

R E S O L U T I O N

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

WHEREAS, in consideration of evidence presented at a public hearing on January 9, 2020, regarding Detailed Site Plan DSP-19014 for Greenbelt Metro, the Planning Board finds:

1. **Request:** The application is for approval of a detailed site plan (DSP) for a multifamily development with 354 dwelling units and a clubhouse on 15.89 acres.
2. **Development Data Summary:**

	<b>EXISTING</b>	<b>APPROVED</b>
Zone	C-O/D-D-O	C-O/D-D-O
Use	Vacant	Multifamily Residential
Total Acreage	15.89	15.89
Total Gross Floor Area (GFA) (sq. ft.)	0	395,307
Total Multifamily Dwelling Units	0	354

OTHER DEVELOPMENT DATA

<b>Parking Requirements</b>	
Per Section 27-568 (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 212 studio and one-bedroom units	282
1.66 x 123 two-bedroom units	205
1.99 x 19 three-bedroom units	38
<b>Total Parking Required per Section 27-568</b>	<b>525</b>
<b>D-D-O Zone Parking Requirements</b>	
Minimum required (70 percent of Section 27-568)	368
Maximum permitted (80 percent of Section 27-568)	420
<b>Parking Spaces Provided</b>	
Garage Spaces	36
Standard Spaces*	280

Compact Spaces	140
<b>Total Parking Spaces Provided</b>	<b>456** (of which 13 handicapped accessible and 6 electric charging)</b>
<b>D-D-O Zone Bicycle Parking Standards</b>	
<b>Required (one space per two multifamily units)</b>	<b>177</b>
<b>Provided</b>	<b>136***</b>

**Notes:** \*The 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* does not have specific requirements for the size of parking spaces; therefore, the applicable section of the Zoning Ordinance serves as the requirement. A departure from the size of parking spaces is required, as discussed in Finding 8 below.

\*\*An amendment to the maximum number of spaces allowed by the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* was requested with this application. See Finding 7 below for the amendment request.

\*\*\*An amendment to the minimum number of bicycle parking spaces required by the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* was requested with this application. See Finding 7 below for the amendment request.

3. **Location:** The subject property is located on the north side of Cherrywood Lane, approximately 800 feet west of its intersection with MD 201 (Kenilworth Avenue). The site is in the Capital Office Park subarea of the 2013 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* (Greenbelt Sector Plan and SMA).
4. **Surrounding Uses:** The site is comprised of three properties within Planning Area 67. The three properties combined form a triangular-shaped tract located at the northeast corner of the intersection of I-95/I-495 (Capital Beltway) and Cherrywood Lane. The site is bounded by Cherrywood Lane to the south with office uses in the Commercial Office (C-O) and Development District Overlay (D-D-O) Zones beyond, the United States District Courthouse on the abutting property to the north and east in the Open Space (O-S) and Reserved Open Space (R-O-S) Zones, and vacant land to the north and west located in the Rural Residential (R-R) Zone.
5. **Previous Approvals:** The site was rezoned from the R-18 to the C-O Zone per A-9540-C, approved by the Prince George’s County District Council on November 25, 1985, with conditions to be addressed at the time of subdivision. The Greenbelt Sector Plan and SMA retained the subject property in the C-O Zone and superimposed a D-D-O Zone.

On October 27, 1994, the Prince George’s County Planning Board approved Preliminary Plan of Subdivision (PPS) 4-94080 (PGCPB Resolution No. 94-333), which approved three parcels and

one outlot, subject to conditions. Subsequently, PPS 4-19010 was approved by the Planning Board on October 10, 2019 (PGCPB Resolution No. 19-118), with conditions, and replaced 4-94080.

6. **Design Features:** The applicant is proposing to develop this site with two L-shaped multifamily buildings, with a total of 354 dwelling units, two 18-bay garage structures, indoor and outdoor recreation amenities, a clubhouse, and associated infrastructure. The buildings sit on either side of an entrance drive off of Cherrywood Lane, in the middle of site. Surface parking and the garages sit behind them and the clubhouse and outdoor amenity space sit at the northern terminus of the entrance drive. The dwelling units are proposed as follows:

- 55 studio units
- 157 one-bedroom units
- 123 two-bedroom units
- 19 three-bedroom units

#### **Architecture**

The residential buildings will be five stories, with façades containing a combination of brick masonry, cementitious siding, cementitious panels, metal, and glass. The elevations show curated elements, such as larger windows and more prominent massing, on the front corners to emphasize the entrance into the community. With the exception of the ground floor units, a mix of in-set and projecting balconies with metal railings are shown throughout the buildings to provide private outdoor space for the residents. Some ground-level units will have access to private at-grade patios. The main entrances to the residential buildings will be central along the long façade of each building facing the entry drive. A steel canopy and decorative I-beam posts are provided to emphasize the prominence of the main building entrances, with a channel-letter sign offering the community name and building address across the top of the canopy.

