

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



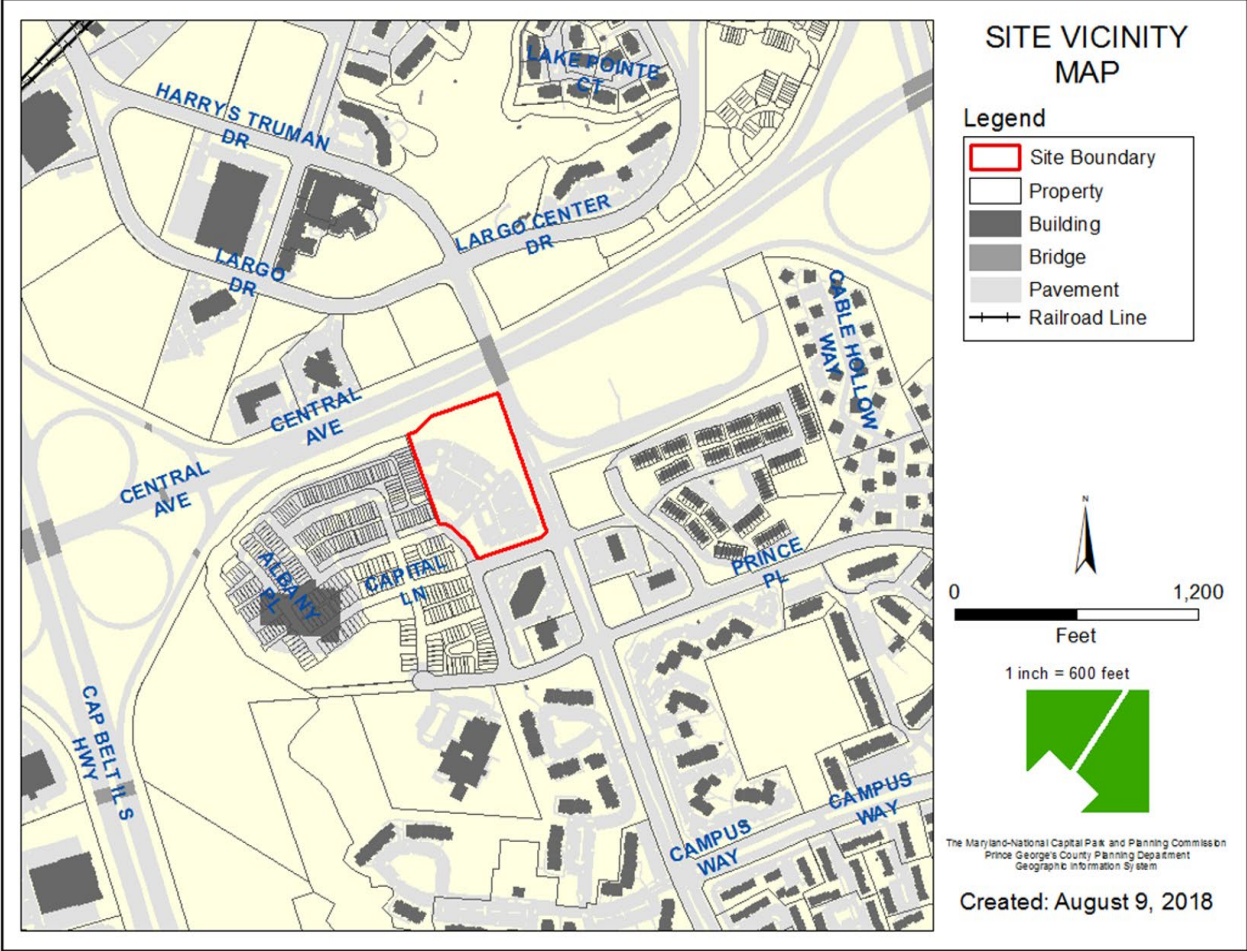
Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>.

Detailed Site Plan	DSP-17049
Departure from Design Standards	DDS-650
Departure from Parking and Loading Standards	DPLS-460
Alternative Compliance	AC-19004

Application	General Data	
Project Name: Capital Court, Multifamily Location: On the south side of MD 214 (Central Avenue), approximately 448 feet west of the intersection of Capital Lane and Harry S. Truman Drive. Applicant/Address: The NRP Group, LLC 9801 Washington Boulevard, Suite 310 Gaithersburg, MD 20878	Planning Board Hearing Date:	04/11/19
	Staff Report Date:	03/27/19
	Date Accepted:	01/07/19
	Planning Board Action Limit:	04/28/19
	Plan Acreage:	7.72
	Zone:	C-O
	Dwelling Units:	260
	Gross Floor Area:	311,076 sq. ft.
	Planning Area:	73
	Council District:	06
	Election District:	13
	Municipality:	N/A
	200-Scale Base Map:	201NE09

Purpose of Application	Notice Dates	
Request for approval of a multifamily development with 260 dwelling units.	Informational Mailing:	DSP/DDS: 06/11/18 DPLS: 03/06/19
	Acceptance Mailing:	DSP/DDS: 12/21/18 DPLS: 03/06/19
	Sign Posting Deadline:	03/12/19

Staff Recommendation		Staff Reviewer: Thomas Burke Phone Number: 301-952-4534 Email: Thomas.Burke@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION
PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-17049
Departure from Design Standards DDS-650
Departure from Parking and Loading Standards DPLS-460
Alternative Compliance AC-19004
Type 2 Tree Conservation Plan TCP2-159-04-03
Capital Court, Multifamily

The Urban Design staff has completed its review of the subject application and referrals. The following evaluation and findings lead to a recommendation of APPROVAL, with conditions, as described in the Recommendation section of this technical staff report.

EVALUATION CRITERIA

This detailed site plan, departure from design standards, and departure from parking and loading standards were reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the Prince George's County Zoning Ordinance in the Commercial Office (C-O) Zone and site design guidelines;
- b. The requirements of Preliminary Plan of Subdivision 4-16031;
- c. The requirements of Detailed Site Plan DSP-16041;
- d. The requirements of the 2010 *Prince George's County Landscape Manual*;
- e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- g. Referral comments.

FINDINGS

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

1. **Request:** The application is for approval of a detailed site plan (DSP) for 260 multifamily dwelling units on 7.72 acres.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone	C-O	C-O
Use	Vacant	Multifamily Residential (260 Dwelling Units)
Total Acreage	7.72	7.72
Total Gross Floor Area (GFA) (sq. ft.)	0	311,076
Total Multifamily Dwelling Units	0	260

OTHER DEVELOPMENT DATA

Parking Requirements:

Parking Required (1.33 spaces for studio and one-bedroom units plus 0.33 spaces for each bedroom in excess of one per unit)

1.33 x 111 studio and one-bedroom units	148
1.66 x 139 two-bedroom units	231
1.99 x 10 three-bedroom units	20

Total Parking Required: 399

Parking Spaces Provided:

Handicap-Accessible Spaces	8
Garage Spaces	60
Standard Spaces	173
Electric Vehicle Spaces	6
Compact Spaces	120

Total Parking Spaces Provided 367

3. **Location:** The overall Capital Court site is located in the southeastern quadrant of the intersection of MD 214 (Central Avenue) and I-95/495 (Capital Beltway), on the south side of MD 214. The site is in Council District 6 and Planning Area 73, and known as Parcel 1 of the Capital Court subdivision, as recorded in Prince George’s County Land Records in Plat Book SJH 248, page 82.
4. **Surrounding Uses:** The property is bounded to the west by the townhouse development within Capital Court, in the Commercial Office (C-O) Zone; to the north by the public right-of-way of MD 214, with vacant and commercially developed land in the Mixed Use-Infill (M-U-I) and Development District Overlay (D-D-O) Zones beyond; to the east by the public right-of-way of Harry S. Truman Drive, with vacant land in the Planned Industrial/Employment Park (I-3) Zone beyond; and to the south by the public rights-of-way of Capital Lane and Capital Court, with the Largo-Kettering Public Library in the C-O Zone beyond.
5. **Previous Approvals:** This property was part of a larger parcel, which was the subject of Preliminary Plan of Subdivision (PPS) 4-86201, approved by the Prince George’s County Planning Board on January 29, 1987. A Detailed Site Plan, DSP-04046, for the subject property was approved by the Prince George’s County District Council on May 9, 2005, for a church with 4,150 seats. Construction of the church and parking lot, consisting of 1,038 parking spaces, had proceeded in approximately 2006, but was never completed. The 2004 *Approved Sector Plan and*

Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas (Morgan Boulevard and Largo Town Center Sector Plan and SMA) retained the subject property in the C-O Zone.

Subsequently, a portion of the above referenced property (36.42 acres) became the subject of PPS 4-16031, which was approved by the Planning Board on June 15, 2017 (PGCPB Resolution No. 17-82). A DSP for infrastructure, DSP-16041, to replace the church development with 307 single-family attached units (townhouses) and a multifamily development, was approved by the Planning Board on June 22, 2017 (PGCPB Resolution No. 17-86).

The overall Capital Court subdivision is also the subject of an approved Stormwater Management (SWM) Concept Plan, 60156-2016-01, which was approved on March 6, 2017, and is valid through March 6, 2020. The current proposal requires revisions to the SWM concept plan, discussed further in Finding 13h. below.

6. **Design Features:** The applicant proposes to develop this phase of the Capital Court project, consisting of 7.72 acres, with three multifamily buildings, for a total of 260 dwelling units, four 20-bay garage structures, indoor and outdoor recreation amenities, and associated infrastructure. The dwelling units are proposed as follows:

- 44 studio units
- 67 one-bedroom units
- 139 two-bedroom units
- 10 three-bedroom units

Architecture

The residential buildings will be four stories, with façades containing a combination of brick masonry, cementitious siding, cementitious panels, metal, and glass. Balconies with metal railings are proposed on the majority of the corner units on each building, as well as on a variety of the units within each façade. The middle building, identified as Building 1000 on the plan, will include a leasing office with storefront fenestration and signage to identify the entrance. The main entrances to Buildings 2000 and 3000, as identified on the plan, are centrally located; however, they are not clearly identified or emphasized to be easily identifiable. Furthermore, the entrances are located directly adjacent to roll-up service doors for trash storage and pick up. Staff recommends that architectural enhancements be added to emphasize the entrance of the buildings and reduce the prominence of the service doors. A condition has been provided in the Recommendation section of this report requiring this revision.

The garage structures are proposed to be single-story, with façades containing cementitious siding and panels and roll-up garage doors. The roofs have an approximately three to one slope and are clad with asphalt shingles.

Signage

The site plan shows details for a main entrance monument sign and four building-mounted blade signs, two on Building 1000 and two on Building 2000. The monument sign is proposed to be approximately 4 feet high and 10 feet wide and set upon an approximately 1.5-foot-high, 11-foot-long brick base. The face on each side will be a brushed aluminum pattern, with a frosted acrylic back, and illuminated from within. The community name, “Capital Court Largo,” will be mounted on the center of each side with an aluminum cabinet and frosted acrylic lettering.

The building-mounted signs on Building 1000 are proposed to be approximately 29 feet long and 4 feet wide, vertically oriented, and flush against the building. The signs are shown on the north and south façades of the building, with “Capital Court Largo” printed vertically along the face. The building-mounted signs on Building 2000 will be approximately 16 feet long and 2.5 feet wide, vertically oriented boxes, with a pattern to match the entrance sign. “Capital Court Largo” will be on two sides of each box. Staff notes that there is no clear purpose for the sign on the north side of Building 1000, as it will only be visible from within the complex. Staff recommends that the sign on the north side be removed and that the sign on the south side of the building match the architectural style of the signs provided on Building 2000 and the entrance monument sign. The signs on Building 2000 are better scaled to the building façade, and duplicating this pattern will present a consistent, identifiable pattern for the community. Conditions have been provided in the Recommendation section of this report regarding the removal of one sign and redesign of the other.

Recreational Facilities

At the time of PPS 4-16031, it was determined that the mandatory parkland dedication requirement was met for this property, with the prior PPS 4-86201, through the dedication of 11.4 acres of parkland to the Maryland-National Capital Park and Planning Commission. This DSP proposes additional on-site private recreation facilities.

The outdoor recreation area for the multifamily units will be located within the courtyard, on the west side of Building 1000. The notable amenities of the recreation area include a resort-inspired 640-square-foot pool, featuring a wet deck and cabanas; an outdoor grilling kitchen with picnic tables; an outdoor lounge with cushioned chairs, couches, and a fire pit; a yoga lawn; a ping pong table; and an outdoor wet bar. The indoor amenities will include a 24-hour fitness center with locker rooms, a business center, and conference room.

In addition, the applicant is proposing sidewalk circulation throughout the property, a direct sidewalk connection to Harry S. Truman Drive, outside benches, dog waste stations, bicycle racks, and indoor bicycle lockers. All of the proposed outdoor recreational amenities are located outside of the mitigated 65 dBA Ldn noise contours.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George’s County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the C-O Zone and the site plan design guidelines of the Zoning Ordinance.

a. The subject DSP is in conformance with Section 27-461, Uses Permitted in Commercial Zones; Section 27-453, C-O Zone; and Section 27-462, Regulations in Commercial Zones, of the Zoning Ordinance. Multifamily units are permitted in the C-O Zone, pursuant to Footnote 65 of Section 27-461(b), as follows:

Provided:

(A) **The residential component of Townhouses, Two Family Dwelling Units and Multi-family dwelling units shall be located on a lot(s) or parcel(s) of less than forty (40) acres in size;**

The subject DSP proposes multifamily dwelling units on 7.72 acres, which is a part of the 36.42 acres of the original Capital Court subdivision. Therefore, the DSP conforms to this requirement.

- (B) The property is located at the intersection between: a roadway with a functional transportation classification of arterial; an expressway; and the Capital Beltway (I-495);**

The overall Capital Court subdivision, of which this site is a part, is located at the intersection of MD 214, an expressway, and I-495. Therefore, the DSP conforms to this requirement.

- (C) A boundary of the property is located within three-quarters (3/4) of a mile from a metro station, and does not include property within the boundaries of a sector plan originally approved after January 1, 2013;**

The subject property is located within three-quarters of a mile of the Largo Town Center Metro Station and is within the boundaries of the Morgan Boulevard and Largo Town Center Sector Plan and SMA. Therefore, the DSP conforms to this requirement.

- (D) A Detailed Site Plan shall be approved in accordance with Part 3, Division 9, of this Subtitle;**

The subject application has been submitted, in conformance with this requirement.

- (E) Regulations concerning lot size, coverage, frontage, setbacks, density, bedroom percentages, and other requirements applicable to multifamily, two-family and townhouse dwellings shall not apply. These dimensional (bulk) requirements shall be those approved by the Planning Board (or District Council after review) in the Detailed Site Plan. However, those standards shall include a minimum lot size of 1,200 square feet;**

These multifamily units will be located on a single parcel of 7.72 acres.

- (F) The Detailed Site Plan shall include an architectural review in order to ensure the compatibility of the development with the existing neighborhood. Bike and pedestrian connections to mass transit stations, roadways, parks, and other public facilities, as established by Section 24-124.01 of this Code, shall be evaluated as part of the detailed site plan review and approval; and**

The architectural elevations proposed with the subject application are compatible with the surrounding neighborhood. The design proposes many of the same types of high-quality building materials such as brick, stone, and cementitious siding. Staff finds the DSP architecture review acceptable for the development. Existing sidewalks serve the subject site and provide continuous connections to the Largo Town Center Metro Station, Prince George's Community College, nearby bus stops, and other destinations. Off-site bicycle and pedestrian improvements required by other developments within the Largo Town Center will further enhance and improve the bicycle and pedestrian network. The Prince George's

County Department of Public Works and Transportation (DPW&T) also has a Complete and Green Street project for Harry S. Truman Drive and several restriping initiatives that will provide designated bike lanes and further buffer sidewalks from travel lanes.

- (G) The site plan shall include a community facility of two (2) floors with separate access for each floor. The Detailed Site Plan may include any additional standards or requirements for inclusion at the time by the Prince George’s County Planning Board or District Council.**

DSP-16041 established the timing of the construction of a two-story clubhouse and the recreational facilities within the townhouse portion of the development. The site plan for the architecture and program elements related to the clubhouse will be the subject of a future amendment to DSP-17048, which will be reviewed for conformance to this requirement.

- b. **Departure from Design Standards DDS-650:** The applicant requires a departure from Section 27-558(a) of the Zoning Ordinance, which requires nonparallel standard parking spaces to be 9.5 feet by 19 feet, but allows up to one-third of the required spaces to be compact, measuring 8 feet by 16.5 feet. The applicant is proposing 9-foot by 18-foot parking spaces and utilizes compact spaces, as allowed.

Section 27-239.01(b)(7) of the Zoning Ordinance contains the following required findings in order for the Planning Board to grant the departure:

- (A) In order for the Planning Board to grant the departure, it shall make the following findings:**

- (i) The purposes of this subtitle will be equally well or better served by the applicant’s proposal;**

The reduced parking space size will allow more space on the site for landscaping, SWM, and a more compact multifamily development, while still allowing for proper on-site circulation.

- (ii) The departure is the minimum necessary, given the specific circumstances of the request;**

The proposed parking space width of 9 feet is reflective of other modern standards in the region, which are typically between 8.5 and 9 feet wide. In addition, the proposed departure meets the size requirements of the standards in the recently adopted Zoning Ordinance, County Council Bill CB-13-2018. A 9-foot width is based on design standards for a vehicle that is 6 feet, 7 inches wide, such as a large sport utility vehicle, and will be adequate for most motor vehicles.

- (iii) The departure is necessary in order to alleviate circumstances which are unique to the site or prevalent in areas of the County developed prior to November 29, 1949;**

The site contains unique constraints that limit the buildable area and necessitate a smaller parking space size, to more efficiently use the space. These constraints include a slope created for the Harry S. Truman Drive overpass at MD 214 and structurally unstable fill. In addition, utility easements along Harry S. Truman Drive require the proposed retaining wall to extend further into the site, reducing the developable area.

(iv) The departure will not impair the visual, functional, or environmental quality or integrity of the site or the surrounding neighborhood.

The departure will allow the applicant to maximize the efficient use of the site to provide parking, as well as, additional greenspace and plant quantities that meet the Landscape Manual standards. Thereby, the departure allows the proposed development to have visual and environmental quality relative to the parking lot.

Based on the analysis above, staff recommends that the Planning Board approve the departure request to reduce the dimensions of the proposed standard parking spaces from 9.5 by 19 feet, to 9 feet by 18 feet.

- c. **Departure from Parking and Loading Standards DPLS-460:** The applicant has requested a departure of 32 parking spaces from the required 399 for the proposed multifamily community. Pursuant to Section 27-588(b)(7), the Planning Board must make the following findings:

(A) In order for the Planning Board to grant the departure, it shall make the following findings:

(i) The purposes of this Part (Section 27-550) will be served by the applicant's request;

The Largo Town Center Metro Station, the Prince George's Community College, the future University of Maryland Hospital Center, and Largo Town Center are all located within one mile of the site, and all destinations have full sidewalk access with crosswalks and signalized intersections. Further, the Washington Metropolitan Area Transit Authority has a bus stop on Harry S. Truman Drive, in front of this property. A portion of the future residents will likely choose transportation modes other than automobile, thereby, serving the purpose of relieving traffic congestion on streets.

(ii) The departure is the minimum necessary, given the specific circumstances of the request;

The applicant indicates that an analysis of parking requirements in the Washington metropolitan region indicates that parking rates for multifamily projects, within one-half mile of a Metrorail station, are lower than other multifamily buildings. Although this site is approximately three-quarters of a mile from the Largo Town Center

Metro Station, a bus stop located on Harry S. Truman Drive, in front of this community, provides regular direct access to the Metro station and other local destinations. In addition, the Institute of Transportation Engineers Parking Generation Manual, 5th Edition, indicates that parking demand for multifamily buildings is 1.31 spaces per unit for weekday peak and 1.22 spaces per unit for weekend peaks. The proposed departure would allow for 1.41 parking spaces per unit.

- (iii) The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in older areas of the County which were predominantly developed prior to November 29, 1949;**

The site contains unique constraints that limit the buildable area and necessitate more efficient use of the space. These constraints include a slope created for the Harry S. Truman Drive overpass at MD 214 and structurally unstable fill. In addition, utility easements along Harry S. Truman Drive require the proposed retaining wall to extend further into the site, reducing the developable area.

- (iv) All methods for calculating the number of spaces required (Division 2, Subdivision 3, and Division 3, Subdivision 3, of this Part) have either been used or found to be impractical; and**

The calculating methods in Section 27-568(a) of the Zoning Ordinance indicate a requirement of 399 parking spaces. The remaining criteria provided in Division 2, Subdivision 3, refer to multiple uses, joint use parking, off-site parking lots, and M-X-T zoning. None of these circumstances apply to this site. Division 3, Subdivision 3, refers to loading spaces, which are not a requirement with this development.

- (v) Parking and loading needs of adjacent residential areas will not be infringed upon if the departure is granted.**

The adjacent Capital Court townhouse community was approved for 672 spaces, which is 47 parking spaces more than the 624 spaces required by Section 27-568(a) of the Zoning Ordinance. The community will consist of private roads controlled by a homeowners association, not affiliated with this property. Capital Lane and the portion of Capital Court, south of this property, are both local public roads that currently provide approximately 35 on-street parking spaces. Therefore, no infringement should occur.

- (B) In making its findings, the Planning Board shall consider the following:**

- (i) The parking and loading conditions within the general vicinity of the subject property, including numbers and locations of available on- and off-street spaces within five hundred (500) feet of the subject property;**

Although there is not an anticipated need for additional parking, on-street parking spaces are available within 500 feet of the subject property, on Capital Lane and Capital Court to the south of this property and can currently provide approximately 35 on-street parking spaces.

- (ii) The recommendations of an Area Master Plan, or County or local revitalization plan, regarding the subject property and its general vicinity;**

The Plan Prince George's 2035 Approved General Plan (Plan 2035) designates the property in the Established Community Growth Policy Area and makes no specific recommendations concerning parking spaces in this area. The vision for Established Communities is a context-sensitive infill and low- to medium-density development. This application is consistent with the Established Communities Growth Policy in Plan 2035.

- (iii) The recommendations of a municipality (within which the property lies) regarding the departure; and**

The subject project does not lie within a municipality.

- (iv) Public parking facilities which are proposed in the County's Capital Improvement Program within the general vicinity of the property.**

There are no public parking facilities proposed in the vicinity of this property; however, on-street parking is available nearby.

(C) In making its findings, the Planning Board may consider the following:

- (i) Public transportation available in the area;**

Public transportation is available nearby. The site is approximately three-quarters of a mile from the Largo Town Center Metro Station. Further, a Metrobus stop is located on Harry S. Truman Drive, at the entrance to this community, for routes C21, C22, C26, and C29.

- (ii) Any alternative design solutions to off-street facilities which might yield additional spaces;**

The applicant is proposing to reduce the parking space size to 9 feet by 18 feet, which will provide an increase in the number of on-site parking spaces and reduces the requested departure amount to 32 spaces.

- (iii) The specific nature of the use (including hours of operation if it is a business) and the nature and hours of operation of other (business) uses within five hundred (500) feet of the subject property;**

Nearby uses include a townhouse community to the west of this site, and a public library and an elementary school to the south. On-street parking

on nearby public roads is currently available to relieve any potential short-term needs for this site. Furthermore, the nearby library and elementary school are easily accessible and would likely be used by pedestrians from this site.

- (iv) **In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where development of multifamily dwellings is proposed, whether the applicant proposes and demonstrates that the percentage of dwelling units accessible to the physically handicapped and aged will be increased over the minimum number of units required by Subtitle 4 of the Prince George's County Code.**

The subject property is in the C-O Zone. Therefore, this consideration is not applicable.

Based on the analysis above, staff recommends that the Planning Board approve the Departure from Parking and Loading Standards, DPLS-460, to allow 367 parking spaces.

- d. The DSP is in general conformance with the applicable site design guidelines, as referenced in Section 27-283 and contained in Section 27-274 of the Zoning Ordinance. For instance, vehicular and pedestrian circulation is designed to be safe, efficient, and convenient for both pedestrians and drivers. Streetscape amenities contribute to an attractive, coordinated development that is appropriately scaled for user comfort. In addition, public spaces are designed to allow for potential recreational facilities and are readily accessible to potential users.
8. **Preliminary Plan of Subdivision 4-16031:** PPS 4-16031 for the development was approved by the Planning Board on June 15, 2017 (PGCPB Resolution No. 17-82), for the creation of 32 parcels for 260 multifamily dwelling units and 308 single-family attached units, subject to 15 conditions. All of the multifamily dwelling units were approved on a single parcel, identified on the PPS as Parcel 1, which is consistent with this DSP proposed as Parcel 1. Of the 15 conditions, the following are applicable to this application:

- 2. **Total development within the subject property shall be limited to uses which generate no more than 351 AM and 402 PM peak-hour trips. Any development generating an impact greater than that identified herein above shall require a new determination of the adequacy of transportation facilities.**

This application is proposing only 260 dwelling units. The trip cap was based on a density of 568 units. Pursuant to PGCPB Resolution No. 17-86, DSP-16041 was approved with a density of 307 dwelling units. The approved, plus the current DSP, represent a total of 566 dwelling units, two fewer than the original approved density. Consequently, the trip cap will not be exceeded with this DSP.

- 5. **At the time of a detailed site plan for the townhouse and multifamily developments (not including infrastructure), a Phase II noise report shall be submitted to demonstrate that the interior of all units can be mitigated to 45 dBA Ldn or less.**

A Phase II noise report was submitted with this application and shows that upgraded windows and doors on select units in Buildings 2000 and 3000 will be required to maintain interior noise levels below 45 dBA Ldn. The report concludes that

modifications to the proposed exterior wall construction will not be required on any of the three buildings. The DSP reflects the unmitigated 65 dBA Ldn; however, the mitigated 65 dBA Ldn line is not shown and should be delineated, in accordance with the Phase II noise study.

9. **Detailed Site Plan DSP-16041:** DSP-16041 was approved by the Planning Board on June 22, 2017 (PGCPB Resolution No. 17-86), with three conditions, of which only one is relevant to the subject application, as follows:

2. At the time of a full-scale detailed site plan, on-site active recreational facilities shall be included.

On-site recreational facilities have been proposed with the application, as described in Finding 6 above.

10. **2010 Prince George’s County Landscape Manual:** The proposed residential development is subject to Section 4.1, Residential Requirements; Section 4.3, Parking Lot Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; Section 4.9, Sustainable Landscaping Requirements; and Section 4.10, Street Trees along Private Streets, of the 2010 *Prince George’s County Landscape Manual* (Landscape Manual). The correct schedules are provided on the landscape plans, demonstrating conformance to all of these sections, except Section 4.6, for which Alternative Compliance, AC-19004, was submitted. The Planning Director recommends approval of the alternative compliance, as follows:

REQUIRED: Section 4.6(c)(1)(B)(i), Buffering Development from a Major Collector or Arterial Road, along Harry S. Truman Drive

Length of bufferyard	669 feet
Minimum bufferyard width	50 feet
Shade Trees (6 per 100 l.f.)	42
Evergreen Trees (16 per 100 l.f.)	108
Shrubs (30 per 100 l.f.)	201
Total Plant Units	1,161*

Note: *Plant units without reduction. The applicant provides a retaining wall and a decorative metal fence that will reduce the required plant units up to 50 percent (580 plant units).

PROVIDED: Section 4.6(c)(1)(B)(i), Buffering Development from a Major Collector or Arterial Road, along Harry S. Truman Drive

Length of bufferyard	669 feet
Minimum bufferyard width	19.7 feet
Shade Trees (6 per 100 l.f.)	21
Evergreen Trees (16 per 100 l.f.)	54
Shrubs (30 per 100 l.f.)	426
Total Plant Units	906

REQUIRED: Section 4.6(c)(1)(B)(ii), Buffering Development from a Freeway or Expressway, along MD 214 (Central Avenue)

Length of bufferyard	483 feet
Minimum bufferyard width	75 feet
Shade Trees (8 per 100 l.f.)	39
Evergreen Trees (20 per 100 l.f.)	97
Shrubs (40 per 100 l.f.)	194
Total Plant Units	1,069

PROVIDED: Section 4.6 (c) (1)(B)(ii), Buffering Development from a Freeway or Expressway, along MD 214 (Central Avenue)

Length of buffer	483 feet
Minimum buffer width	33 feet
Shade Trees (6 per 100 l.f.)	22
Evergreen Trees (16 per 100 l.f.)	50
Shrubs (40 per 100 l.f.)	405
Total Plant Units	875

Justification of Recommendation

The applicant is requesting alternative compliance from Section 4.6(c)(1)(B)(i), Buffering Development from a Major Collector or Arterial Road, along Harry S. Truman Drive, where it is proposed to reduce the bufferyard from the required 50 feet to 19.7 feet and reduce the total plant units from 1,161 to 906. The applicant also proposes a retaining wall, with a varied height from 2 to 10 feet, along Harry S. Truman Drive, along with a 4-foot-high decorative fence. Section 4.6(c)(1)(D) of the Landscape Manual permits the use of a 6-foot-high decorative, opaque fence or wall to reduce the requirement for plant materials by 50 percent. For the section of the retaining wall that is higher than 6 feet, the required plant units can be reduced by 50 percent. The applicant has proposed to meet the plant material requirement by providing 78 percent of the plant units along the frontage of Harry S. Truman Drive, for a total of 906 plant units. In addition, the Planning Director has recommended and conditioned a decorative metal fence of 6 feet in height be provided north of the stairs, and a similar decorative metal fence a minimum of 4 feet in height be provided south of the stairs, to earn a reduction for the plant units for this bufferyard. With the combination of the retaining wall, the decorative metal fence, and 15 percent more plant units, the alternative design option will be equally effective as normal compliance with Section 4.6.

The applicant is requesting alternative compliance from Section 4.6(c)(1)(B)(ii) where it is proposed to reduce the bufferyard width from the required 75 feet to a varying width of 33–66 feet, in addition to reducing the total number of plantings from 1,069 to 875 due to the presence of a Washington Suburban Sanitary Commission (WSSC) easement. The applicant is also proposing plantings in the WSSC easement, based on the consensus of WSSC in this area. However, it is of the opinion of the Planning Director that the applicant should provide the required total number of plant units in the bufferyard and a minimum 10 percent additional plant units to offset the impact of the reduced landscape yard. A condition has been included in the Recommendation section of this report, requiring that the applicant provide a minimum of 10 percent more plant units than what is normally required, for the entire bufferyard along MD 214.

