental features are present on-site. The soil types found on-site according to the U.S. Department of Agriculture, Natural Resources Conservation Services, Web Soil Survey are Beltsville-Urban Land complex, Evesboro-Downer complex, Grosstown-Hoghole-Urban land, Matapeake silt loam, Sassarfras sandy loam Urban land-Grosstown complex. Marlboro and Christiana clays do not occur on or in the vicinity of this site. According to the Sensitive Species Project Review Area map received

from the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or near this property. There is a level high location in the middle of the property and the on-site stormwater drains to the east and west of the high flat area, towards the adjacent subdivision and commercial area. This site is in the Piscataway Creek watershed, which flows into the Potomac River. The site has frontage on MD 223, which is identified as a master plan arterial roadway and an historic roadway. The site is located within the Environmental Strategy Area 2 of the Regulated Environmental Protection Areas Map, as designated by Plan 2035.

Master Plan Conformance

The subject property has been evaluated for conformance to the Sector Plan and is found to be consistent with the plan recommendations, as set forth in this resolution.

Conformance with the *Countywide Green Infrastructure Plan*

Approximately 70 percent of the site is within the green infrastructure network containing evaluation areas. The evaluation area is just within the existing woodlands on-site. The previous 2005 green infrastructure plan showed no network areas on-site. The following policies support the stated measurable objectives of the *Countywide Green Infrastructure Plan of the Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan*.

Policy 1: Preserve, protect, enhance or restore the green infrastructure network and its ecological functions while supporting the desired development pattern of the 2002 General Plan.

Note that the 2002 General Plan has been superseded by Plan 2035.

The TCP1 preserves woodlands along portions of the southern, western, and eastern property lines. The southern and eastern preservation areas are to maintain 50-foot-wide existing woodland buffers from the adjacent uses.

Policy 2: Preserve, protect, and enhance surface and ground water features and restore lost ecological functions.

The current project has a valid SWM concept plan approved under the current stormwater regulations by DPIE.

Policy 3: Preserve existing woodland resources and replant woodland, where possible, while implementing the desired development pattern of the 2002 General Plan.

The current General Plan, Plan 2035, designates the site within ESA 2 (formerly the Developing Tier). The TCP1 proposes to preserve 0.68 acre of existing woodland as woodland buffers.

Environmental Review

Natural Resources Inventory Plan/Existing Features

A Natural Resources Inventory, NRI-033-2019, was approved on September 6, 2019, and provided with this application. The site contains no regulated environmental features and 18.20 acres of woodlands. There are eight specimen trees scattered throughout the property. The TCP1 and the PPS show all the required information correctly, in conformance with the NRI.

Woodland Conservation

This property is subject to the provisions of the WCO because the property is greater than 40,000 square feet in size and contains more than 10,000 square feet of existing woodland. TCP1-001-2020 was submitted with the CSP application and an -01 revision was submitted with the current PPS application.

Based on the NRI submitted with this application, the total site area is 21.80 acres and contains 18.20 acres of woodlands, but the submitted TCP1 states that the total site area is 21.82 acres and contains 18.10 acres of woodlands. These numbers need to be corrected, and the NRI needs to be revised or the TCP1 needs to reflect the NRI numbers. The woodland conservation worksheet needs to be revised to show the corrected numbers.

There are three preserved woodland areas along the southern, western, and eastern property lines. These areas should be 50 feet wide to qualify as a preservation area. This project plans on clearing 17.17 acres of on-site woodlands and plans on meeting the woodland conservation required with on-site preservation, reforestation, and off-site woodland conservation credits.

Specimen Trees

Section 25-122(b)(1)(G) requires that "Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree's condition and the species' ability to survive construction as provided in the Environmental Technical Manual."

The specimen tree table lists eight specimen trees that are located on-site. Six specimen trees (ST 1, 2, 3, 4, 6, and 7) were approved for removal and one specimen tree (ST 5) was denied removal with CSP-19008. This current application includes the removal of ST 5.

Review of Subtitle 25 Variance Request

A Subtitle 25 variance application, an SOJ in support of a variance, and a tree removal plan were received for review on March 19, 2020.

Section 25-119(d)(1) of the WCO contains six required findings to be made before a variance can be granted. The SOJ submitted seeks to address the required findings for removal of one specimen tree located on-site. Details specific to the individual trees have also been provided in the following chart.

SPECIMEN TREE SCHEDULE SUMMARY

ST #	COMMON NAME	DIAMETER DBH (inches)	RATING	CONDITION	APPLICANT'S PROPOSED DISPOSITION	STAFF'S RECOMMENDATION
1	White Oak	58	Poor	Substantial Limb Dieback	To be removed	To be removed (Per CSP-19008)
2	White Oak	33	Good		To be removed	To be removed (Per CSP-19008)
3	White Oak	32	Poor	Major Limb Failure	To be removed	To be removed (Per CSP-19008)
4	White Oak	32	Poor	Major Limb Failure	To be removed	To be removed (Per CSP-19008)
5	Southern Red Oak	49	Good		To be removed	To be removed (Per 4-19040)
6	White Oak	31	Fair	Sucker Growth at Trunk, Limited Crown	To be removed	To be removed (Per CSP-19008)
7	Southern Red Oak	31	Poor	Dead Second Stem, Limb Dieback	To be removed	To be removed (Per CSP-19008)
8	White Oak	33	Good		To remain	To remain

Statement of Justification

A variance from Section 25-122(b)(1)(G) is requested for the clearing of one specimen tree on-site. The site consists of 21.80 acres and is zoned M-X-T. The current PPS for this property is for 122 lots and 9 parcels for development of 119 single family attached dwellings, and 158 multifamily dwelling units. This variance was requested to the WCO, which requires, under Section 25-122, that "woodland conservation shall be designed as stated in this Division unless a variance is approved by the approving authority for the associated case." The Subtitle 25 Variance Application form requires an SOJ of how the findings are being met.

The text in **BOLD**, labeled A–F, are the six criteria listed in Section 25-119(d)(1). The plain text provides responses to the criteria.

A. Special conditions peculiar to the property have caused the unwarranted hardship;

The on-site specimen trees are located throughout the site, which in an M-X-T-zoned property makes it difficult to preserve specimen trees and provide woodland preservation. Specimen Tree 5 has a condition rating of good with no health issues. This tree is located in a low elevation area of the site, adjacent to an existing stormdrain system, and stormwater will be directed towards this area. Specimen Tree 5 is located in an area proposed for SWM and adjacent to a woodland preservation area. An alternative design layout was submitted showing, if the preservation area and SWM were in the reverse locations, the impact that ST 5 would incur. This design showed that over 50 percent of

the critical root zone would be impacted. The road design with the tie-in to the adjacent off-site roadway also narrows the available land area that would be needed to save this tree.

B. Enforcement of these rules will deprive the applicant of rights commonly enjoyed by others in similar areas.

The protection of an existing good condition specimen tree within a proposed development area would be required to be protected in similar applications. As part of this review, the engineer was requested to submit an alternative design layout to show how the specimen tree could be saved by reversing the location of the SWM and preservation areas. The amount of area required for stormwater volume had grading that impacted over 50 percent of the critical root zone. Also, the road design, with the tie-in to the adjacent off-site roadway, narrows land area available to save this tree. The review of the alternative design layout showed that keeping ST 5 would prevent the site from having adequate SWM thus depriving the applicant of rights commonly enjoyed by similar projects within the area.

C. Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants.

See criterion B.

D. The request is not based on conditions or circumstances which are the result of actions by the applicant;

This request is not based on conditions or circumstances which are solely the result of actions by the applicant. The removal of the specimen tree is primarily due to the intense density of the development envisioned with the Sector Plan.

E. The request does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property; and

This request is not based on a condition relating to land or a building use on a neighboring property. This request is based on the proposed layout which meets the intense density of the development envisioned with the Sector Plan.

F. Granting of the variance will not adversely affect water quality.

The proposed Woodyard Station development will not adversely affect water quality because the review of the project will be subject to the requirements of the Maryland Department of the Environment (MDE), the Prince George's County Soil Conservation District, and approval of a SWM concept plan by DPIE.

The required findings of Section 25-119(d) have been adequately addressed for the removal of ST 5 based on the level of design information currently available, and the limits of disturbance shown on the TCP1. In the approval of CSP-19008, there were six specimen trees (ST 1, 2, 3, 4, 6, and 7) which were also approved for removal.

Preservation of Regulated Environmental Features/Primary Management Area

This application does not contain any on-site regulated environmental features or primary management areas.