The clubhouse is proposed as a single-story building located behind the residential buildings and utilizing the same mixture of materials and modern architectural style. The garage structures are proposed to be single-story, with façades containing cementitious siding and panels, roll-up garage doors, and decorative sconce lighting on either side of each bay door. The roofs have an approximately three to one slope and are clad with asphalt shingles.

#### **Signage**

The applicant is proposing one monument sign at the main entrance, one blade sign, five channel-letter building-mounted signs, and three building entry signs.

The monument sign will be in the median of the main entry drive and set back approximately 20 feet from the right-of-way of Cherrywood Lane. The sign will be double-faced, three feet in height, and 15 feet long, sitting on a three-foot-high pedestal, for a total height of six feet. Materials proposed include an aluminum cabinet painted to match the building colors, with a recessed face and halo-lit channel letters carrying the community name. The plan provided for review does not show the coloring proposed for the aluminum cabinet. A condition has

been included herein requiring this to be added. The sign otherwise meets the design criteria for signage in the Greenbelt Sector Plan and SMA.

The blade sign will be two-sided, three feet wide, 20 feet tall, vertically-mounted, and extending approximately four feet from the face of the western building. It will be located on the southern façade approximately 25 feet from the eastern edge. Like the monument sign, the blade sign will have an aluminum cabinet painted to match the building colors, with a recessed face and halo-lit channel letters carrying the community name in a vertical arrangement. The plan provided does not show the coloring proposed for the aluminum cabinet. Additionally, the DSP shows the blade sign located on the east façade, which is inconsistent with the landscape and lighting plan and the building elevations, which show and describe the sign located on the southern façade. Conditions have been included herein to correct these inconsistencies.

The building elevations show a total of five channel-letter, building-mounted signs located on the parapet of the front and side corners on Cherrywood Lane; however, sign details were not provided, other than identifying them as “architectural signage.” Details including the materials, size, and illumination are required and must be consistent with the standards of the D-D-O Zone, as conditioned herein.

The building elevations show entry signs proposed on the canopies above the entrance to each of the residential buildings and the clubhouse; however, sign details were not provided. Details including the materials, size, and illumination, if any, are required and must be consistent with the standards of the D-D-O Zone, as conditioned herein.

### **Recreational Facilities**

This DSP proposes on-site private indoor and outdoor recreation facilities, with a clubhouse, located behind the residential buildings. The approximately 7,100-square-foot clubhouse will include the leasing and administration office, a 24-hour fitness center, social and entertaining spaces, a business and conference center, locker rooms, and a package concierge. The plan does not identify the uses of the indoor spaces; therefore, a condition has been included herein requiring this to be added. The outdoor space will include a swimming pool with a lounging deck, outdoor grilling stations, a fire pit, picnic tables, and social areas. Additional amenities on the property include indoor bicycle storage, a pet spa, a tot lot with play equipment, a community garden, bike racks throughout the community, benches throughout the community, and an entrance plaza with a bike share station. Sidewalk circulation is proposed throughout the community and connects with existing sidewalks on Cherrywood Lane.

## **COMPLIANCE WITH EVALUATION CRITERIA**

- 7. 2013 Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment and the standards of the Development District Overlay (D-D-O) Zone:** The Greenbelt Sector Plan and SMA covers approximately 1.79 square miles of land adjacent to the Greenbelt Metro Station and along a portion of the MD 193 (University Boulevard) Corridor. The sector plan envisions development of the Greenbelt Metro Metropolitan Center as an

interconnected, vibrant, and diverse mixed-use, transit-oriented eco-community and defines long-range land use and development policies, detailed zoning changes, design standards, and superimposes a D-D-O Zone on the sector plan area. The land use concept of the sector plan divides the plan area into seven subareas, with specific design criteria for urban design: block lengths, build-to lines, frontage, other setbacks, and building height; street design: complete streets; open space design; architectural design: building form, storefronts, and building materials; parking design; and signage design.

The subject property is located within the Capital Office Park subarea with a policy, associated strategies, and development standards articulated in the sector plan. The development district standards replace comparable standards and regulations required by the Prince George's County Zoning Ordinance. Wherever a conflict between the D-D-O Zone standards and the Zoning Ordinance or the 2010 *Prince George's County Landscape Manual* (Landscape Manual) occurs, the D-D-O Zone standards shall prevail. For development standards not covered by the D-D-O Zone, the standards in the Zoning Ordinance and Landscape Manual will serve as the requirement, as stated in Section 27-548.21 of the Zoning Ordinance.