The Planning Director recommends that, given the proposed fencing and additional planting units, as conditioned, the applicant's proposal is equally effective as normal compliance with Section 4.6 for frontages along both Harry S. Truman Drive and MD 214.

Recommendation

The Planning Director recommends APPROVAL of Alternative Compliance AC-19004 from the requirements of the 2010 *Prince George's County Landscape Manual* for Section 4.6(c)(1)(B)(i), Buffering Development from a Major Collector or Arterial Road, along Harry S. Truman Drive; and Section 4.6(c)(1)(B)(ii), Buffering Development from a Freeway or Expressway, along MD 214 (Central Avenue), for Capital Court, subject to the conditions listed in the Recommendation section of this report.

11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the applicable Woodland and Wildlife Habitat Conservation Ordinance because the property is greater than 40,000 square feet and contains more than 10,000 square feet of existing woodland. A companion Type 2 Tree Conservation Plan, TCP2-159-04-03, has been submitted for review and is recommended for approval.

Since this DSP is part of a larger subdivision, the woodland conservation worksheet was completed for the overall subdivision. The 35.23-acre site contains 12.49 acres of existing woodland on the net tract and 0.18 acre of woodland within the 100-year floodplain. The site has a woodland conservation threshold of 5.25 acres, or 15 percent of the net tract, as tabulated. The TCP2 shows a total woodland conservation requirement of 9.74 acres. The TCP2 proposes to meet this requirement by providing 1.46 acres of on-site woodland preservation, 0.49 acre of reforestation, 0.46 acre in landscape credits, and the remaining 7.31 acres in off-site woodland conservation credits.

The TCP required technical revisions, which were addressed through revised plans.

12. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage on projects that propose more than 5,000 square feet of disturbance. The subject DSP provides the required schedule, demonstrating conformance to these requirements through the provision of new plantings on the subject property.

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

- a. **Archeological Review**—In a memorandum dated January 28, 2019 (Stabler to Burke), incorporated herein by reference, the Historic Preservation Section determined that there are no historic sites or resources on, or adjacent to, the subject property. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. This proposal will not impact any historic sites or resources or known archeological sites. Historic Preservation staff recommends approval, with no conditions.
- b. **Community Planning**—In a memorandum dated February 19, 2019 (Umeozulu to Bishop), incorporated herein by reference, the Community Planning Division indicated that master plan conformance is not required for this application.

- c. **Transportation Planning**—In a memorandum dated March 13, 2019 (Burton to Burke), incorporated herein by reference, the Transportation Planning Section provided the following summarized comments:

The proposed site layout appears to be very similar to the one presented in the approved PPS. Staff finds this layout to be acceptable, from a circulation perspective. Regarding the number of access points, staff has no issues.

The applicant has submitted two departure requests pertaining to on-site parking, DDS-650 and DPLS-460. While these departures are separate requests, the amount of parking proposed for the subject site is contingent upon approval of both departure requests. These departures are discussed further in Finding 7 above.

Overall, from the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a DSP. In addition, this plan meets the findings required for a DDS regarding the size of the parking space, and the findings required for a DPLS to provide fewer parking spaces.

- d. **Trails**—In a memorandum dated March 6, 2019 (Shaffer to Burke), incorporated herein by reference, the trails planner provided the following summarized comments:

Bike parking has been included at each of the proposed buildings in appropriate locations. The applicant has revised the plans to include additional sidewalk connections on the site. In addition to sidewalks between each of the buildings and to the surface parking, sidewalks are provided directly to Harry S. Truman Drive and Capital Court. Internal pedestrian access is accommodated, as modified by the applicant, and no additional sidewalk connections are recommended. DPW&T is currently developing design options for a Complete and Green Street project along Harry S. Truman Drive. Any frontage improvements by the subject application need to be coordinated with this project.

Bicycle and pedestrian access is adequately accommodated on the plans, and no additional master plan trail or sidewalk recommendations are necessary for the subject application.

- e. **Subdivision Review**—In a memorandum dated January 24, 2019 (Turnquest to Burke), incorporated herein by reference, the Subdivision Review Section provided the following summarized comments:

Plat Note 1 (SJH 248-82) states that:

Development of this property must conform to the Detailed Site Plan which was approved by the Planning Board on June 22, 2017, DSP-16041, or as amended by any subsequent revisions thereto.

The plat note was based on the DSP, which was approved for infrastructure and not approved for the development of this site (Parcel 1). The instant DSP must be reflected on the record plat prior to building permit. The applicant shall file a minor final plat, to be approved by the Planning Director, to correct the DSP number (reflecting

DSP-17049), if approved. Two subdivision conditions are included in the Recommendation section of this report.

- f. **Environmental Planning**—In a memorandum dated February 4, 2019 (Schneider to Burke), incorporated herein by reference, the Environmental Planning Section recommended conditions relating to technical issues on the TCP2, which were addressed through plan revisions. It should be noted that the TCP2 covers the overall 35.23 acres, which includes the adjacent townhouse development. No specimen trees or regulated environmental features were identified on the subject 7.72-acre parcel.

A Subtitle 25 Variance was approved with PPS 4-16031 to remove two specimen trees. Primary management area impacts to the stream buffer for a sewer line and two small isolated wetlands for infrastructure were approved with PPS 4-16031.

A SWM concept approval letter (60156-2016-01) was submitted with the subject application, with conditions of approval requiring the use of the existing pond, infiltration, extended detention, and submerged gravel wetlands. The concept approval expires on March 6, 2020.

- g. **Prince George's County Fire/EMS Department**—In a memorandum dated January 24, 2019 (Reilly to Burke), incorporated herein by reference, the Fire/EMS Department provided comments relative to the water supply for hydrants, hydrant location and access, fire department connection location, fire vehicle access, and grills in amenity spaces.
- h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated February 4, 2019 (Giles to Bishop), incorporated herein by reference, DPIE provided comments regarding the adjacent public roadways and required frontage improvements, stated no objections to the DDS, and indicated that the SWM concept is not consistent with the DSP, relative to the specific building layout. Therefore, a condition is included in the Recommendation section of this report requiring that a revised approved stormwater concept plan be submitted prior to certification.
- i. **Prince George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not provide any comments on the subject application.
- j. **Prince George's County Health Department**—In a memorandum dated February 6, 2019, the Health Department provided the following comments:
- (1) Health Department permit records indicate there are five existing carry-out/convenience store food facilities and one market/grocery store within a one-half-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 site is within 500 to 1000 feet of I-495/I-95 and MD 214 which are major arterial roadways. Residential units are sited within the 65 dBA Ldn zone(s). Noise can be detrimental to health with respect to hearing impairment, sleep

disturbance, cardiovascular effects, psycho-physiologic effects, psychiatric symptoms and fetal development. Sleep disturbances have been associated with a variety of health problems such as functional impairment, medical disability, and increased use of medical services even amongst those with no previous health problems. Published scientific reports have found that road traffic, considered a chronic environmental stressor, could impair cognitive development in children, such as reading comprehension, speech intelligibility, memory, motivation, attention, problem-solving, and performance on standardized tests. The plans should depict the noise area boundary, but further modifications/adaptations/mitigation are required to minimize the potential adverse health impacts of noise on the susceptible population.

- (3) There is an emerging body of scientific evidence indicating that fine particulate air pollution from traffic is associated with childhood asthma.
- (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.

There are no commercial uses proposed with this application. Noise levels and fine particulates from air pollution are being mitigated through the use of architectural treatments and landscaping, and noise and dust created during construction will be regulated at the time of development of the site, as noted on the DSP.

14. Based on the foregoing and as required by Section 27-285(b)(11) of the Zoning Ordinance, the DSP, if revised as conditioned, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
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:

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 preservation of environmental features was found with the approval of DSP-16041 and TCP2-159-04-01 and continues to be found with the subject application. Therefore, staff notes that the regulated environmental features have been preserved and/or restored to the fullest extent possible.

RECOMMENDATION

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

- A. APPROVE Departure from Design Standards DDS-650, to allow the standard parking spaces to be 9 feet wide by 18 feet long.
- B. APPROVE Departure from Parking and Loading Standards DPLS-460, to allow a reduction of 32 parking spaces.
- C. APPROVE Detailed Site Plan DSP-17049, Alternative Compliance AC-19004, and Type 2 Tree Conservation Plan TCP2-159-04-03 for Capital Court, Multifamily, subject to the following conditions:
 1. Prior to certificate approval of the detailed site plan (DSP), the applicant shall submit additional documentation and revise the plans, as follows:
 - a. Provide a revised stormwater management concept plan and approval letter that is consistent with the DSP.
 - b. Revise the architecture on all buildings to emphasize the main entrance doors and to reduce the prominence of the service doors, which may include the use of trim, varying façade depths, different materials, or different door styles.
 - c. Revise the building-mounted sign design and size on Building 1000 to match the signs proposed on Building 2000.
 - d. Remove the building-mounted sign on the north side of Building 1000.
 - e. Indicate the building-mounted sign locations on the site plan.
 - f. Label the material and illumination method for the building-mounted signs.
 - g. Show wheel stops for all parking spaces adjacent to sidewalks.
 - h. Show the sidewalk extension to the entrance door to the north of the trash room door on Building 1000.
 - i. Provide a symbol in the legend for the unmitigated 65 dBA Ldn noise contour and show the mitigated noise contour on the site plan.
 - j. Revise all plans, notes, and schedules to be consistent in the detail of the screen fence provided along Harry S. Truman Drive.
 - k. Provide a screen fence around the HVAC units fronting on Harry S. Truman Drive.
 - l. Provide handicap-accessible ramps where sidewalks intersect roadways.

- m. Correct the entrance monument sign note to reference the landscape and lighting plan, detail Sheet 2.10.
- n. Label the disposition of the chain-link fence and split-rail fence identified on the site plan as “to be removed.”
- o. The site plan has “SIGNS” shown on the property, west of Harry S. Truman Drive. Provide the disposition as “to be removed” or describe what this note means.
- p. Remove the detail for “Retaining Wall System - Option 2.”
- q. Provide building heights on the elevations.
- r. Demonstrate fire truck maneuverability and revise the curb radii, if necessary.
- s. Correct the Parking Table on the plan to provide an additional 0.33 parking space for each three-bedroom unit, resulting in 20 spaces for the three-bedroom units, and a total of 399 required parking spaces.
- t. On the landscape and lighting plan:
 - (1) Show the building-mounted sign locations.
 - (2) Verify that the quantities of plantings shown on the plan matches the quantities described on the planting schedule, and in Alternative Compliance AC-19004.
 - (3) Identify the retaining walls on all sheets.
 - (4) Relocate plantings off of the sidewalks on Sheet L1.00.
 - (5) Correct the site bench on Sheet L1.01 to refer to detail Sheet L2.02.
 - (6) Identify the rectangles on either side of the courtyard entrance.
 - (7) Graphically demonstrate the proposed number of plant units on the landscape plan.
 - (8) Provide a decorative metal fence, 6 feet in height, along the retaining wall fronting Harry S. Truman Drive, north of the stairs.
 - (9) Provide a decorative metal fence, a minimum of 4 feet in height, fronting Harry S. Truman Drive, south of the stairs.
 - (10) Revise the Section 4.6 schedule to reflect the reduction in plant units due to provision of the retaining wall and fence.

- (11) Provide a minimum 10 percent more plant units than what is normally required, for the entire bufferyard along MD 214 (Central Avenue) and revise the Section 4.6 schedule accordingly.
2. Prior to approval of a building permit, a minor final plat of correction, in accordance with Section 24-108 of the Subdivision Regulations, shall be approved by the Planning Director which revises Plat Note 1. Reference to Detailed Site Plan DSP-16041 shall be replaced with DSP-17049, with the appropriate approval date.

ITEM: 5, 6 & 7

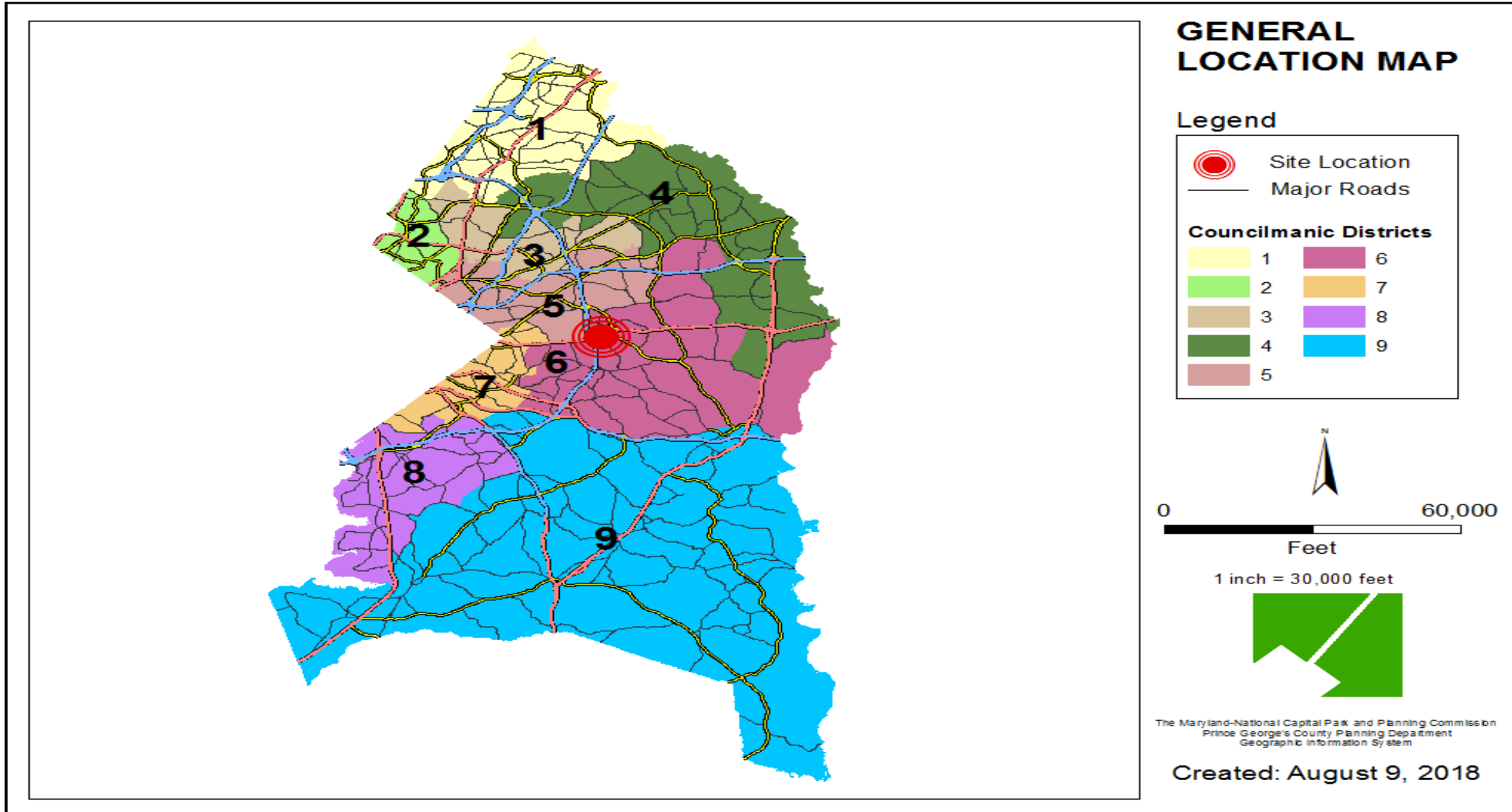
CASE: DSP-17049, DDS-650, & DPLS-460

CAPITAL COURT - MULTIFAMILY

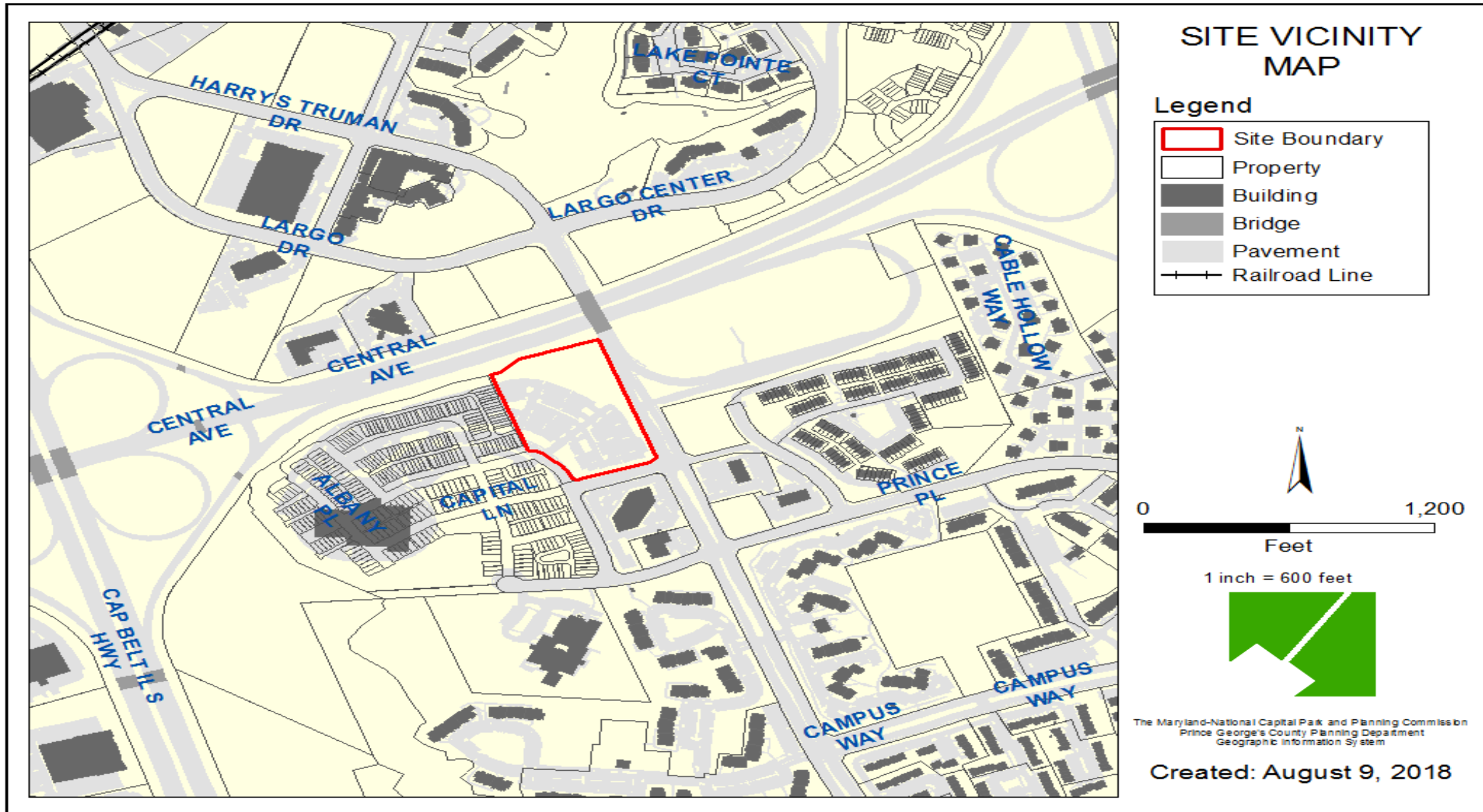
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