Erosion and Sediment Control

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

17. **Urban Design**—The review of the subject application is evaluated for conformance to the Zoning Ordinance and prior approvals, as follows:

Conformance with the Requirements of the Prince George's County Zoning Ordinance

The development proposal of this site in the M-X-T and M-I-O Zones will be subject to DSP review for conformance with the regulations of the Zoning Ordinance, including but not limited to, the following:

- a. Section 27-547(b) regarding the Table of Uses for the M-X-T Zone;
- b. Sections 27-544 regarding regulations in the M-X-T Zone;
- c. Section 27-548 regarding additional regulations in the M-X-T Zone;
- d. Part 10C of the Zoning Ordinance regarding the M-I-O Zone (Site is partially within Runway E for height); and
- e. Parts 11 and 12 of the Zoning Ordinance regarding parking and signage, respectively;

Because the site is within the M-I-O Zone, any reference to Part 10B of the Zoning Ordinance, such as General Note 20 for Aviation Policy Area, shall be removed.

Conformance with Previous Approvals

CSP-19008 was previously approved by the Planning Board on March 12, 2020, and the resolution (PGCPB Resolution No. 2020-34) was adopted on April 2, 2020 for development of 119 townhouses, 46 multifamily dwelling units, a 112-unit apartment housing for the elderly (senior multifamily), and 2,500 square feet of commercial/retail uses, subject to three conditions.

The CSP is still within the 30-day appealing period when a party of record can appeal the Planning Board's approval of this application to the District Council. Additional conditions may be attached to this approval as the result of the District Council's further review.

Conformance with the 2010 Prince George's County Landscape Manual

The proposed development is subject to the provisions of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Conformance with the following requirements of the Landscape Manual: Section 4.1, Residential Requirements; Section 4.2, Requirements for Landscape Strips along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; Section 4.9, Sustainable Landscaping Requirements; and Section 4.10, Street Trees Along Private Streets, will be reviewed at the time of DSP.

Conformance with the Tree Canopy Coverage Ordinance

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance requires a minimum percentage of the site to be covered by tree canopy for any development projects that propose more than 5,000 square feet of GFA or disturbance and require a grading permit. The subject site, being zoned M-X-T, is required to provide a minimum of 10 percent of the gross tract area with tree canopy. Conformance with the requirements of the Tree Canopy Coverage Ordinance will be ensured at the time of approval of a DSP.

Private Recreational Facilities

In accordance with the current formula for determining the value of recreational facilities to be provided in multifamily development, for 158 multifamily dwelling units in Planning Area 81A, a recreational facility package of approximately \$184,655.00 is required. Conformance with the recreational obligation will be reviewed at the time of DSP.

In accordance with the current formula for determining the value of recreational facilities to be provided for single-family attached development, for 119 townhouse units in Planning Area 81A, a recreational facility package of approximately \$134,212 is required. Conformance with the recreational obligation will be reviewed at the time of DSP.

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 Washington, seconded by Commissioner Doerner, with Commissioners Washington, Doerner, Bailey, Geraldo and Hewlett voting in favor of the motion at its regular meeting held on Thursday, May 14, 2020, in Upper Marlboro, Maryland.

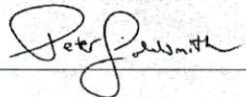
Adopted by the Prince George's County Planning Board this 4th day of June 2020.

Elizabeth M. Hewlett
Chairman


By Jessica Jones
Planning Board Administrator

EMH:JJ:EDC:nz

APPROVED AS TO LEGAL SUFFICIENCY



M-NCPPC Legal Department
Date: May 18, 2020



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

PGCPB No. 2020-140

File No. DSP-20022

RESOLUTION

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

WHEREAS, in consideration of evidence presented at a public hearing on September 24, 2020, regarding Detailed Site Plan DSP-20022 for Woodyard Station, the Planning Board finds:

1. **Request:** This application proposes a detailed site plan (DSP) for infrastructure only for the installation of public roads, stormwater management (SWM) facilities, utilities, and mass grading of the site.

2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	M-X-T/M-I-O	M-X-T/M-I-O
Use(s)	Vacant	Infrastructure
Acreage	21.82	21.82

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

Conceptual Site Plan CSP-19008 (PGCPB Resolution No. 2020-34) was approved by the Prince George's County Planning Board on March 12, 2020. The CSP is a mixed-use development consisting of 119 one-family attached (townhouse) dwelling units, 46 multifamily dwelling units, a 112-unit apartment housing for the elderly (senior multifamily), and 2,500 square feet of commercial/retail uses.

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

6. **Design Features:** This application is for infrastructure only for the mixed-use development proposed at Woodyard Station, and involves the installation of public roadways, sidewalks, and SWM, as well as rough grading for the entire site.

The public road infrastructure with this application includes the extension of Mimosa Avenue and the establishment of Woodyard Station Road. Mimosa Avenue, an existing 60-foot-wide right-of-way to the north of this property, will be extended through the property, curving toward the western boundary line, for future extension. A 10-foot-wide multi-use path is proposed along the northern side of Mimosa Avenue, and a 5-foot-wide sidewalk will be constructed on the southern side. Woodyard Station Road is proposed as a 60-foot-wide right-of-way, extending north from Woodyard Road, between two commercial properties, and terminating at Mimosa Avenue. A 5-foot-wide sidewalk is proposed on both sides of Woodyard Station Road.

Both proposed roads include stubs for future private roads and drive aisles, as well as Americans with Disabilities Act compliant curb cuts and crosswalks. Grading is proposed for the entire property, as well as a SWM pond in the northeast corner and micro-bioretenion facilities adjacent to the roadways. Proposed utilities include water, sewer, and storm drain pipes within the proposed public roadways.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** This DSP has been reviewed for compliance with the requirements of the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance.

- a. Section 27-548 of the Zoning Ordinance, the M-X-T Zone regulations, establishes additional standards for the development in this zone. This infrastructure DSP's conformance with the applicable provisions is discussed, as follows:

- (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.**

This requirement is not applicable since this application is for infrastructure only. Subsequent DSP approvals will provide regulations for development on this property.

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

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

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

The overall development is accessed from a public street; however, the residential and commercial uses will be served by private streets and alleys, as authorized, pursuant to PPS 4-19040.

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

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

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

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

One purpose of the M-X-T Zone is to promote orderly development of land in the vicinity of major intersections, to enhance the economic status of Prince George's County. The proposed development, consisting of residential and commercial/office uses, will provide increased economic activity proximate to the intersection of Branch Avenue and Woodyard Road. It also allows for a

potential reduction of the number and distance of automobile trips by constructing residential and nonresidential uses in close proximity to each other, with convenient access being provided to neighboring commercial/retail uses. This DSP promotes the many purposes of the M-X-T Zone and contributes to the overall vision of the Central Branch Avenue Sector Plan.

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

This property was placed in the M-X-T Zone through CR-13-2018, for a minor amendment to the 2013 *Subregion 5 Approved Master Plan and Sectional Map Amendment*. The proposed development is in conformance with the design guidelines intended to implement the general development concept for the area. This requirement will be further reviewed at the time of DSP when more site details are provided.

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

The proposed development is occurring on a property that is set behind existing commercial uses fronting on Woodyard Road. This proposal includes a public road extension to integrate the existing residential community to the north and Woodyard Road to the south, as well as a public road to connect to future development west of this site. Development along these proposed public roads will be outwardly oriented. How buildings relate to the street and other urban design considerations will be addressed with future DSP applications.

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

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

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

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

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

This requirement will be made with future DSPs that propose development.

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

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

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

This finding will be addressed with future DSP applications that propose development.

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

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

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

No development is proposed with the subject application. However, PPS 4-19040 was approved by the Planning Board on May 14, 2020, at which time a finding of adequacy was made for the development to be served by this infrastructure.

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

This property measures 21.82 acres and does not meet the above acreage requirement. Furthermore, it is not being developed as a mixed-use planned community. Therefore, this requirement is not relevant to the subject project.

- d. Section 27-274(a)(6) of the Zoning Ordinance establishes the required design guidelines for site and streetscape amenities for CSPs and DSPs. The proposed plan generally meets all of the site design guidelines by providing safe, efficient, and convenient vehicular and pedestrian circulation. Adequate lighting and landscaping to enhance the enjoyment of the site will be evaluated with future DSP applications for the uses on the site.

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

2. **Prior to approval of the preliminary plan of subdivision, the following information shall be provided or shown on the plans:**
- a. **Provide continuous standard sidewalks along both sides of all internal roads, excluding alleys, unless modified by the Prince George's County Department of Public Works and Transportation and the Prince George's County Department of Permitting, Inspections and Enforcement with written correspondence.**

This application is for the infrastructure of the public roads only. The plans show a continuous standard sidewalk along all public roads. The private internal roads will be evaluated during subsequent phases of this site.