**Requests to Amend Development District Standards**—The submitted application and statement of justification (SOJ) indicate the need to deviate from a number of development district standards in order to accomplish the proposed development on the subject property. In accordance with Section 27-548.25(c), Site Plan Approval, of the Zoning Ordinance, if the applicant so requests, the Planning Board may apply development standards which differ from the approved development district standards. These alternate standards may be approved if they can be found to benefit the development and the development district and will not substantially impair implementation of the master plan, master plan amendment, or sector plan. These alternate standard requests are discussed as follows (all page numbers reference the sector plan):

**1. Building Form, Capital Office Park, Lot Occupation (page 219)**

**The frontage at buildout shall be a minimum of 60 percent at the build-to line.**

The applicant is proposing 39.7 percent frontage at the build-to line. The property is uniquely shaped as a triangle, with two acute angles at the frontage of Cherrywood Lane. Additionally, approximately 400 linear feet of the frontage on the west side of the property is occupied by an existing stormwater management (SWM) pond, that is to remain, and a 20-foot-wide Washington Suburban Sanitary Commission easement runs along the eastern side property line. These factors, combined with the topography along the frontage, reduce the net useable frontage and result in a net development of 53.4 percent of the frontage at the build-to line. This amendment will benefit the development and the development district by allowing this property to develop using the existing infrastructure and will not substantially impair implementation of the sector plan, as neither property on either side is within the D-D-O Zone. Therefore, the Planning Board **approves** this amendment request.

**2. Building Form, Capital Office Park, Build-to Lines (page 219)**

**The front principal build-to line for buildings fronting on Cherrywood Lane shall be 15 to 20 feet from the right-of-way.**

The eastern building, identified on the DSP as 1000, has a variable setback from 29.6 feet to approximately 47 feet along the frontage, due to topography and an inward curve along Cherrywood Lane. The western building, identified on the DSP as 2000, is set back 22.87 feet from the right-of-way. The SOJ indicates that the additional setback is necessary for construction of retaining walls, resulting from the topography on the site.

To further activate the street frontage, the applicant is proposing a public plaza feature that will incorporate the proposed bike share station, benches, landscaping, and art or historical interpretive display. The Planning Board disagreed that the proposed public plaza further activates the street as the SOJ suggests. As proposed, the plaza, which is set back over 40 feet from the right-of-way, would likely be perceived as a private amenity for exclusive use of the residents of the community. The Planning Board requires that small plazas on each side of the main entrance road be incorporated into the design of the community, as conditioned herein, so as to meet the purpose of the build-to line in activating the streetscape.

This amendment will benefit the development and the development district by allowing this property to accommodate the existing site topography, and will not substantially impair implementation of the sector plan, as neither property on either side is within the D-D-O Zone. Therefore, the Planning Board **approves** this amendment request.

**3. Building Form, Parking, Parking Requirements (page 225)**

**The maximum number of off-street surface parking spaces permitted for each land use type (regardless of subarea) shall be equal to 80 percent of the minimum number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance.**

The maximum parking spaces permitted for the proposed 354 multifamily units, at 80 percent of the off-street spaces required in the Zoning Ordinance, is 420 parking spaces. This DSP proposes 456 parking spaces, which equates to approximately 8.5 percent over the maximum permitted. The applicant discussed the proposed parking in great detail with the City of Greenbelt and various City advisory boards. The SOJ indicates that City planning staff conducted a comparison analysis of projects within the city and concluded that parking issues do exist on projects developed pursuant to the D-D-O standard. The City, as well as the advisory committees, are generally supportive of the requested modification. Moreover, the applicant contracted with Lenhart Traffic Consulting to conduct an analysis in support of the increase to the maximum number of parking spaces.

Given that the majority of the parking spaces are located to the rear of the buildings, that the increase is relatively minor, and the provided parking analyses, this amendment will benefit the development and the development district, and will not substantially impair implementation of the sector plan. Therefore, the Planning Board **approves** this amendment request.