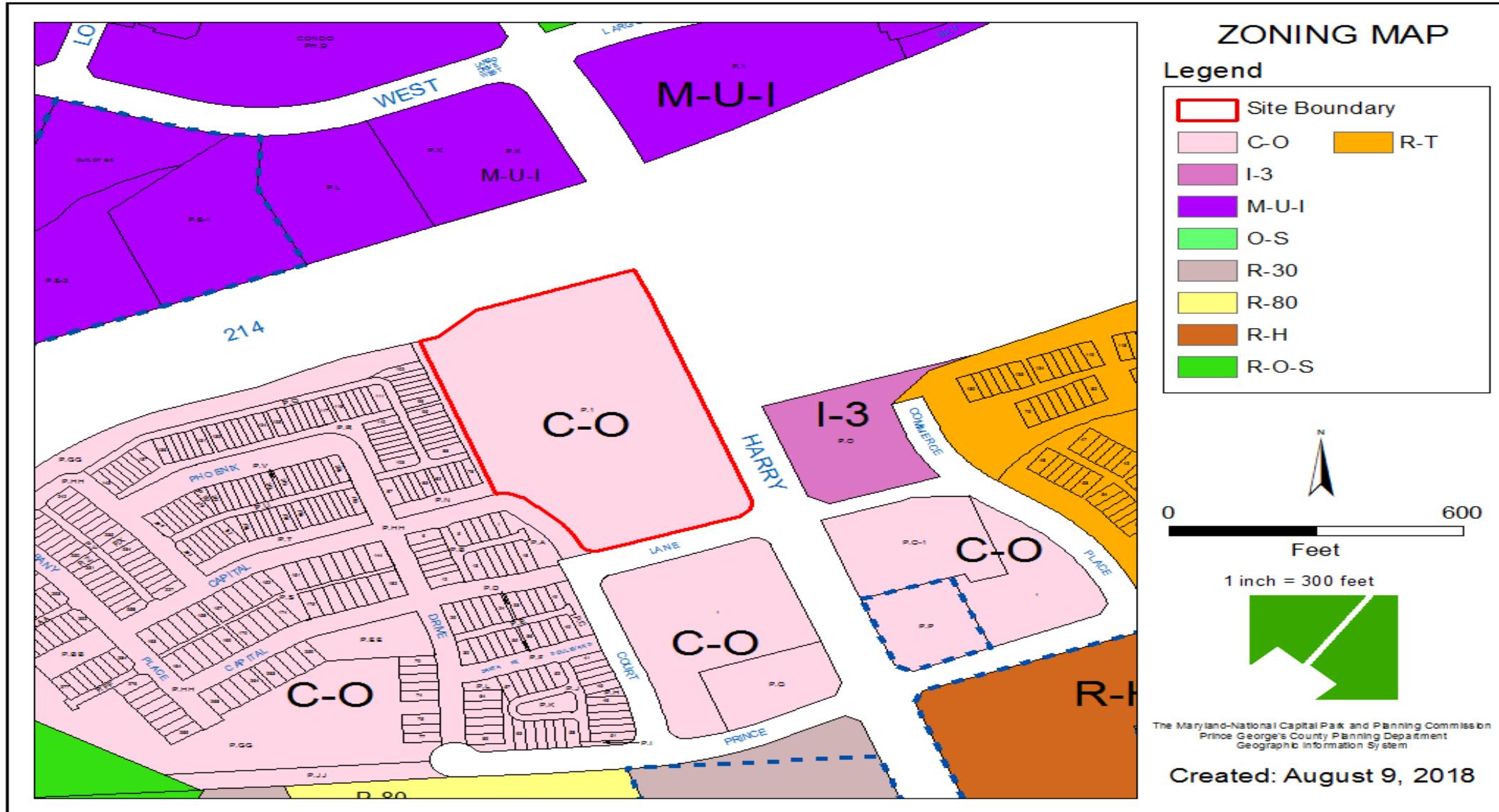
GENERAL LOCATION MAP



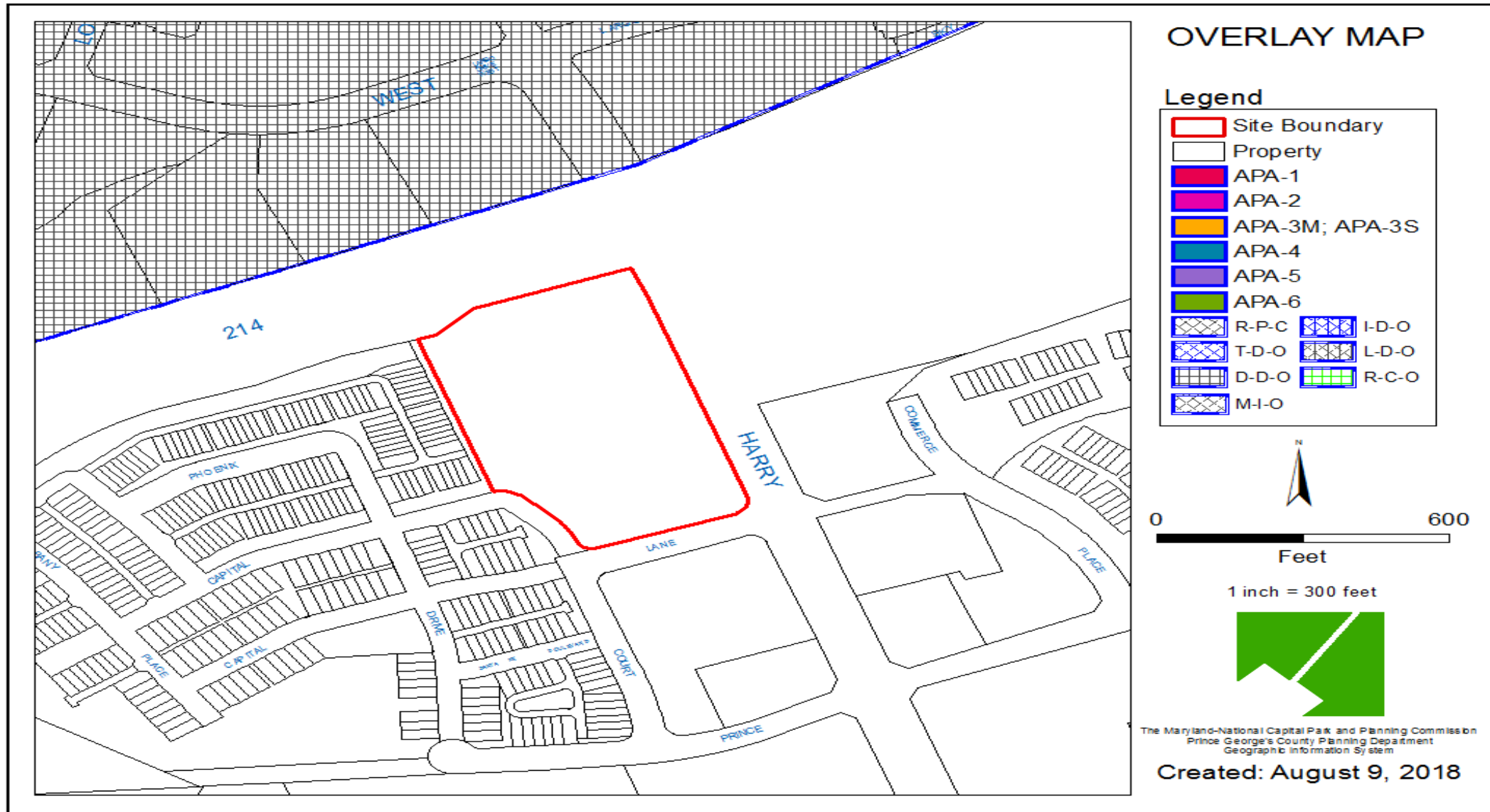
SITE VICINITY



ZONING MAP



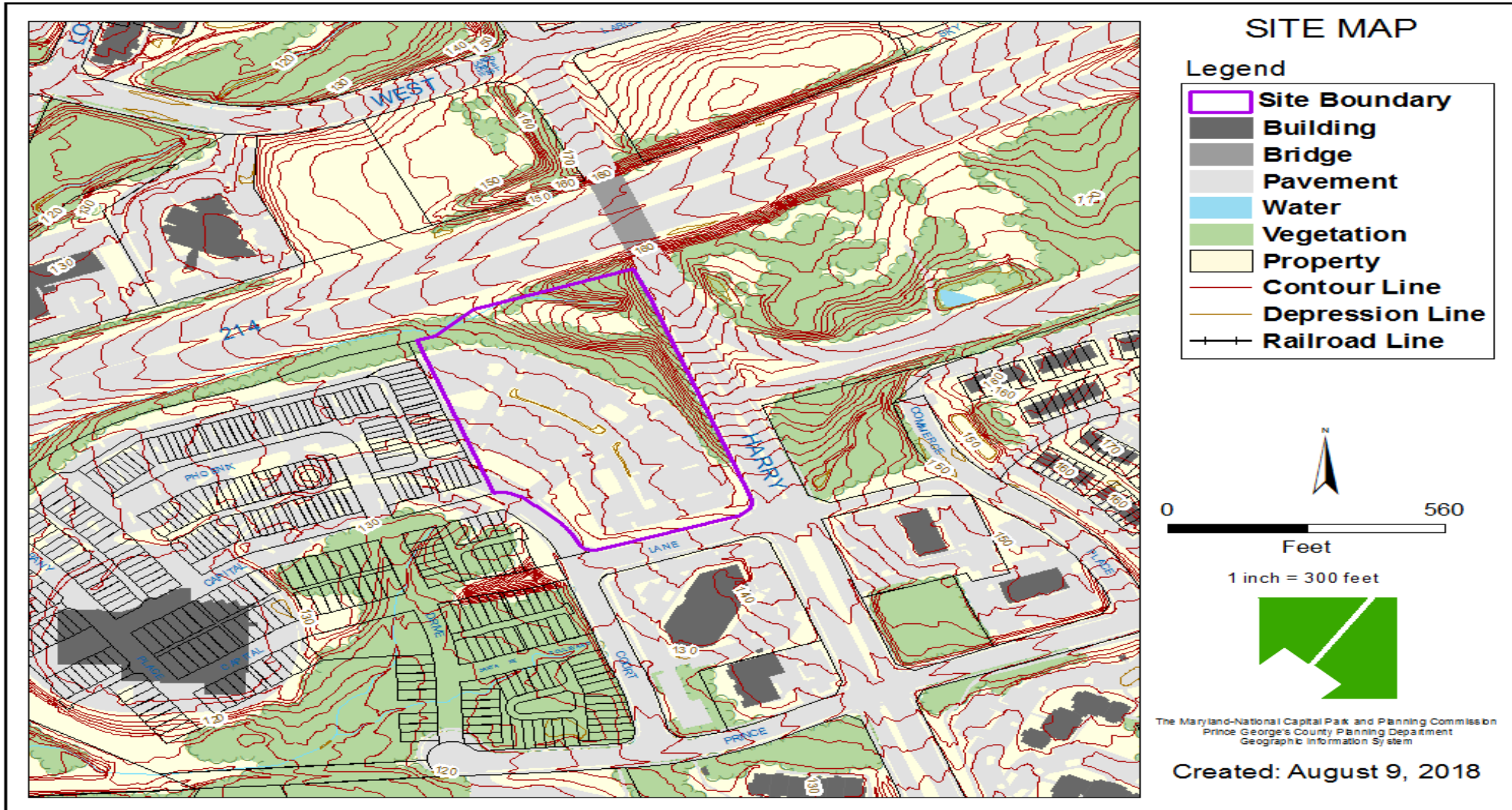
OVERLAY MAP



AERIAL MAP



SITE MAP



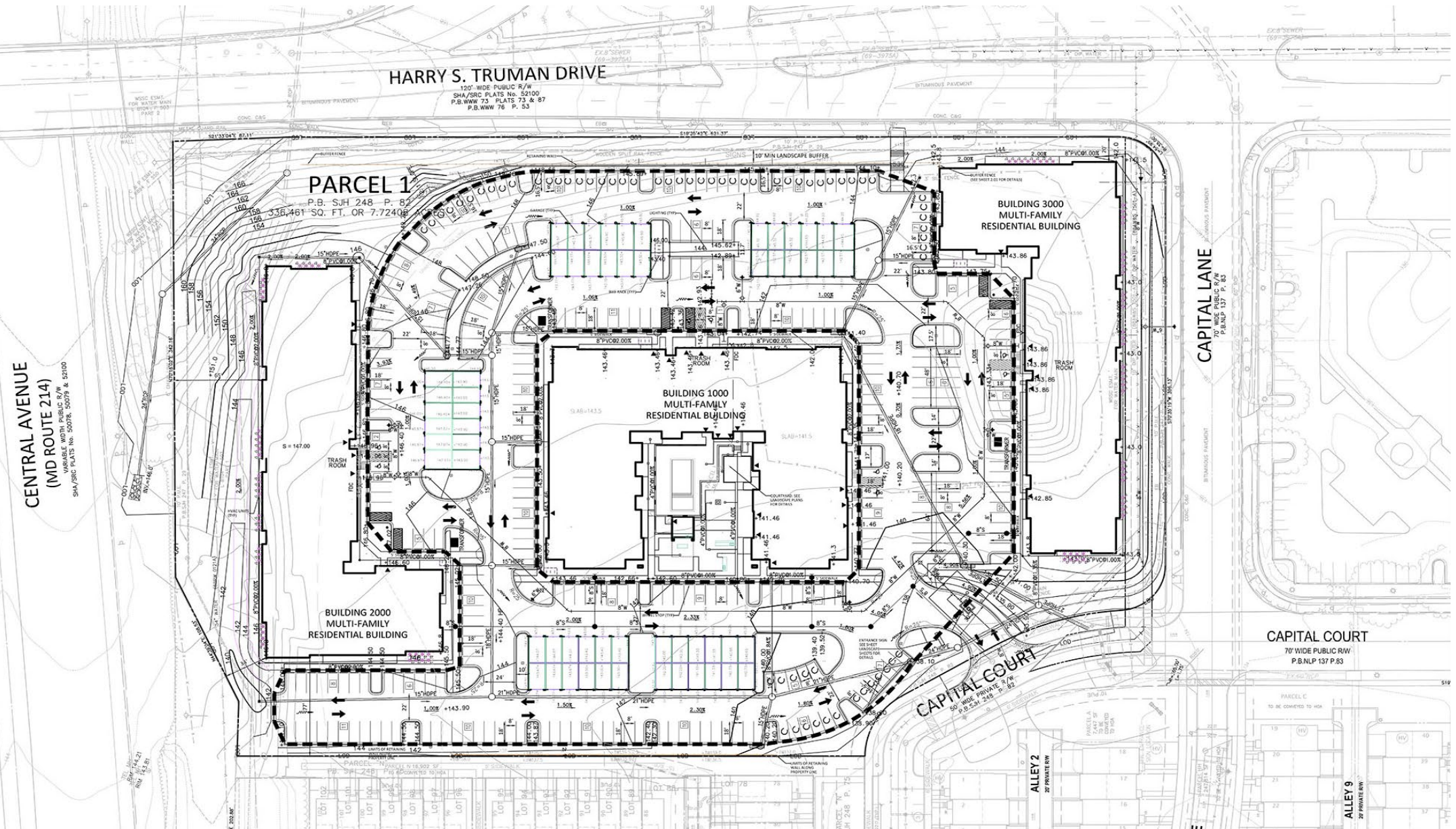
MASTER PLAN RIGHT-OF-WAY MAP



SITE VICINITY



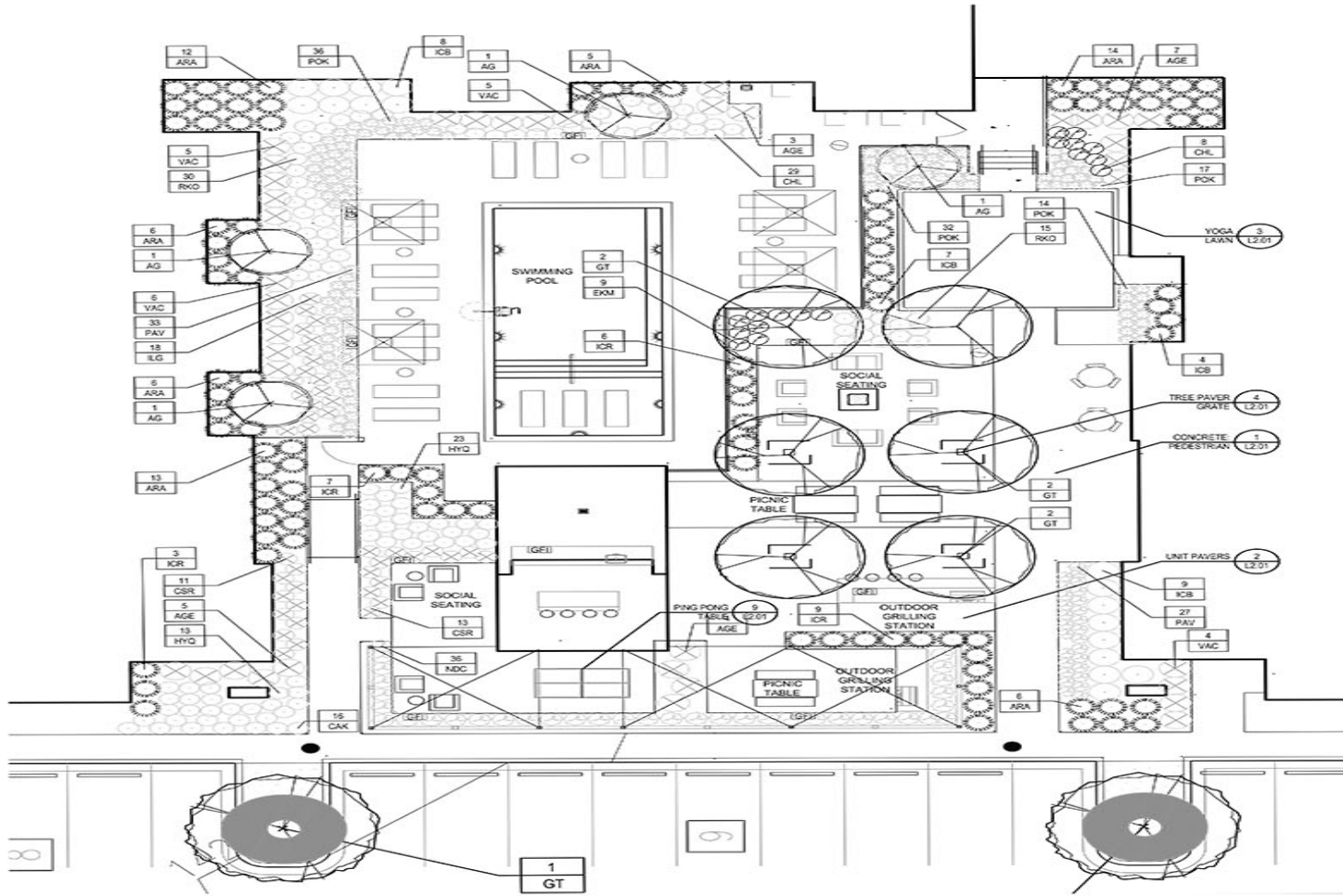
DETAILED SITE PLAN



RENDERED LANDSCAPE PLAN

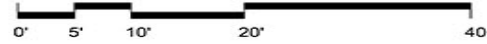


RECREATIONAL FACILITIES PLAN



RECREATIONAL FACILITIES

- POOL
- YOGA LAWN
- OUTDOOR GRILLING STATIONS
- SOCIAL SEATING
- PING PONG



RECREATIONAL AMENITIES IN COURTYARD TO BE PROVIDED AT TIME OF BUILDING OCCUPANCY



4200-D Technology Court
Charlottesville, Virginia 20151
TEL 703.642.2306 FAX 703.378.7888
www.urbandd.com



Professional Certification: I certify that these documents were prepared or approved by me, and that I am a duly licensed landscape architect under the laws of the State of Maryland. License number: 3043. Expiration Date: 05/31/2020



Contact:
Revision / Issue
No. Description Date
1ST SUBMISSION 11.19.2018
DSP-17049/DDS-650 SUB. 12.27.2018

Project Name
**CAPITAL COURT
MULTIFAMILY**

13th Election District
Prince George's County, MD

Drawn By KAT / JL Checked By AJS

Project No. 18-077

Date DECEMBER 27, 2018

Drawing Title

**COURTYARD
DETAIL PLAN**



ARCHITECTURAL ELEVATION WEST AND SOUTH



2 BUILDING 1000 WEST ELEVATION
1/16" = 1'-0"



3 BUILDING 1000 SOUTH ELEVATION
1/16" = 1'-0"

ARCHITECTURAL ELEVATION WEST AND SOUTH



4 BUILDING 2000/3000 WEST ELEVATION 1
1/16" = 1'-0"



3 BUILDING 2000/3000 SOUTH ELEVATION
1/16" = 1'-0"

ARCHITECTURAL ELEVATION EAST AND NORTH



4 BUILDING 1000 EAST ELEVATION
1/16" = 1'-0"



1 BUILDING 1000 NORTH ELEVATION
1/16" = 1'-0"

ARCHITECTURAL ELEVATION EAST AND NORTH



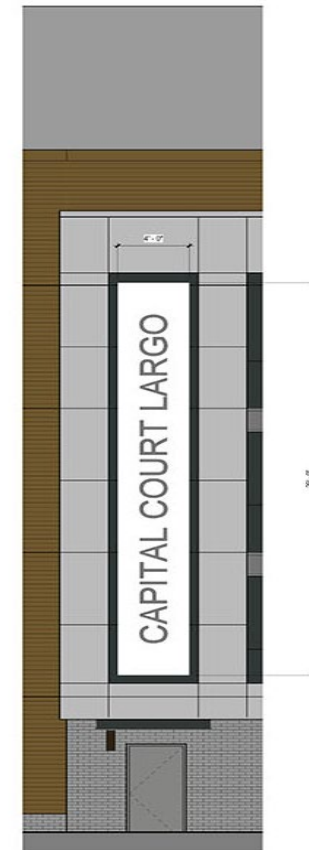
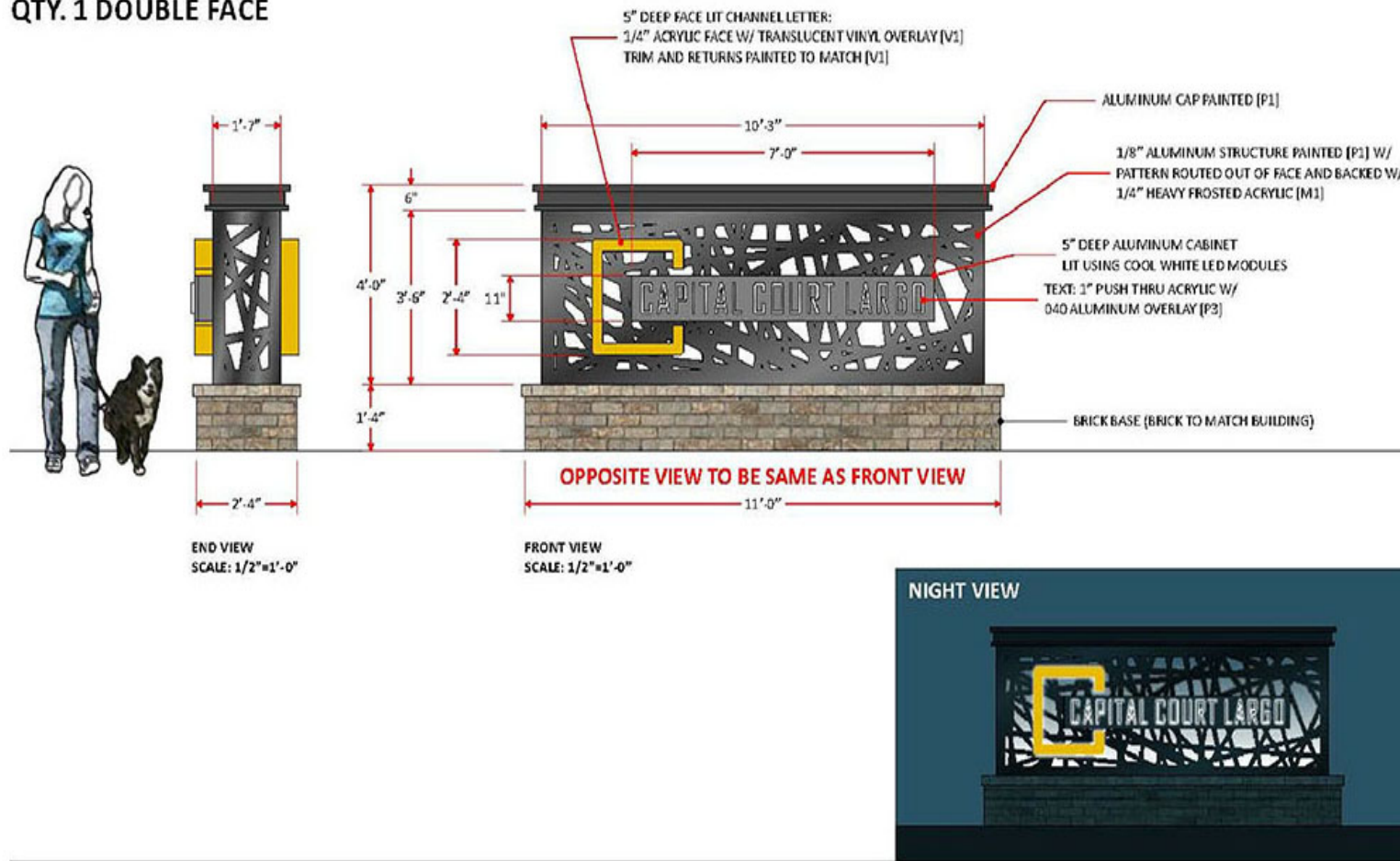
2 BUILDING 2000/3000 EAST ELEVATION
1/16" = 1'-0"



1 BUILDING 2000/3000 NORTH ELEVATION
1/16" = 1'-0"

SIGNAGE

QTY. 1 DOUBLE FACE



PROPOSED SIGNAGE - BUILDING 1000
1/4" = 1'-0"



PROPOSED SIGNAGE - BUILDING 2000
1/4" = 1'-0"



PGCPB No. 17-82

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco

File No. 4-16031

RESOLUTION

WHEREAS, Galaxy NC, LLC is the owner of a 36.42-acre parcel of land known as Parcel A, said property being in the 13th Election District of Prince George's County, Maryland, and being zoned Commercial Office (C-O); and

WHEREAS, on March 28, 2017, Galaxy NC, LLC filed an application for approval of a Preliminary Plan of Subdivision for 308 lots and 32 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-16031 for Capital Court, 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 June 15, 2017, 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 June 15, 2017, 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 I Tree Conservation Plan TCPI-003-2017, and APPROVED a Variance from Section 25-122(b)(1)(G), and further APPROVED Preliminary Plan of Subdivision 4-16031, including Variations to Section 24-128(b)(12) and Section 24-121(a)(4) for 308 lots and 32 parcels with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision (PPS), the applicant shall revise the PPS to:
 - a. Remove the proposed entrance signs from the plans.
 - b. Relocate the storm drain and easement off of Lot 271 and ensure that the proposed terminus of Albany Place does not interfere with the driveway access to Lot 271, or remove Lot 271.
 - c. Show a 10-foot-wide PUE along the proposed terminus of Capital Court and Prince Place.

- d. Create an additional parcel 50 feet wide, from the southern property line extending west from Prince Place to the western property line. The parcel shall be labeled with the next available alphabetic parcel designation and indicate the parcel is to be conveyed to the HOA or donated to M-NCPPC.
 - e. Provide a note stating that "all existing water, sewer and storm drain lines, easements and paving on the proposed lots are to be removed except for the existing storm drain easement that extends through Alley 9."
 - f. Remove the plat reference from the existing PUEs shown on the plan.
 - g. Revise and minimize the right-of-way line, sidewalk and PUE along the north side of Phoenix Drive to provide more usable space within proposed Parcel R.
 - h. Revise the plan to provide room for additional landscape buffering between the end of the pavement of Alleys 2 and 9 and the public utility easements along Capital Court, if feasible, by adjusting the lot lines of the units along the alleys or by reducing/eliminating the hammer-head terminus, if determined to be acceptable by the Transportation Planning Section.
 - i. Label all HOA parcels to be conveyed to the HOA instead of to be dedicated to the HOA.
 - j. Show a minimum of 22 feet of pavement for all private roads.
 - k. Submit a revised Phase I noise study demonstrating that the rear and front yard areas of Lots 139–145, 243–247, 302–308, 287, and 279 will not be affected by noise levels exceeding 65 dBA Leq.
2. Total development within the subject property shall be limited to uses which generate no more than 351 AM and 402 PM peak-hour trips. Any development generating an impact greater than that identified herein above shall require a new determination of the adequacy of transportation facilities.
 3. A substantial revision to the uses on the subject property that affects Subtitle 24 adequacy findings shall require the approval of a new preliminary plan of subdivision prior to the approval any building permits.
 4. Development of this site shall be in conformance with an approved Stormwater Management Concept Plan (60156-2016) or any subsequent revisions.
 5. At the time of a detailed site plan for the townhouse and multifamily developments (not including infrastructure), a Phase II noise report shall be submitted to demonstrate that the interior of all units can be mitigated to 45 dBA Ldn or less.

6. Prior to the issuance of building permits, provide a certification by a professional engineer with competency in acoustical analysis to be placed on the building permits stating that the shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less.
7. Prior to signature approval of the preliminary plan, the NRI shall be revised to be consistent with the TCP1 and Preliminary Plan, showing a revised floodplain boundary and associated primary management area (PMA) boundary.
8. Prior to signature approval of the Preliminary Plan, the TCP1 shall be revised as follows:
 - a. Correct the TCP1 number in the approval block and in the Planning Board resolution block.
 - b. Correct the TCP name on the forest conservation worksheet.
 - c. Remove all woodland conservation areas as credit that do not meet the minimum 50-foot width requirement, specifically the area between lots 74 and 75.
 - d. Remove all woodland conservation areas as credit on the existing WSSC easement, storm drain easement, and trail easement. These areas will be impacted periodically for maintenance and improvement and cannot be valued as woodland preservation. If any of these easements are proposed to be vacated, provide notations on the TCP1 and Preliminary Plan.
 - e. Remove areas of Landscape Credit where the width is less than 35 feet, noting that the WSSC easement may not overlap.
 - f. Remove areas of preservation, where the limits of disturbance extend into the existing woodland.
 - g. Revise the Specimen Tree Table on Sheet 1 of 6 to correct the transposed scientific and common name column headings.
 - h. Revise the PMA to follow the boundary of the floodplain on Sheet 5 of 6 and the stream buffer and floodplain on Sheet 6 of 6.
 - i. Add the owner's awareness certificate for all affected private property owners.
 - j. Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision(s).
 - k. Show the location of the noise barrier in accordance with the revised Phase I noise study required in Condition 1(k).

9. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-003-2017). The following note shall be placed on the Final Plat of Subdivision:

“Development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-003-2017), 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 Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department.”

10. At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated PMA except for any approved impacts and shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat:

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

11. Prior to signature approval of the TCP1, the TCP1 shall include the following note to the plan on the same plan sheet where the woodland conservation worksheet is provided:

“NOTE: A variance application to Section 25-122(b)(1)(G) was approved by the Planning Board in association with the approval of the preliminary plan of subdivision to allow removal of specimen trees ST-1 and ST-6.”

12. Prior to approval of the final plat, the applicant and the applicant’s heirs, successors, and/or assignees, shall demonstrate that a homeowners’ association (HOA) has been established. The draft covenants shall be submitted to the Subdivision Section to ensure the rights of M-NCPPC are protected. The liber and folio of the declaration of covenants shall be noted on the final plat prior to recordation.

13. Prior to approval of building permits, the applicant and the applicant’s heirs, successors, and/or assignees, shall submit evidence that the deed of conveyance has been submitted for recordation to Land Records to convey to the homeowners’ association (HOA) land as identified on the approved preliminary plan of subdivision. Land to be conveyed shall be subject to the following:

- a. A copy of the deed for the property to be conveyed shall be submitted to the Subdivision Review Section of the Development Review Division (DRD), Upper Marlboro prior to issuance of the 70th building permit.
 - b. All waste matter of any kind shall be removed from the property prior to conveyance, 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, soil filling, other than the placement of fill material associated with permitted grading operations 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 a HOA shall be in accordance with an approved detailed site 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 a HOA. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by DRD in accordance with the approved detailed site plan.
 - f. The Planning Board or its designee shall be satisfied that there are adequate provisions to assure retention and future maintenance of the property to be conveyed.
14. At the time of final plat, the applicant and the applicant's heirs, successors and/or assignees shall:
- a. Donate to M-NCPPC the 50-foot-wide parcel created pursuant to Condition 1(d) of this approval. An executed deed of conveyance shall be submitted and the existing 35-foot-wide trail easement (REP-201-66) shall be abandoned prior to plat approval or, a draft easement agreement for the existing 35-foot-wide trail easement shall be provided to the Subdivision and Zoning Section for review and approval by M-NCPPC, and be fully executed prior to final plat approval. The easement document shall set forth the rights, responsibilities, and liabilities of the M-NCPPC and the land owners (HOA). The Liber and folio of the recorded easement agreement shall be provided on the final plat prior to recordation.
 - b. Grant a 10-foot-wide public utility easement along all public and private rights-of-way as delineated on the approved preliminary plan of subdivision or as shown on an approved color-coded utility plan. The final plat shall note the Planning Board's approval of a variation to Section 24-128(b)(12) of the Subdivision Regulations for the location of public utility easements.

15. Prior to the approval of a final plat, the vacation of Prince Place and Capital Court shall have been approved in accordance with Section 24-112 of the Subdivision Regulations. The vacated areas shall be in substantial conformance with the approved preliminary plan of subdivision.

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

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.
2. **Background**—The subject property is located in the southeast quadrant of the intersection of the Capital Beltway (I-95/495) and Central Avenue (MD 214) and is currently known as 'Parcel A,' recorded among the Prince George's County Land Records on a plat titled "Metropolitan Baptist Church in Plat Book REP 201-66." The property contains an existing partially constructed church that is vacant and to be razed. The gross tract area of the property is 36.42 acres and is located in the C-O (Commercial-Office) Zone. This application includes 308 lots and 32 parcels for the construction of a townhouse and multifamily development. A detailed site plan (DSP) will be required for the development of this site in accordance with the requirements of the underlying zoning and proposed use as contained in Section 27-461(b)(6) of the Zoning Ordinance. Detailed Site Plan DSP-16041 for infrastructure for the townhouse portion of the development has been filed and is currently under review.

The lots in this application are to be accessed via a network of internal private streets and alleys. Section 24-128(b)(12) of the Subdivision Regulations requires that a 10-foot-wide public utility easement (PUE) be provided along one side of all private roads. A variation for the width and location of the PUEs is approved, as set forth herein.

The subject site has frontage on Central Avenue (MD 214) and Harry S Truman Drive, a master planned expressway and arterial roadway, respectively. Residential lots are required to be platted with a 150-foot lot depth when adjacent to an arterial roadway and a 300-foot lot depth when adjacent to a freeway or higher classification roadway in accordance with Section 24-121(a)(4) of the Subdivision Regulations. An expressway is not explicitly stated as part of the regulations but is a road classified between an arterial and a freeway in the hierarchical road system. As such, a 150-foot lot depth requirement has been applied along MD 214 for the subject site. A variation for 15 of the townhouse lots, which do not meet the required 150-foot lot depth, is approved as set forth herein.

A variance for the removal two specimen trees in accordance with Subtitle 25 is approved, as set forth herein.

3. **Setting**—The property is located on Tax Map 67, Grid E-3 and E-4 in Planning Area 73 and is zoned C-O. Development surrounding this site includes; MD 214 to the north; Harry S Truman Drive and Capital Court to the east; Prince Place, a school in the One-Family Detached Residential

(R-80) Zone and multifamily development in the Medium Density Multifamily (R-30) Zone to the south; and M-NCPPC-owned parkland in the Reserved Open Space (R-O-S) Zone to the west.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

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

	EXISTING	APPROVED
Zone	C-O	C-O
Use(s)	Church (vacant to be razed)	Multifamily Residential (260 units) Single-Family Attached (308 units)
Acreage	36.42 acres	36.42 acres
Lots	0	308
Outlots	0	0
Parcels	1	32
Dwelling Units:	0	568
Public Safety Mitigation	No	No
Variance	No	Yes
Variation(s)	No	Section 25-122(b)(1)(G) Yes Section 24-128(b)(12) Section 24-121(a)(4)

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee (SDRC) on April 7, 2017. The variations to Section 24-128(b)(12) and Section 24-121(a)(4) of the Subdivision Regulations were accepted on March 28, 2017 and heard at the SDRC meeting on April 7, 2017, as required by Section 24-113(b) of the Subdivision Regulations. The variance (Section-25-122(b)(1)(G)) was also accepted on March 28, 2017.

5. **Previous Approvals**—The site was subject to a previously approved PPS 4-86201, approved by the Prince George’s County Planning Board on January 29, 1987 (PGCPB Resolution No. 87-32), for 22 lots for commercial development. That PPS included a larger land area (58.96 acres) of which the subject property was included. The commercial lots were platted pursuant to PPS 4-86201, however, the commercial development did not occur, saving the development of Lot 1 (3.12 acres), which is not included in this PPS application and is developed with a library. The remaining lots for development were consolidated to form Parcel A, the subject site, as shown on the current record plat REP 210-66, which was approved on February 1, 2006.

A Detailed Site Plan DSP-04046 was approved by the Prince George's District Council on May 9, 2005 for the development of a church on Parcel A. The church was partially constructed and is now proposed to be razed in order to develop the property as approved herein. The applicant is not developing the subject site in accordance with the previous approvals and, therefore, the conditions of the previous approval will not apply. This PPS provides an adequacy analysis based only on the development herein. The applicant has filed a Detailed Site Plan DSP-16041 for infrastructure for the townhouse portion of this site, which is currently under review and scheduled to be heard at the Planning Board following this application.

6. **Community Planning**—The subject property is within the 2004 *Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas* (Sector Plan) boundary, which retained the subject property in the Commercial Office (C-O) Zone. The Sector Plan focuses on recommendations concerning the future land use and development character within the identified core areas, at and adjacent to the Morgan Boulevard and the Largo Town Center Metro Stations, and a section of Central Avenue near Hill Road and Shady Glen Drive. The Sectional Map Amendment (SMA) also contains Development District Overlay standards for the core areas which establish consistent design framework to ensure quality in future development. As a result, the Sector Plan is silent on development policy recommendations outside those identified focus areas, including the subject property. Therefore, the subject property does not have a land use designation or applicable development policy according to the Sector Plan.

The Plan Prince George's 2035 Approved General Plan designates the property in the Established Communities Growth Policy area. The vision for Established Communities is a context-sensitive infill and low to medium-density development. This application is consistent with the Established Communities Growth Policy in the General Plan.

On March 3, 2017, the District Council adopted Council Bill CB-4-2017, permitting certain residential development within the C-O (Commercial Office) Zone, under certain specified circumstances. The subject application meets those specified circumstances, which are further analyzed in the Urban Design Section below.

7. **Stormwater Management**—An approved Stormwater Management Concept plan (60156-2016) and approval letter were submitted with the subject application. The concept approval expires March 6, 2020. The approval requires use of the existing off-site SWM pond on Outlot A abutting to the west, infiltration, extended detention, and submerged gravel wetlands on-site. No further information pertaining to stormwater management is required. Development must be in accordance with the approved plan or as amended to ensure that development does not result in any on-site or downstream flooding.
8. **Parks and Recreation**—This PPS has been reviewed for conformance with the requirements of Subdivision Regulations as they pertain to parks and recreational facilities. The property is located within the 2004 *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard Largo Town Center Metro Areas* (Sector Plan). The PPS indicates that the ultimate development

will include 308 single-family townhouse units along with 260 multifamily units, with the residents being served by on-site recreational amenities including a community building. The approximate proposed density for the project is 16 units per acre, with a projected population increase of approximately 1,420 new residents. Per Section 24-134(a)(1) of the Subdivision Regulations, residential subdivisions of this density may be required to dedicate 15 percent of their land to M-NCPPC for public parks. In this case, the Mandatory Dedication requirement (Section 24-134) would require the dedication of 5.28 acres of land to the M-NCPPC for public parks.

The applicant has submitted information verifying that this application is a resubdivision of property from which land was previously donated to M-NCPPC and that donation fulfilled the requirement of the Mandatory Dedication of Parkland in accordance with Section 24-134(a)(3)(D) of the Subdivision Regulations. The Planning Board finds that the subject property has fulfilled the Mandatory Dedication requirements.