- b. Provide a bike lane along Mimosa Avenue in compliance with the Prince George's County Department of Public Works and Transportation and the Prince George's County Department of Permitting, Inspections and Enforcement standards.**

A bike lane along the northern side of Mimosa Avenue is provided as a 10-foot-wide multimodal path in conformance to the applicable standards.

- 3. Prior to issuance of any building permits within the subject property, unless modified at the time of preliminary plan of subdivision pursuant to Section 27-546(d)(9) of the Prince George's County Zoning Ordinance:**
 - a. 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 (with improvements designed, as deemed necessary, to accommodate bicycles and pedestrians):**

MD 223 at Brandywine Road/Old Branch Avenue:

- (1) On the northbound approach, provide three approach lanes with exclusive through, right-turn, and left-turn lanes.**
- (2) On the westbound approach, provide three approach lanes with exclusive through and left-turn lanes and a shared through/right-turn lane.**
- (3) On the eastbound approach, provide four approach lanes with two through lanes and exclusive right-turn and left-turn lanes.**

If the above-listed improvements are to be provided pursuant to the "Brandywine Road and MD 223 Intersection" project in the current Prince George's County Capital Improvement Program, the applicant shall, in cooperation with the Prince George's County Department of Permitting, Inspections and Enforcement and/or the Prince George's County Department of Public Works and Transportation, demonstrate the construction and/or financial participation. This information shall be supplied to the Transportation Planning Section at the time of preliminary plan of subdivision.

During the course of review of the PPS, it was determined that the intersection of MD 223 and Old Branch Avenue/Brandywine Road could not be deemed critical because it served 15 percent of site-generated traffic and a maximum of 22 peak-hour trips. Consequently, the above condition was not carried forward. This is permissible pursuant to Section 27-546(d)(9) of the Zoning Ordinance, which states that the District Council's finding of adequate transportation facilities during CSP review "shall not prevent the Planning Board from later amending this finding during its review of subdivision plats." Although not required for transportation adequacy, the applicant proffered to contribute approximately \$204,500 toward these improvements on a pro-rata basis at the time of building permit.

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

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

- b. **A minimum 10-foot-wide asphalt or concrete trail along Mimosa Avenue, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.**

A 10-foot-wide, concrete, multimodal path is provided along the northern side of Mimosa Avenue.

- c. **Pedestrian connections to the shopping centers to the east and south, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.**

A pedestrian connection to the shopping center to the south is provided from Woodyard Station Road. No pedestrian connection is provided to the shopping center to the east. This will be required to be provided with a future DSP that proposes development of the eastern side of the site.

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

SWM Concept Approval, 23226-2017-01, issued by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) on May 27, 2020, was provided with this DSP application.

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

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

This note is provided on the Type 2 tree conservation plan (TCP2).

10. **2010 Prince George’s County Landscape Manual:** This application is not subject to the requirements of the Landscape Manual, since only infrastructure and public roads are proposed. Landscape Manual requirements will be evaluated with future DSPs that propose development of the site.

11. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance because it has previously approved tree conservation plans. A Type 2 Tree Conservation Plan, TCP2-014-2020, was submitted with the DSP application.

There are two preserved woodland areas along the southern and eastern property lines, and wooded area not qualifying as a woodland along the western property line. The plans show clearing 17.29 acres of on-site woodlands and a resulting requirement of 9.36 acres. The woodland conservation requirement is proposed to be met with 0.66 acre of on-site preservation, 0.23 acre of reforestation, and 8.47 acres of off-site woodland conservation credits. No revisions are required to the tree conservation plan.

12. **Prince George’s County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3 of the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties zoned M-X-T are required to provide a minimum of 10 percent of the gross tract area covered by tree canopy. The subject site is 21.82 acres in size and the required TCC is 2.18 acres; however, a table was not provided on the plans. A condition has been incorporated herein to provide a TCC table demonstrating conformance with the requirements of the Tree Canopy Coverage Ordinance.

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

- a. **Historic Preservation**—The Planning Board adopted, herein by reference, a memorandum dated June 16, 2020 (Stabler to Burke), which indicated that based on a search of historic resources, the probability of archeology sites within the subject property was high. A Phase I archeology survey was completed for this site, and based on

the report, no further archeology is required. Further, the site does not contain, and is not adjacent to any designated Prince George's County historic sites, or resources.

- b. **Community Planning**—The Planning Board adopted, herein by reference, a memorandum dated July 17, 2020 (Lester to Burke), which indicated that pursuant to Part 3, Division 9, Subdivision 2, of the Zoning Ordinance, master plan conformance is not required for this application.

This application is in Area E, Conical Surface (20:1) – Left Runway of the Military Installation Overlay Zone - Height. Pursuant to Section 27-548.54 of the Zoning Ordinance, the maximum building height on the subject property should not exceed 230 feet, which will be enforced with future DSPs for development.

- c. **Transportation Planning**—The Planning Board adopted, herein by reference, a memorandum dated August 7, 2020 (Masog to Burke), which provided findings regarding development in the M-X-T Zone and an evaluation of previous conditions of approval, and approved the access and circulation, indicating that the proposed infrastructure is generally consistent with the PPS.
- d. **Trails**—The Planning Board adopted, herein by reference, a memorandum dated August 10, 2020 (Smith to Burke), which provided an evaluation of previous conditions of approval and approved the pedestrian and bicycle access and circulation for this plan. The proposal was found to be consistent with the site design guidelines, pursuant to Section 27-283 of the Zoning Ordinance, and meets the findings required by Section 27-285(b) of the Zoning Ordinance, for a DSP for pedestrian and bicycle transportation purposes, and conforms to the prior development approvals and the Central Branch Avenue Sector Plan.

Continental style crosswalks are provided along Woodyard Station Road and Mimosa Avenue for continuous connection for bicyclists and pedestrians. A crosswalk is shown crossing one leg of Mimosa Avenue at each of the future intersections. The Planning Board requires that crosswalks be provided crossing both legs of Mimosa Avenue at these intersections, and requires crosswalks crossing each street that intersects with the 10-foot-wide multimodal pathway. Conditions to provide these crosswalks are included in this resolution.

- e. **Environmental Planning**—The Planning Board adopted, herein by reference, a memorandum dated August 10, 2020 (Schneider to Burke), which provided comments on this application, summarized below and subject to conditions in this resolution.

Natural Resources Inventory Plan/Existing Features

A Natural Resource Inventory, NRI-033-2019, was approved on September 6, 2019, and provided with this application. The site contains no regulated environmental features and 18.20 acres of woodlands. There are eight specimen trees scattered throughout the

property. The TCP2 and the DSP show all the required information correctly in conformance with the NRI.

Specimen Trees

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

Stormwater Management

A revised SWM Concept Approval Letter 23226-2019-01 and associated plan were submitted on July 30, 2020. The approval was issued on May 27, 2020 by DPIE. The original SWM concept plan that was approved by DPIE received a design layout change during the CSP review process. This change was significant enough to require a new SWM concept plan. The revised and approved plan shows the construction of 55 micro-bioretenement ponds. No SWM fee for on-site attenuation/quality control measures are required.

Erosion and Sediment Control

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

- f. **Prince George's County Department of Parks and Recreation (DPR)**—Comments regarding this application were not received from DPR.
- g. **Prince George's County Fire/EMS Department**—Comments regarding this application were not received from the Fire/EMS Department.
- h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—The Planning Board adopted, herein by reference, a memorandum dated September 8, 2020 (Giles to Burke), in which DPIE provided comments and recommendations regarding road and infrastructure improvements that are to be addressed directly with DPIE at the time of permitting.
- i. **Prince George's County Police Department**—Comments regarding this application were not received from the Police Department.

- j. **Prince George's County Health Department**—The Planning Board adopted, herein by reference, a memorandum dated July 6, 2020 (Adepoju to Burke), in which the Health Department provided health statistics regarding the proximity of the site to carryout/ convenience stores and two grocery food facilities, and how a lack of healthy food sources can lead to obesity and diabetes, recommending that the applicant consider a tenant for the commercial portion who would provide access to more healthy food choices.

In addition, the Health Department provided guidance with regard to controlling noise and dust during construction on the site.

- k. **Maryland State Highway Administration (SHA)**—Comments regarding this application were not received from SHA.
 - l. **Washington Suburban Sanitary Commission (WSSC)**—The Planning Board adopted, herein by reference an email dated June 19, 2020 in which WSSC provided water, sewer, and associated easement conditions to be addressed with WSSC at time of permitting.
14. As required by Section 27-285(b)(3) of the Zoning Ordinance and discussed herein, the DSP for infrastructure satisfies the site design guidelines, as contained in Section 27-274, prevents off-site property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.
15. As required by Section 27-285(b)(4) of the Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a DSP is as follows:
- (4) The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

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

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Type 2 Tree Conservation Plan TCP2-014-2020, and further APPROVED Detailed Site Plan DSP-20022 for the above described land, subject to the following conditions:

- 1. Prior to certificate approval of this detailed site plan, the applicant shall:
 - a. Provide a tree canopy coverage table demonstrating conformance with the requirements of the Tree Canopy Coverage Ordinance.