**4. Building Form, Parking, Parking Requirements (page 226)**

**A minimum of one bicycle parking space shall be provided for every two multifamily dwelling units.**

**Bicycle racks shall be placed in highly visible areas along the street or within parking garages as appropriate. Dedicated bicycle storage rooms may also be used to accommodate required bicycle parking spaces.**

**Off-street parking requirements may be further reduced by a maximum of 20 percent beyond the requirements specified above if incentives and provisions that encourage the use of alternate modes of transportation (other than single-occupancy vehicles) included in the development. Features such as bike share stations, electric vehicle charging stations, shared car programs, financial incentives to employees for transit and car- and van-pooling, and the provision of private shuttle bus services, may qualify for parking reductions. The determination of appropriate parking reductions will be made at the time of detailed site plan approval based on evaluation of data provided by the applicant justifying reductions to the parking requirements.**

The minimum bicycle parking space requirement for this 354-unit multifamily development is 177 spaces. The applicant is proposing a total of 136 spaces, with interior bicycle storage for 80 bikes within the eastern building, and 56 bicycle spaces located on racks throughout the site. Moreover, the applicant is pursuing a partnership with Capital Bike Share (or a similar program) to provide a bike share station near the entrance to the site, and is installing six electric vehicle charging stations. The applicant contends that the strict application of this standard requires bike parking that far exceeds any reasonable amount that would be utilized. In addition, given the proposed bike parking (internal and external to the building), along with participation in a bike share program and the installation of six electric vehicle charging stations, the proposed bicycle parking will be sufficient and more than adequate to serve the development.

Given the provision of over 75 percent of the requirement, plus the location of a bike share facility on the property, this amendment will benefit the development and the development district, and will not substantially impair implementation of the sector plan. Therefore, the Planning Board **approves** this amendment request.

**5. Building Form, Parking Access, Access of Off-Street Parking Lots and Structured Parking (page 227)**

**The vehicular access drive of a parking lot or garage shall be no wider than 22 feet.**

The main entrance drive to the community is 55 feet wide, including a median. This entrance consists of a 22-foot-wide inbound lane, an 11-foot-wide median, and a 22-foot-wide outbound lane. The SOJ indicates that these widths are necessary to ensure safe movement in and out of the site, to allow emergency vehicles sufficient space, and meet the minimum standards of the Prince George's County Code. Given the provision of a median breaking up the driveway width, this amendment will benefit the development and the development district, and will not substantially impair implementation of the sector plan. Therefore, the Planning Board **approves** this amendment request.

**6. Building Form, Parking Lots, Loading, and Service Areas, Parking Lots (page 228)**

**Parking lots shall be concealed from the primary frontage street, secondary frontage, or side street by a liner building whenever possible. When this is not possible, a wall, fence, or landscape strip shall be provided.**

The two primary parking lots are concealed from Cherrywood Lane by the two residential buildings. The surface parking lot at the secondary entrance is not located behind the proposed buildings. Shrubs have been placed between Cherrywood Lane and the parking area to screen the parking lot from view. The Planning Board finds that the parking area is sufficiently screened with the proposed evergreen shrubs in between the parking lot and Cherrywood Lane. A retaining wall, along with a 3.5-foot-high steel rail fence at the top of the slope will conceal the proposed parking lot at the eastern end of the site. The topography along Cherrywood Lane creates a scenario where vehicle parking that is not located behind the building on the east side of the building is not visible from the right-of-way since it sits so much lower than road.

Given the grade difference and proposed landscaping, this amendment will benefit the development and the development district, and will not substantially impair implementation of the sector plan. Therefore, the Planning Board **approves** this amendment request.

**7. Architectural Elements, Street Screens, Fences (page 236)**

**Chain-link fence shall not be permitted. An exception may be made only where necessary around publicly-owned recreation facilities or athletic courts.**

Chain-link fences are not proposed near streets, sidewalks, or other pedestrian pathways, nor is it being proposed for any street screens. However, a black chain-link fence is planned around the proposed new SWM facility, which is necessary to ensure safety and the general welfare of citizens, as well as to discourage trespassing. Although the applicant does not believe that this standard prohibits the use of black chain link around the stormwater facility since it is to the back of the property behind the buildings and,

therefore, not along the street, in the abundance of caution, a modification has been requested. The detail of the fence is provided on the DSP and is black in color to easily fade into the environmental features behind the site. The applicant contends that, for safety around the stormwater facility, this fence detail is necessary, but will not substantially impair the sector plan since it is not being used as a street screen.

Given that the proposed chain-link fence is not adjacent to the street, this amendment will benefit the development and the development district, and will not substantially impair implementation of the sector plan. Therefore, the Planning Board **approves** this amendment request.