Outlot A (14.926 acres) was part of the previous PPS 4-86201 for Northampton Business Park, approved on January 29, 1987, which included the subject site. The conditions of approval for Preliminary Plan 4-86201 did not require the dedication of land to M-NCPPC for parks and only included commercial development. Subsequently, on November 20, 1989, Northampton Office Park Associates deeded Outlot A to M-NCPPC as a donation property. Section 24-134(a)(3)(D) of the Subdivision Regulations provides an exemption for the resubdivision of a property that had previously dedicated land or paid a fee-in-lieu. M-NCPPC accepted the property (Outlot A) and assembled additional properties to create the Southwest Branch Stream Valley Park and the Planning Board finds that a portion of Outlot A, which was donated in 1989, shall be credited for the Mandatory Dedication requirements for this application, pursuant to the Code.

Donated Outlot A consists of 14.926 acres, which is entirely within the 100-year floodplain and is encumbered with a 3.55-acre storm drain and stormwater management (SWM) easement which serves the subject property of this application. Since the land in Outlot A is within the 100-year floodplain, the land is not suitable for development as active recreation but could be used for the development of a recreational trail. For purposes of determining a credit for the Mandatory Dedication requirements, the portion of Outlot A that is encumbered by the SWM easement, which serves the proposed development has been deducted. The total credit for previously donated land is 11.4 acres (total lot area less the SWM easement area). Mandatory Dedication of Parkland has, therefore, been met by the previous donation of 11.4 acres of Parkland from Outlot A.

Current access to Outlot A (M-NCPPC) to the west is provided via a 35-foot-wide Public Use Trail Easement through the subject site, westward from Prince Place, approximately 25 feet from the southern boundary of the property (as shown on the record plat). The Department of Parks and Recreation (DPR) is currently in the planning phase of implementing a section of the Southwest Branch Stream Valley Master Planned Trail. Considerations for connecting and continuing this trail are difficult as it would need to cross over Capital Beltway (I-495) or Central Avenue (MD 214). DPR is considering a connection of the master planned trail to the Prince Place dedicated public right-of-way abutting the south. DPR is requesting that the developer donate the

portion of their property from the trail easement southward (approximate 50-foot-wide strip of land) in fee simple to M-NCPPC for the future implementation of the Southwest Branch Stream Valley Master Planned Trail, which will provide vehicular access to the trail for maintenance and inspection by M-NCPPC. Currently, the trail extension will be implemented within the existing public use trail easement which will be located on the private HOA land. DPR has approached the applicant to request a donation of the land on which the trail easement is located to provide for better control and maintenance of the future public trail connection to the public right-of-way (ROW) of Prince Place. This request is not a requirement of the approval of the PPS, and is unrelated to the findings of adequate mandatory dedication which have been previously met. If the applicant and DPR are able to come to an agreement, the boundary of the land to be donated should be reflected on the PPS prior to signature approval. If the land on which the easement exists is not donated, the applicant shall enter into a written easement document clearly setting forth the rights, responsibilities, and liabilities of M-NCPPC and the HOA (as future property owner), with the liber/folio reflected on the final plat prior to recordation. The reduction of the gross tract area of the site associated with the potential donation of land has no effect on density, which is being set by the DSP and would be adjusted prior to signature approval.

The mandatory dedication of parkland requirement (Section 24-134) has been fulfilled by the donation of Outlot A as described herein.

9. **Trails**—This PPS application was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the Sector Plan in order to implement planned trails, bikeways, and pedestrian improvements. The PPS is located at the end of Capital Court in Largo. The approximate corridor boundaries for Central Avenue shown on PGAtlas appear to indicate that the site is partially within the Central Avenue Corridor. However, the 2002 *Prince George's County Approved General Plan*, which set the boundaries for the designated corridors, indicates that the MD 214 corridor ends at the Capital Beltway, not to the east of it. While the boundary of the corridor extends for one-half mile to the north and south of the road, because the General Plan specified that the corridor ends at the Capital Beltway, it is concluded that the Central Avenue Corridor does not extend beyond the Beltway to include the subject site. This conclusion is based on Map 2 of the 2002 Approved General Plan. Because the site is not located in either a designated center or corridor, Preliminary Plan of Subdivision 4-16031 is not subject to the requirements of County Council CB-2-2012 (BPIS) or the "Transportation Review Guidelines, Part 2, 2013."

Three master plan trails are recommended in the vicinity of the subject site. The MPOT recommends on-road bike facilities along MD 214, designated bike lanes and continuous sidewalks along Harry S Truman Drive and the stream valley trail along Southwest Branch. Due to its proximity to the Beltway interchange, the site does not have access onto MD 214. However, the entire frontage of the subject site on MD 214 includes a wide-paved shoulder to accommodate bicycle traffic and Maryland State Highway Administration (SHA) has posted bicycle signage along the corridor. Harry S Truman Drive currently has standard sidewalks along the frontage of the subject site and designated bike lanes can be considered by the Department of Public Works and Transportation (DPW&T) at the time of road resurfacing or as part of the Complete Green

Street Project currently under consideration for the corridor. The Stream Valley Trail along Southwest Branch, while near the site, is beyond the limits of the subject application.

The Complete Streets element of the MPOT reinforces the need for sidewalk construction as frontage improvements are made by including the following policies:

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

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

The subject site includes six-foot-wide sidewalks along both sides of all internal (private) streets (excluding alleys) and five-foot-wide sidewalks within open space or HOA areas. Sidewalks exist along the subject site's frontage on Harry S Truman Drive, Capital Court and Capital Lane. However, the sidewalks along Capital Court and Capital Lane do not appear to meet current county specifications. Reconstruction of the sidewalks along Capital Court and Capital Lane are recommended, however, frontage improvements within the public right-of-way are subject to the approval of the Department of Permitting, Inspections and Enforcement (DPIE), and are not conditioned with this application.

As previously stated, the PPS reflects a 35-foot-wide Public Use Trail Easement that extends from the end of Prince Place to the dedicated parkland west of the subject site. This easement could accommodate future trail access to the Southwest Branch Stream Valley Trail, and Prince Place could ultimately serve as the northern terminus for this master plan trail, if determined appropriate by DPR.

10. **Transportation**—The property is located east of I-495, in the southwest quadrant of the intersection of MD 214 and Harry S Truman Drive and includes the development of 568 residential dwelling units.

Previous Approvals/Background

This property was part of a larger 58.96-acre parcel, which was the subject of a Preliminary Plan of Subdivision (PPS 4-86201) approved on January 29, 1987. Pursuant to information within the record for PPS 4-86201, it was determined that the development would generate a maximum of 1,255 AM peak-hour trips. This trip cap was not explicitly referenced in the resolution (PGCPB Resolution No. 87-82) for that PPS but was referenced in the Transportation Planning memorandum dated January 21, 1987 (Wilkinson to Dean) included in the record on which the transportation adequacy was based.

On February 17, 2005, a Detailed Site Plan (DSP-04046) for the subject property was approved by the Planning Board for the development of a church. Based on information provided with

DSP-04046 (PGCPB Resolution No. 05-49), it was determined that the total trip cap for the original PPS (58.96-acre parcel) was 1,255 AM and 1,161 PM peak-hour trips. The following represents an allocation of trips relative to the trip cap:

Application	Development Quantity	Status	AM Trip Generation	PM Trip Generation
Trip Cap per DSP-04046 (PGCPB Resolution No. 05-49)			1,255	1,161
DSP-88027	50,400 sq. ft. library	Built	53	357
PPS 4-16031	568 dwelling units	Proposed	351	402
Total trips allocated			404	759
Remaining Trip Cap Balance			851	402

The 568-unit residential development consisting of 308 townhouses and 260 garden and midrise apartments will collectively generate 351 AM and 402 PM peak-hour trips, as expressed in the table above. These rates were determined using the “Transportation Review Guidelines, Part 1, 2012.” The projected trip generation for this development, combined with the trip generation of the previous development within the original PPS 4-86201 will have a combined trip generation of 404 AM and 759 PM peak-hour trips. Consequently, the original trip cap of 1,255 AM and 1,161 PM peak-hour trips established by PPS 4-86201 has not been exceeded and, therefore, the Planning Board finds the development to be *de minimis* in accordance with the Transportation “Guidelines.”

Traffic Impact

While not required, in order to address the change of use, the applicant provided a Traffic Impact Study (TIS) dated July 2016. The traffic generated by the PPS will impact the following (critical) intersections:

- Central Avenue (MD 214) and I-95/I-495 NB Ramps
- Harry S Truman Drive and Largo Center Drive
- Harry S Truman Drive and EB MD 214 Off-Ramp
- Harry S Truman Drive and Capital Lane
- Harry S Truman Drive and Prince Place
- Harry S Truman Drive and Campus Way South

All of the intersections deemed critical are projected to operate within the transportation adequacy thresholds. The findings and recommendations outlined below are based upon a review of the materials and analyses, consistent with the “Guidelines.”

The subject property is located within the Transportation Service Area (TSA) 2, as defined in the *Plan Prince George’s 2035 Approved General Plan*. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level-of-service (LOS) 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. A three-part process is employed for two-way stop-controlled intersections: (a) vehicle delay is computed in all movements using *The Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (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. Once the CLV exceeds 1,150 for either type of intersection, this is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

The applicant has provided a Traffic Impact Study (TIS) dated July 2016. Using data from this revised TIS, the following results were determined:

EXISTING CONDITIONS		
Intersection	AM	PM
	(LOS/CLV)	(LOS/CLV)
Central Avenue (MD 214) and I-95/I-495 NB Ramps	C/1258	C/1,178
Harry S Truman Drive and Largo Center Drive	A/696	C/1159
Harry S Truman Drive and EB MD 214 Off-Ramp	A/687	A/636
Harry S Truman Drive and Capital Lane *	20.3 seconds	>50 seconds
Harry S Truman Drive and Prince Place *	37.0 seconds	>50 seconds
Harry S Truman Drive and Campus Way South	A/717	A/761
* Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable. If delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using the <i>Highway Capacity Manual</i> (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed. If the CLV falls below 1,150 for either type of intersection, this is deemed to be an acceptable operating condition.		

In evaluating the effect of background traffic, an average growth of one percent for six years was applied to the through traffic volumes. Since the property is an approved PPS with a vested trip cap, no background development was included in the analyses. The results under the background scenario are as follows:

BACKGROUND CONDITIONS		
Intersection	AM	PM
	(LOS/CLV)	(LOS/CLV)
Central Avenue (MD 214) and I-95/I-495 NB Ramps	D/1336	C/1250
Harry S Truman Drive and Largo Center Drive	A/739	C/1230
Harry S Truman Drive and EB MD 214 Off-Ramp	A/728	A/676
Harry S Truman Drive and Capital Lane	22.6 seconds	>50 seconds
Harry S Truman Drive and Prince Place	48.3 seconds	>50 seconds
Harry S Truman Drive and Campus Way South	A/759	A/808

Regarding the total traffic scenario, the TIS applied trip generation rates for multifamily residential based on trip rates from the "Transportation Review Guidelines, Part 1, 2012." Based on 572 proposed dwelling units used in the TIS, the new trips were computed as 354 (70 in, 284 out) AM peak trips, and 405 (263 in, 142 out) PM peak trips. The study assumed a trip distribution of 25 percent to/from the south of Harry S Truman Drive, and 75 percent to the north of Harry S Truman Drive. A third analysis (total traffic) revealed the following results:

TOTAL CONDITIONS		
Intersection	AM	PM
	(LOS/CLV)	(LOS/CLV)
Central Avenue (MD 214) and I-95/I-495 NB Ramps	D/1346	C/1260
Harry S Truman Drive and Largo Center Drive	A/830	D/1309
Harry S Truman Drive and EB MD 214 Off-Ramp	A/872	A/792
Harry S Truman Drive and Capital Lane	>50 seconds (871) *	>50 seconds (941) *
Harry S Truman Drive and Prince Place	>50 seconds (732) *	>50 seconds (749) *
Harry S Truman Drive and Campus Way South	A/779	A/815

* Unsignalized intersections results show the CLV's (xxx) based on a two-part evaluation pursuant to the "Guidelines." A maximum CLV of 1150 is deemed acceptable.

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

Master Plan, Right-of-Way Dedication

The property is located in an area where the development policies are governed by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), as well as the approved Sector Plan. The MPOT recommends Harry S Truman Drive be upgraded to an arterial road (A-38), with four- to six lanes within a right-of-way of 120 feet wide. Harry S Truman Drive is currently built to its master planned cross section, and therefore no further dedication is required. The other three frontage streets; Capital Lane, Prince Place, and Capital Court will also not require additional dedication.

Vacation (Section 24-112)

The project includes access and circulation via a network of private streets and alleys. The development includes the vacation of part of the public right-of-way of Capital Court, which is

shown to terminate at the intersection of Capital Court and Capital Lane, and part of the cul-de-sac at the terminus of Prince Place (public), which is shown to terminate in a T-turnaround. In order to develop the site as shown, the vacation process will need to be completed in accordance with Section 24-112 of the Subdivision Regulations, prior to approval of the final plats for the approved lots. The PPS was referred to DPW&T, however no comments were returned regarding the vacation of part of Capital Court and Prince Place. Consent from DPW&T will be required for the vacation of these roadways in accordance with Section 24-112 of the Subdivision Regulations. If DPW&T objects to the vacation of the roadways, there may be a substantial impact to the lotting pattern proposed with this PPS application and the pending DSP, which could result in the loss of lots or the need to redesign the project. Approval of the PPS is predicated upon the consent of DPW&T for the vacation of the rights-of-way, as shown. The vacation has been analyzed as part of the review of this PPS and a minor vacation petition may be approved with the concurrence of the operating agency. The approval of a petition to vacate the roadways will be required prior to the approval of the first final plat for this subdivision in accordance with Section 24-112 of the Subdivision Regulations.

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 its impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and CR-23-2003 and concluded the following:

**Impact on Affected Public School Clusters
 Multifamily Units**

Affected School Clusters #	Elementary School Cluster 4	Middle School Cluster 4	High School Cluster 4
Dwelling Units	260 DU	260 DU	260 DU
Pupil Yield Factor	0.119	0.054	0.074
Subdivision Enrollment	31	14	19
Actual Enrollment	11,626	4,454	8,008
Total Enrollment	11,657	4,468	8,027
State Rated Capacity	14,216	5,518	9,389
Percent Capacity	82%	81%	85%

Attached Single-Family Units

Affected School Clusters #	Elementary School Cluster 4	Middle School Cluster 4	High School Cluster 4
Dwelling Units	308 DU	308 DU	310 DU
Pupil Yield Factor	0.145	0.076	0.108
Subdivision Enrollment	45	24	33
Actual Enrollment	11,626	4,454	8,008
Total Enrollment	11,671	4,478	8,041
State Rated Capacity	14,216	5,518	9,389
Percent Capacity	82%	81%	86%

County Council Bill CB-31-2003 established a school facilities surcharge in the amounts of \$7,000 per dwelling if a building is located between I-495 and the District of Columbia; \$7,000 per dwelling, if the building is included within a basic plan or conceptual site plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority (WMATA); or \$12,000 per dwelling for all other buildings. County Council Bill CB-31-2003 allows for these surcharges to be adjusted for inflation and the current amounts are \$9,017 and \$ 15,458 to be paid at the time of issuance of each building permit to Prince George’s County.

In 2013, Maryland House Bill 1433 reduced the school facilities surcharge by 50 percent for multifamily housing constructed within an approved transit district overlay zone; or where there is no approved transit district overlay zone within a one-quarter mile of a metro station; or within the Bowie State MARC Station Community Center Designation Area, as defined in the 2010 *Approved Bowie State Marc Station Sector Plan and Sectional Map Amendment*. The bill also established an exemption for studio or efficiency apartments that are located within the county urban centers and corridors as defined in Section 27A-106 of the County Code; within an approved transit district overlay zone; or where there is no approved transit district overlay zone then within a one-quarter mile of a metro station. This act is in effect from October 1, 2013 through September 30, 2018. The school facilities surcharge may be used for the construction of additional or expanded school facilities and renovations to existing school buildings or other systemic changes.

12. **Fire and Rescue**—This PPS has been reviewed for adequacy of fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(C) and (E) of the Subdivision Regulations.

Section 24-122.01(e)(1)(E) states that “A statement by the Fire Chief that the response time for the first due station in the vicinity of the property proposed for subdivision is a maximum of seven (7) minutes travel time. The Fire Chief shall submit monthly reports chronicling actual response times for calls for service during the preceding month.”

The project is served by Kentland Fire/EMS, Company 846, a first due response station (a maximum of seven (7) minutes travel time), which is located at 10400 Campus Way South.

“In the Fire/EMS Department’s Statement of Adequate Apparatus, as of July 15, 2016, the Department states they have developed an apparatus replacement program to meet all the service delivery needs of the County.”

Capital Improvement Program (CIP)

The Prince George’s County FY 2017-2022 Approved CIP provides funding to complete a major renovation of the existing station constructed in 1970.

13. **Police Facilities**—The subject property is in Police District II, Bowie. The response time standard is ten minutes for emergency calls and 25 minutes for nonemergency calls. The times are based on a rolling average for the preceding 12 months. This PPS was accepted for processing by the Planning Department on March 28, 2017.

Based on the most recent available information provided by the Police Department, as of December 2015, the police response time standards of 10 minutes for emergency calls and the 25 minutes for nonemergency calls were met.

14. **Water and Sewer**—Section 24-122.01(b)(1) states that “the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for preliminary or final plat approval.”

The 2008 *Water and Sewer Plan* placed this property in Water and Sewer Categories 3, Community System. The property is within Tier 1 under the Sustainable Growth Act and will therefore, be served by public systems.

15. **Use Conversion**—The total development included in this PPS is 308-single-family attached residential units and 260-multifamily residential units in the C-O Zone. If a substantial revision to the mix of uses on the subject property is proposed that affects Subtitle 24 adequacy findings as set forth in the resolution of approval and reflected on the PPS plan, that revision of the mix of uses shall require approval of a new PPS prior to approval of any building permits.
16. **Public Utility Easement (PUE)**—In accordance with Section 24-122(a) of the Subdivision Regulations, when utility easements are required by a public company, the subdivider should 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 PUEs is ten feet wide along all both sides of all public rights-of-way, which has been provided along property's frontage on MD 214, Harry S Truman Drive, Capital Court, Capital Lane and Prince Place. This subdivision provides internal circulation through a network of private streets and alleys. Section 24-128(b)(12) of the Subdivision Regulations requires that 10-foot-wide PUEs be provided along one side of all private streets. A 10-foot-wide PUE is provided along all the private streets, some of which are located in HOA spaces and within the private street rather than abutting the private street in order to best serve the lots. A variation to Section 24-128(b)(12) to provide an alternate location for PUE is approved, as set forth herein.

17. **Variation**—Section 24-128(b)(12) of the Subdivision Regulations requires the following:

Section. 24-128. - Private roads and easements.

- (b) **The Planning Board may approve preliminary plans of development containing private roads, rights-of-way, alleys, and/or easements under the following conditions:**

- (12) **Private roads provided for by this Subsection shall have a public utility easement contiguous to the right-of-way. Said easement shall be at least ten (10) feet in width, and shall be adjacent to either right-of-way line.**

The subject site includes a network of five private streets, four of which extend from the property's frontage along Capital Court, Capital Lane and Prince Place along the eastern portion of the site and one private street along the western portion of the site. A 10-foot-wide PUE has been provided along a minimum of one side of all private streets within the development. However, along Capital Court within the site, a 40-foot-wide HOA open space is provided along the lots fronting on Capital Court. The PUE has been offset approximately 20 feet from the private street in this location and provided closer to the lot frontages within the open space. A portion of the 10-foot PUE along Albany Place, along Lots 165 and 166, has been located within the private street. Additional PUEs have been provided throughout the site, generally along both sides of the private streets and along the alleys, which far exceed the requirements of Section 24-128(b)(12) of the Subdivision Regulations. The location of the PUEs, as shown, allows for greater flexibility in the location of utilities which will best serve the lots.

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

Section 24-113 Variations

- (a) **Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision**

Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle and Section 9-206 of the Environment Article; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon the evidence presented to it in each specific case that:

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

The alternative location of the PUEs is shown along a portion of approximately 200 feet of Capital Court and Albany Place. The PUEs will provide dry utility connections to the lots within the subject site and are supplemented by the location of PUEs along opposite sides of the private streets and within the alleys. Therefore, the granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to any other property.

- (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;**

Lots are generally designed to front on public or private streets. However, a 40-foot-wide green boulevard has been provided along Capital Court (private street) within the subject site. Therefore, the PUE has been set back from the private street to provide the utility connections closer to the lots, a condition which is unique to this property.

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

The variation to Section 24-122(a) is unique to the Subdivision Regulations and under the sole authority of the Planning Board.

This PPS and variation for the location of PUEs were referred to the Potomac Power and Electric Company (PEPCO), Washington Suburban Sanitary Commission (WSSC), Verizon and Comcast. WSSC will be provided a separate 30-foot-wide easement within the private streets per their standard requirement. A response from PEPCO, Verizon, and Comcast was not received. The applicant has submitted a utility location plan with this application which is consistent with the submitted PPS. The final plat will reflect the approved location of the PUEs.

- (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 physical conditions of the site are such that the site is oddly shaped, having a curved shaped along the abutting parkland to the west. The site is adjacent to I-495 to the west and abutting an expressway to the north, resulting in limited access for the site. The proposed layout provides maximum density for a site that is within one mile of Largo Town Center Metro Station. The adjustment for location of the PUEs is minimal and specific to only two locations within the site. Requiring the strict location for a 10-foot-wide PUE along the private streets would restrict the developable area and lessen the achievable density, resulting in a particular difficulty to the owner.

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

The subject property is zoned C-O; therefore, this provision does not apply.

The Planning Board finds that the site is unique to the surrounding properties and the variation is supported by the required findings. The approval of the variation does not have the effect of nullifying the intent and purpose of the Subdivision Regulations, which in part is to encourage creative residential subdivision design that accomplishes the purpose of the Subdivision Regulations in a more efficient manner.

Therefore, the Planning Board **approves** the variation to Section 24-128(b)(12) of the Subdivision Regulations for the location of PUEs along the private streets, as shown.

18. **Historic**—The subject property was previously developed with a church and associated parking lots. Most of the property was extensively graded for the construction of the church and has been extensively disturbed. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. This development will not impact any historic sites, historic resources or known archeological sites.

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

Development Review Case	Associated Tree Conservation Plan	Authority	Status	Action Date	Resolution Number
4-86201	NA	Planning Board	Approved	1/29/1987	87-32
DSP-04046	TCP2-159-04	Planning Board	Approved	02/17/2005	05-49
4-16031	TCP1-003-2017	Planning Board	Pending	Pending	Pending
DSP-16041	TCP2-159-04-01	Planning Board	Pending	Pending	Pending

A Natural Resources Inventory, NRI-194-2016, was approved and signed on November 17, 2016.

Proposed Activity

The current application is to subdivide Parcel A for the development of 308 townhomes and 260 multifamily units for a total of 568 dwelling units.

Grandfathering

This project is not grandfathered with respect to the environmental regulations contained in Subtitle 24 that came into effect on September 1, 2010 because the application is for a new preliminary plan. This project is subject to the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO) and the Environmental Technical Manual.

Site Description

This 36.42-acre site is located on the southeast corner of Capital Beltway Outer Loop (I-495/95) and Central Avenue (MD 214) with frontage to the east on Harry S Truman Parkway. A review of available information indicates that there are no streams located on the property, however, the site does contain 100-year floodplain and 15-percent slopes. The site is within the Patuxent River watershed and drains toward the Southwest Branch, to the south. Nontidal wetlands are mapped on this property. The Sensitive Species Project Review Area (SSPRA) map received from the Maryland Department of Natural Resources Natural Heritage Program shows no rare, threatened, or endangered species found to occur on, or near this property, however, potential Forest Interior Dwelling Species (FIDS) habitat are mapped on-site. The approved Resource Conservation Plan shows that the majority of the property falls within the Evaluation Area with portions located within the Regulation Area, associated with the ephemeral streambeds and the existing storm water management pond on the adjacent, M–NCPPC-owned property and off-site streams. The predominant soils found to occur, according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include the Adelphi-Holmdel-Urban land complex (0-5 percent slopes), Collington-Wist-Urban land complex (0-5 percent slopes), and Croom-Urban land complex (5-15 percent slopes). Based on available information, Marlboro clay is not found to occur in the vicinity of this property, nor are Christiana complexes.

Plan Prince George’s 2035 Approved General Plan (2014)

The site is located within the Environmental Strategy Area 2 of the Regulated Environmental Protection Areas Map as designated by the General Plan.

Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas (May 2004)

In the 2004 *Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Metro Areas*, the Environmental Infrastructure section contains a goal and recommendations. The recommendations provided in the plan have been addressed in the most current environmental regulations and policies. Conformance with these regulations and policies, which include the current requirements for woodland conservation and stormwater management, are addressed in the Environmental Review section below.

2017 Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan

The 2017 *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* shows that most of the property falls within the Evaluation Area with portions located within the Regulation Area, associated with the ephemeral streambeds and the existing stormwater management pond on the adjacent, M-NCPPC-owned property as well as off-site streams. The conceptual design as reflected on the Type 1 tree conservation plan (TCP1) is in keeping with the goals of the Resource Conservation Plan and focuses development outside of the most sensitive areas of the site.

Environmental Review

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

Natural Resources Inventory/Existing Conditions

The Natural Resources Inventory, NRI-194-2016, was approved and signed on November 17, 2016. The regulated environmental features onsite include nontidal wetlands, floodplain and specimen trees. The TCP1 and the Preliminary Plan are not consistent with the information shown on the NRI. Floodplain limits and the associated Primary Management Area (PMA) are shown differently on the NRI. The applicant's consultant disclosed during a meeting subsequent to the preliminary plan submittal, that since the time of the NRI approval, updated floodplain information was provided to the consultant offering a revised location of the boundary. The NRI shall be revised to be consistent with the TCP1 and Preliminary Plan, showing a revised floodplain boundary and associated PMA boundary.

Woodland Conservation and Tree Preservation

This property is subject to the provisions of the applicable Prince George's County Woodland Conservation and Tree Preservation Ordinance because the property is greater than 40,000 square feet and contains more than 10,000 square feet of existing woodland. A companion Type 1 Tree Conservation Plan, TCP1-003-2017, has been submitted for review.

The 36.42-acre site contains 12.49 acres of existing woodland on the net tract and 0.18-acre of woodland within the 100-year floodplain. The site has a Woodland Conservation Threshold (WCT) of 5.43 acres, or 15 percent of the net tract, as tabulated. The TCP1 shows a total woodland conservation requirement of 9.74 acres. The TCP1 proposes to meet this requirement by providing 2.09 acres of on-site woodland preservation, 0.89-acre reforestation, 0.80-acre landscape credits, and the remaining 5.96 acres in off-site woodland conservation credits.

The tree conservation plan has been reviewed and requires technical revisions to be in conformance with the applicable Woodland and Wildlife Habitat Conservation Ordinance (WCO), which have been incorporated as conditions of approval for this application.

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.”

Effective October 1, 2009, the State Forest Conservation Act was amended to include a requirement for a variance if a specimen, champion, or historic tree is proposed to be removed. This state requirement was incorporated in the adopted County Code effective on September 1, 2010.

The specimen tree table on the NRI identified two on-site specimen trees, ST-1 and ST-6, and one off-site specimen tree, ST-2. The plan shows the two on-site trees are within the limits of disturbance and designated to be removed.

Subtitle 25 Variance Request

A Subtitle 25 variance application, a statement of justification in support of a variance, and a tree removal plan were received for review on March 28, 2017.

Section 25-119(d)(1) of the WCO contains six required findings to be made before a variance can be granted. The Letter of Justification submitted seeks to address the required findings for the two specimen trees together; however, details specific to individual trees have also been provided in the following chart.

Specimen Tree Schedule Summary

St #	Size (DBH)	Species	Condition	Disposition	Reason for Removal
ST-1	37”	Chestnut Oak	Good	Remove	Central Area Location
ST-2	35”	Red Maple	Good	Save	Off-site
ST-6	30”	Hickory sp.	Dead	Remove	Central Area Location

A variance from Section 25-122(b)(1)(G) is approved for the clearing of the two specimen trees on-site. This variance is to the WCO, which requires under Section 25-122 of the Prince George's County Zoning Ordinance, 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 Variance Application form requires a Statement of Justification 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.

A significant amount of roadway infrastructure surrounds the project site, making this an infill site. ST-1 is centrally located on the property and near one of the main entrance roads proposed with this subdivision (shown as Phoenix Drive on the preliminary plan). The removal of ST-1 is necessary to provide an efficient use of the land for dwellings along a main entrance to the site. Failing to grant the variance would leave the applicant with an area of vacant land along a main corridor into the community. ST-6 is dead and will be removed because it presents a potential hazard to public health from falling tree limbs, and damage to personal property.

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

Given that this project is an infill site surrounded by existing road and utility infrastructure, the removal of ST-1 is necessary to provide an efficient use of the land for dwellings along a main entrance to the site. Failing to grant the variance would leave the applicant with an area of vacant land along a main corridor, ST-6 is dead and will be removed because it presents a potential hazard to public health from falling tree limbs, and damage to personal property.

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

Granting the variance will not confer a special privilege on the applicant because the specimen trees are central on the property and removal is necessary to efficiently and safely develop the property.

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

This variance request is based on the nature of the existing site, distribution of the subject trees, and the existing infrastructure surrounding the site. This variance request is not based on conditions or circumstances which are the result of actions by the applicant.

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

This variance request is based on the nature of the existing site, distribution of the subject trees, and the existing infrastructure surrounding the site. This variance request is not based a condition relating to land or a building use on a neighboring property.

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

Some stormwater management will be provided on-site through the integration of Environmental Site Design and the removal or retrofit of incomplete sediment control devices contained on and adjacent to the site. The developer has obtained a Stormwater Management Concept Approval, 60156-2016-00. The approval was issued on March 6, 2017 from the Department of Permitting, Inspections and Enforcement (DPIE).

The required findings of Section 25-119(d)(1) have been addressed by the applicant. The Planning Board **approves** the removal of specimen trees ST-1 and ST-6.

Preservation of Regulated Environmental Features/Primary Management Area

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

The site contains regulated environmental features. According to the TCPI, impacts to the PMA are shown for a sanitary sewer connection within the stream buffer. A statement of justification has been received for the impacts to the PMA, stream buffer, and non-tidal wetlands.

