



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

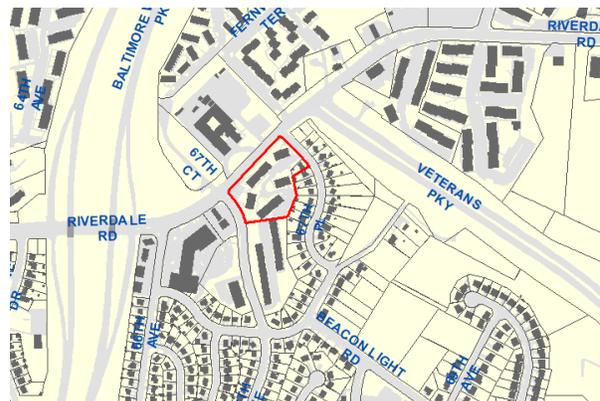
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Detailed Site Plan
Departure from Parking and Loading Standards
Alternative Compliance
East Pines

DSP-19041
DPLS-488
AC-21001

REQUEST	STAFF RECOMMENDATION
DSP: Mixed-use building and attached parking structure to include 224 multifamily dwelling units and 13,960 square feet of ground floor commercial space.	APPROVAL with conditions
DPLS: To reduce the number of provided parking spaces from 553 to 303.	APPROVAL
AC: An alternative design to Section 4.7, Buffering Incompatible Uses.	APPROVAL

Location: On the east side of Riverdale Road, approximately 660 feet west of Veterans Parkway.	
Gross Acreage:	3.24
Zone:	R-18/R-55
Dwelling Units:	224
Gross Floor Area:	13,960 sq. ft.
Planning Area:	69
Council District:	03
Election District:	02
Municipality:	N/A
200-Scale Base Map:	207NE06
Applicant/Address: DVG Apartments 8455 Colesville Road Silver Spring, MD 20910	
Staff Reviewer: Adam Bossi Phone Number: 301-780-8116 Email: Adam.Bossi@ppd.mncppc.org	



Planning Board Date:	04/29/2021
Planning Board Action Limit:	05/03/2021
Staff Report Date:	04/13/2021
Date Accepted:	02/22/2021
Informational Mailing:	07/18/2019
Acceptance Mailing:	01/07/2021
Sign Posting Deadline:	03/30/2021

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

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-19041
Departure from Parking and Loading Standards DPLS-488
Alternative Compliance AC-21001
East Pines

The Urban Design staff has reviewed the applications for the subject property and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions of the detailed site plan, as described in the Recommendation section of this report.

EVALUATION

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

- a. The requirements of the Prince George's County Zoning Ordinance in the Multifamily Medium Density Residential (R-18) Zone and One-Family Detached Residential (R-55) Zone and the site design guidelines;
- b. The requirements of Preliminary Plan of Subdivision 4-19031;
- c. The requirements of the 2010 *Prince George's County Landscape Manual*;
- d. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- e. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- f. Referral comments.

FINDINGS

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

- 1. **Request:** The subject detailed site plan (DSP) requests approval for the development of a mixed-use building and attached parking structure to include 224 multifamily dwelling units and 13,960 square feet of ground floor commercial space. Alternative Compliance AC-21001 proposes an alternative landscape solution to conformance with Section 4.7 of

the 2010 *Prince George's County Landscape Manual* (Landscape Manual). The companion Departure from Parking and Loading Standards DPLS-488, requests to reduce the number of required parking spaces from 553 to 303.

2. Development Data Summary:

	EXISTING	PROPOSED
Zone	R-18/R-55	R-18/R-55
Use(s)	Residential multifamily and single-family detached	Residential multifamily and commercial
Gross Acreage	3.24	3.24
Parcels	0	1
Lots	2	0
Dwelling Units	74 multifamily and 1 single-family	224 multifamily
Total Commercial Gross Floor Area (square feet)	0	13,960

OTHER DEVELOPMENT DATA

Parking Spaces

	Required	Provided
Multifamily – 165 one-bedroom units and 59 two-bedroom units (2 spaces per one-bedroom unit and 2.5 spaces per two-bedroom unit)	478	239
Commercial (normal parking generation group, 1 space per 150 sq. ft. for the first 3,000 sq. ft. of GFA, plus one space per every 200 sq. ft. of GFA above the first 3,000 sq. ft. GFA)	75	64
Handicap-Accessible*	-	-
Total**	553	303

Note: *Accessible spaces are shown on building architectural plans for the parking garage, but are not included in the DSP's parking tabulations. Staff recommends a condition for the parking tabulation to be updated to demonstrate conformance with Section-27-566(b)(1) of the Zoning Ordinance. A minimum of eight accessible spaces are required.