8. **Prince George's County Zoning Ordinance:** The subject site plan has been reviewed for conformance with the applicable requirements of the C-O and D-D-O Zones and the site design guidelines. The following discussion is offered regarding these requirements:
- a. The project is subject to the applicable requirements of the Zoning Ordinance for the C-O Zone, which are not superseded by the D-D-O Zone.
  - b. The applicant has proposed a site plan in accordance with Section 27-283, Site design guidelines, of the Zoning Ordinance that further cross-references the same guidelines as stated in Section 27-274 of the Zoning Ordinance, specifically in regard to parking, loading, internal circulation, service areas, and lighting.
  - c. The Greenbelt Sector Plan and SMA does not have specific requirements for the size of parking spaces. Therefore, Part 11 of the Zoning Ordinance serves as the requirement; 9.5-foot by 19-foot spaces are required. The DSP proposes 9-foot by 18-foot standard parking spaces. Section 27-548.25(e), Site Plan Approval, for the D-D-O Zone specifically states:
    - (e) **If a use would normally require a variance or departure, separate application shall not be required, but the Planning Board shall find in its approval of the site plan that the variance or departure conforms to all applicable Development District Standards.**

The applicant seeks a departure for the standard parking space size. The DSP conforms to all development district standards, except for the seven for which amendments are requested and granted approval, as discussed in Finding 7 above. The applicant is requesting an amendment to allow for more than the maximum permitted number of parking spaces which, when considered in combination with the reduced parking space size, does not necessitate an increase in impervious surface. There are no other standards relative to parking space size and the proposed size is in keeping with industry standards and previous departures granted by the Planning Board. Therefore, the Planning Board approves this departure for the reduced parking space size.

9. **Preliminary Plan of Subdivision 4-19010:** The site is subject to PPS 4-19010 (PGCPB Resolution No. 19-118), approved by the Planning Board on October 10, 2019, for the development of 354 multifamily dwelling units on one parcel, subject to 17 conditions. Of the 17 conditions approved by the Planning Board, the following are applicable to the review of the subject DSP:

3. **Development of the site shall be limited to uses that would generate no more than 184 AM and 212 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

The development proposed with the subject DSP is consistent with the approved PPS. Consequently, the trip cap has not been exceeded.

5. **In conformance with the 2009 Approved Countywide Master Plan of Transportation and the 2013 Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following:**
- a. **A minimum 5-foot sidewalk along the subject site's entire frontage of Cherrywood Lane, unless modified by the City of Greenbelt.**
  - b. **Retain the existing bike lane along Cherrywood Lane, during the implementation of road frontage improvements, unless modified by the City of Greenbelt.**

A sidewalk is shown along the majority of the site's frontage of Cherrywood Lane. However, a segment of the sidewalk is not provided along Cherrywood Lane between the two proposed access points to the site. As conditioned herein, prior to certification of the DSP, the plans shall be revised to include the sidewalk along the site's entire frontage, unless modified by the City of Greenbelt. Retention of the bike lanes can be enforced by the City of Greenbelt at the time of access permits or at the time of road resurfacing.

6. **Prior to the approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities as designated below, in accordance with Section 24-124.01 of the Subdivision Regulations, have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:**
- a. **One bikeshare docking station on the subject site to enable this form of transportation to be used by residents and visitors at the subject site. The vendor of the bikeshare must be approved by the Prince George's County**

**Department of Public Works and Transportation (DPW&T). The final location of this docking station will be selected by the County and the applicant, based upon the requirements of the bikesharing system, and in a highly visible, convenient, and well-lit location on the subject site. The location requires at least four hours of solar exposure per day year-round. In the event an appropriate location cannot be located on-site that meets bikeshare siting criteria, DPW&T will select another off-site location for the station based upon the requirements of the bikesharing system in the County, as close as possible to the subject site.**

- b. The applicant shall allow the Prince George's County Department of Public Works and Transportation or its contractors/vendors access to the subject site to install, service, and maintain the bikeshare station.**
- c. Installation of one bus shelter at a location serving the subject site and complying with the requirements of Section 24-124.01.**

The bike share station and bus shelter are shown on the submitted DSP, consistent with Condition 6.

- 7. Prior to acceptance of a detailed site plan, an exhibit shall be provided that illustrates the location, limits, and details of the bikeshare station and off-site bus shelter improvement approved with Preliminary Plan of Subdivision, PPS 4-19010, consistent with Section 24 124.01(f) of the Subdivision Regulations.**

The location and details of the proposed bike share station and off-site bus shelter were provided with this application. No additional exhibit is necessary.

- 13. Prior to acceptance of a detailed site plan, a Phase II noise analysis that demonstrates that any outdoor activity areas are located outside of the mitigated 65 dBA Ldn and that the building structures proposed mitigate interior noise levels to 45 dBA Ldn or less shall be provided.**

A Phase II noise analysis was submitted with this application. The DSP reflects the mitigated 65 dBA Ldn, which is delineated in accordance with the Phase II noise analysis. All outdoor activity areas are located outside of this contour.