- b. Revise the plans to show street furniture, lighting and street tree plantings along Mimosa Avenue and Woodyard Station Road.
- c. Provide continental style crosswalks crossing each leg of Mimosa Avenue at all intersections.
- d. Provide continental style crosswalks crossing roadways that intersect with the 10-foot-wide multimodal pathway.
- e. The required woodland conservation easements shall be prepared and submitted to the Environmental Planning Section for review by the Office of Law and submitted for recordation to the Office of Land Records, and the following note shall be added to the standard Type 2 tree conservation plan notes on the plan:

“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.”

- 2. Prior to issuance of the first grading permit, copies of the recorded woodland conservation 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.

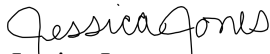
BE IT FURTHER RESOLVED, that an appeal of the Planning Board’s action must be filed with the District Council of Prince George’s County within thirty (30) days following the final notice of the Planning Board’s decision.

* * * * *

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 Bailey, seconded by Commissioner Geraldo, with Commissioners Bailey, Geraldo, Doerner and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, September 24, 2020, in Upper Marlboro, Maryland.

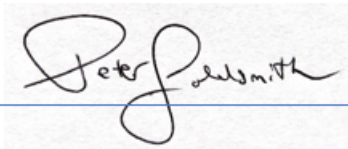
Adopted by the Prince George's County Planning Board this 15th day of October 2020.

Elizabeth M. Hewlett
Chairman

By 
Jessica Jones
Planning Board Administrator

EMH:JJ:TB:nz

APPROVED AS TO LEGAL SUFFICIENCY



M-NCPPC Legal Department
Date: September 30, 2020



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

October 5, 2020

MEMORANDUM

TO: Thomas Burke, Urban Design Section, Development Review Division

VIA: Howard Berger, Supervisor, Historic Preservation Section, Countywide Planning Division **HSB**

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division **JAS**
Tyler Smith, Historic Preservation Section, Countywide Planning Division **TAS**

SUBJECT: **DSP-20026 Woodyard Station - Phase 2**

Findings

The subject property comprises 21.82 acres located at 8999 Woodyard Road, 0.40 miles west of the interchange of MD 5 (Branch Avenue) and Woodyard Road in Clinton. The subject application proposes mixed use development for multifamily, townhouse, and a 2500 square-foot commercial office building. The subject property is Zoned M-I-O and M-X-T


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 was high. A Phase I archeology survey was completed and submitted to staff. One multi-component archeological site was identified. Site 18PR1154 was recorded as a late nineteenth to early twentieth century farmstead and a prehistoric lithic scatter. The site was extensively disturbed by the demolition of the buildings on the property. Based on the findings of the Phase I archeology report, no further archeological investigations are recommended. The subject property does not contain and is not adjacent to any designated Prince George's County Historic Sites or Resources. Historic Preservation Section staff recommend approval of DSP-20026 Woodyard Station, Phase 2 without conditions.

October 06, 2020

MEMORANDUM

TO: Thomas Burke, Senior Planner, Urban Design Review Section, Development Review Division

VIA: David A. Green, MBA, Master Planner, Community Planning Division DG

FROM: Maha Tariq, Senior Planner, Neighborhood Revitalization Section, Community Planning Division 

SUBJECT: **DSP-20026 Woodyard Station Phase 2**

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

Location: 8999 Woodyard Road, Clinton, MD 20735 (Parcel 149, Parcel 187, Parcel 191)

Size: 21.28 acres

Existing Uses: Vacant

Proposal: The applicant proposes mixed use development consisting of multifamily market rate building (up to 45 units), senior multifamily building (up to 112 units), and commercial/office space (up to 2,500 square foot).

GENERAL PLAN, MASTER/TRANSIT DISTRICT DEVELOPMENT PLAN, AND ZONING

General Plan: This application is in the Established Communities Growth Policy Area. The vision for the Established Communities is most appropriate for context-sensitive infill and low- to medium-density development (page 20).

Master Plan:

The 2013 *Approved Subregion 5 Master Plan* recommends Mixed Land Use on the subject property; and 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* recommends Commercial-Neighborhood future land use for the properties on the north-east and north-west corners of Old Branch Avenue and Woodyard Road (shown on Map 35, page 97). The proposal is consistent with the vision for Downtown Clinton Focus Area, which is to transform the area into a vibrant, mixed-use, transit-supported destination spanning Branch Avenue, providing a range of housing types and new office development.

Planning Area: 81A

Community: Clinton & Vicinity

Aviation/MIOZ:

Pursuant to Section 27-548.5(e) (2)(D) Maximum Height Requirements, this application is located within the – Conical Surface (20:1) – Left Runway; Area Label: E. of the Military Installation Overlay Zone (MIOZ) The applicant must demonstrate compliance with the maximum height requirements for proposed structures on the subject site.

SMA/Zoning: The 2010 *Approved Subregion 4 Master Plan* retained / rezoned subject property to M-X-T (Mixed Use -Transportation Oriented);

MASTER PLAN CONFORMANCE ISSUES:

None.

ADDITIONAL INFORMATION

c: Long-range Agenda Notebook

Frederick Stachura, Planning Supervisor, Community Planning Division



Countywide Planning Division
Transportation Planning Section

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301-952-3680

October 1, 2020

MEMORANDUM

TO: Thomas Burke, Urban Design Review Section, Development Review Division

FROM:  Tom Masog, Transportation Planning Section, Countywide Planning Division

SUBJECT: **DSP-20026 Woodyard Station, Phase 2**

Proposal

The applicant proposes infrastructure to serve development of multifamily residences

Background

This detailed site plan (DSP) is proposes the development of two multifamily buildings. This site is subject to conditions on prior plans including Conceptual Site Plan (CSP)-19008 and Preliminary Plan of Subdivision (PPS) 4-19040. A prior DSP was for infrastructure only; that DSP contained no traffic-related conditions.

The site plan is required to address issues related to architecture, building siting, and relationships between the development and any open space. The site plan is also required to address general detailed site plan requirements such as access and circulation. Also, parking within the M-X-T Zone must be analyzed consistent with Section 27-574 of the Zoning Ordinance.

The transportation-related findings are limited to the circumstance in which at least six years have elapsed since a finding of adequacy was made, which is a requirement of the M-X-T Zone within Part 10 of the Zoning Ordinance. In this case, the most recent finding regarding transportation adequacy was made in May 2020 in connection with PPS 4-19040, and so further traffic-related analyses are not required.

Review Comments

The table below summarizes trip generation in each peak hour that will be used in reviewing conformance with the trip cap for the site:

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

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

Regarding parking, Section 27-574 of the Zoning Ordinance provides a methodology for determining parking requirements in the M-X-T Zone. The applicant has submitted a parking analysis. The following are the major points highlighted in the parking analysis:

1. The methodology in Section 27-574 requires that parking be computed for each use in accordance with Section 27-568. Using the parking schedule, it is shown that the uses would require 196 parking spaces. Given that the site does not provide a mix of uses at this time, there is no opportunity for shared parking, and consequently this is the base requirement per Section 27-574.
2. The plan provides 212 parking spaces to serve the proposed 158 residential units.
3. Given that the provided parking exceeds the required parking, the applicant concludes that the site has adequate parking.

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

Woodyard Road (MD 223) is a master plan arterial facility with a minimum proposed width of 120 feet and a variable right-of-way. The right-of-way is acceptable as shown on the plan.

The planned roadways P-509 and I-507 are depicted on the *Central Branch Avenue Corridor Revitalization Sector Plan*. P-509 is a primary roadway facility connecting existing Mimosa Avenue to MD 223. I-507 is a commercial roadway providing an east-west connection between properties on the north side of MD 223. During review of the PPS, the transportation staff deemed the roadway network proposed on the plan to be acceptable to meet the functional intent of P-509 and I-507 as depicted on the *Central Branch Avenue Corridor Revitalization Sector Plan*. As noted earlier, the proposed infrastructure is generally consistent with the PPS and was approved under DSP-20022.