Statement of Justification

The Statement of Justification includes impacts to two isolated nontidal wetlands and the associated buffer, totaling approximately 3,690 square feet (0.08 acre) and 12,790 square feet (0.29 acre), respectively. Through examination of the TCP1, an impact to the PMA/stream buffer is also shown, totaling approximately 400 square feet. On May 11, 2017, the applicant submitted a revised Statement of Justification to include the impact to the PMA.

Analysis of Impacts

Based on the revised statement of justification, the application includes a total of three impacts described below:

Impact 1 and 2: Nontidal wetlands and buffer

The on-site wetlands are located toward the center of the property near the intersection of two major roads within the community. Disturbance of these wetlands is unavoidable and needed to provide road infrastructure improvements, dwelling lots and a central community parcel. Field studies have determined wetland hydrology for the isolated wetlands is driven by impervious runoff from the unfinished church parking lot. The isolated wetlands provide little to no habitat, wetland function or value. The project development will redirect impervious runoff from the area of the isolated wetlands and into best management practices, contributing to water quality improvements within the watershed.

Impact 3: PMA Impact for Sanitary Sewer Connection

The temporary impact of approximately 400 square feet results from utilizing the only feasible approach in providing a connection to the existing sanitary sewer service to the property. The sanitary sewer connections are designed to minimize PMA impacts to the extent possible.

For the foregoing reasons, the Planning Board **approves** PMA Impacts 1–3.

Based on the level of design information currently available, the limits of disturbance shown on the TCP1 and the impact exhibits, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible.

20. **Noise**—There are noise impacts associated with the property from I-495/95, MD 214, and Harry S Truman Drive, which are located west, north, and east of the site respectively.

A Phase I noise analysis dated April 26, 2017 was prepared by Phoenix Noise & Vibration, LLC. The analysis considered roadway noise based on site sampling and computer modeling, generated from the sampling of three locations near the adjacent noise generating roadways. The noise analysis addressed outdoor noise, considered mitigation provided through the location of an eight-foot-tall double sided wooden fence atop a six-foot earthen berm along MD 214, and considered mitigation in the form of shielding from proposed buildings based on a preliminary site design. The noise measurement results indicate that the site will be subject to noise levels above 65 dBA Ldn at the ground level and upper level.

All outdoor activity areas within the site are shown to be mitigated to noise levels below 65 dBA Leq at the ground level by the berm and fencing along MD 214 and shielding from the proposed buildings, except for Lots 139–145, 243–247, 302–308, 287 and 279. The buildings on these lots assist in noise attenuation but may have yard or deck areas which exceed 65 dBA Leq. The Leq measurement is a daytime average measurement (7 AM–10 PM) used to demonstrate the noise measurement when outdoor activity areas are most likely occupied and is an acceptable standard. The Ldn measurement is the average noise measurement for a 24-hour period, taking night noise in to account, and is more suitable for demonstrating mitigation for interior areas which are occupied at all hours. Upper level noise impacts are shown to affect most of the site and can only be mitigated by building materials, therefore appropriate building materials should be selected that will mitigate interior noise levels to 45 dBA Ldn or less. Architectural materials have not been submitted with this application or evaluated with the noise analysis that was provided. The lotting pattern approved in the PPS for the townhouse development will provide the necessary shielding for most ground level outdoor noise areas as demonstrated by the submitted noise analysis, however, a Phase 2 noise report and additional mitigation, if necessary, is required at the time of DSP to ensure all areas are attenuated.

The 2017 report is based on the current proposed layout of the townhouse and multifamily buildings. However, a Phase 2 noise report must be provided at time of DSP for all development to determine what, if any, mitigation is required to ensure that interior noise is mitigated to 45 dBA Ldn or less and that all outdoor activity areas are mitigated to 65 dBA Leq or less. All multifamily buildings and affected townhouse dwelling units must have acoustical certification at time of permit.

21. **Variation (Section 24-121(a)(4))**—Section 24-121(a)(4) of the Subdivision Regulations provides the following criteria for lots abutting specific rights-of-way:

- (4) Residential lots adjacent to existing or planned roadways of arterial classification shall be platted with a minimum depth of one hundred and fifty (150) feet. Residential lots adjacent to an existing or planned roadway of freeway or higher classification, or an existing or planned transit right-of-way, shall be platted with a depth of three hundred (300) feet. Adequate protection and screening from traffic nuisances shall be provided by earthen berms, plant materials, fencing, and/or the establishment of a building restriction line, when appropriate.**

The subject site has frontage on MD 214 and Harry S Truman Drive, a master-planned expressway and arterial roadway, respectively. Residential lots are required to be platted with 150-foot lot depth when adjacent to an arterial roadway and a 300-foot lot depth when adjacent to a freeway or higher classification roadway in accordance with Section 24-121(a)(4) of the Subdivision Regulations. The required 150-foot lot depth from Harry S Truman Drive has been provided. An expressway is not explicitly stated as part of the regulations but is a road classified between an arterial and a freeway in the hierarchical road system. As such, a 150-foot lot depth requirement has been applied along MD 214

for the subject site. The lot depth requirement is for the purpose of providing adequate protection from traffic nuisances such as noise, views, and particulate matter. A variation for 15 of the townhouse lots, which do not meet the required 150-foot lot depth, is approved as set forth herein. Section 24-113(a) of the Subdivision Regulations sets forth the required findings for approval of variation requests as follows:

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

Approval of the applicant's request does not have the effect of nullifying the intent and purpose of the Subdivision Regulations. In fact, strict compliance with the requirements of Section 24-121 could result in practical difficulties to the applicant that could further result in the applicant not being able to develop this property for its intended purpose.

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

As previously discussed in the Noise Finding, ground-level noise impacts are to be mitigated, however, some of the private yard on deck areas may be affected. Conditions pertaining to outdoor mitigation and the structural design of the townhomes and multifamily units for the interior mitigation of noise at the time of DSP are included as part of this PPS approval. Notification to potential purchasers and tenants by the placement of notes of the final plats of the potential noise impacts are also conditioned. The health, safety, and welfare of the residents is addressed.

- (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;**

This property is surrounded by roadways on three sides which are subject to specific lot-depth requirements (I-495/95, MD 214, and Harry S Truman Drive). Moreover, the property is zoned C-O, with legislation to allow the residential development. This condition is unique to the property and not generally applicable to other properties.

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

Conditions of approval are included which require; certification by a professional engineer with competency in acoustical analysis be placed on the building permits stating that building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less, prior to the issuance of building permits; and notes to be placed on the final plat indicating that the property is subject to noise and impacts from the roadways. Therefore, approval of this variation will not constitute a violation of any other applicable law, ordinance, or regulation.

- (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 strict letter of these regulations is carried out;**

Adherence to the requirements of Section 24-121(a)(4) of the Subdivision Regulations, in this case, would result in the loss of 15 townhouse lots which complete the lotting pattern oriented closest to MD 214. The lots occur at intermittent locations along this boundary and loss of the lots would result in an inconsistent lotting pattern. This would result in a particular hardship to the applicant as they would have to redesign the site and be incapable of developing the property to its full potential.

- (5) **In the R-30, R-30c, R-18, R-18c, R-10, R-10, and R-H zones, where multi-family 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 not located in any of the listed zones. Therefore, this finding does not apply.

Based on the preceding findings, the Planning Board **approves** the variation to Section 24-121(a)(4) for Lots 100-104, 126-128, 137-138 and 243-247 that do not meet the 150-foot lot depth.

22. **Urban Design**—This case is being processed concurrently with Detailed Site Plan DSP-16041 for grading and infrastructure associated with the townhouse portion of the PPS. The following comments are offered with respect to the Urban Design review:

Conformance with the Requirements of the Zoning Ordinance

The application is subject to the requirements of Section 27-461, Uses Permitted, of the Zoning Ordinance. The proposed townhouses and multifamily units are permitted in the C-O Zone pursuant to Footnote 65, which states the following:

Provided:

- (A) **The residential component of Townhouses, Two Family Dwelling Units and Multifamily dwelling units shall be located on a lot(s) or parcel(s) of less than forty (40) acres in size;**
- (B) **The property is located at the intersection between: a roadway with a functional transportation classification of arterial; an expressway; and the Capital Beltway (I-495);**
- (C) **A boundary of the property is located within three-quarters (3/4) of a mile from a metro station, and does not include property within the boundaries of a sector plan originally approved after January 1, 2013;**
- (D) **A Detailed Site Plan shall be approved in accordance with Part 3, Division 9, of this Subtitle.**
- (E) **Regulations concerning lot size, coverage, frontage, setbacks, density, bedroom percentages, and other requirements applicable to multifamily, two-family and townhouse dwellings shall not apply. These dimensional (bulk) requirements shall be those approved by the Planning Board (or District Council after review) in the Detailed Site Plan. However, those standards shall include a minimum lot size of 1,200 square feet;**
- (F) **The Detailed Site Plan shall include an architectural review in order to ensure the compatibility of the development with the existing neighborhood. Bike and pedestrian connections to mass transit stations, roadways, parks, and other public facilities, as established by Section 24-124.01 of this Code, shall be evaluated as part of the detailed site plan review and approval; and**
- (G) **The site plan shall include a community facility of two (2) floors with separate access for each floor. The Detailed Site Plan may include any additional standards or requirements for inclusion at the time by the Prince George's County Planning Board or District Council.**

The subject property qualifies for this Footnote as it is less than 40 acres; is located at the intersection between Central Avenue, a roadway with a functional transportation classification of expressway and the Capital Beltway; and is located within three-quarters of a mile from the Largo Town Center Metro Station, and is not within the boundaries of a sector plan originally approved after January 1, 2013.

Detailed site plan (DSP) review is required for the subject proposal. The DSP shall be approved prior to final plat and will set development standards related to lot coverage and green area, lot/width frontage, yards, building height, distance between unattached townhouses, as well as density. The PPS, as submitted, does include a minimum lot size of 1,200 square feet, which is acceptable. The requirements of the C-O Zone do not apply. However, design requirements in the R-T (Townhouse) Zone have been used as guidance in reviewing this plan.

Conformance with the 2010 Prince George's County Landscape Manual

Per Section 27-450 of the Zoning Ordinance, landscaping, screening, and buffering of all development in the Commercial Zones shall be provided pursuant to the provisions of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Conformance with the requirements of the Landscape Manual is evaluated with the PPS to ensure that the spatial relationships of the layout may accommodate conformance. The following discussion of the relevant provisions of the Landscape Manual is provided for informational purposes.

- a. **Section 4.1, Residential Requirements**—Requires a certain number of plants be provided for residential dwellings depending on their size and type.
- b. **Section 4.6, Buffering Development from Streets**—Requires buffering of rear yards of townhouses from streets. Based on the submitted PPS, the required 75-foot-wide bufferyard will not be provided along Central Avenue. An Alternative Compliance application, AC-05008-01, has been submitted with the DSP.
- c. **Section 4.7, Buffering Incompatible Uses**—Requires that vegetated buffers be included along shared property lines where the abutting uses are deemed incompatible by the Landscape Manual.
- d. **Section 4.9, Sustainable Landscaping Requirements**—Requires that a percentage of the plant materials be native plants, along with other sustainable practices.
- e. **Section 4.10, Street Trees along Private Streets**—Requires that street trees be provided along private streets, which are proposed within the development. It appears from the submitted plans that the requirements of this section would not be able to be met, and an Alternative Compliance application will have to be approved with the DSP.

Conformance with the Tree Canopy Coverage Ordinance

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance (TCC), 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 or greater of gross floor area (GFA) of disturbance and require a grading permit. The subject site is zoned C-O and is required to provide a minimum of ten percent of the gross tract area to be covered by tree canopy. Compliance with this requirement will be further evaluated at the time of DSP review.

Recreational Facilities

The Subdivision Regulations requirement for mandatory parkland dedication are being met through land that was previously dedicated to M-NCPPC to the west of the subject property. At this time, no passive or active recreational facilities are developed on that property.

Opportunities for 'open spaces' within the site should be maximized where feasible. Within the townhouse development, Parcels EE and BB, as shown, provide 'open spaces' in the southern and western sections, respectively. In the northern section of the townhouse development, Parcel R is potentially suitable; however, the positioning of the private right-of-way of Phoenix Drive, the six-foot-wide sidewalk and the ten-foot-wide public utility easement (PUE) create a fracturing of this space into strips. These features shall be moved as close to the roadway pavement and minimized as much as possible, or removed, to leave a more consolidated and usable 'open space' within Parcel R.

Additional Urban Design Findings

The dead-end alleys along the eastern edge of the development, specifically Alleys 2 and 9, shall be adjusted to allow additional space for landscape buffering between the end of the pavement and the public utility easements along Capital Court, if feasible. This is important for aesthetic reasons, as this is a main frontage of the development, and to provide buffering between the cars in the alleys and the pedestrians on the sidewalk along Capital Court. There are multiple options, such as reducing the lots from 20 feet wide to 18 feet wide or redesigning the turnarounds, which could provide the additional space needed without the loss of lots.

Further design considerations, such as the reduction in pavement width for alleys surrounded by private streets, have been analyzed with the review of Detailed Site Plan DSP-16041.

23. **Planning Board Hearing**—At the Planning Board hearing, the applicant presented an exhibit (Applicant's Exhibit #2) showing an extension to the noise wall to ensure that the front and rear yards of lots will be mitigated to 65 dBA Leq or less. The revised Phase I noise study which includes the extension of the noise wall, as provided in the Exhibit, shall be provided and is conditioned as part of this approval. The applicant also submitted an exhibit (Applicant's Exhibit #3) showing an alternate 50-foot radius cul-de-sac at the terminus of Prince Place, in lieu of the T-turnaround evaluated with the PPS. The 50-foot radius cul-de-sac will still result in the need for a vacation of part of the existing cul-de-sac (70-foot radius) at the terminus of Prince Place. The alternate layout was found to be acceptable and will result in a one-lot reduction to the PPS if approved by DPW&T at the time of review of the vacation petition. Modifications to the conditions provided in Applicant's Exhibit #1 were incorporated into this approval.

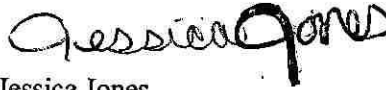
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Bailey, with Commissioners Geraldo, Bailey, and Hewlett voting in favor of the motion, and with Commissioners Doerner and Washington absent at its regular meeting held on Thursday, June 15, 2017, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 15th day of June 2017.

Patricia Colihan Barney
Executive Director



By Jessica Jones
Planning Board Administrator

PCB:JJ:SC:rpg

APPROVED AS TO LEGAL SUFFICIENCY.



M-NCPPC Legal Department

Date 6/19/17



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

PGCPB No. 17-86

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

File No. DSP-16041

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 June 22, 2017 regarding Detailed Site Plan DSP-16041 for Capital Court, the Planning Board finds:

1. **Request:** The application is for approval of an infrastructure detailed site plan (DSP) for 307 single-family attached (townhouses) and a parcel for future multifamily residential development in the Commercial Office (C-O) Zone. The infrastructure DSP includes the location and design of the roadways, the lot layout for the townhouse development, on-street parking, landscaping, utility location, fencing and sidewalks.

2. **Development Data Summary:**

	EXISTING	APPROVED
Zone	C-O	C-O
Use	Vacant	Residential
Total Acreage	36.42	36.42
Total Townhouse Units	0	307

OTHER DEVELOPMENT DATA

Parking Requirements

Parking Required at 2.04 x 307 townhouse units:	21	627
Total Parking Provided:		708
Garage/Tandem Spaces (2 spaces per unit)		614
Parallel On-Street Parking		87
Parking Lot		7

3. **Location:** The subject site is located in the southeastern quadrant of the intersection of Central Avenue (MD 214) and the Capital Beltway (I-95/495), on the south side of Central Avenue (MD 214). The site is also located in Council District 6 and in Planning Area 73.

4. **Surrounding Uses:** The subject property is bounded to the west by vacant property in the R-O-S (Reserved Open Space) Zone owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC), with the Capital Beltway beyond; to the north, by the public right-of-way of Central Avenue (MD 214), with vacant and commercially-developed land in the M-U-I (Mixed-Use Infill) and D-D-O (Development District Overlay) Zones beyond; to the northeast by the public right-of-way of Harry S Truman Drive, with vacant land in the I-3 (Planned Industrial/Employment Park) Zone beyond; to the southeast by the public rights-of-way of Capital Lane and Capital Court with the Largo-Kettering Public Library in the C-O Zone beyond; and to the south by the public right-of-way of Prince Place with the Phyllis E. Williams Elementary School in the R-80 (One-Family Detached Residential) Zone and vacant land in the R-30 (Multifamily Low Density Residential) Zone beyond.
5. **Previous Approvals:** This property was part of a larger 58-acre parcel which was the subject of a Preliminary Plan of Subdivision (PPS) 4-86201, approved by the Planning Board on January 29, 1987. On May 9, 2005, a Detailed Site Plan DSP-04046 for the subject property was approved by the District Council for a church with 4,150 seats, as well as an Alternative Compliance application AC-05008 for relief from Section 4.3 of the Landscape Manual. Construction commenced on this church in approximately 2006, but it was never completed or used. The 2004 *Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas* retained the subject property in the Commercial Office (C-O) Zone.

The project is the subject of a new Preliminary Plan of Subdivision (PPS) 4-16031 which was heard by the Planning Board on June 15, 2017. The site is also the subject of approved Stormwater Management Concept Plan 60156-2016, which was approved on March 6, 2017 and is valid through March 6, 2020.

6. **Design Features:** The subject application proposes the first phase of the development for the Capital Court project consisting of 36.42 acres of land. The DSP for infrastructure proposes to include most elements of the project, including the location and design of the private roadways and alleys, lot layout for the 307-unit townhouse development, on-street parking for future residents, landscaping, utility location, fencing and sidewalks. This infrastructure plan also provides for the balancing of the earthwork on this site, including grading on the proposed Parcel 1 for the future multifamily development. Stormwater is being accommodated in an existing pond on the M-NCPPC-owned property located to the west, and by additional on-site infiltration, extended detention and submerged gravel wetlands.

The submitted site plan shows the proposed alleys with a pavement width of 20 feet, even in cases where the townhouse lots front on private streets and the alleys will only serve as access to garages. The Planning Board found that the proposed alley pavement width be reduced to 18 feet, wherever possible, to minimize impervious surfaces and help establishing a hierarchical street system. A condition has been included in this approval requiring the alley widths be reduced.

Recreational Facilities

No recreational facilities are included in the subject application. The Preliminary Plan of Subdivision requirement for mandatory parkland dedication is being met through land that was previously dedicated to M-NCPPC to the west of the subject property. At this time, no passive or active recreational facilities are developed on that property.

Therefore, the Planning Board found that on-site active recreational facilities, including attractively designed tot-lots and/or combined tot-lot and pre-teen age play areas are appropriate to provide for the youngest population within the community. Such facilities shall be incorporated into the multifamily parcel design at the time of DSP review for that parcel. Within the townhouse development, Parcels EE and BB, as shown on the DSP, provide appropriate spaces for such facilities in the southern and western sections, respectively. In the northern portion of the townhouse area, Parcel R is potentially suitable for such facilities, if modified to provide more open space. A condition has been included in this approval requiring the incorporation of on-site recreational facilities at the time of future DSPs for the full development of the property.

Architecture

No architecture is included in the subject application. Architecture will be reviewed in the future full-scale DSP.

Lighting

The photometric plan indicates the use of a decorative (light-emitting diode) LED full cut-off fixture on a 12-foot-high black pole. Details of the proposed lighting fixture and photometrics are provided on the plans. However, some of the proposed alleys were not lighted. Therefore, a condition is included in this approval requiring this to be provided.

Signage

The submitted site plan shows proposed entrance sign locations, but does not provide any details for the signage. Given this is an infrastructure plan, these signs should be removed from the subject application and can be shown and approved as part of a future DSP. A condition has been included in this approval requiring the sign locations to be removed.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the C-O Zone and the site plan design guidelines of the Zoning Ordinance.
 - a. The subject DSP is in conformance with Section 27-461, Uses Permitted in Commercial Zones; Section 27-453, C-O Zone (Commercial Office); and Section 27-462, Regulations in Commercial Zones of the Zoning Ordinance. Townhomes, two-family dwellings, and multifamily units are permitted in the C-O Zone pursuant to Footnote 65 of Section 27-461(b) which states:

Provided:

- (A) **The residential component of Townhouses, Two Family Dwelling Units and Multi-family dwelling units shall be located on a lot(s) or parcel(s) of less than forty (40) acres in size;**

The subject DSP proposes townhouses and multifamily dwelling units on 36.42 acres of the subject property. Therefore, the DSP conforms to this requirement.

- (B) **The property is located at the intersection between: a roadway with a functional transportation classification of arterial; an expressway; and the Capital Beltway (I-495);**

The subject property is located at the intersection of Central Avenue, an expressway and the Capital Beltway (I-495). Therefore, the DSP conforms to this requirement.

- (C) **A boundary of the property is located within three-quarters (3/4) of a mile from a metro station, and does not include property within the boundaries of a sector plan originally approved after January 1, 2013;**

The subject property is located within three-quarters of a mile of the Largo Town Center Metro Station, and is within the boundaries of the 2004 Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas. Therefore, the DSP conforms to this requirement.

- (D) **A Detailed Site Plan shall be approved in accordance with Part 3, Division 9, of this Subtitle;**

The subject application has been submitted in conformance with this requirement.

- (E) **Regulations concerning lot size, coverage, frontage, setbacks, density, bedroom percentages, and other requirements applicable to multifamily, two-family and townhouse dwellings shall not apply. These dimensional (bulk) requirements shall be those approved by the Planning Board (or District Council after review) in the Detailed Site Plan. However, those standards shall include a minimum lot size of 1,200 square feet;**

The specified regulations are shown in the General Notes on the Coversheet of the DSP as follows:

- Lot size: 1,200 square foot minimum
- Lot/width frontage: 16 feet minimum
- Front setback from public right-of-way: 5 feet minimum
- Front setback from private right-of-way: 0 feet minimum

- Side setback: None
- Rear setback: None
- Corner setback from right-of-way: None
- Townhouse Building height: 50 feet maximum
- Density: 15.58 dwelling units/acre

The following standards were not specified at this time, but will be part of the full DSPs that include architecture: lot coverage, green area, accessory buildings, and encroachments. Conformance of the green area with the above regulations will be found at that time.

- (F) **The Detailed Site Plan shall include an architectural review in order to ensure the compatibility of the development with the existing neighborhood. Bike and pedestrian connections to mass transit stations, roadways, parks, and other public facilities, as established by Section 24-124.01 of this Code, shall be evaluated as part of the detailed site plan review and approval; and**

The submitted DSP is for infrastructure only and does not include any architecture. Therefore, the review for neighborhood compatibility will happen with future DSPs for the property that include architecture. Section 24-124.01 of the Subdivision Regulations only applies to properties within Centers and Corridors as designated by the General Plan. This site is not within a Center or Corridor; therefore, this section does not apply.

- (G) **The site plan shall include a community facility of two (2) floors with separate access for each floor. The Detailed Site Plan may include any additional standards or requirements for inclusion at the time by the Prince George's County Planning Board or District Council.**

The submitted DSP is for infrastructure only and therefore, does not include any buildings or architecture. There are homeowner's association parcels proposed that are sufficient in size to include a community facility on future DSPs.

- b. The DSP is in general conformance with the applicable site design guidelines as referenced in Section 27-283 and contained in Section 27-274 of the Zoning Ordinance. For instance, vehicular and pedestrian circulation is designed to be safe, efficient, and convenient for both pedestrians and drivers. Streetscape amenities contribute to an attractive, coordinated development that is appropriately scaled for user comfort. Additionally, the public spaces are designed to allow for potential recreational facilities and are readily accessible to potential users.
8. **Preliminary Plan of Subdivision 4-16031:** This DSP application is being processed concurrently with Preliminary Plan of Subdivision 4-16031 for the development of a residential community. The Preliminary Plan was heard by the Planning Board on June 15, 2017. A review of the DSP in

relation to the Preliminary Plan is incorporated into Finding 12(d) below, with conditions included in this approval, to ensure that the DSP is in conformance with the proposed preliminary plan.

9. **2010 Prince George’s County Landscape Manual:** The proposed residential development is subject to Section 4.1, Residential Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; Section 4.9, Sustainable Landscaping Requirements; and Section 4.10, Street Trees along Private Streets, of the 2010 *Prince George’s County Landscape Manual* (Landscape Manual).

a. **Section 4.1, Residential Requirements**—Section 4.1 requires a minimum number of trees be provided per townhouse lots, which can be provided on lots or in common open space. The correct schedule is provided on the DSP showing this requirement not being met. The applicant filed a request for Alternative Compliance, AC-05008-01, from Section 4.1 for a reduction in the amount of ornamental/evergreen trees provided.

REQUIRED: Section 4.1 Residential Requirements, for the townhouses.

Number of dwelling units	307
Number of trees required per unit	1.5 shade trees 1 ornamental/evergreen
Total number of trees required	461 shade trees 307 ornamental/evergreen

PROVIDED: Section 4.1 Residential Requirements, for the townhouses.

Number of dwelling units	307
Number of trees provided per unit	1.5 shade trees 1 ornamental/evergreen
Total number of trees provided	394 shade trees 262 ornamental/evergreen 136 existing shade trees

Justification:

The underlying DSP proposes infrastructure for development of 307 townhouses on the western portion of existing Parcel B. The applicant is requesting Alternative Compliance from Section 4.1, Residential Requirements, of the Landscape Manual for a reduction in the number of ornamental/evergreen trees provided. Section 4.1 would require one ornamental or evergreen tree per dwelling unit be located on the lots or in common open space, for a total of 307 trees. As an alternative to the normal requirements of Section 4.1, the applicant is proposing only 262 ornamental or evergreen trees (a shortage of 45) and is proposing an additional 69 shade trees, including the retention of 136 shade trees. These existing trees have been specified on the landscape plan and are all a minimum of 2.5-inch diameter at breast height (dbh) and located within 75 feet of a dwelling unit as required.

The Planning Board agreed that the retention of existing shade trees proximate to the proposed dwelling units is desirable since they will more quickly contribute to the aesthetic appearance of the neighborhood and help create privacy. Given the provision of the additional existing shade trees, the Planning Board found the applicant's proposed alternative compliance measures to be equally effective as normal compliance with Section 4.1 of the Landscape Manual for Parcel B.

The Planning Board APPROVED Alternative Compliance from Section 4.1, Residential Requirements of the 2010 *Prince George's County Landscape Manual*, for Capital Court, Parcel B.

- b. **Section 4.6, Buffering Development from Streets**—Section 4.6 requires buffering where rear yards of townhouses are oriented to streets, such as along the sides of Lots 19 and 40 where they are visible from Capital Court. No plantings are provided at this time, but they will be required on future DSPs that include buildings.

Additionally, Section 4.6 requires a buffer between the rear yards of townhouses and Central Avenue, which is classified as an expressway adjacent to the subject property. The correct schedule is provided on the DSP showing this requirement not being met. The applicant filed a request for Alternative Compliance, AC-05008-01, from Section 4.6 for a reduction in the provided buffer width.

REQUIRED: Section 4.6 Buffering Residential Development from Streets, along Central Avenue, an expressway

Length of buffer:	796 feet
Minimum buffer width:	75 feet
Fence or wall	Yes
Number of plants required:	32 shade trees*
	80 evergreen trees
	160 shrubs

*The required number of plant units has been reduced by 50 percent as allowed with the provision of a minimum six-foot-high opaque fence in accordance with Section 4.6(c)(1)(D).

PROVIDED: Section 4.6 Buffering Residential Development from Streets, along Central Avenue, an expressway

Length of buffer:	796 feet
Buffer width:	34-70 feet*
Fence or wall	Yes, 8 feet high
Number of plants provided:	37 shade trees 85 evergreen trees 180 shrubs

*Approximate measurements, as dimensions were not provided on the landscape plan.

Justification:

The applicant is requesting Alternative Compliance from Section 4.6, Buffering Residential Development from Streets of the Landscape Manual for a reduction in the provided buffer width where the rear yards of the townhouses are oriented towards Central Avenue, an expressway. Section 4.6 requires a 75-foot-wide buffer planted with 32 shade trees, 80 evergreen trees, and 160 shrubs, which is half of the standard requirement as allowed with the provision of the proposed eight-foot-high opaque fence. As an alternative to the normal requirements of Section 4.6, the applicant is proposing a 34- to 70-foot-wide buffer planted with slightly more than the required amount of plants and an eight-foot-high fence on top of a six-foot-tall berm. The applicant justifies this as an infill site that is impacted by multiple major roadways and the townhouse rear yards are generally set back more than 75 feet from the right-of-way. An intervening alley, providing access to these rear-loaded garage units, is located within a portion of the buffer area prohibiting the provision of the full width.

The Planning Board agreed that the proposed design including the fence, berm and additional plant units, will create an appropriate buffer of the rear yards of the townhouses. Given the provision of the additional plants, fence and berm, the Planning Board found the applicant's proposed alternative compliance measures to be equally effective as normal compliance with Section 4.6 of the Landscape Manual along Central Avenue.

The Planning Board APPROVED Alternative Compliance from Section 4.6, Buffering Development from Streets, along Central Avenue (MD Route 214), of the 2010 *Prince George's County Landscape Manual*, for Capital Court, Parcel B, subject to one condition which has been included in this approval.

As part of the Section 4.6 buffer along Central Avenue, an eight-foot-high board and batten wooden fence is proposed along a portion of the frontage. In order to lessen visual and environmental impacts of the road and maintain a consistent appearance from the roadway, the Planning Board found that this fence be continued along the entirety of the townhouse section's frontage on Central Avenue. Therefore, a condition has been included in this approval requiring the fence to be extended.

- c. **Section 4.7, Buffering Incompatible Uses**—Section 4.7 requires a bufferyard between adjacent incompatible land uses, which occurs only along the short adjacency to the public school located to the south of the subject development. The DSP provides the correct schedule showing the requirements being met.
- d. **Section 4.9, Sustainable Landscaping Requirements**—Section 4.9 requires certain percentages of native plants be provided on-site, along with no invasive plants and no plants being planted on slopes steeper than three to one. The submitted landscape plan provides the required schedule and notes showing the requirements of this section being met.

This section also offers guidance on diversity of plant species in order to enhance environmental benefits. The submitted plan only offers two species for ornamental and evergreen trees, as well as shrubs. The Planning Board found that an additional species be proposed for each plant type in order to diversify the environment. Therefore, a condition has been included in this approval requiring additional species.