- 15. Prior to approval of a detailed site plan, the applicant shall provide details of private recreational facilities, in accordance with the standards outlined in the Prince George's County Parks and Recreation Facilities Guidelines. The private recreational facilities shall be reviewed by the City of Greenbelt and shall include a pool, associated club house and amenities, pet spa, pet wash equipment, dog park, tot lot, and community garden.**

The City of Greenbelt provided a letter dated December 10, 2019 in support of the DSP and the recreational facilities proposed with conditions included in this resolution.

10. **2010 Prince George’s County Landscape Manual:** The Greenbelt Sector Plan and SMA standards govern development in the D-D-O Zone. As stated in Chapter 6 of the sector plan, for development standards not covered by the D-D-O Zone, the Landscape Manual shall serve as the requirement. The proposed residential development is subject to Section 4.1, Residential Requirements; Section 4.3, Parking Lot Requirements; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. The correct schedules are provided on the landscape plans, demonstrating conformance to all of these sections.
11. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance because the site has a previously approved Type 1 Tree Conservation Plan (TCP1-009-2019). A companion Type 2 Tree Conservation Plan, TCP2-033-2019, has been submitted for review and is subject to technical conditions included herein.

The current TCP2, as submitted, shows a woodland conservation threshold of 1.57 acres and a woodland conservation requirement of 3.34 acres. The worksheet proposes to meet this requirement with 3.34 acres of off-site woodland conservation credits, in conformance with the approved TCP1.

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 (TCC) on projects that propose more than 5,000 square feet of disturbance. Properties zoned C-O are required to provide a minimum of 10 percent of the gross tract area to be covered by tree canopy. The subject site is 15.89 acres in size and requires 1.59 acres of TCC. The subject DSP provides the required schedule, however, it is completed incorrectly, as it counts off-site woodland. The TCC requirement will be met through the provision of proposed plantings and existing woodlands on-site, and the schedule must be adjusted to reflect this. Therefore, a condition is included herein requiring that the schedule be corrected.
13. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the following agencies and divisions. The referral comments are summarized as follows:
  - a. **Archeological Review**—The Planning Board adopted, herein by reference, a memorandum dated October 18, 2019 (Stabler to Burke), which indicated 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.

- b. **Community Planning**—The Planning Board adopted, herein by reference, a memorandum dated December 4, 2019 (Sams to Burke), which provided findings regarding the D-D-O Zone standards.
- c. **Transportation Planning**—The Planning Board adopted, herein by reference, a memorandum dated November 19, 2019 (Burton to Burke), which provided the following summarized comments:

This plan shows two full-movement access points on Cherrywood Lane, whose locations are consistent with the PPS phase of the development. Regarding on-site circulation, the Planning Board finds the site layout to be acceptable.

The parking analysis shows that 525 spaces would normally be required to serve the number of units being proposed. However, pursuant to the requirements of a D-D-O Zone, this applicant is allowed a minimum of 368 surface spaces and a maximum of 420 surface spaces. A total of 456 surface spaces are being provided. The Planning Board finds this acceptable.

The Planning Board concludes that the proposed DSP is acceptable from the standpoint of transportation.

- d. **Trails**—The Planning Board adopted, herein by reference, a memorandum dated December 16, 2019 (Shaffer to Burke), which provided findings of conformance with the previous conditions of approval, as well as the following summarized findings:  
  
The internal sidewalk network is comprehensive, connects to all portions of the site, and provides access to the public right-of-way from the proposed buildings. The internal sidewalks shown on the DSP meet the intent of the 2009 *Approved Countywide Master Plan of Transportation* and its Complete Streets policies. The sidewalk along Cherrywood Lane shall be extended along the entire length of the site's frontage.
- e. **Parks and Recreation**—The Planning Board adopted, herein by reference, a memorandum dated October 21, 2019 (Asan to Burke), which provided an evaluation of the application and a determination that the site is exempt from mandatory dedication of parkland because it is located outside of the Maryland-Washington Metropolitan District and within the City of Greenbelt.
- f. **Subdivision Review**—The Planning Board adopted, herein by reference, a memorandum dated December 6, 2019 (Davis to Burke), which provided an analysis of the PPS conditions.
- g. **Environmental Planning**—The Planning Board adopted, herein by reference, a memorandum dated December 9, 2019 (Juba to Burke), which provided conditions relating to technical issues on the TCP2.

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

The site contains regulated environmental features. According to the TCP2, seven impacts to the primary management area stream buffer and the 100-year floodplain are proposed and include validating an existing pond facility, creation of an additional pond and associated SWM devices, parking areas, and associated grading. An SOJ for these impacts was previously reviewed and approved by the Planning Board in conjunction with the approval of PPS 4-19010 and Type 1 Tree Conservation Plan TCP1-009-2019. No additional impacts are proposed.