Prior Approvals

CSP-19008 was approved by the Planning Board on March 12, 2020 (PGCPB No. 2020-34). The Planning Board approved the CSP with one traffic-related condition which is applicable to the review of this DSP and warrants discussion, as follows:

3. **Prior to issuance of any building permits within the subject property, unless modified at the time of preliminary plan of subdivision pursuant to Section 27-546(d)(9) of the Prince George's County Zoning Ordinance:**
 - a. **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 (with improvements designed, as deemed necessary, to accommodate bicycles and pedestrians):**

MD 223 at Brandywine Road/Old Branch Avenue:

- (1) **On the northbound approach, provide three approach lanes with exclusive through, right-turn, and left-turn lanes.**
- (2) **On the westbound approach, provide three approach lanes with exclusive through and left-turn lanes and a shared through/right-turn lane.**
- (3) **On the eastbound approach, provide four approach lanes with two through lanes and exclusive right-turn and left-turn lanes.**

If the above-listed improvements are to be provided pursuant to the "Brandywine Road and MD 223 Intersection" project in the current Prince George's County Capital Improvement Program, the applicant shall, in cooperation with the Prince George's County Department of Permitting, Inspections and Enforcement and/or the Prince George's County Department of Public Works and Transportation, demonstrate the construction and/or financial participation. This information shall be supplied to the Transportation Planning Section at the time of preliminary plan of subdivision.

During the course of review of the PPS, it was determined that the intersection of MD 223 and Old Branch Avenue/Brandywine Road could not be deemed critical because it served 15 percent of site-generated traffic and a maximum of 22 peak-hour trips. Consequently, the above condition was not carried forward. This is permissible pursuant to Section 27-546(d)(9) of the Zoning Ordinance, which states that the District Council's finding of adequate transportation facilities during CSP review "shall not prevent the Planning Board from later amending this finding during its review of subdivision plats." Although not required for transportation adequacy, the applicant proffered to contribute approximately \$204,500 toward these improvements on a pro-rata basis at the time of building permit.

PPS 4-19040 was approved by the Planning Board on May 14, 2020 (PGCPB Resolution No. 2020-83). The Planning Board approved the PPS with two traffic-related conditions which are applicable to the review of this DSP and warrant discussion, as follows:

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

This condition establishes an overall trip cap for the subject property of 127 AM and 146 PM peak-hour trips. The proposed residential uses would generate 39 AM and 46 PM peak-hour trips as noted in the table above; therefore, the proposal is within the trip cap.

- 13. The applicant proffers a pro-rata payment of \$976 per townhouse unit, \$793 per multi-family unit, \$425 per senior unit, and \$1.71 per square-foot of office. The payment shall be made to the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), prior to issuance of building permits, unless DPIE or the Prince George's County Department of Public Works and Transportation (DPW&T) determines that the County will not accept the proffered payment. Given that the intersection of MD 223 (Woodyard Road) and Old Branch Avenue/Brandywine Road is not a critical intersection, if DPIE/DPW&T determine that the County will not or cannot accept the payment, then no further actions are needed, and this condition is satisfied.**

This condition is enforceable at the time of building permit.

It is therefore determined that all prior conditions are met or will otherwise be addressed with future applications.

Conclusion

From the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a detailed site plan as described in the Zoning Ordinance.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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October 8, 2020

MEMORANDUM

TO: Thomas Burke, Urban Design Section, Development Review Division

VIA: Bryan Barnett-Woods, Transportation Planning Section, Countywide Planning Division *TSW*

FROM: Noelle Smith, Transportation Planning Section, Countywide Planning Division *NS*

SUBJECT: **Detailed Site Plan Review for Non-Motorized Transportation Master Plan Compliance**

The following detailed site plan was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* and Subtitle 27 to provide the appropriate pedestrian and bicycle transportation recommendations.

Detailed Site Plan Number: DSP- 20026

Development Case Name: Woodyard Station – Phase 2

	<u>Type of Master Plan Bikeway or Trail</u>	
Private R.O.W.	<input type="checkbox"/>	Public Use Trail Easement
County R.O.W.	<input type="checkbox"/>	Nature Trails
SHA R.O.W.	<input type="checkbox"/>	M-NCPPC – Parks
HOA	<input type="checkbox"/>	Bicycle Parking
Sidewalks	<input checked="" type="checkbox"/>	Trail Access
Add'l Connections	<input checked="" type="checkbox"/>	Bikeway Signage

Subject to 24-124.01: No

Bicycle and Pedestrian Impact Statement Scope Meeting Date: n/a

Development Case Background	
Building Square Footage (non-residential)	2,500 square feet
Number of Units (residential)	158
Abutting Roadways	Mimosa Avenue, Woodyard Road (MD-223), Woodyard Station Road
Abutting or Nearby Master Plan Roadways	Mimosa Ave (P-509), Woodyard Road (MD-223)
Abutting or Nearby Master Plan Trails	Bike lane along Mimosa Ave (planned)

Proposed Use(s)	Mixed Use
Zoning	M-X-T
Centers and/or Corridors	n/a
Prior Approvals on Subject Site	CSP-19008, 4-19040
Subject to 24-124.01:	No
Bicycle and Pedestrian Impact Statement Scope Meeting Date	n/a

Prior Approvals

The site is subject to the following prior approvals that include pedestrian and bicycle relation conditions:

CSP-19008

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

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

4-19040

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

- a. Continuous standard sidewalks along both sides of all internal roads, excluding alleys, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
- b. A minimum 10-foot-wide asphalt or concrete trail along Mimosa Avenue, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
- c. Pedestrian connections to the shopping centers to the east and south, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
- d. Inverted U-style bicycle racks installed at locations convenient to the entrance of the proposed retail.

Comment: The subject application includes all relevant pedestrian and bicycle infrastructure. The subject application includes sidewalks along both sides of the internal access driveway from Mimosa Avenue and along the north side of the access driveway from Woodyard Station Road. The south side of the access driveway from Woodyard Station Road does not include a sidewalk to the parking lot. However, a small sidewalk connection from the parking lot and a marked crosswalk are provided to create a pedestrian connection from the parking spaces to the building entrance of the age restricted building. A sidewalk along the southern side of this drive way may impact the existing bio-retention facilities and staff find that these pedestrian facilities meet the requirements of condition 2a.

Per 4-19040, conditions 7a and 7d are reflected in the subject application. Condition b, which includes the proposed multi-use path along the north side of Mimosa Avenue is included in a separate application, DSP-20022. Condition 7c will be included in future applications.

Review of Proposed On-Site Improvements

The submitted plans include five-foot pedestrian pathways along the internal access driveways connecting the building entrances to Mimosa Avenue and Woodyard Station Road. A five-foot pedestrian path and crosswalks are also provided from the southern and eastern portion of the parking lot to the building entrances to provide a clear marked pathway through the lot. Crosswalks are also provided along the access driveways where vehicles will cross pedestrian pathways. Additionally, designated space for the three bicycle racks is provided near the entrances of both buildings, and indoor bicycle storage is provided accommodating 13 bicycles in the market rate building and 10 bicycles in the age restricted building.

These improvements support separating pedestrian and vehicular transportation routes within the site, pursuant to Sections 27-283 and 27-274. Staff find that with the proposed improvements, vehicular, pedestrian, and bicyclist circulation on the site to be safe, efficient, and convenient, pursuant to Sections 27-283 and 27-274(a)(2), the relevant design guidelines for pedestrian and bicycle transportation.

Review of Connectivity to Adjacent/Nearby Properties

The subject site is adjacent to commercial areas with an existing connection along Woodyard Road. Additional connections to the existing shopping center to the east and south of the property will be included in future applications.

Review Master Plan of Transportation (MPOT) Compliance

This development case is subject to 2009 *Approved Countywide Master Plan of Transportation* (MPOT). One master plan trail facility impacts the subject site, a planned bicycle lane along I-507. The MPOT provides policy guidance regarding multimodal transportation and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

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.

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.

Comment: The recommended master plan facility is included in a separate application, DSP-20022. The subject application includes the relevant complete streets elements by providing pedestrian pathways, crosswalks, and indoor and outdoor bicycle storage and fulfills the intent of the policies above.

Review Area Master Plan Compliance

This development is also subject to the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* that includes the following recommendations regarding the accommodations of pedestrian and bicycle facilities (p.99):

- Design interior streets with an interconnected grid or modified grid street pattern with sidewalks and street tree planting. Provide pedestrian amenities that include trash receptacles, benches, and bus shelters.
- Provide vehicular and pedestrian connectivity from Woodyard Crossing to the adjacent neighborhoods to the west.

Page 121 of the plan also states:

This plan recommends a high-quality walking and bicycling environment. The new environment will contain “friendly” infrastructure, trip-beginning, and end facilities such as bicycle parking, well-planned integration with other transport modes...

Comment: The subject application includes sidewalks along the access driveways, indoor and outdoor bicycle parking, trash receptacles, and benches throughout the proposed development. Additionally, a marked pedestrian walkway is provided from the southern and eastern edge of the parking lot to each of the building entrances, consistent with 27-274(a)(2)(C)(viii) and (ix). Additional connections to the adjacent shopping centers to the east and south will be reviewed with future applications. These improvements create a convenient pedestrian system that meet the findings pursuant to Sec. 27-546(d)(7).