- e. **Section 4.10, Street Trees Along Private Streets**—Section 4.10 provides specifics for the planting of street trees along private streets that apply to the subject development. The submitted landscape plan provides the required schedule, which indicates that some of the requirements, such as trees being located between the sidewalk and curb, are not being met. However, this section was not included in the Alternative Compliance (AC) request. Additionally, the schedule indicates that shade trees have been provided every 35 feet as required, but the plan does not support this fact as portions of Phoenix Drive and Albany Place have no street trees. Therefore, a condition has been included in this approval requiring the plan be revised to conform to the requirements of this section, or obtain an AC approval. ACs are frequently granted for this issue in areas of dense development, such as the subject property.
10. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This site is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and contains more than 10,000 square feet of existing woodland. A Type II Tree Conservation Plan, TCPII-159-04-01, has been submitted for review with this application. The 36.42-acre site contains 12.49 acres of existing woodland on the net tract and 0.18-acre of woodland within the 100-year floodplain. The site has a Woodland Conservation Threshold (WCT) of 5.43 acres, or 15 percent of the net tract, as tabulated. The TCPII shows a total woodland conservation requirement of 9.74 acres. The TCPII proposes to meet this requirement by providing 2.09 acres of on-site woodland preservation, 0.89-acre reforestation, 0.80-acre landscape credits, and the remaining 5.96 acres in off-site woodland conservation credits. The two specimen trees identified on the property are proposed to be removed. One specimen tree, shown as ST-2, was identified adjacent to the property and is proposed to be retained.

The TCPII can be found in conformance with the Woodland Conservation Ordinance, with minor revisions which have been included as conditions in this approval.

11. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance (TCC), requires a minimum percentage of tree canopy coverage on projects which propose more than 5,000 square feet of disturbance. Properties that are zoned C-O are required to provide a minimum of 10 percent of the gross tract area in tree canopy coverage. The subject property is 36.42 acres in size, resulting in a tree canopy coverage requirement of 3.64 acres, or 158,646 square feet. The TCC schedule provided on the DSP indicated the wrong requirement and provided numbers; however, the requirement appears to be met on-site through a combination of woodland preservation, reforestation and proposed landscaping. Therefore, a condition has been included in this approval requiring the TCC schedule be revised to accurately reflect the proposal.
12. **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. **Archeological Review**—The subject property was previously developed with a church and associated parking lots. Most of the property was extensively graded for the construction of the church and has been extensively disturbed. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. This proposal will not impact any historic sites, historic resources or known archeological sites.
 - b. **Community Planning**—The subject application is within the 2004 *Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas* boundary. This sector plan focuses on recommendations concerning the future land use and development character within the identified core areas - at and adjacent to the Morgan Boulevard and the Largo Town Center Metro Stations, and a section of Central Avenue near Hill Road and Shady Glen Drive. The Sectional Map Amendment (SMA) also contains Development District Overlay standards for the core areas which establish consistent design framework to ensure quality in future development. As a result, the sector plan is silent on development policy recommendations outside of those identified focus areas, which includes the subject property. Therefore, the subject property does not have a land-use designation.

On March 3, 2017, the Prince George's District Council adopted County Council Bill CB-4-2017, permitting certain residential development within the C-O (Commercial Office) Zone, under certain specified circumstances. The subject property meets those specified circumstances. Findings of conformance with the master plan or general plan are not required with this application.

- c. **Transportation Planning**—This property was part of a larger 58-acre parcel which was the subject of a Preliminary Plan of Subdivision (PPS 4-86201) approved on January 29, 1987. Pursuant to information within the record for that case, it was determined that the development would generate a maximum of 1,255 AM peak-hour trips. However, this trip cap was not explicitly referenced in the resolution (PGCPB Resolution No. 87-82) for PPS 4-86201.

On February 17, 2005, a Detailed Site Plan DSP-04046, was approved for the subject property by the Planning Board. Based on information provided in PGCPB Resolution No. 05-49, the total trip cap for the original 58-acre parcel was 1,255 AM and 1,161 PM peak-hour trips. Subsequent to these previous PPS and DSP approvals, the following table represents an allocation of trips relative to the trip cap:

Application	Development Quantity	Status	AM Trip Generation	PM Trip Generation
Trip Cap per DSP-04046 (PGCPB Resolution No. 05-49)			1,255	1,161
DSP-88027	50,400 sq. ft. library	Built	53	357
Pending 4-16031	568 dwelling units	Proposed	351	402
Total trips allocated			404	759
Remaining Trip Cap Balance			851	402

A new PPS 4-16031 for the subject property is currently going through the development review process. The proposed PPS is projected to generate no more than 351 AM and 402 PM peak-hour trips. The subject DSP is proposing one fewer residential unit than the approved PPS. Consequently, the PPS, as well as the proposed DSP application, will generate traffic that is well within the original trip cap established by the previously approved PPS 4-86201, as well as DSP-04046.

The proposed site layout appears to be very similar to the one presented in the pending PPS. The Planning Board found this layout to be acceptable from a circulation perspective. Regarding the number of access points, the Planning Board had no concerns.

Overall, from the standpoint of transportation, it is determined that this plan is acceptable and meets the findings required for a Detailed Site Plan.

- d. **Subdivision Review**—The PPS includes 308 townhouse lots and 32 parcels for townhouse and multifamily development, totaling 568 dwelling units. To develop the property as proposed, the applicant is proposing the vacation of part of Prince Place and part of Capital Court. The review and decision on the PPS and DSP is predicated on the vacation of these roadways being approved prior to final plat. The infrastructure proposal and site layout included in the subject DSP is consistent with that evaluated with the PPS.

Several conditions were approved with the PPS and, the following are applicable to the review of the subject DSP for infrastructure:

- b. Relocate the storm drain and easement off of Lot 271 and ensure that the proposed terminus of Albany Place does not interfere with the driveway access to Lot 271, or remove Lot 271.**
- c. Show a 10-foot PUE along the proposed terminus of Capital Court and Prince Place.**
- d. Create an additional parcel, 50 feet wide, from the southern property line extending west from Prince Place to the western property line. The parcel shall be labeled with the next available alphabetic parcel designation and indicate the parcel is to be conveyed to the HOA or M-NCPPC.**
- e. Provide a note that all existing water, sewer and storm drain lines, easements and paving on the proposed lots are to be removed except for the existing storm drain easement that extends through Alley 9.**
- f. Remove the plat reference from the existing PUEs shown on the plan.**
- g. Revise and minimize the right-of-way line, sidewalk and PUE along the north side of Phoenix Drive to provide more usable space within proposed Parcel R.**
- h. Revise the plan to provide room for future landscape buffering between the end of the pavement of Alleys 2 and 9 and the public utility easements along Capital Court, if feasible, by adjusting the lot lines of the units along the alleys.**
- i. Label all HOA parcels to be conveyed to the HOA instead of to be dedicated to the HOA.**

The above revisions should be made prior to certification of the DSP, consistent with the PPS.

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

- (1) Prior to certification of the DSP:
 - (a) The Preliminary Plan of Subdivision 4-16031 shall be signature approved.
 - (b) The Detailed Site Plan shall be revised to conform to the approved PPS.

The DSP should be revised to address the above conditions of the PPS.

All bearings and distances must be clearly shown on the DSP and must be consistent with the record plat, or permits will be placed on hold until the plans are corrected. There are no other subdivision issues.

Subdivision conditions have been included in this approval.

- e. **Trails**—The site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2004 *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas* (area master plan). The approximate corridor boundaries for Central Avenue shown on PGAtlas appear to indicate that the site is partially within the Central Avenue Corridor. However, the 2002 *Prince George's County Approved General Plan*, which set the boundaries for the designated corridors, indicates that the MD 214 corridor ends at the Capital Beltway, not to the east of it. While the boundary of the corridor extends for one-half mile to the north and south of the road, because the General Plan specified that the corridor ends at the Capital Beltway, the Planning Board found that the Central Avenue Corridor does not extend beyond the beltway to the subject site. This conclusion is based on Map 2 of the 2002 General Plan. Because the site is not located in either a designated center or corridor, the concurrently submitted Preliminary Plan 4-16031 is not subject to the requirements of CB-2-2012 or the "Transportation Review Guidelines, Part 2, 2013."

Three master plan trails are recommended in the vicinity of the subject site. The MPOT recommends on-road bike facilities along MD 214, designated bike lanes and continuous sidewalks along Harry S Truman Drive and a stream valley trail along Southwest Branch. Due to its proximity to the beltway interchange, the site does not have access onto MD 214. However, the entire frontage of the subject site includes a wide paved shoulder to accommodate bicycle traffic and the Maryland State Highway Administration (SHA) has posted bicycle signage along the corridor. Harry S Truman Drive currently has standard sidewalks in the vicinity of the subject site and designated bike lanes can be considered by the Department of Public Works and Transportation (DPW&T) at the time of road resurfacing or as part of the Complete Green Street Project currently under consideration for the corridor. The stream valley trail along Southwest Branch, while near the site, is beyond the limits of the subject application.

The Complete Streets element of the MPOT reinforces the need for sidewalk construction, as frontage improvements are made by including the following policies:

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

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

The subject site includes six-foot-wide sidewalks along both sides of all roads (excluding alleys) and five-foot-wide sidewalks where the sidewalk is not within the road right-of-way. Sidewalks exist along the subject site's frontage of Harry S Truman Drive, Capital Court and Capital Lane. The sidewalks along Capital Court do not appear to meet current county specifications.

It should also be noted that the submitted plans reflect a 35-foot-wide Public Use Trail Easement that extends from the end of Prince Place to the dedicated parkland to the west of the subject property. This appears to be to accommodate future trail access to the Southwest Branch Stream Valley Trail. Prince Place could ultimately serve as the northern terminus for this master plan trail.

Trail Conditions

- (1) Prior to signature approval of the Detailed Site Plan (DSP), the plan shall be revised to include:
 - (a) The existing sidewalks along the subject site's entire frontage of Capital Court shall be reconstructed to meet current county specifications and standards, unless modified by DPIE.
 - (b) Revise the plans to include a buffer between the sidewalk along Capital Court and the terminus of Alley 9.

The trail-related conditions have been included in this approval.

- f. **Prince George's County Department of Parks and Recreation (DPR)**—DPR did not provide comments on the subject application. However, they did provide comments on the associated preliminary plan of subdivision.
- g. **Permit Review**—Permit review comments that have been addressed by revisions to the plans.
- h. **Environmental Planning**—The Planning Board reviewed a discussion of the DSP's conformance with the Woodland and Wildlife Habitat Conservation Ordinance as discussed in Finding 11 above, and the following additional comments:

- (1) **Site Description:** This 36.42-acre site is located on the southeast corner of I-95/495 (Capital Beltway) and Central Avenue (MD 214) with frontage to the east on Harry S Truman Drive. A review of available information indicates that there are no streams located on the property, however, the site does contain 100-year floodplain and 15-percent slopes. The site is within the Patuxent River watershed and drains toward the Southwest Branch, to the south. Nontidal wetlands are mapped on this property. The Sensitive Species Project Review Area (SSPRA) map received from the Maryland Department of Natural Resources Natural Heritage Program shows no rare, threatened, or endangered species found to occur on, or near this property, however, potential Forest Interior Dwelling Species (FIDS) habitat is mapped on-site. The approved Resource Conservation Plan shows that the majority of the property falls within the Evaluation area with portions located within the Regulation area, associated with the ephemeral streambeds and the existing storm water management pond on the adjacent, M-NCPPC-owned property and off-site streams.
- (2) **Natural Resource Inventory:** The Natural Resources Inventory, NRI-194-2016, was approved and signed on November 17, 2016. The regulated environmental features onsite include non-tidal wetlands, floodplain and specimen trees. The TCP1, TCP1I, Preliminary Plan and Detailed Site Plan are not consistent with the information shown on the NRI. Floodplain limits and the associated Primary Management Area (PMA) are shown differently on the NRI. During a meeting subsequent to the preliminary plan submittal, the applicant disclosed that since the time of the NRI approval, updated floodplain information was provided to the applicant offering a revised location of the boundary. Therefore, a condition requiring a correction to the NRI has been included in the associated PPS 4-6031.
- (3) **Specimen Trees:** The removal of specimen trees requires a variance to Section 25-122(b)(1)(G) as part of the development review process. The specimen tree table on the NRI identified two on-site specimen trees, ST-1 and ST-6, and one off-site specimen tree, ST-2. The plan shows the two on-site trees are within the limits of disturbance and designated to be removed. A Subtitle 25 variance application, a statement of justification in support of a variance, and a tree removal plan were received for review on March 28, 2017. The required variance was approved as part of the associated PPS 4-16031 application.
- (4) **Environmental Impacts:** Impacts to regulated environmental features should be limited to those that are necessary for the development of the property. The site contains regulated environmental features. According to the TCP1I, impacts to the primary management area (PMA) are proposed for a sanitary sewer connection within the stream buffer. A statement of justification has been received for the proposed impacts to the PMA, stream buffer, and nontidal wetlands. These impacts were approved as part of the associated PPS 4-16031 application.

- (5) **Soils:** The predominant soils found to occur, according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include the Adelphi-Holmdel-Urban land complex (0-5 percent slopes), Collington-Wist-Urban land complex (0-5 percent slopes), and Croom-Urban land complex (5–15 percent slopes). Based on available information, Marlboro clay is not found to occur on or in the vicinity of this property, nor are Christiana complexes.
- (6) **Stormwater Management:** An approved Stormwater Management Concept approval letter was submitted with the subject application. Stormwater Management Concept 60156-2016 was approved on March 6, 2017, with conditions of approval requiring the use of the existing pond, infiltration, extended detention and submerged gravel wetlands. The concept approval expires March 6, 2020.

The Environmental Planning conditions have been included in this approval.

- i. **Prince George's County Fire/EMS Department**—The Fire/EMS Department did not provide comments on the subject application.
- j. **Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated June 19, 2017, DPIE offered the following comments:
 - (1) The above-referenced site is located on the south side of Central Avenue (MD 214), southwest of its intersection with Harry S. Truman Drive, on the southeast quadrant of the Capital Beltway (I-495) ramp and MD 214, and on the north side of Prince Place.
 - (2) MD 214 and I-495 ramp are State-maintained roadways; therefore, right-of-way dedication and roadway improvements will be required as determined by the Maryland State Highway Administration (SHA).
 - (3) A request to close and vacate a portion of Capital Court that intersects the easternmost end of the site is required by the developer of Capital Court property. Additionally, the existing right-of-way is to be vacated prior to the subdivision plat approval.
 - (4) The Prince Place cul-de-sac is to be reconstructed to meet the secondary roadway cul-de-sac standard. The developer is to redesign the site plan removing Lot 78 along Phoenix Drive.
 - (5) Revise private roads and alleys to be minimum 22 feet wide, as required to comply with County Fire Code 11-276.

- (6) Evaluate fire truck maneuverability and revise road radii to accommodate this site layout change.
- (7) Prior to the approval of the final plat(s) of subdivision for development, which includes portions of the Capital Court right-of-way and Prince Place, the applicant shall obtain approval of the road closure process as determined appropriate by the Department of Public Works and Transportation (DPW&T), in accordance with Subtitle 23 and/or vacated in accordance with Subtitle 24.
- (8) DPW&T Specifications and Standards are to be followed accordingly for the:
 - Right-of-way dedication and frontage improvements for the existing Capital Lane (Urban Commercial and Industrial road) shall be constructed by the developer, as required.
 - Right-of-way dedication and frontage improvements for the existing Capital Court (Urban Commercial and Industrial road) shall be constructed by the developer, as required.
 - Right-of-way dedication and frontage improvements for the existing Price Place (Urban Commercial and Industrial Road) shall be constructed by the developer, as required.
 - Right-of-way dedication and frontage improvements for the existing Harry S. Truman Drive (Urban Arterial road) shall be constructed by the developer, as required.
 - All roadways must be consistent with the approved Master Plan for this area.
- (9) Half-width, two-inch mill and overlay for existing Capital Court, Prince Place and Capital Lane roadway frontages are required.
- (10) No townhome driveway access on County-maintained roadway is allowed.
- (11) 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). Additionally, all pedestrian crosswalks shall have proper sight distance and be ADA accessible.
- (12) The applicant shall demonstrate that the proposed access points provide adequate sight distance in accordance with American Association of State Highway and Transportation Officials (AASHTO) standards for all intersections within the site.

- (13) Provide location of stormwater management, stormdrain, water, sewer and dry utilities, to verify that site layout has sufficient space for utilities.
- (14) Private roadways are to be designed, bonded and permitted in accordance with applicable County codes, standards and specifications.
- (15) The proposed development will require a site development fine grading permit.
- (16) Sidewalks, trails and bike lanes are required along all roadways within the property limits in accordance with Sections 23-105 and 23-135 of the County Road Ordinance and in accordance with the master plan.
- (17) Sidewalk ramps are required at intersections. Compliance with the latest standards of the Americans with Disabilities Act is required.
- (18) Conformance with street tree and street lighting standards is required.
- (19) Existing utilities may require relocation and/or adjustments. Coordination with the various utility companies is required, by the applicant.
- (20) Compliance with DPW&T's Utility Policy is required. Proper temporary and final patching and the related mill and overlay in accordance with the established "DPW&T's Policy and Specification for Utility and Maintenance Permits" are required.
- (21) The roadway layout configurations and right-of-way dedications meet the intent of the approved Stormwater Management Concept Plan No. 60156-2016-0, dated March 6, 2017.
- (22) All stormwater management facilities and drainage systems are to be constructed in accordance with the Specifications and Standards of the DPIE and DPW&T.
- (23) The proposed site development is part of the approved 100-year Floodplain No. FPS-200522, dated August 7, 2006.
- (24) All storm drain easements are to be recorded prior to the technical approval of the storm drain and stormwater management plans.
- (25) For the floodplain that is contained within the site, stream buffers, culvert design and site developments should be in accordance with County requirements.
- (26) A soils investigation report, which includes subsurface exploration and a geotechnical engineering evaluation for public streets, stormwater management, and on-site grading, is required.

- (27) This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:
- (a) Final site layout, exact impervious locations are shown on plans.
 - (b) Exact acreage of impervious areas has been provided with concept plan.
 - (c) Proposed grading is shown on plans.
 - (d) Delineated drainage areas at all points of discharge from the site have been provided with the concept plan.
 - (e) Stormwater volume computations have been provided with the concept plan.
 - (f) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth disturbances and impacts to natural resources, and an overly plan showing the types and locations of ESD devices and erosion and sediment control practices are not included in the submittal.
 - (g) A narrative in accordance with the code has not been provided.

Please submit any additional information described above for further review, at the time of final stormwater management permit review.

DPIE's comments are required to be addressed at the time of technical plan approvals and through DPIE's separate permitting process. However, they did state that the DSP meets the intent of the stormwater management concept. Additionally, a condition has been included in this approval requiring the revision to the Prince Place cul-de-sac, with the removal of Lot 78, as DPIE requested.

- k. **Prince George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not provide comments on the subject application.
- l. **Prince George's County Health Department**—The Health Department did not provide comments on the subject application.
- m. **Maryland State Highway Administration (SHA)**—In an e-mail dated April 25, 2017, SHA indicated that they are reviewing the Traffic Impact Study (TIS) for the subject development.

- n. **Prince George's County Public Schools**—The County Public Schools did not provide comments on the subject application.
 - o. **Washington Suburban Sanitary Commission (WSSC)**—WSSC did not provide comments on the subject application.
 - p. **Verizon**—Verizon did not provide comments on the subject application.
 - q. **Potomac Electric Power Company (PEPCO)**—PEPCO did not provide comments on the subject application.
13. As required by Section 27-285(b)(3) of the Zoning Ordinance, this Detailed Site Plan for Infrastructure satisfies the applicable site design guidelines as contained in Section 27-274 of the Zoning Ordinance, 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.
14. 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 detailed site plan is as follows:

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 Planning Board found that, based on the level of design information currently available, the limits of disturbance shown on the TCPII and the impact exhibits, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type II Tree Conservation Plan (TCPII-159-04-01) and further APPROVED Detailed Site Plan DSP-16041 for the above-described land, subject to the following conditions:

- 1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made or information provided:
 - a. Obtain signature approval of Preliminary Plan of Subdivision 4-16031 and revise the DSP accordingly.
 - b. Revise the Prince Place cul-de-sac to meet the secondary roadway cul-de-sac standard and remove Lot 78 along Phoenix Drive.

- c. Revise the photometric plan to show Alleys 2, 8 and 9 being adequately lighted.
- d. Reduce the pavement width in the alleys to 18 feet, wherever feasible.
- e. Continue the fence along proposed Parcel GG's entire frontage on Central Avenue or the Capital Beltway, excluding areas of regulated environmental features.
- f. Remove the proposed signs from the plan.
- g. Revise the landscape plan as follows:
 - (1) Revise the Tree Canopy Coverage schedule to correctly list the specifics of this DSP.
 - (2) Provide a landscaped bufferyard between the sidewalk along Capital Court and the terminuses of Alleys 2 and 9, if feasible.
 - (3) Add a minimum of one more species type of ornamental trees, evergreen trees, and shrubs.
 - (4) Remove off-site trees from any calculations or requirements.
 - (5) Demonstrate conformance with the requirements of Section 4.10, or obtain approval of an Alternative Compliance request.
 - (6) Provide dimensions and labels on the plan indicating the location of the Section 4.6 buffer.
- h. The Type II tree conservation plan (TCPII) shall be revised as follows:
 - (1) Enter "TCPII-159-04-01" in the approval block.
 - (2) Correct the TCPII name and enter the TCPII number in the space provided, on the forest conservation worksheet.
 - (3) Remove the preservation/reforestation area between Lots 74 and 75 from consideration. This area does not meet the minimum 50-foot-width requirement for a woodland conservation area.
 - (4) Remove areas of existing Washington Suburban Sanitary Commission (WSSC) easement, storm drain easement, and trail easement from areas to be preserved. These areas will be impacted periodically for maintenance and improvement and cannot be valued as woodland preservation. If any of these easements are proposed to be vacated, provide notations on all plans.

- (5) Remove areas of Landscape Credit where the width is less than 35 feet, noting that the WSSC easement cannot overlap.
- (6) Remove areas of preservation, where the limits of disturbance extend into the existing woodland. These areas can be counted toward reforestation, if the disturbance is temporary.
- (7) Correct the Specimen Tree Table on Sheet 1 of 7. The scientific and common name column headings are transposed.
- (8) Correct the Primary Management Area to follow the boundary of the floodplain on Sheet 5 of 7 and the stream buffer and floodplain on Sheet 6 of 7.
- (9) Include the following note to the plan on the same plan sheet where the woodland conservation worksheet is provided:

"NOTE: A variance application to Section 25-122(b)(1)(G) was approved by the Planning Board in association with the approval of PPS 4-16031 to allow removal of specimen trees ST-1 and ST-6."
- (10) Add the owner's awareness certificate for all affected private property owners.
- (11) Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.

- 2. At the time of a full-scale detailed site plan, on-site active recreational facilities shall be included.
- 3. Prior to signature approval of the Type II tree conservation plan (TCPII) for this property, pursuant to Section 25-122(d)(1)(B) of the Prince George's County Code, all woodland preserved, planted, or regenerated on-site shall be placed in a woodland conservation easement recorded among the Land Records of Prince George's County, and the Liber/Folio of the easement shall be indicated on the TCPII. The following note shall be placed on the TCPII:

"Woodlands preserved, planted, or regenerated in fulfillment of woodland conservation requirements on-site have been placed in a woodland and wildlife habitat conservation easement recorded among the Prince George's County Land Records at Liber/Folio revisions to this TCPII may require a revision to the recorded easement".


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 Geraldo, seconded by Commissioner Bailey, with Commissioners Geraldo, Bailey, Doerner, and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, June 22, 2017, in Upper Marlboro, Maryland.


Adopted by the Prince George's County Planning Board this 22nd day of June 2017.

Patricia Colihan Barney
Executive Director

By 
Jessica Jones
Planning Board Administrator

PCB:JK:rpg

APPROVED AS TO LEGAL SUFFICIENCY


M-NCPPC Legal Department

Date

6/23/17

January 28, 2019

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-17049 & DDS-650: Capital Court

The subject property comprises 7.72 acres and is located in the southwest quadrant of the intersection of MD 214 (Central Avenue) and Harry S. Truman Drive in Upper Marlboro, Maryland. The subject application proposes the construction of three buildings and the associated infrastructure for 260 multi-family dwelling units. The subject property is Zoned C-O.

There are no historic sites or resources on or adjacent to the subject property. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. A Phase I archeological survey is not recommended on the subject property. This proposal will not impact any historic sites or resources or known archeological sites. Historic Preservation staff recommends approval of DSP-17049 and DDS-650 with no conditions.



Prince George's County Planning Department
Community Planning Division

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

301-952-3972

February 5, 2019

MEMORANDUM

TO: Andrew Bishop, Senior Planner, Urban Design Review Section, Development Review Division

VIA: Scott Rowe, AICP, CNU-A, Supervisor, Community Planning Division ^{BSR}
David Green, Master Planner, Community Planning Division ^D

FROM: Chidy Umeozulu, Planner Coordinator, Neighborhood Revitalization Section, ^{BSR Ar CV}
Community Planning Division

SUBJECT: **DSP-17049 and DDS-650 Capital Court**

DETERMINATIONS

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

BACKGROUND

Application Type: Detailed Site Plan for property outside of an overlay zone and request for Departure from Design Standards to reduce the size of parking spaces

Location: Southwest quadrant of the intersection of Central Avenue and Harry S. Truman Drive

Size: 7.72 acres

Existing Land Use: Vacant

Proposal: Construction of three buildings and the associated infrastructure for 260 multifamily units and to reduce the size of parking spaces to a minimum of 8 feet by 18 feet.

GENERAL PLAN, MASTER PLAN, AND SMA

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

Master/Sector Plan: The 2004 *Approved Sector Plan for the Morgan Boulevard and Largo Town Center Metro Areas* (MORLAR) made no land use recommendations for the subject property.

Planning Area: 73

Community: Northampton

Aviation/MIOZ: This application is not located within the Military Installation Overlay (M-I-O) Zone.



SMA/Zoning: 2004 *Approved Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas* retained the subject property in the Commercial Office (C-O) Zone. On March 3, 2017, the Prince George's District Council adopted CB-4-2017, permitting certain residential development within the C-O Zone under certain specified criteria which the subject property meets.

c: Long-range Agenda Notebook

Frederick Stachura, Planning Supervisor, Neighborhood Revitalization Section, Community Planning Division

March 13, 2019

MEMORANDUM

TO: Tom Burke, Urban Design Section, Development Review Division
VIA:  Tom Masog, Transportation Planning Section, Countywide Planning Division
FROM:  Glen Burton, Transportation Planning Section, Countywide Planning Division
SUBJECT: **DSP-17049: DDS-650, DPLS-460:Capital Court Multifamily**

The Transportation Planning Section has reviewed the detailed site plan (DSP) application referenced above. The subject property consists of 7.72 acres of land in the C-O Zone. The site is located in the southwest quadrant of Central Avenue (MD 214) and Harry Truman Drive. The application represents a development of 260 multifamily residential dwelling units.

Background

This property was part of a larger 36.42 acre parcel which was the subject of a preliminary plan of subdivision (PPS 4-16031) approved on June 15, 2017. Pursuant to information within the record for that case, it was determined by the transportation staff that the development of 568 dwelling units would generate a maximum of 351 AM peak hour-trips and 402 PM peak hour-trips. Pursuant to information provided in PGCPB No. 17-82, PPS 4-16031 was approved with several conditions including the following pertaining to transportation:

- Total development within the subject property shall be limited to uses which generate no more than 351 AM and 402 PM peak-hour trips. Any development generating an impact greater than that identified herein above shall require a new determination of the adequacy of transportation facilities.*

Status: This application is proposing only 260 dwelling units. The trip cap was based on a density of 568 units. Pursuant to PGCPB 17-86, DSP-16041 was approved with a density of 307 dwelling units. The approved plus the current detailed site plan (DSP) represent a total of 567 dwelling units, one fewer than the original approved density. Consequently, the trip cap will not be exceeded based on this application.

Site Evaluation

The proposed site layout appears to be very similar to the one presented in the approved PPS. Staff finds this layout to be acceptable from a circulation perspective. Regarding the number of access points, staff has no issues.

The applicant has also submitted two departure requested pertaining to on-site parking; a Departure from Design Standards (DDS-650) and a Departure from Parking and Loading Standards (DPLS-460). While these departures are separate requests, the amount of parking proposed for the subject site is contingent upon approval of both departure requests.

DDS-650

Pursuant to Section 27-587 of the Zoning Ordinance, the applicant is proposing to reduce the size of the proposed parking spaces to 9 feet by 18 feet rather than the standard size of 9.5 feet by 19 feet. The applicant has submitted a statement of justification (SOJ) to address the required findings for a DDS, indicated in Sec. 27-587 and 27-239.01(b)(7)(A).

(A) In order for the planning board to grant the departure, it shall make the following findings:

- i. The purposes of this subtitle will be equally well or better served by the applicant's proposal;

Comment: The applicant's SOJ indicates that the reduced parking space size will allow more space on the site for attractive landscaping, stormwater management, and more compact multifamily development, while still allowing for proper on-site circulation. The SOJ enumerates how the proposed departure is within the purposes of the zoning ordinance.

- ii. The departure is the minimum necessary, given the specific circumstances of the request;

Comment: The applicant's SOJ indicates that the proposed parking space width of 9 feet is reflective of other modern standards in the region (between 8.5 and 9 feet wide). Additionally, the proposed departure meets the size requirements of the standards in the recently adopted zoning ordinance (CB-13-2018). The applicant's SOJ further indicates that a nine-foot width is based on design standards for a vehicle that is 6-feet 7-inches wide (such as a large sport utility vehicle) and will be adequate for most motor vehicles.

- iii. The departure is necessary in order to alleviate circumstances which are unique to the site or prevalent in areas of the County developed prior to November 29, 1949;

Comment: The applicant's SOJ indicates that there are unique constraints at the subject site that limit the buildable area of the site and necessitate a smaller parking space size to more efficiently use the space. These constraints include a slope created for the Harry S. Truman Boulevard overpass at MD 214 and structurally unstable fill and utility easements along Harry S. Truman Boulevard requiring an additional retaining wall further into the property site.