### **Stormwater Management**

An approved SWM Concept Plan (59556-2018) was submitted with the subject application and is valid until May 31, 2022. According to the approval, the private system will utilize micro-bioretenion, 100-year attenuation, and a detention pond. A floodplain waiver was issued under 58937-2018.

### **Soils**

The predominant soils found to occur, according to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, include the Christiana-Downer complex, Russett-Christiana, Sassafras Urban land, Urban Land-Beltsville, Urban land-issue, Urban land-Russett-Christiana, and Woodstown sandy loam complexes. According to available information, Marlboro clay is not found to occur on this property; however, Christiana complexes are present.

Christiana complexes are considered unsafe soils that exhibit shrink/swell characteristics during rain events, which make it unstable for structures. However, there are no slopes of significant concern identified within the area of this soil type, in relation to the proposed development. A geotechnical review was not requested with this application, but may be required for review with a future development application.

- h. **Prince George's County Fire/EMS Department**—At the time of the writing of this resolution, the Fire/EMS Department did offer comments on the subject application.
- i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this resolution, DPIE did not offer comments on the subject application.
- j. **Prince George's County Police Department**—At the time of the writing of this resolution, the Police Department did not offer comments on the subject application.
- k. **Prince George's County Health Department**—At the time of the writing of this resolution, the Health Department did not offer comments on the subject application.
- l. **City of Greenbelt**—In a memorandum dated December 10, 2019 (Mayor Byrd to Hewlett), incorporated herein by reference, the City of Greenbelt recommended conditions included herein, as follows:

- 1. The Applicant agrees to limit as much as practicable locating air conditioning condenser units along its Cherrywood Lane frontage. Where unavoidable, the Applicant shall site the units to minimize aesthetic impacts (i.e., limit/reduce the visibility of the units from Cherrywood Lane) by revising the Landscape Plan to include appropriate screening to be reviewed by the City.**

The D-D-O Zone standards require that mechanical equipment be completely screened, so as not to be visible from the sidewalks. Through plan revisions, the applicant has provided enhanced landscaping and a fence to screen the air condensers along its Cherrywood Lane frontage.

- 2. The Applicant agrees to consider solar installation on the clubhouse and to submit evidence of such consideration to the City within six (6) months of DSP certification.**

Although installation of solar panels and other green materials are encouraged by the D-D-O Zone standards, they are not required. The applicant will have to demonstrate conformance to this condition to the City of Greenbelt, as appropriate.

- 3. The Applicant agrees to submit a detailed list of equipment and plantings proposed for the dog park and tot lot including, but not limited to, play equipment and either a shade structure or shade trees prior to certification of the DSP by M-NCPPC.**

The applicant has provided revised plans showing equipment details for the tot lot and dog park. The revised landscape plans show trees to provide sufficient shade.

- 4. The Applicant agrees to work with the City's Arts Coordinator on identifying potential opportunities for the installation of public art within the social space at the proposed bike share station.**

Although installation of public art is encouraged by the D-D-O Zone standards, it is not required. The applicant will have to demonstrate conformance to this condition to the City of Greenbelt, as appropriate.

- 5. The Applicant agrees to revise the Detailed Site Plan to remove the eight (8) parking spaces at the main exit of the development (extension of Ivy Lane on the left) and to revise the landscape plan to formalize the space into a site amenity or landscaped area that complements the plaza and landscaping on the opposite side of the street prior to certification of the DSP by M-NCPPC.**

The Planning Board concurs with this recommendation, relative to its importance in activating the streetscape in accordance with the purposes of the D-D-O Zone, as discussed in Finding 7 above. Therefore, a condition requiring the applicant to remove the eight parking spaces at the main exit of the development, and revise the landscape plan to formalize the space into a site amenity or landscaped area that complements the plaza and landscaping on the opposite side of the street has been included in this approval.

- 6. Subject to the approval of the County Planning Board, the Applicant agrees to revise the Detailed Site Plan to show reverse angled parking along the main access Drive.**

The Planning Board concurs with this recommendation. A condition requiring reverse angled parking along the main access drive is included in this approval.

- 7. Subject to approval of the County Planning Board, the Applicant agrees to revise the detailed site plan to provide a marked pedestrian crossing across the main entrance to connect the sidewalks serving the western building to the sidewalks serving the eastern building at a location in close proximity to the proposed plaza area.**

The Planning Board concurs with this recommendation as supporting a comprehensive pedestrian network on-site. A condition requiring a marked pedestrian crossing across the main entrance to connect the sidewalk serving the west building to the sidewalks serving the east building at a location in close proximity to the proposed plaza areas is included in this approval.