Recommended Conditions of Approval

Based on the findings presented above, staff conclude that the pedestrian and bicycle access and circulation for this plan is acceptable, consistent with the site design guidelines pursuant to Section 27-283, and meets the findings required by Section 27-285(b) for a detailed site plan for Pedestrian and bicycle transportation purpose and conforms to the prior development approvals and the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan*. There are no additional recommendations pertaining to this application.

Countywide Planning Division
Environmental Planning Section

301-952-3650

October 6, 2020

MEMORANDUM

TO: Thomas Burke, Planner Coordinator, Urban Design Section, DRD

VIA: Megan Reiser, Supervisor, Environmental Planning Section, CWPD

FROM: Chuck Schneider, Planner Coordinator, Environmental Planning Section, CWPD

SUBJECT: **Woodyard Station; DSP-20026 and TCP2-014-2020-01 (Phase 2)**

The Environmental Planning Section (EPS) has reviewed the above referenced Detailed Site Plan (DSP) and a Type 2 Tree Conservation Plan (TCP2) stamped as received on August 25, 2020. Verbal and written comments were provided in a Subdivision Development Review Committee meeting on September 4, 2020. No revised plans were submitted. The Environmental Planning Section recommends approval of DSP-20026 and TCP2-014-2020-01 based on the conditions listed at the end of this memorandum.

Background

Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
NRI-033-2019	N/A	Staff	Approved	9/06/2019	N/A
CSP-19008	TCP1-001-2020	Planning Board	Approved	3/12/2020	2020-34
4-19040	TCP1-001-2020-10	Planning Board	Approved	5/14/2020	2020-83
DSP-20022	TCP2-014-2020	Planning Board	Approved	9/24/2020	2020-140
DSP-20026	TCP2-014-2020-01	Planning Board	Pending	Pending	Pending

Proposed Activity

The applicant is requesting approval of a Detailed Site Plan and a Type 2 Tree Conservation Plan for the construction of two multi-family dwelling buildings and parking areas. These two buildings will consist of one building with market rate units (up to 45 dwelling units) and the other building with age restricted units (up to 112 dwelling units).

Grandfathering

This project is subject to the current regulations of Subtitles 24, 25, and 27 that came into effect on September 1, 2010 and February 1, 2012 because the application has a recently approved preliminary plan of subdivision.

Site Description

This 21.80-acre site is zoned M-X-T and is located on the north side of Woodyard Road in Clinton. A review of the available information indicates that no Regulated Environmental Features (REF) are present on-site. The soil types found on-site, according to the United States Department of Agriculture, Natural Resources Conservation Services (USDA NRCS) Web Soil Survey (WSS), are Beltsville-Urban Land complex, Evesboro-Downer complex, Grosstown-Hoghole-Urban land, Matapeake silt loam, Sassafras sandy loam, and Urban land-Grosstown complex. Marlboro and Christiana clays do not occur on or in the vicinity of this site. According to the Sensitive Species Project Review Area (SSPRA) map received from the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP), there are no Rare, Threatened, or Endangered (RTE) species found to occur on or near this property. There is a level high location in the middle of the property and the on-site stormwater drains to the east and west of the high flat area towards the adjacent subdivision and commercial area. This site is in the Piscataway Creek watershed which flows into the Potomac River. The site has frontage on Woodyard Road, which is identified as a Master Plan Arterial Roadway and a historic roadway. The site is located within the Environmental Strategy Area 2 of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan* (2014).

Review of Previously Approved Conditions

The following text addresses previously approved environmental conditions to be considered with this application.

Conceptual Site Plan CSP-19008, approved by the Planning Board on March 12, 2020: The environmental conditions of approval found in PGCPB No. 2020-34 have been addressed.

Preliminary Plan of Subdivision 4-19040, approved by the Planning Board on May 14, 2020: The environmental conditions of approval found in PGCPB No. 2020-83 have been addressed.

Detailed Site Plan DSP-20022, approved by the Planning Board on September 24, 2020: The environmental conditions of approval found in PGCPB No. 2020-140 and, as of now the Type 2 Tree Conservation Plan, has not been certified.

Environmental Review

Natural Resource Inventory Plan/Existing Features

A Natural Resource Inventory, NRI-033-2019, was approved on September 6, 2019, and was provided with this application. The site contains no Regulated Environmental Features (REF) and 18.20 acres of woodlands. There are eight specimen trees scattered throughout the property. The TCP2 and the DSP show all the required information correctly in conformance with the NRI.

No revisions are required for conformance to the NRI.

Woodland Conservation

This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because it has previously approved Tree Conservation

Plans. A Type 2 Tree Conservation Plan (TCP2-014-2020-01) was submitted with the detailed site plan application.

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

Minor revisions are required to the tree conservation plan.

Specimen Trees

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

No further information required for specimen tree removal.

Preservation of Regulated Environmental Features/Primary Management Area

The proposed application does not contain any on-site REF or Primary Management Areas (PMA).

Stormwater Management

A revised Stormwater Management (SWM) Concept Approval Letter (#23226-2019-01) and associated plan were submitted on August 25, 2020. The approval was issued on May 27, 2020 with this project from the Department of Permitting, Inspections and Enforcement (DPIE). The original stormwater concept plan that was approved by DPIE received a design layout change during the CSP review process. This change was significant enough to require a new stormwater concept plan. The revised and approved plan shows the construction of 55 micro-bioretenement ponds. No SWM fee for on-site attenuation/quality control measures are required.

No further action regarding SWM is required with this Conceptual Site Plan review.

Erosion and Sediment Control

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

Summary of Recommended Conditions

The Environmental Planning Section has completed the review of DSP-20026 and TCP2-014-2020-01, and recommends approval subject to the following conditions:

Recommended Conditions

1. Prior to certification of the detailed site plan, the TCP2 shall be revised as follows:
 - a. Fill out and have the owner sign the property owner awareness certification block.
 - b. Have the revised plan signed and dated by the qualified professional preparing the plan.

If you have any questions concerning these comments, please contact me at 301-952-4534 or by e-mail at alwin.schneider@ppd.mncppc.org.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: October 8, 2020

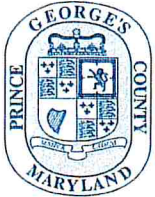
TO: Thomas Burke, Planner Coordinator
Urban Design Section
Development Review Division
Department of Parks and Recreation

FROM: Helen Asan, Land Acquisition & Development Review Supervisor *HA*
Park Planning and Development Division
Department of Parks and Recreation

SUBJECT: **DSP-20026 – Woodyard Station – Phase 2**

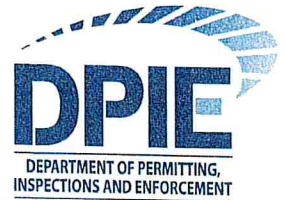
The staff of the Department of Parks and Recreation (DPR) has reviewed the subject Detailed Site Plan (DSP-20026) application for conformance to Preliminary Plan of Subdivision (PPS) 4-19040 conditions, as they pertain to public parks and recreation.

Condition #6 of the Preliminary Plan of Subdivision (PPS) 4-19040 required on-site private recreational facilities. The applicant has submitted plans indicating that the on-site recreational facilities will include four (4) sitting areas, a 730 sq. ft. Tot Lot, a 2,095 sq. ft open play area, five (5) bike racks and a five (5) piece fitness room. The Urban Design Section staff shall review the on-site private recreational facilities for adequacy and proper siting and establish triggers for timing of construction.



Angela D. Alsobrooks
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT
Department of Permitting, Inspections and Enforcement
Site/Road Plan Review Division



MEMORANDUM

September 14, 2020

TO: Thomas Burke, Urban Design Section
Development Review Division, M-NCPPC

FROM: Mary C. Giles, P.E., Associate Director
Site/Road Plan Review Division, DPIE *Mary C. Giles* 9/28/2020

RE: Woodyard Station - Phase II
Detailed Site Plan No. DSP-20026

CR: Woodyard Road (MD 223)
CR: Mimosa Avenue

In response to Detailed Site Plan No. DSP-20026 referral, for mixed-use development of multifamily, townhouse and 2,500 square foot commercial office building, the Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The property is located on the north side of Woodyard Road (MD 223) approximately 900 feet west of Pennsylvania Avenue (MD 4).
- MD 223 is a State-maintained roadway; therefore, right-of-way dedication and roadway improvements are to be coordinated with the Maryland State Highway Administration (SHA) as determined necessary.
- Mimosa Avenue and Woodyard Station Road are public roads with right-of-way width of 60'. Right-of-way dedication and construction are required as per DPW&T's Urban Street Design Standard for Neighborhood Residential Roadway STD 100.28.
- Full-width of 2-inch mill and overlay along Mimosa Road is required when tying in the grade.
- Conformance with DPW&T Street Tree and Street Lighting Specifications and Standards is required, with lighting fixtures to match those in existence in the area. Adjustments to street lighting, where necessary to accommodate the improvements constructed under this scenario, are required.