- iv. The departure will not impair the visual, functional, or environmental quality or integrity of the site or the surrounding neighborhood.

Comment: The applicant's SOJ indicates that the departure will allow the subject site to maximize the efficient use of the site to provide parking as well as additional greenspace and plant quantities that exceed landscape manual standards.

The Transportation Planning Section (TPS) staff concur with the findings addressed by the applicant and recommend approval of the Departure from Design Standards for parking spaces that are 9 feet wide and 18 feet long.

DPLS-460

Pursuant to Section 27-588 of the Zoning Ordinance, the applicant is proposing to reduce the total number of parking spaces. The proposed development includes 367 parking spaces, which include 8 accessible spaces, 60 garage spaces, 120 compact spaces, 173 standard sized spaces (9-foot wide), and 6 electric vehicle charging spaces. The current county standards would require 395 parking spaces in total. The departure request is for a reduction of 28 parking spaces (assuming the DDS is approved and 9-foot wide spaces are permitted). The applicant has submitted a statement of justification (SOJ) to address the required findings for a DPLS, indicated in Sec. 27-588:

(A) In order for the planning board to grant the departure, it shall make the following findings:

- i. The purposes of this Part (Section 27-550) will be served by the applicant's request;

Comment: The applicant's SOJ indicates that while the subject site is not within the Largo Town Center borders, the subject site's proximity to WMATA bus transit, the Largo Town Center Metrorail Station, the new future UMD Hospital, and Prince George's Community College, a portion of future residents may choose transportation modes other than automobile and will likely have a parking demand less than what is required by the code. Additionally, the Institute of Transportation Engineers *Parking Generation Manual, 5th edition* indicates that parking demand for multifamily buildings is 1.31 spaces per unit for weekday peak and 1.22 spaces per unit for weekend peaks, which further suggests that parking demand for multifamily developments are less than what are required by the current ordinance.

- ii. The departure is the minimum necessary, given the specific circumstances of the request;

Comment: The applicant's SOJ indicates that an analysis of parking requirements in the Washington metropolitan region indicates that parking rates for multifamily projects within one-half mile of a Metrorail station are lower than other multifamily buildings and it is anticipated that 340-360 spaces will be necessary to serve the subject site. Additionally, the SOJ indicates that a review of motor vehicle ownership for this area from US Census Bureau's American Community Survey indicate that motor vehicle ownership is approximately 1.11 vehicles per unit and the proposed departure would supply 1.41 parking spaces per unit.

- iii. The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in older areas of the County which were predominantly developed prior to November 29, 1949;

Comment: As indicated in the above DDS finding, the subject site's location along MD 214 and Harry S Truman Boulevard create unique slope issues from the Harry S Truman Boulevard overpass and the necessary retaining wall and easements for the site. This reduces the amount of total available space for development.

- iv. All methods for calculating the number of spaces required (Division 2, Subdivision 3, and Division 3, Subdivision 3, of this Part) have either been used or found to be impractical;

Comment: Calculating the method indicated in Part 11, there are a required 395 parking spaces. The applicant's SOJ indicates that the per-unit parking rates included in the current ordinance reflect a higher parking demand than what is used for developments proximate to transit or employment centers in the region.

- v. Parking and loading needs of adjacent residential areas will not be infringed upon if the departure is granted

Comment: The proximity of a WMATA bus stop within 100 feet of the site will allow some of the residents to conveniently access the mass transit system. This use of transit will reduce the auto dependency and consequently the need for all of the required spaces. Secondly, approximately 200 feet on the south side of Capital Court is a public library with adequate parking supply. During the off-hours of the library operation, some of those spaces could be used by the residents/guests of the proposed development, thereby diminishing the need for any infringement on adjacent residential areas.

The Transportation Planning Section (TPS) staff concur with the findings addressed by the applicant and recommend approval of the Departure from Parking and Loading Standards to permit a total of 367 parking spaces (a reduction of 28 spaces).

Conclusion

Overall from the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a detailed site plan. Additionally, this plan meets the findings required for a departure from design standards regarding the size of the parking space and the findings required for a departure from parking and loading standards to provide fewer parking spaces.



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March 6, 2019

MEMORANDUM

TO: Tom Burke, Development Review Division

FROM:  Fred Shaffer, Transportation Planning Section, Countywide Planning Division

SUBJECT: **Detailed Site Plan Review for Master Plan Trail Compliance**

The following detailed site plan was reviewed for conformance with the *Approved Countywide Master Plan of Transportation* (MPOT) and/or the appropriate area Master Plan in order to provide appropriate recommendations.

Detailed Site Plan Number: DSP-17049

Name: Capital Court

Type of Master Plan Bikeway or Trail

Municipal R.O.W.*	<u> </u>	Public Use Trail Easement	<u> </u>
PG Co. R.O.W.*	<u> X </u>	Nature Trails	<u> </u>
SHA R.O.W.*	<u> </u>	M-NCPPC – Parks	<u> </u>
HOA	<u> </u>	Bicycle Parking	<u> X </u>
Sidewalks	<u> X </u>	Trail Access	<u> </u>

*If a Master Plan trail is within a city, county, or state right-of-way, an additional two - four feet of dedication may be required to accommodate construction of the trail.

The Transportation Planning Section has reviewed the submitted detailed site plan application referenced above for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 1990 Approved Master Plan and Amendment and Adopted Section Map Amendment for Largo-Lottsford (area master plan) in order to implement planned trails, bikeways, and pedestrian improvements. The subject application proposes three buildings and 260 multifamily units on 7.72 acres at the southwest quadrant of the Harry S Truman Drive and MD 214 intersection.

Background:

The MPOT recommends continuous standard or wide sidewalks and designated bike lanes along Harry S. Truman Drive (see MPOT map). Continuous sidewalks currently exist along the site's frontage. The Department of Public Works and Transportation (DPW&T) has a Complete and Green Street Project for Harry S. Truman Drive which is currently under design. Frontage improvements along this road

should be coordinated with DPW&T. Standard sidewalks also exist along the site's frontages of both Capital Lane and Capital Court. The subject property is approximately 3,677 linear feet from the Largo Metro. At the time of Subdivision Review Committee, additional sidewalk connections were recommended by staff.

Discussion on the revised plans:

Revised plans were submitted on March 5th which addressed many of the concerns raised by staff. Bike parking has been included at each of the proposed buildings at appropriate locations. The applicant has revised the plans to include additional sidewalk connections on the site. In addition to sidewalks between each of the buildings and to the surface parking, sidewalks are provided directly to Harry S. Truman Drive and Capital Court. Internal pedestrian access is accommodated as modified by the applicant and no additional sidewalk connections are recommended. DPW&T is currently developing design options for a complete and green street project along Harry S. Truman Drive. Any frontage improvements by the subject application need to be coordinated with this project.

Recommendation:

Bicycle and pedestrian access is adequately accommodated on the revised plans and no additional master plan trail or sidewalk recommendations are necessary for the subject application.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

January 24, 2019

MEMORANDUM

TO: Tom Burke, Planner Coordinator Urban Design Section

VIA: Sherri Conner, Supervisor Subdivision and Zoning Section *sc*

FROM: Amber Turnquest, Senior Planner Subdivision and Zoning Section *AT*

SUBJECT: DSP-17049 & DDS-650, Capital Court

The subject property is located on Tax Map 67 in Grids E3 and E4, is 7.72 acres, zoned Commercial Office (C-O), and is currently vacant. The site includes Parcel 1 recorded in Plat Book SJH 248-82, which was approved on November 30, 2017.

The site is subject to the 2004 *Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas*. The applicant has submitted this DSP for the approval for the development of 260 multifamily dwelling units.

The site is the subject of preliminary plan of subdivision (PPS) 4-16031, approved on June 15, 2017, for the creation of 32 parcels for 260 multifamily dwelling units and 308 single-family attached units, subject to 15 conditions. All of the 260 multifamily dwelling units were approved on a single parcel identified on the PPS as Parcel 1, which is consistent with this DSP proposed as Parcel 1. Of the 15 conditions (PGCPB Resolution No. 17-82) the following are applicable to this application:

- 2. Total development within the subject property shall be limited to uses which generate no more than 351 AM and 402 PM peak-hour trips. Any development generating an impact greater than that identified herein above shall require a new determination of the adequacy of transportation facilities.**

Conformance with Condition 2 should be reviewed and determined by the Transportation Planning Section.

- 5. At the time of a detailed site plan for the townhouse and multifamily developments (not including infrastructure), a Phase II noise report shall be submitted to demonstrate that the interior of all units can be mitigated to 45 dBA Ldn or less.**

A Phase II noise report was submitted with this application. The DSP reflects the unmitigated 65 dBA Ldn however, the mitigated 65 dBA Ldn line is not shown and should be delineated in accordance with the Phase 2 noise study. Conformance with Condition 5 should be reviewed and determined by the Urban Design Section.

15. **Prior to the approval of a final plat, the vacation of Prince Place and Capital Court shall have been approved in accordance with Section 24-112 of the Subdivision Regulations. The vacated areas shall be in substantial conformance with the approved preliminary plan of subdivision.**

Capital Court was vacated on October 19, 2017 by V-17007, and a portion incorporated into the subject site pursuant to the recordation of SJH 248-82 for Parcel 1. This condition has been met.

Plan Comments

1. Plat Note 1 (SJH 248-82) states that:

Development of this property must conform to the Detailed Site Plan which was approved by the Planning Board on June 22, 2017, DSP-16041, or as amended by any subsequent revisions thereto.

The plat note was based on the DSP which was approved for infrastructure and not approved for the development of this site (Parcel 1). The instant DSP must be reflected on the record plat prior to building permit. The applicant may file a minor final plat to be approved by the Planning Director to correct the DSP number, reflecting DSP-17049, if approved.

Plan Conditions

1. Prior to certificate of approval of the DSP, the plans shall be revised to:
 - a. Clearly label bearings and distances.
 - b. Clearly delineate the mitigated and unmitigated 65 dBA Ldn lines on all pages of the plans.
2. Prior to approval of a building permit, a minor final plat of correction in accordance with Section 24-108 of the Subdivision Regulations shall be approved by the Planning Director which revises Plat Note 1. Reference to DSP-16041 shall be replaced with DSP-17049 with the appropriate approval date.

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals on the subject property and Subtitle 24. The DSP has been found to be in substantial conformance with the preliminary plan of subdivision and the record plat. All bearings and distances must be clearly shown on the DSP and be consistent with the record plat. There are no other subdivision issues at this time.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

Countywide Planning Division
 Environmental Planning Section

301-952-3650

February 4, 2019

MEMORANDUM

TO: Thomas Burke, Planner Coordinator, Urban Design Section

VIA: Katina Shoulars, Planning Supervisor, Environmental Planning Section

FROM: Chuck Schneider, Senior Planner, Environmental Planning Section

SUBJECT: **Capital Court; DSP-17049 /DDS-650 and TCP2-159-04-03**

Handwritten notes:
 [Signature]
 For ACS

The Environmental Planning Section has reviewed the Detailed Site Plan (DSP) and departure from design standards submitted for Capital Court, DSP-17049/DDS-650, and the Type 2 Tree Conservation Plan, TCP2-159-04-03, both stamped as received on January 7, 2018. Verbal comments were provided in a Subdivision Development Review Committee (SDRC) meeting on January 25, 2018. The Environmental Planning Section recommends approval of DSP-17049 / DDS-650, and TCP2-159-04-03, subject to the recommendations at the end of the memorandum.

Background

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

Development Review Case	Associated Tree Conservation Plan	Authority	Status	Action Date	Resolution Number
4-86201	NA	Planning Board	Approved	1/29/1987	87-32
DSP-04046	TCP2-159-04	Planning Board	Approved	02/17/2005	05-49
4-16031	TCP1-003-2017	Planning Board	Approved	6/15/2017	17-82
DSP-16041	TCP2-159-04-01	Planning Board	Approved	6/22/2017	17-86
DSP-17049 & DDS-650	TCP2-159-04-03	Planning Board	Pending	Pending	Pending
NRI-194-2016-01	NA	Staff	Approved	8/11/2017	NA

Proposed Activity

The current application is to construct three buildings and associated infrastructure for 260 multi-family units.

Grandfathering

This project is not grandfathered with respect to the environmental regulations contained in Subtitle 24 that came into effect on September 1, 2010 because the application is for a new preliminary plan. This

project is subject to the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO) and the Environmental Technical Manual.

Site Description

This 7.72-acre site is part of an overall 35.23-acre site is located on the southeast corner of US 495/95 (Capital Beltway Outer Loop) and MD 214 (Central Avenue) with frontage to the east on Harry S. Truman Parkway. A review of the subject DSP area has indicated that there are no streams, wetlands, 100-year floodplain, 15-percent slopes or their associated buffers. The predominant soils found to occur according to the USDA NRCS Web Soil Survey (WSS) are Adelphia-Holmdel-Urban land complex and Udorthents. The site is within the Patuxent River watershed and drains toward the Southwest Branch, to the south. The Sensitive Species Project Review Area (SSPRA) map received from the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP) shows no rare, threatened, or endangered (RTE) species found to occur on, or near this property. There are no Forest Interior Dwelling Species (FIDS) habitat located on-site. No designated scenic or historic roadways are adjacent to the project site. 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)*. According to the approved *Countywide Green Infrastructure Plan of the Approved Prince George's Resource Conservation Plan (May 2017)*, the site does contain Regulated and Evaluation Areas within the network.

Review of Previously Approved Conditions

The following text addresses previously approved environmental conditions related to the subject application. The text in **BOLD** is the actual text from the previous cases or plans. The plain text provides the comments on the plan's conformance with the conditions.

4-16031

Preliminary Plan 4-16031 was approved by the Planning Board on June 15, 2017. The conditions of approval can be found in PGCPB No. 17-82. Conditions required to be addressed with this review are listed below in bold text followed by comments standard text.

- 11. Prior to signature approval of the TCP1, the TCP1 shall include the following note to the plan on the same plan sheet where the woodland conservation worksheet is provided:**

“NOTE: A variance application to Section 25-122(b)(1)(G) was approved by the Planning Board in association with the approval of the preliminary plan of subdivision to allow removal of specimen trees ST-1 and ST-6.”

This note has also been added to the TCP2 associated with this project.

DSP-16041

Detailed Site Plan DSP-16041 was approved by the Planning Board on June 22, 2017. The conditions of approval can be found in PGCPB No. 17-86.

- 3. Prior to signature approval of the TCPII for this property, pursuant to Section 25-122(d)(1)(B), all woodland preserved, planted, or regenerated on-site shall be placed in a woodland conservation easement recorded in land records and the Liber/folio of the easement shall be indicated on the TCPII. The following note shall be placed on the TCPII:**

**“Woodlands preserved, planted, or regenerated in fulfillment of woodland conservation requirements on-site 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”.**

Although this condition is from a separate DSP, this TCP2 is a revision to the TCP2 that was approved with that application. The note is shown on the TCP2; however, the liber folio has not been added to the plan which indicates the recorded easement was never submitted. A copy of the easement is required prior to certification of this detailed site plan.

Recommended Condition: Prior to certification of the detailed site plan, a copy of the recorded woodland conservation easement shall be submitted.

Environmental Review

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

Natural Resources Inventory/Existing Conditions

The Natural Resources Inventory, NRI-194-2016-01, was approved and signed on August 11, 2017. There are no regulated environmental features or specimen trees within this 7.72-acre section of the overall subdivision.

No revisions are required for conformance to the NRI.

Woodland Conservation

This property is subject to the provisions of the applicable Prince George’s County Woodland Conservation Ordinance (WCO) because the property is greater than 40,000 square feet and contains more than 10,000 square feet of existing woodland. A companion Type 2 Tree Conservation Plan, TCP2-159-04-03, has been submitted for review.

Since this DSP is part of a larger subdivision the woodland conservation worksheet was completed for the overall subdivision. The 35.23-acre site contains 12.49 acres of existing woodland on the net tract and 0.18-acre of woodland within the 100-year floodplain. The site has a Woodland Conservation Threshold (WCT) of 5.25-acres, or 15 percent of the net tract, as tabulated. The TCP2 shows a total woodland conservation requirement of 9.74-acres. The TCP2 proposes to meet this requirement by providing 1.46 acres of on-site woodland preservation, 0.49-acre reforestation, 0.46-acre landscape credits, and the remaining 7.31-acres in off-site woodland conservation credits.

The tree conservation plan has been reviewed and requires technical revisions to be in conformance with the applicable Woodland Conservation Ordinance (2010 WCO). The conditions are listed at the end of this memorandum.

Specimen Trees

A Subtitle 25 Variance was approved with the preliminary plan (4-16031) to remove two specimen trees. No further information is required for specimen tree removal.

Regulated Environmental Features/Primary Management Area

Primary Management Area (PMA) impacts to the stream buffer for a sewer line, two small isolated wetlands for infrastructure were approved with the approved preliminary plan (4-16031). No additional information is required regarding the Regulated Environmental Features/Primary Management Area.

Stormwater Management

An approved Stormwater Management Concept approval letter was submitted with the subject application. Stormwater concept #60156-2016-01 was approved on September 15, 2017 with conditions of approval requiring the use of the existing pond, infiltration, extended detention and submerged gravel wetlands. The concept approval expires March 6, 2020.

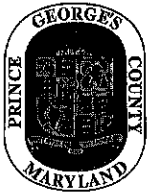
Summary of Recommended Conditions

The Environmental Planning Section has completed the review of DSP-17049/DDS-650 and TCP2-159-04-03, and recommends approval subject to the following conditions:

Recommended Conditions:

1. ~~Prior to certification of the detailed site plan, a copy of the recorded woodland conservation easement shall be submitted.~~
2. Prior to signature approval of the detail site plan, the TCP2 shall be revised as follows:
 - a. Revise the TCP2 number in the approval block to remove the "-01".
 - b. Revise the "01" approval block line to type in "T. Burke - 10/6/2017".
 - c. Add to the "02" approval block line "T. Burke - 11/30/2018 - NA - Washington Gas Line".
 - d. Add to the "03" approval block line the DRD case number and reason for revision.
 - e. Revise the note under specimen tree table to read ".....in association with the approval of the preliminary plan 4-16031 to allow removal of specimen trees ST-1 and ST-6."
 - f. Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.

If you have any questions concerning these comments, please contact me at 301-883-3240 or by e-mail at alwin.schneider@ppd.mncppc.org.



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Fire/EMS Department



Office of the Fire Marshal

January 24, 2019

Thomas Burke, Senior Planner
Urban Design Section
The Maryland-National Capital Park and Planning Commission
Development Review Division
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

Dear Mr. Burke:

The Office of the Fire Marshal of the Prince George's County Fire and EMS Department has reviewed the referral for DSP-17049 Capital Court Multi-Family. We have the following comments:

- 1) With regard to water supply, the applicant's System Extension Plan and/or Site Utility Plan submittals to WSSC shall demonstrate that any proposed private hydrants on the site will provide 1000 gpm at a residual pressure of 20psi.
- 2) Hydrants shall be provided so that no exterior portion of the building is more than 500' as hose is laid by the fire department. It is not clear from the drawings that Building 2000 meets this requirement. It is not clear that Building 3000 meets this requirement if the 6' chain link fence will prohibit access from Capital Lane to the rear of the building.
- 3) The hydrant provided for the Fire Department Connection (FDC) on building 1000 is across the drive aisle from the FDC. If possible, relocate to the opposite side (building side) of that drive aisle.
- 4) FDC's should be located on the front, address side of the buildings. Since buildings do not have nominal addresses, it is not clear if this requirement is met.
- 4) Ensure at least 36" of clearance between the fire hydrant and transformer adjacent to Building 3000.
- 5) All fire access roads shall be provided with width sufficient for a fire department vehicle with a 43' bumper swing to maneuver without encountering obstacles.

6820 Webster Street
Landover Hills, Maryland 20784

6) Grills in amenity spaces/courtyards must be fixed in place and 30' from the building. Gas should be provided via dedicated supply lines in accordance with NFPA 58.

Please let me know if you have any questions regarding these comments.

Sincerely

A handwritten signature in black ink, appearing to read 'JVR', written in a cursive style.

James V. Reilly
Assistant Fire Chief

JVR/jvr



Angela D. Alsobrooks
County Executive

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



MEMORANUM

February 4, 2019

TO: Andrew Bishop, Urban Design Section
Development Review Division, M-NCPPC

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

RE: Capitol Court
Detailed Site Plan No. DSP-17049 and
Departure from Design Standards No. DDS-650

CR: Capital Lane
CR: Capital Court
CR: Harry S. Truman Drive
CR: Prince Place
CR: Central Avenue (MD 214)

In response to the Detailed Site Plan No. DSP-17049 and Departure from Design Standard No. DDS-650 referral, the Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The above-referenced site is located on the southwest quadrant of the intersection of Central Avenue (MD 214) and Harry S. Truman Drive.

Roadways:

- Harry S. Truman Drive, Capital Lane, Capital Court, and Prince Place are County-maintained roadways.
- Harry S. Truman shall be constructed in accordance with the Department of Public Works and Transportation (DPW&T) Standard for an Urban Arterial Road.
- MD 214 and I-495 ramp are State-maintained roadways; therefore, right-of-way dedication and roadway improvements will be required as determined by the Maryland State Highway Administration (SHA).

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

Andrew Bishop
February 4, 2019
Page 2

- Revise alleys to be minimum 22' wide, as required to comply with County Fire Code 11-276.
- Evaluate fire truck maneuverability and revise road radii to accommodate this site layout change.
- DPIE has no objection to the Departure from the Design Standard No. DDS-650.
- Prior to the approval of the final plat(s) of subdivision for development, which includes portions of the Capital Court right-of-way and Prince Place, the applicant shall obtain approval of the road closure process as determined appropriate by DPW&T, in accordance with Subtitle 23 and/or vacate the right-of-way in accordance with Subtitle 24.
- Applicant is to secure waiver from DPIE for the non-standard cul-de-sac at Prince Place. Applicant will be required to mill and overlay and restripe Prince Place, as a condition of this waiver.
- DPW&T Specifications and Standards are to be followed accordingly for the:
 - Frontage improvements for the existing Capital Lane (Urban Commercial and Industrial road) shall be constructed by the developer, as required.
 - Frontage improvements for the existing Capital Court (Urban Commercial and Industrial road) shall be constructed by the developer, as required.
 - Frontage improvements for the existing Price Place (Urban Commercial and Industrial Road) shall be constructed by the developer, as required.
 - Frontage improvements for the existing Harry S. Truman Drive (Urban Arterial road) shall be constructed by the developer, as required.
 - All roadways must be consistent with the approved Master Plan for this area.
- Half-width, 2-inch mill and overlay for existing Capital Court, Prince Place and Capital Lane roadway frontages are required.

- 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). Additionally, all pedestrian crosswalks shall have proper sight distance and be ADA accessible.
- The applicant shall demonstrate that the proposed access points provide adequate sight distance in accordance with American Association of State Highway and Transportation Officials (AASHTO) standards for all intersections within the site.
- Private roadways are to be designed, bonded and permitted in accordance with applicable County codes, standards and specifications.
- Sidewalks, trails and bike lanes are required along all roadways within the property limits in accordance with Sections 23-105 and 23-135 of the County Road Ordinance and in accordance with the Master Plan.
- Conformance with street tree and street lighting standards is required.
- Existing utilities may require relocation and/or adjustments. Coordination with the various utility companies is required, by the applicant.
- Compliance with DPW&T's Utility Policy is required. Proper temporary and final patching and the related mill and overlay in accordance with the established "DPW&T's Policy and Specification for Utility and Maintenance Permits" are required.

Environmental:

- The proposed site development is part of the approved 100-year Floodplain No. FPS 200522, dated August 7, 2006. Updated Floodplain No. FPS 201704, dated March 2, 2017.
- For the floodplain that is contained within the site, stream buffers, culvert design and site developments should be in accordance with County requirements.

- Buildings shall be set back at least 25' from floodplain.

Stormwater Management:

- This site development is not consistent with the approved Stormwater Management Concept Plan No. 60156-2016-01, dated September 15, 2017, and expires on March 6, 2020. SWM concept revision to reflect the new layout is required.
- Provide location of stormwater management, storm drain, water, sewer and dry utilities to verify that site layout has sufficient space for utilities.
- The proposed development will require a site development - fine grading permit.
- All stormwater management facilities and drainage systems are to be constructed in accordance with the Specifications and Standards of the DPIE and DPW&T.
- All storm drain easements are to be recorded prior to the technical approval of the storm drain and stormwater management plans.
- A soils investigation report, which includes subsurface exploration and a geotechnical engineering evaluation for public streets, stormwater management, and onsite grading, is required.
- This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County code 32-182(b)). The following comments are provided pertaining to this approval phase:
 - a. Final site layout, exact impervious locations are not shown on plans.
 - b. Exact acreage of impervious areas have not been provided with concept plan.
 - c. Proposed grading is not shown on plans.
 - d. Delineated drainage areas at all points of discharge from the site have not been provided with the concept plan.
 - e. Stormwater volume computations have not been provided with the concept plan.

Andrew Bishop
February 4, 2019
Page 5

- f. Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth disturbances and impacts to natural resources, and an overly plan showing the types and locations of ESD devices and erosion and sediment control practices are not included in the submittal.
- g. A narrative in accordance with the code has not been provided.

Please submit any additional information described above for further review, at the time of final stormwater management permit review.

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

MCG:DW:dar

cc: Mariwan Abdullah, District Engineer, S/RPRD, DPIE
Daniel Wmariam, Engineer, S/RPRD, DPIE
Rene Lord-Attivore, Chief, Traffic Engineering, S/RPRD, DPIE
Rodgers Consulting, Inc., 19847 Century Blvd, Suite 200,
Glenwood, Maryland 21738
SLDM, Inc., 448 Viking Drive, Suite 220, Virginia Beach,
Virginia 23452



Division of Environmental Health/Disease Control

Date: February 6, 2019

To: Andrew Bishop, Urban Design M-NCPPC

From: Adebola Adepaju, Environmental Health Specialist, Environmental Engineering and Policy Program

Re: DSP-17049 & DDS-650, Capital Court

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 and the departure from the design standards submissions for Capital Court and has the following comments/recommendations:

1. Health Department permit records indicate there are five existing carry-out/convenience store food facilities and one 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 site is within 500/1000 feet of Interstate 495 the Capital Beltway and 214 Central Avenue which are major arterial roadways. Residential units are sited within the 65 dBA Ldn zone(s). Noise can be detrimental to health with respect to hearing impairment, sleep disturbance, cardiovascular effects, psycho-physiologic effects, psychiatric symptoms and fetal development. Sleep disturbances have been associated with a variety of health problems such as functional impairment, medical disability and increased use of medical services even amongst those with no previous health problems. Published scientific reports have found that road traffic, considered a chronic environmental stressor, could impair cognitive development in children, such as reading comprehension, speech intelligibility, memory, motivation, attention, problem-solving, and performance on standardized tests. ***The plans should depict the noise area boundary but further modifications/adaptations/mitigation are required to minimize the potential adverse health impacts of noise on the susceptible population.***
3. There is an emerging body of scientific evidence indicating that fine particulate air pollution from traffic is associated with childhood asthma.



Environmental Engineering/Policy Program
Largo Government Center
9201 Basil Court, Suite 318, Largo, MD 20774
Office 301-883-7681, Fax 301-883-7266, TTY/STS Dial 711
www.princegeorgescountymd.gov/health

Rushern L. Baker, III
County Executive

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.

EXHIBIT'S LIST

APRIL 11, 2019

Regular Planning Board Meeting

Exhibits Transmitted to Development Review Division

AGENDA ITEMS #5 -7 - DETAILED SITE PLAN,

**DEPARTURE FROM DESIGN STANDARDS AND DEPARTURE FROM PARKING
AND LOADING SPACES**

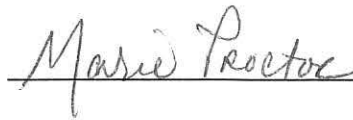
DSP-17049 & DDS-650 & DPLS-460

CAPITAL COURT

The following exhibits were accepted and entered into the record:

Proposed Revisions to Findings & Conditions	APPLICANT's EXHIBIT #1	3-pages
Architectural signage and Graphics	APPLICANT's EXHIBIT #2	6-pages
Building Elevations	APPLICANT's EXHIBIT #3	2-pages
Collaboration Letter from the NRP Group	APPLICANT's EXHIBIT #4	1-page

MARIE PROCTOR 4/11/2019



Sign and Date

REC'D BY PGCPB ON 4-11-2019
ITEM # 5-6-7 CASE # DSP 17049
EXHIBIT # _____ DDS-650
Applicants Exhibit 1 DPLS-460

DSP-17049 - PB Date 4/11/19, Items 5, 6 & 7

Revised Finding #6 Design Features (pg. 5)

6. **Design Features:** The applicant proposes to develop this phase of the Capital Court project, consisting of 7.72 acres, with three multifamily buildings, for a total of 260 dwelling units, five ~~four~~ 20 12-bay garage structures, indoor and outdoor recreation amenities, and associated infrastructure. The dwelling units are proposed as follows:

Revised Finding #6 Architecture (pg. 5)

The garage structures are proposed to be single-story, with façades containing cementitious siding and panels and roll-up garage doors. The roofs have an approximately three to one slope and are clad with asphalt shingles.

Revised Finding #6 Recreational Facilities (pg. 6)

In addition, the applicant is proposing sidewalk circulation throughout the property, a direct sidewalk connection to Harry S. Truman Drive, outside benches, dog waste stations, and bicycle racks, ~~and indoor bicycle lockers~~. All of the proposed outdoor recreational amenities are located outside of the mitigated 65 dBA Ldn noise contours.