- 8. The Applicant agrees to submit a LEED or equivalent scorecard demonstrating how the project incorporates green and sustainable building practices prior to the issuance of the Use & Occupancy permit.**

Leadership in Energy and Environmental Design (LEED) certification is not required in the Capital Office Park subarea of the D-D-O Zone. The applicant will have to demonstrate conformance to this condition to the City of Greenbelt, as appropriate.

- 9. The Applicant agrees to contact PEPCO for the purpose of exploring available incentives to improve energy efficiency and to provide the City evidence of such contact prior to project completion.**

The applicant will have to demonstrate conformance to this condition to the City of Greenbelt, as appropriate.

14. Based on the foregoing and as required by Section 27-285(b)(1) 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 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:

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

The preservation of environmental features was found with the approval of PPS 4-19010 and TCP1-009-2019, and continues to be found with the subject application. Therefore, the Planning Board notes that regulated environmental features 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:

A. APPROVED the alternative development district standards for:

1. Building Form, Capital Office Park, Lot Occupation (page 219): To allow the frontage at buildout to be 39.7 percent at the build-to line.
2. Building Form, Capital Office Park, Build-to Lines (page 219): To allow the build-to line for buildings fronting on Cherrywood Lane to be 29.6 feet to 47 feet for the eastern building and 22.87 feet for the western building.
3. Building Form, Parking, Parking requirements (page 225): To allow 36 parking spaces greater than the maximum permitted 420 parking spaces.
4. Building Form, Parking, Parking Requirements (page 226): To allow 41 bicycle parking spaces fewer than the minimum required 177 spaces.
5. Building Form, Parking Access, Access of Off-Street Parking Lots and Structured Parking (page 227): To allow the vehicular drive of the entrance to the community to be 55 feet wide, with an 11-foot-wide median.
6. Building Form, Parking Lots, Loading, and Service Areas (page 228): To allow certain parking areas to be concealed from Cherrywood Lane by the use of alternative methods.

7. Architectural Elements, Street Screens, Fences (page 236): To allow black chain-link fencing around the proposed new stormwater management facility behind the buildings.
- B. APPROVE Detailed Site Plan DSP-19014 and Type 2 Tree Conservation Plan TCP2-033-2019 for Greenbelt Metro, including a departure from the required parking space size, 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 color detail of the monument and blade signs.
    - b. Correct the blade sign location on all plans to show the single sign on the southern façade, consistent with the elevations provided.
    - c. Provide a detail for the channel-letter, building-mounted signs. The detail shall include the materials, dimensions, and method of illumination, if any, and must be consistent with the applicable development district standards for this D-D-O Zone.
    - d. Provide a detail for the building entry signs. The detail shall include the materials, dimensions, and method of illumination, if any, and must be consistent with the applicable development district standards for this D-D-O Zone.
    - e. Provide a floorplan showing the interior recreational facilities and the area for each use.
    - f. Provide small plaza areas with additional landscaping, a bench, and scored concrete to match the bike share plaza, on each side of the main entrance road at the corners of the intersection with Cherrywood Lane, as shown in Applicants Exhibit B.
    - g. Revise the DSP to darken the labeling of the bearings and distances for the property on Sheets 4–7.
    - h. Remove eight parking spaces at the main central exit of the development and revise the landscape plan to formalize the space into a site amenity or landscaped area that complements the plaza and landscaping on the opposite side of the entrance.
    - i. Show reverse-angled parking along the main access drive.
    - j. Provide a marked pedestrian crossing across the main entrance to connect the sidewalks serving the western building to the sidewalks serving the eastern building, at a location in close proximity to the proposed plaza area.

- k. Revise the symbols in the legend of the Type 2 tree conservation plan to be consistent with what is shown on the plan and to the same scale. Specifically, revise the symbol used for “cleared floodplain area” to be clearly distinguishable on the plan.
- l. Revise the landscape and lighting plan so that all proposed plant material within the primary management area is consistent with the plant material listed in *Native Plants of Prince George’s County, 1997-1998*.
- m. Correct the Tree Canopy Coverage schedule to only account for on-site plantings and existing woodlands.
- n. Include a standard sidewalk along the subject site’s entire frontage of Cherrywood Lane, unless modified in writing by the City of Greenbelt.

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

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George’s County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner and Hewlett voting in favor of the motion at its regular meeting held on Thursday, January 9, 2020, in Upper Marlboro, Maryland.

Adopted by the Prince George’s County Planning Board this 16th day of January 2020.

Elizabeth M. Hewlett  
Chairman

By Jessica Jones  
Planning Board Administrator