9400 Peppercorn Place, Suite 230, Largo, Maryland 20774
Phone: 301.636.2060 ♦ <http://dpie.mypgc.us> ♦ FAX: 301.925.8510

- Compliance with DPW&T's utility policy is required. Based upon the plans submitted, proper temporary and final patching and the related mill and overlay in accordance with "DPW&T Policy and Specifications for Utility Installation and Maintenance Permits" is required.
- Existing utilities may require relocation and/or adjustments. Coordination with the various utility companies is required by the applicant.
- All improvements within the public right-of-way as dedicated to the County are to be in accordance with the County Road Ordinance, DPW&T's Specifications and Standards and the Americans with Disabilities Act (ADA).
- Sidewalks are required along all roadways within the property limits in accordance with Sections 23-105 and 23-135 of the County Road Ordinance. Any new sidewalk installation is to match existing sidewalks in the area. In addition, sidewalks must always be kept open for pedestrians.
- Street construction permits and or site development fine grading permits are required for improvements within public roadway rights-of-way, and for the proposed private internal roadways. Maintenance of private streets is not the responsibility of Prince George's County.
- The proposed detailed site Plan is consistent with the Approved Site Development Concept Plan No. 23226-2019-1 updated on May 27, 2020 (originally approved on November 18, 2019)
- All stormwater management facilities/drainage systems, including recreation features, visual amenities and facilities are to be constructed in accordance with DPW&T's Specifications and Standards. Approval of all facilities is required, prior to permit issuance.
- A soil investigation report, which includes subsurface exploration and a geotechnical engineering evaluation is required. The soils investigation report shall be signed and sealed by a registered professional engineer, licensed to practice engineering in the State of Maryland.

Thomas Burke
September 14, 2020
Page 3

If you have any questions or require additional information, please contact Mr. Mariwan Abdullah, District Engineer for the area, at 301.636.2060.

MA:SJ:dar

cc: Rene' Lord-Attivor, Chief, Traffic Engineering, S/RPRD, DPIE
Mariwan Abdullah, P.E., District Engineer, S/RPRD, DPIE
Salman Babar, CFM, Engineer, S/RPRD, DPIE
MJ Labban, Engineer, S/RPRD, DPIE
Yonas Tesfai, P.E., Engineer, S/RPRD, DPIE
Selam Jena, Engineer, S/RPRD, DPIE
Morris & Ritchie Associates, 14280 Park Center Drive,
Suite A, Laurel, Maryland 20707
TAC Woodyard, LLC, 2100 Powers Ferry Road SE, Suite 350,
Atlanta, Georgia 30339

Date: September 1, 2020

To: Thomas Burke, Urban Design, M-NCPPC

From: Adebola Adepoju, Environmental Health Specialist, Environmental Engineering/ Policy Program

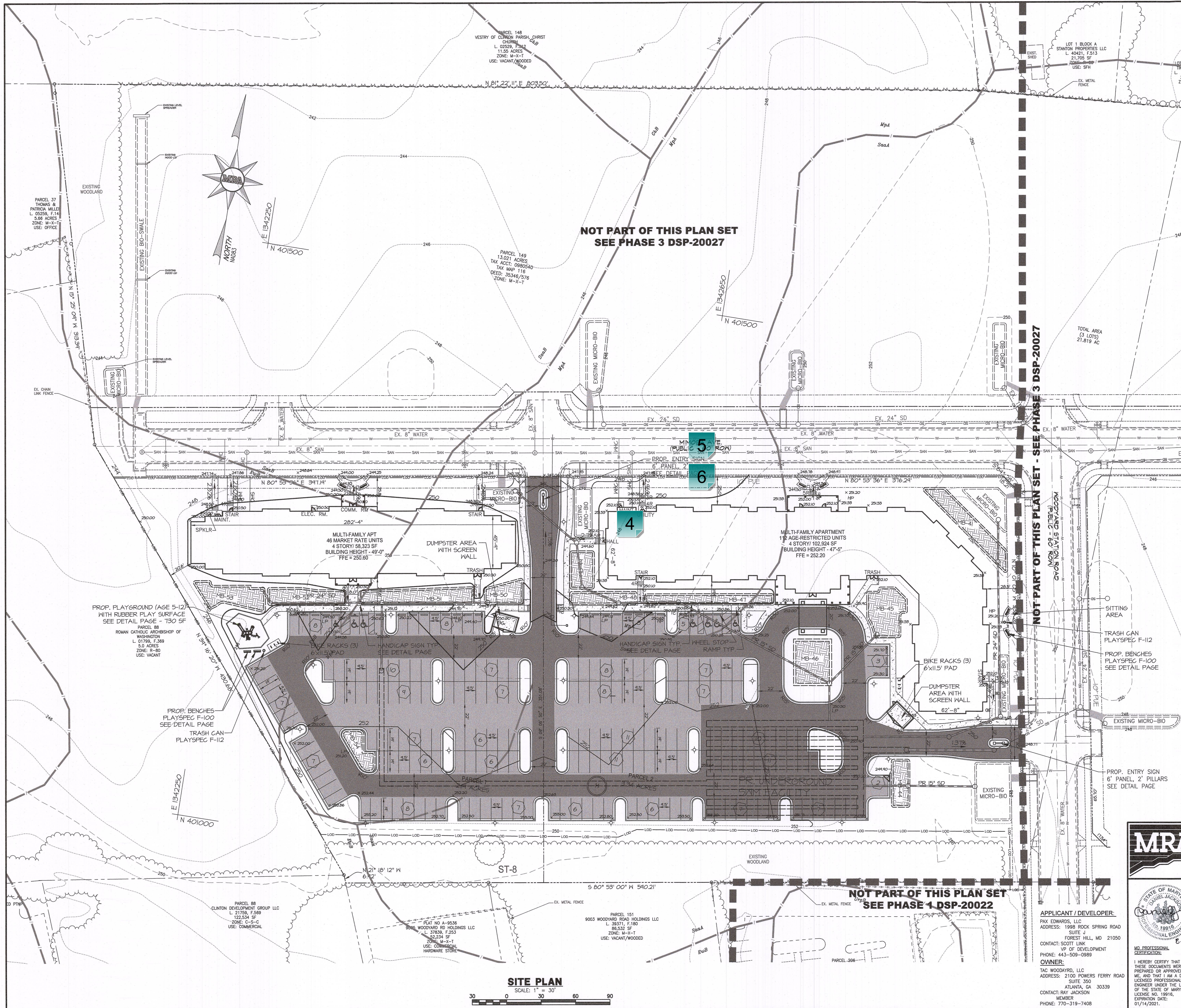
Re: DSP- 20026, Woodyard Station Phase 2

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan submission for Woodyard Station Phase 2 and has the following comments / recommendations:

1. Health Department permit records indicate there are more than 5 existing carry-out/convenience store food facilities and no markets/grocery stores within a ½ mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes. The applicant should consider setting aside retail space for a tenant that would provide access to healthy food choices in the area.
2. The detailed site plans should include open spaces and “pet friendly” amenities for pets and their owners. Designated park areas may consist of the appropriate safe playing grounds, signage, and fencing. Pet refuse disposal stations and water sources are strongly recommended at strategic locations in the designated outdoor play/ picnic areas.
3. There is an increasing body of scientific research suggesting that community gardens enhance nutrition and physical activity and promote the role of public health in improving quality of life. The developer should consider setting aside space for a community garden.

4. During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
5. During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

If you have any questions or need additional information, please contact me at 301-883-7677 or aoadepoju@co.pg.md.us.