Revised Recommendation (pgs. 19-21)

RECOMMENDATION

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

- A. APPROVE Departure from Design Standards DDS-650, to allow the standard parking spaces to be 9 feet wide by 18 feet long.
- B. APPROVE Departure from Parking and Loading Standards DPLS-460, to allow a reduction of 32 parking spaces.
- C. APPROVE Detailed Site Plan DSP-17049, Alternative Compliance AC-19004, and Type 2 Tree Conservation Plan TCP2-159-04-03 for Capital Court, Multifamily, subject to the following conditions:
1. Prior to certificate approval of the detailed site plan (DSP), the applicant shall submit additional documentation and revise the plans, as follows:
 - a. Provide a revised stormwater management concept plan and approval letter that is consistent with the DSP.
 - b. Revise the architecture on all buildings to emphasize the main entrance doors and to reduce the prominence of the service doors, which may include the use of trim, varying façade depths, different materials, or different door styles.
 - ~~c. Revise the building-mounted sign design and size on Building 1000 to match the~~

- (3) Identify the retaining walls on all sheets.
- (4) Relocate plantings off of the sidewalks on Sheet L1.00.
- (5) Correct the site bench on Sheet L1.01 to refer to detail Sheet L2.02.
- (6) Identify the rectangles on either side of the courtyard entrance.
- (7) Graphically demonstrate the proposed number of plant units on the landscape plan.
- (8) Provide a decorative metal fence, 6 feet in height, along the retaining wall fronting Harry S. Truman Drive, north of the stairs.
- (9) Provide a decorative metal fence, a minimum of 4 feet in height, fronting Harry S. Truman Drive, south of the stairs.
- (10) Revise the Section 4.6 schedule to reflect the reduction in plant units due to provision of the retaining wall and fence.
- (11) Provide a minimum 10 percent more plant units than what is normally required, for the entire bufferyard along MD 214 (Central Avenue) and revise the Section 4.6 schedule accordingly.

u. Revise the garage architecture to be more consistent with the residential buildings in terms of roofline, colors, and material patterns.

2. Prior to approval of a building permit, a minor final plat of correction, in accordance with Section 24-108 of the Subdivision Regulations, shall be approved by the Planning Director which revises Plat Note 1. Reference to Detailed Site Plan DSP-16041 shall be replaced with DSP-17049, with the appropriate approval date.

REC'D BY PGCPB ON 4-11-19 17049
ITEM # 566-7 CASE # DSP-180300
EXHIBIT # A.E.#2 DDS 560
DPLS-460

A.E. # 2

CLIENT



PROJECT

LARGO CIVIC ASSOCIATION

UPPER MARLBORO, MD

CREATED: 1-14-2019 | PROJECT NUMBER: 2190074



Hardman Signs

ARCHITECTURAL SIGNAGE & GRAPHICS

REP: SHANNON LINE | DESIGNER: STEVE SIMS

PALETTE/MATERIALS

PAINT COLORS:



P1

METALLIC
BRONZE



P2

PANTONE
COOL GRAY 9C



P3

GOLDEN YELLOW
PMS 7406C



P4

DARK BLUE
PMS 302C



P5

MATTHEWS BRUSHED
ALUMINUM MP41342SP

MATERIALS:



M1

TRANSLUCENT
WHITE ACRYLIC

TYPEFACES

MUSEO SLAB 700:

ABCDEFGHIJKLMNOPQRSTUVWXYZ

abcdefghijklmnopqrstuvwxyz

1234567890!@#\$%^&*()

BLAIR ITC STD BOLD:

ABCDEFGHIJKLMNOPQRSTUVWXYZ

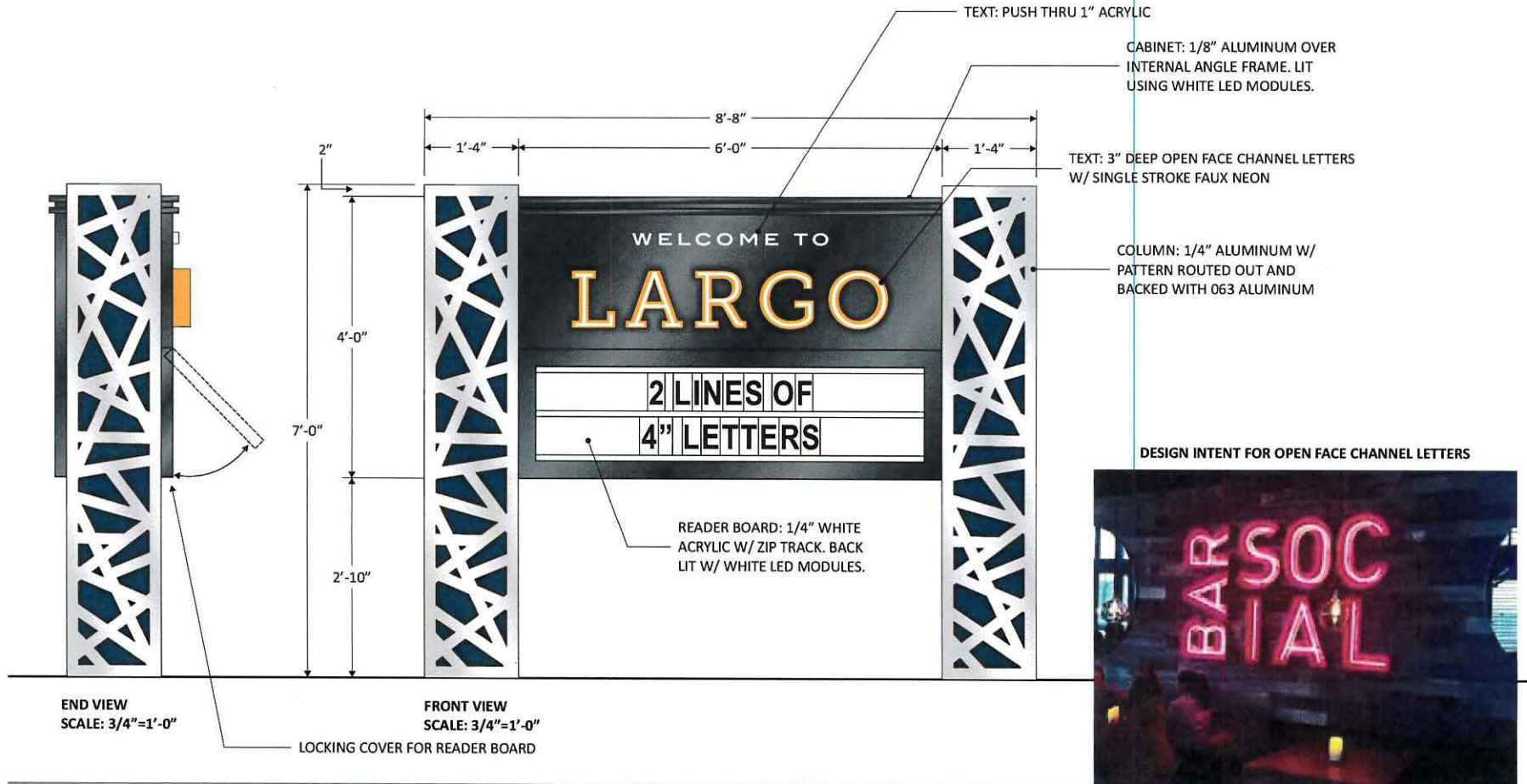
ABCDEFGHIJKLMNOPQRSTUVWXYZ

1234567890!@#\$%^&*()

PROJECT FILENAME: LARGO CIVIC ASSOC 2190074

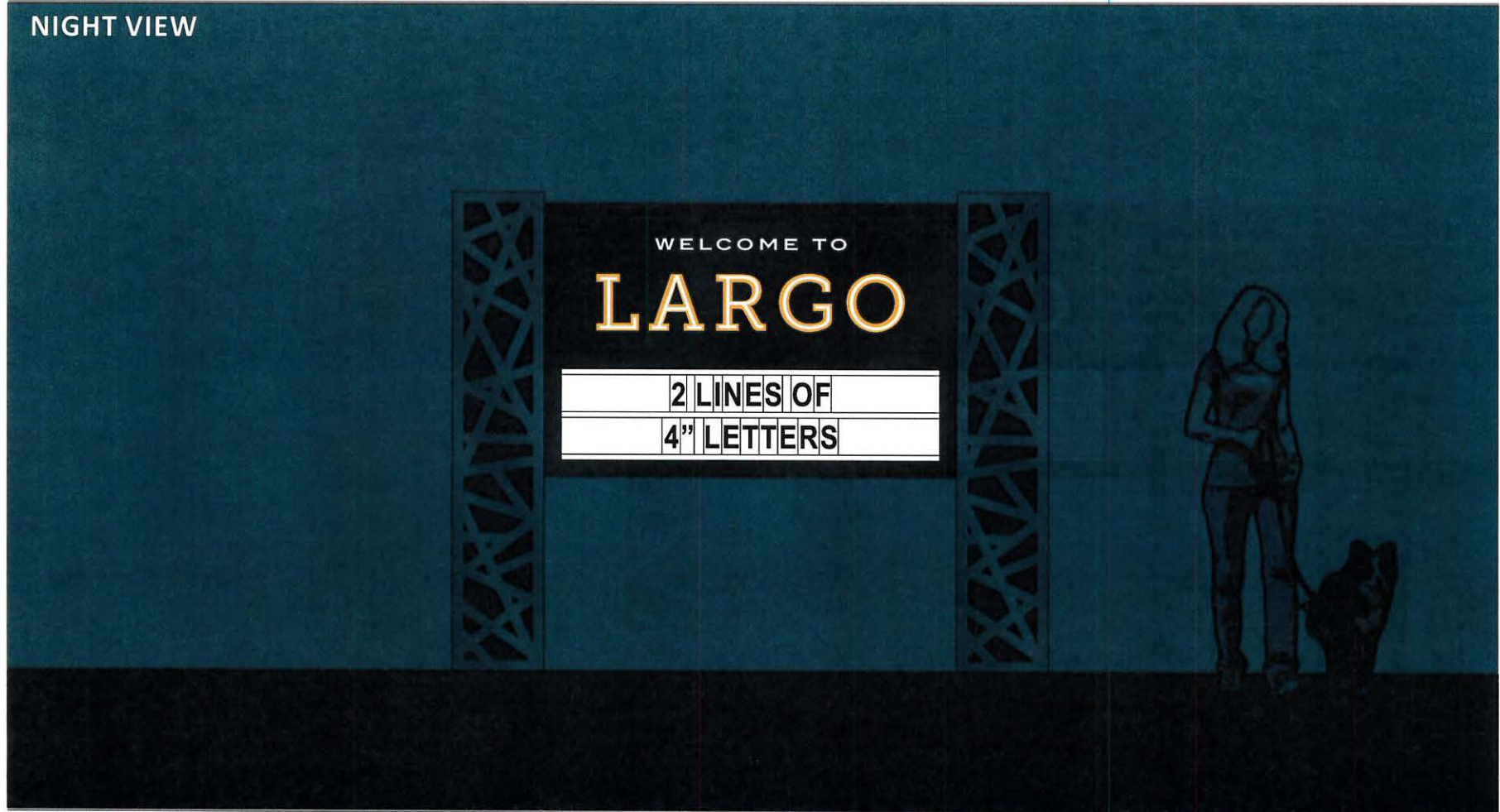
SIGN TYPE: EX.1 | GROUND MONUMENT W/ READER BOARD

QTY. 2 SINGLE FACE



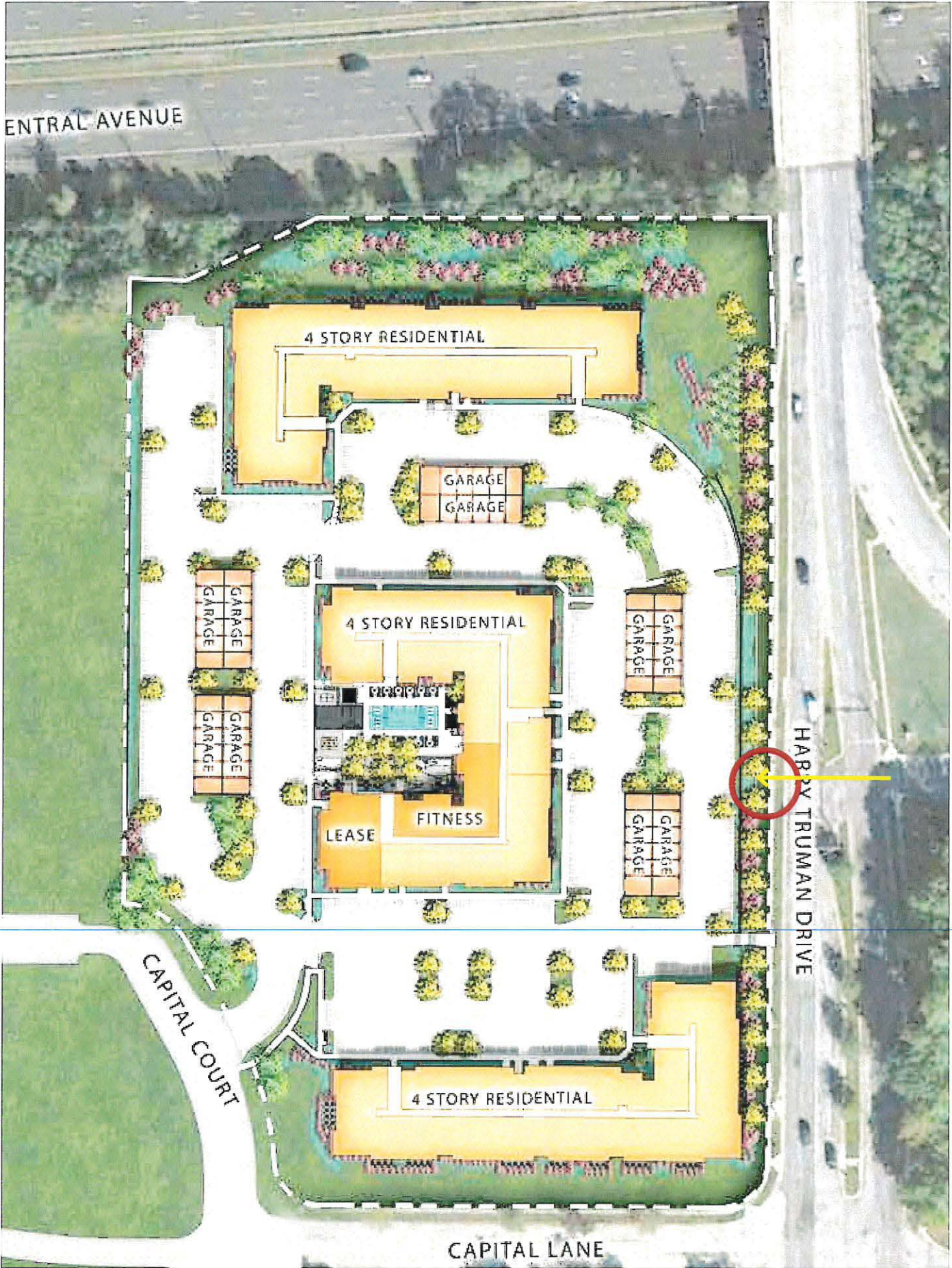
PROJECT FILENAME: LARGO CIVIC ASSOC 2190074

NIGHT VIEW



PROJECT FILENAME: LARGO CIVIC ASSOC 2190074

ENTRAL AVENUE



4 STORY RESIDENTIAL

GARAGE
GARAGE

4 STORY RESIDENTIAL

GARAGE
GARAGE

GARAGE
GARAGE

RECEPTION
LIFT

LEASE

FITNESS

GARAGE
GARAGE

GARAGE
GARAGE

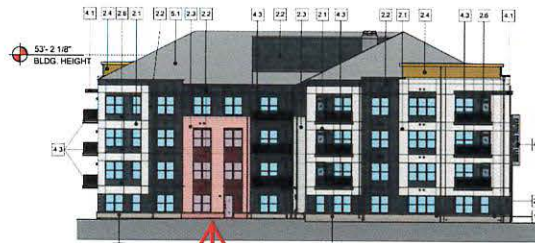
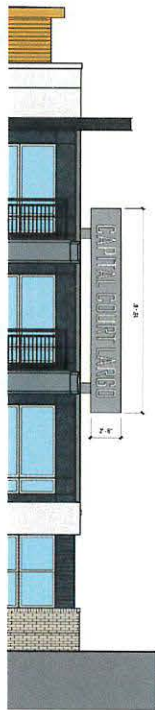
HARRY TRUMAN DRIVE

CAPITAL COURT

4 STORY RESIDENTIAL

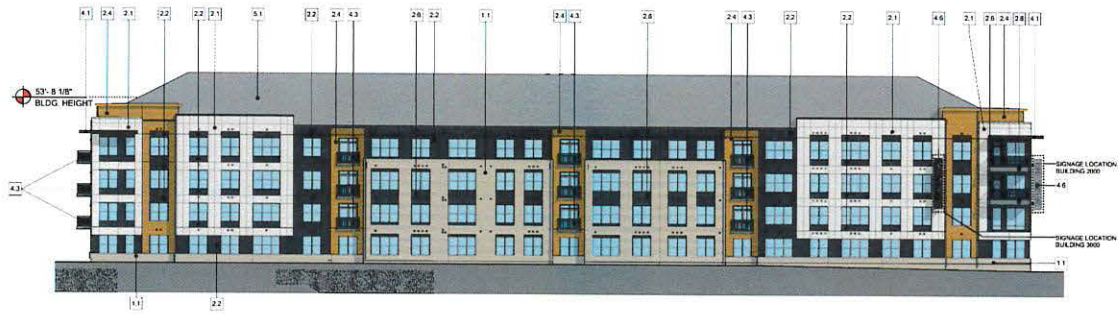
CAPITAL LANE

DESIGNED BY PGCPB ON 4-11-2019
 PLAN # 5-8-7 CASE # DSP-17049
 EXHIBIT # A-E #3 (2 pages)
 DDS-650
 DPLS-460



This section will be changed to Brick - Tag 1.2
 Occurs on Both Building 2000 and 3000

4 BUILDING 2000 WEST ELEVATION
 BUILDING 3000 EAST ELEVATION
 1/16" = 1'-0"



3 BUILDING 2000 SOUTH ELEVATION
 BUILDING 3000 NORTH ELEVATION
 1/16" = 1'-0"

5 PROPOSED SIGNAGE - BUILDING 2000
 1/8" = 1'-0"

** BLADE SIGNS ONLY PROVIDED ON BUILDING 2000 / 3000 **

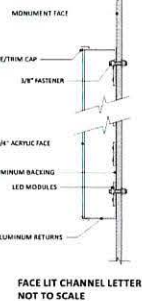
BLADE SIGN MATERIALS:



BLADE SIGN PAINT COLORS:

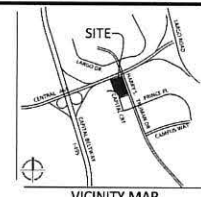


ISOMETRIC VIEW
 NOT TO SCALE



FACE LIT CHANNEL LETTER
 NOT TO SCALE

THE LARRO SYSTEM CREDITS: SEE B-13 OF L-108-257-777 OR LARRO 101
 WWW.LARRO.COM OR WWW.LARRO.COM/USA
 6 HOURS IN ADVANCE OF ANY WORK. SEE THIS SYSTEM'S MANUAL FOR COMPLETE DETAILS.



VICINITY MAP
 SCALE: 1" = 2000'



BUILDING KEYPLAN

EXTERIOR FINISH LEGEND	
1.1	BRICK VENEER 1
1.2	BRICK VENEER 2
2.1	CEMENTITIOUS PANEL WITH REVEAL 1
2.2	CEMENTITIOUS SIDING 1
2.3	CEMENTITIOUS SIDING 2
2.4	CEMENTITIOUS SIDING 3
2.6	CEMENTITIOUS PANEL WITH REVEAL 3
2.7	CEMENTITIOUS PANEL WITH REVEAL 4
2.8	CEMENTITIOUS PANEL WITH REVEAL 5
3.1	PAINTED CONCRETE
4.1	METAL CANOPY
4.3	METAL BALCONY RAILING
4.5	STOREFRONT SYSTEM
4.6	METAL BLADE SIGN
4.7	METAL SIGNAGE
4.8	WALL SIGNAGE
5.1	ASPHALT SHINGLE ROOF

WKA
 WKA ARCHITECTS, PLLC
 1000 CONGRESS AVE SUITE 200
 SAN ANTONIO, TX 78215
 PHONE: (214) 520-8888
 FAX: (214) 520-2522
 WWW.WKAARCHITECTS.COM

the NRP group
 The NRP Holdings, LLC
 1000 CONGRESS AVE SUITE 200
 SAN ANTONIO, TX 78215

DESIGN CONSULTANTS
 PLANNER: CIVIL ENGINEER
 WKA ARCHITECTS, PLLC
 ARCHITECT: CIVIL ENGINEER
 WKA ARCHITECTS, PLLC
 LANDSCAPE ARCHITECT: URBAN LTD
 CIVIL ENGINEER: URBAN LTD
 ATTORNEY: KACHANEE HOSEA

REVISIONS	DATE
1ST SUBMISSION	12/18/18
DSP-17049 / DPLS-460 SUB	12/27/18

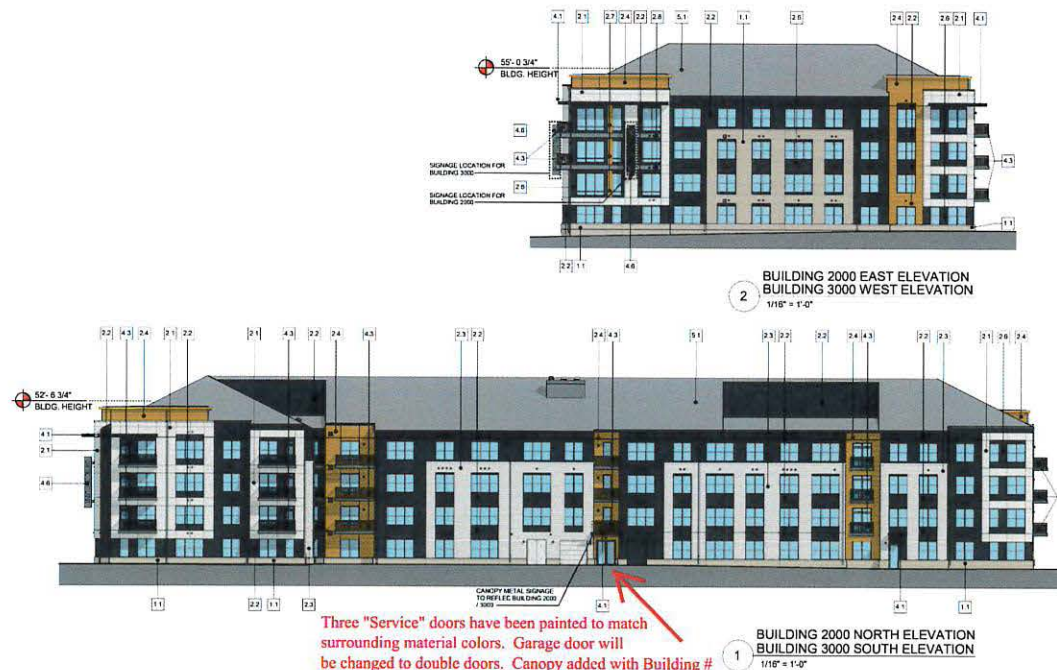
PROFESSIONAL SEAL

CAPITAL COURT MULTIFAMILY

13TH ELECTION DISTRICT
 PRINCE GEORGE'S COUNTY,
 MARYLAND
 WSSC GRID: 201A100
 TAX MAP 06764

BUILDING 2000/3000 ELEVATIONS

DESIGNED BY: WKA
 DATE ISSUED: 12/27/18
 PROJECT: 50246C
 AGENCY: DSP-17049/DPLS-460
 NO: DPLS-460



1 BUILDING 2000 NORTH ELEVATION
 BUILDING 3000 SOUTH ELEVATION
 1/16" = 1'-0"

Three "Service" doors have been painted to match surrounding material colors. Garage door will be changed to double doors. Canopy added with Building #

PROJECT NAME:	CAPITAL COURT MULTIFAMILY
PROJECT NUMBER:	50246C / DSP-17049 / DPLS-460
NO:	DPLS-460

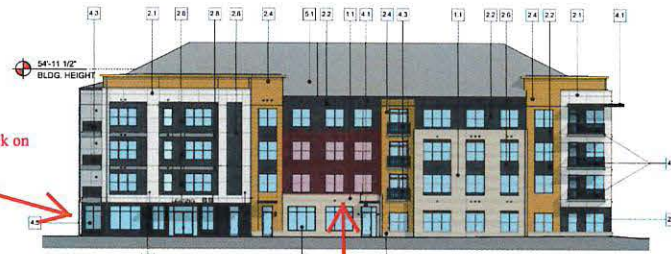
REC'D BY PGCPB ON 4-11-19
 ITEM # 5-6-7 CASE # DSP-17049
 EXHIBIT # A.E.#3 DDS-650
DPS-460

A.E.#3



The entire 1st floor of this elevation is brick. Just a really dark color on the bottom floor that looks similar to the cementitious panel.
 4 BUILDING 1000 WEST ELEVATION
 1/16" = 1'-0"

This is the really dark colored brick on the first floor.



This section will be changed to Brick - Tag 1,2.
 3 BUILDING 1000 SOUTH ELEVATION
 1/16" = 1'-0"



Three "Service" doors have been painted to match surrounding material colors. Garage door will be changed to double doors.
 2 BUILDING 1000 EAST ELEVATION
 1/16" = 1'-0"



1 BUILDING 1000 NORTH ELEVATION
 1/16" = 1'-0"



EXTERIOR FINISH LEGEND	
1.1	BRICK VENEER 1
1.2	BRICK VENEER 2
2.1	CEMENTITIOUS PANEL WITH REVEAL 1
2.2	CEMENTITIOUS SIDING 1
2.3	CEMENTITIOUS SIDING 2
2.4	CEMENTITIOUS SIDING 3
2.6	CEMENTITIOUS PANEL WITH REVEAL 3
2.7	CEMENTITIOUS PANEL WITH REVEAL 4
2.8	CEMENTITIOUS PANEL WITH REVEAL 5
3.1	PAINTED CONCRETE
4.1	METAL CANOPY
4.3	METAL BALCONY RAILING
4.5	STOREFRONT SYSTEM
4.8	METAL BLADE SIGN
4.7	METAL SIGNAGE
4.8	WALL SIGNAGE
5.1	ASPHALT SHINGLE ROOF



the NRP group llc

The NRP Holdings, LLC
 200 CONCORD PLAZA DRIVE
 SUITE 200
 SAN ANTONIO, TX 78216

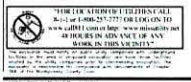
DESIGN CONSULTANTS
 PLANNER: CHAS. FROEMER
 VISA MARYLAND, LLC
 ARCHITECT: DWELL DESIGN STUDIO, LLC
 LANDSCAPE ARCHITECT: URBAN LTD.
 ATTORNEY: KENNETH HOSEA

REVISIONS	DATE
1	7/1/18
2	12/1/18
3	12/1/18
4	12/1/18
5	12/1/18
6	12/1/18
7	12/1/18
8	12/1/18
9	12/1/18
10	12/1/18

PROFESSIONAL SEAL

CAPITAL COURT MULTIFAMILY
 13TH ELECTION DISTRICT
 PRINCE GEORGE'S COUNTY, MARYLAND
 WSSC GRID: 301NE09
 TAX MAP 0674

BUILDING 1000 ELEVATIONS



DESIGNED BY	SM
DATE ISSUED	11/27/18
PROJECT	SD246C
AGENCY	DSP-17049 (DPS-460)
PROJECT NUMBER	DSP-17049 (DPS-460)

SHEET NO. A1



REC'D BY PGCPD 4-11-2019
TEM # 5, 6, 7 CASE # DSP-DDS-DPLS
EXHIBIT # App. Exhibit # 4

A. a. # 4

9801 Washingtonian Blvd.
Suite 310
Gaithersburg, MD 20878
Phone (301) 305-5674
www.nrpgroup.com

April 3, 2019

Mr. Samuel A. Epps
President, Prince George's County Board of Library Trustees
9601 Capital Lane
Largo, MD 20774

RE: NRP Largo Multifamily Project – Collaboration with the Neighboring Largo Kettering Library Branch

Dear Mr. Epps:

The NRP Group is the nation's 6th-ranked Multifamily Developer, the 6th-ranked Multifamily General Contractor, and the #1-ranked Affordable Housing Developer according to NMHC's most recent annual rankings. The organization focuses solely on ground-up multifamily development, construction, and management and has developed over 33,000 multifamily units in over 300 projects across fifteen states. Since 1995, NRP has been recognized as the *National Multifamily Developer of the Year* on three separate occasions.

This year, NRP will celebrate its 25th anniversary in business. A cornerstone of NRP's existence and track record has been its unwavering commitment to bettering the communities in which it's had the privilege to develop and build nationally-recognized projects. NRP's executive team is made up of local partners who share that commitment to Prince George's County. *NRP is committed to being a good neighbor.* As such, we fully understand and share the Largo Kettering Library Branch's concern of the possibility of future residents, visitors, or guests of the NRP Largo multifamily project, potentially parking offsite in the Library's parking lot. While a significant amount of research has gone into determining and designing an amount of parking fully capable of accommodating future residents, visitors, and guests (including parking industry experts) we would also like to offer the following solutions which have proven to deter offsite parking in the past.

NRP would first recommend an aggressive signage strategy in and around the library parking lot to deter anybody from parking on Library property potentially walking off, including explanation of towing penalties. Secondly, NRP always contracts with a local towing company to manage its own on-site parking needs. Upon mutual agreement with the Library Branch, these services could be extended across the street to the library premises as well. Third, while the project does not receive any credit for any parallel parking spaces along Capital Lane, the road width is wide enough to accommodate an estimated (15) to (20) parallel parking spaces. A proposal could be discussed with the County. Finally, **and perhaps what has been most effective in similar situations**, would be NRP's pledge to include an *Offsite Parking - Lease Addendum* in its future leases for the property. This addendum would have to be separately and distinctly acknowledged and signed by each future lessee. NRP would include an initial penalty of a *warning*, second as vehicle *towing*, and third, as grounds for *lease termination*.

Finally, to reiterate, NRP is committed to being a good neighbor, and if we can assist with any capital projects or Library initiatives, we would likewise welcome the discussion. NRP is greatly looking forward to the future synergy of the collective Largo Kettering Library Branch, NRP's Multifamily Project, Stanley Martin's Townhome Community, the Phyllis E. Williams Elementary School, and the Rising Generations Early Learning Center.

Sincerely,
NRP Properties LLC

Josh Wooldridge
VP of Development
9801 Washingtonian Blvd. Suite 310
Gaithersburg, MD 20878