- ### LEGEND
- EX. PROPERTY LINE
 - EX. RIGHT-OF-WAY
 - EX. ADJACENT PROPERTY LINE
 - EX. EASEMENT
 - EX. BUILDING
 - EX. CURB
 - EX. PAVEMENT/EDGE OF GUTTER
 - EX. WALK
 - EX. WALL
 - EX. CONCRETE
 - EX. METAL FENCE
 - EX. WOOD FENCE
 - EX. GUARDRAIL
 - EX. STREAM/POND
 - EX. TREELINE
 - EX. SPECIMEN TREE
 - EX. TREE
 - EX. SHRUB
 - EX. STORM DRAIN
 - EX. SANITARY LINE
 - EX. WATERLINE
 - EX. GAS LINE
 - EX. UNDERGROUND ELECTRIC
 - EX. UNDERGROUND TELEPHONE
 - EX. UNDERGROUND CABLE TELEVISION
 - EX. OVERHEAD ELECTRIC
 - EX. FIRE HYDRANT
 - EX. WATER VALVE
 - EX. WATER METER
 - EX. MONITORING WELL
 - EX. POWER POLE
 - EX. LIGHT POLE
 - EX. 1' CONTOUR
 - EX. 2' CONTOUR
 - EX. 10' CONTOUR
 - EX. STEEP SLOPES 15%-25%
 - EX. STEEP SLOPES +25%
 - PR. RIGHT OF WAY
 - PR. LOT LINE/PARCEL LINE
 - PR. EASEMENT
 - PR. BUILDING
 - PR. CURB & GUTTER
 - PR. RETAINING WALL
 - PR. ROAD CENTER LINE
 - PR. TREE LINE
 - PR. HEAVY DUTY PAVEMENT
 - PR. LIGHT DUTY PAVEMENT
 - PR. RADIANT 18" TALL LIGHT (SEE DETAIL)
 - PR. RADIANT BOLLARD LIGHT (SEE DETAIL)
 - PR. HANDICAP PARKING
 - PR. PARKING SPACE COUNT
 - PR. HANDICAP RAMP
 - PR. LOT NUMBER
 - PR. CURB RADIUS (F OTHER THAN 5')
 - PR. 2' CONTOUR
 - PR. 10' CONTOUR
 - PR. LIMIT OF DISTURBANCE
 - PR. TREE PROTECTION FENCE
 - PR. SPOT ELEVATION
 - MICRO-BIO RETENTION SEE APPROVED CONCEPT PLAN
 - PR. STORM DRAIN
 - PR. SANITARY LINE
 - PR. WATER LINE
 - PR. FIRE HYDRANT
 - PR. WATER VALVE
 - PR. SINGLE HOUSE CONNECTION
 - PR. DOUBLE HOUSE CONNECTION

1

2

3

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ENGINEERS, PLANNERS, SURVEYORS AND LANDSCAPE ARCHITECTS
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LAUREL, MD 20707
(410) 792-9792 / (301) 776-1690
FAX: (410) 792-7395
MRA@GTA.COM
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DSP-20026
DETAILED SITE AND LANDSCAPE PLAN
PHASE 2: WOODYARD STATION MULTI-FAMILY HOUSING
SITE PLAN

8999 WOODYARD ROAD CLINTON, MD 20735
TAX MAP 116 - PARCELS: 191, 149, & 187
9th COUNCILMANIC DISTRICT - PRINCE GEORGE'S COUNTY, MD

DATE	REVISIONS	JOB NO.: 20334
		SCALE: 1" = 30'
		DATE: 8-12-2020
		DRAWN BY: JWG
		DESIGN BY: MAM
		REVIEW BY: DJ
		SHEET: 3 OF 7

APPLICANT / DEVELOPER:
PAX EDWARDS, LLC
ADDRESS: 1998 ROCK SPRING ROAD
SUITE J
FOREST HILL, MD 21050
CONTACT: SCOTT LINK
VP OF DEVELOPMENT
PHONE: 443-509-0989
OWNER:
TAC WOODYARD, LLC
ADDRESS: 2100 POWERS FERRY ROAD
SUITE 350
ATLANTA, GA 30339
CONTACT: RAY JACKSON
MEMBER
PHONE: 770-319-7408

MD PROFESSIONAL CERTIFICATION:
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 19916, EXPIRATION DATE: 01/14/2021.

SITE PLAN
SCALE: 1" = 30'

1 - WSSC Plan Review Comments

Created by: Damilola Ibikunle
On: 08/27/2020 04:48 PM

A001- DSP-20026 - Woodyard Station

----- 0 Replies -----

2 - WSSC Plan Review Fee

Created by: Damilola Ibikunle
On: 08/27/2020 04:48 PM

The Required WSSC Plan review fee of \$1583.00 has been paid

----- 0 Replies -----

3 - WSSC Standard Comments for all Plans

Created by: Damilola Ibikunle
On: 08/27/2020 04:49 PM

1. WSSC comments are made exclusively for this plan review based on existing system conditions at this time. We will reevaluate the design and system conditions at the time of application for water/sewer service.
2. Coordination with other buried utilities:
 - a. Refer to WSSC Pipeline Design Manual pages G-1 and G-2 for utility coordination requirements.
 - b. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC right-of-way unless specifically approved by WSSC.
 - c. Longitudinal occupancy of WSSC rights-of-way (by other utilities) is not permitted.
 - d. Proposed utility crossings of WSSC pipelines or rights-of-way that do not adhere to WSSCs pipeline crossing and clearance standards will be rejected at design plan review. Refer to WSSC Pipeline Design Manual Part Three, Section 3.
 - e. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including, impacts to proposed street, building and utility layouts.
 - f. The applicant must provide a separate Utility Plan to ensure that all existing and proposed site utilities have been properly coordinated with existing and proposed WSSC facilities and rights-of-way.
 - g. Upon completion of the site construction, utilities that are found to be located within WSSCs rights-of-way (or in conflict with WSSC pipelines) must be removed and relocated at the applicants expense.
3. Forest Conservation Easements are not permitted to overlap WSSC existing or proposed easements. Potential impacts to existing Forest Conservation Easements (due to proposed water and/or sewer systems) must be reviewed and approved by County staff.
4. Unless otherwise noted: ALL extensions of WSSCs system require a request for Hydraulic Planning Analysis and need to follow the System Extension Permit (SEP) process. Contact WSSCs Development Services Center at (301-206-8650) or visit our website at [www.wsscwater.com/Development Services](http://www.wsscwater.com/Development%20Services) for requirements. For information regarding connections or Site Utility (on-site) reviews, you may visit or contact WSSCs Permit Services at (301) 206-4003.

----- 0 Replies -----

4 - #01 Two water connections

Created by: Jon-Edward Thorsell
On: 09/04/2020 11:40 AM

Per communication with WSSC on the East site, you will need to apply for a variance for two water connections.

----- 0 Replies -----

5 - #02 Hydraulic Comments

Created by: Jon-Edward Thorsell
On: 09/04/2020 11:55 AM

HPA that included Mimosa Ave water/sewer mains shown was approved 5.14.20 under DA6863Z20.

A site utility system review will still be required. 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.

----- 0 Replies -----

6 - #03 General Comments

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Water:

<>WSSC Design requires On-Site service pipe(s) to maintain a minimum 20-foot clearance from possible contaminated areas such as: streams, seepage pits, drain fields, septic tank/systems and other sources. When on-site pipes need to cross these areas, the water and/or sewer pipelines must be placed in a sleeve extending at least 20 feet beyond the limits of contamination in each direction. See WSSC Design Manual C-24.1

<>Align water and/or service connection(s) to avoid environmental, storm water management facilities, ESD Devices, other utilities, landscaping, tree boxes and structures or paving impacts for future maintenance. See WSSC Design Manual C-3.1

<>Existing mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.

<>Show easement limits on plan for all existing and proposed water mains.

<>Design 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

<>The 2019 WSSC Plumbing & Fuel Gas Code has been adopted and is effective July 1, 2015. The minimum water service connection for Group R-3 occupancies (Single Family Dwellings and Townhouses) should be 1.5 inches, unless there is an exception under Section 111.1.1.1 of the Code.

Sewer:

<>Existing mains shown on plan should be labeled with correct pipe size, material and WSSC

contract number.

<>align sewer service connection(s) to avoid environmental, storm water management facilities, ESD Devices, other utilities, landscaping, tree boxes and structures or paving impacts for future maintenance. See WSSC Design Manual C-3.1

<>Design the plan to realign any sewer 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

Onsite:

<>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.

Environmental:

<>Proposed pipeline needs to be aligned to avoid or minimize environmental concerns such as: tree save areas, forested areas, rural/rustic roads, blasting areas, utilities, water quality, champion trees, historic or burial properties, landfills or other soil contaminated areas. See WSSC Design Manual C-8.1, C-19.1 and 23.1

General:

<>Submit an Excavation Support System Plan (ESS) to WSSC for review if your project involves subsurface features such as an underground parking garage or a deep excavation which will require tiebacks in the area of existing or proposed WSSC mains. This ESS Plan submission should be made at the time of Design Plan Submission. If, however, the excavation support work will be done before the Design Plan Submission, it will be necessary to submit the plan as a Non-DR Plan to WSSC. No work should be done in the vicinity of WSSC mains until the ESS Plans have been reviewed by WSSC. If no ESS Plans are required for the project, the engineer should provide a letter from the Project Structural Engineer certifying that the building does not require it.

<>WSSC facilities/structures cannot be located with a public utility easement (PUE) however WSSC pipelines may cross over a PUE. Revise the plan to relocate any pipeline, valve, fire hydrant, meter vault and any other WSSC facilities/structures outside of the PUE.

<>No additional comments necessary. Refer to previous WSSC comments.

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