**DPLS-488 requests the proposed reduction of 250 spaces. Staff recommends approval of the DPLS, as discussed in Finding 7.

Loading Spaces

	Required	Provided
Residential	1	1
Commercial	2	1
Total*	3	2

Note: *A condition has been recommended for the provision of a third loading space, as required by Section 27-582(a).

3. **Location:** The site is located on the east side of Riverdale Road, approximately 660 feet west of Veterans Parkway. The site is in Planning Area 69 and Council District 03.
4. **Surrounding Uses:** The subject property is bound to the north by the right-of-way of Riverdale Road. The portion of this right-of-way abutting the subject site is to be developed as part of the Purple Line light rail transportation project. Specifically, the Beacon Heights-East Pines Station will be located directly adjacent to the northwest corner of the site. To the east, the site is bound by the right-of-way of 67th Place and single-family detached residential development in the One-Family Detached Residential (R-55) Zone. To the south, the site is bound by single-family detached residential development in the R-55 Zone and by multifamily residential development in the Multifamily Medium Density Residential (R-18) Zone. The site is bound to the west by the right-of-way of 67th Avenue, with a vacant property in the Commercial Shopping Center (C-S-C) Zone beyond.
5. **Previous Approvals:** The subject property is composed of two existing lots known as Lot 1 of Parcel A, Block T, Section 5 of East Pines and Lot 1 of Block T, Section 5 of East Pines, located on Tax Map 43 in Grids B3 and C3. Lot 1 of Parcel A, Block T was recorded in the Prince George's County Land Records in Plat Book WWW 35 page 19 on May 20, 1959. Lot 1 of Block T was recorded in the Prince George's County Land Records in Plat Book BB 14 page 96 on November 13, 1947. The existing multifamily and single-family residential buildings on the property were built prior to 1965.

The Prince George's County Planning Board approved Preliminary Plan of Subdivision (PPS) 4-19031 on May 7, 2020 (PGCPB Resolution No. 2020-75). The PPS provides for consolidation of the two existing lots into a single parcel for mixed-use development, subject to 18 conditions.

Stormwater Management (SWM) Concept Plan 23685-2019 has been issued for the site and is valid until December 11, 2022.

6. **Design Features:** The 3.24-acre subject site consists of the 0.13-acre Lot 1, and the 3.11-acre Lot 1 of Parcel A. The former is zoned R-55 and is developed with a detached single-family dwelling. Lot 1 of Parcel A is zoned R-18 and is developed with a 74-unit garden-style apartment complex. The existing site is on a hillside with pronounced slopes to 67th Avenue and Riverdale Road. This DSP proposes to raze all existing improvements and construct a 449,711-square-foot vertical mixed-use building with 224 multifamily residential units, 13,960 square feet of ground floor commercial uses, and a 303-space parking structure. This proposed development is unique in that the Purple Line's Beacon

Heights-East Pines Station will be constructed adjacent to the site, and a light rail corridor will be installed along the site's Riverdale Road frontage.

The proposed mixed-use building is a seven-story structure with an attached six-story parking structure that will be oriented toward Riverdale Road. The grade of the existing site will be significantly altered to place the new building with ground-level frontage along Riverdale Road, at approximately the same grade as the roadway and future Purple Line station. The south side of the building will be partially set into the hillside, with only the top three levels visible above grade. A streetscape design, to include seating areas and landscaping, is shown along Riverdale Road that intends to work in concert with the development of the Purple Line Station. On the southeast side of the building, an area for a small dog park is provided. Within the footprint of the building, an open, exterior courtyard is provided with recreational amenities for the residential use. Two vehicular access points are provided, one at 67th Avenue and one at 67th Place. Due to the construction of the Purple Line, 67th Place is proposed as a cul-de-sac, therefore prohibiting direct vehicular access to the site from Riverdale Road on that side. Sidewalks are provided around the perimeter of the building and along the property's frontage of 67th Avenue and 67th Place. The main pedestrian entrance to the building lobby is at its northwest corner, directly adjacent to the future Purple Line station. Additional pedestrian access points to the building are provided, with a key secondary entrance and walkway provided to 67th Place on its southeast side.

The parking structure at the northeast corner of the building includes spaces for 303 vehicles. As 553 parking spaces are required for the proposed development, a companion DPLS-488, is under concurrent review as discussed in Finding 7. Two internal loading spaces are shown, but a minimum of three are required to conform with Part 12 of the Prince George's County Zoning Ordinance. DPLS-488 did not request a reduction in the quantity of required loading spaces. Staff has recommended a condition for an additional loading space to be provided. An interior pick-up and drop-off area is provided, adjacent to the residential lobby of the building, for residents and ride share services.

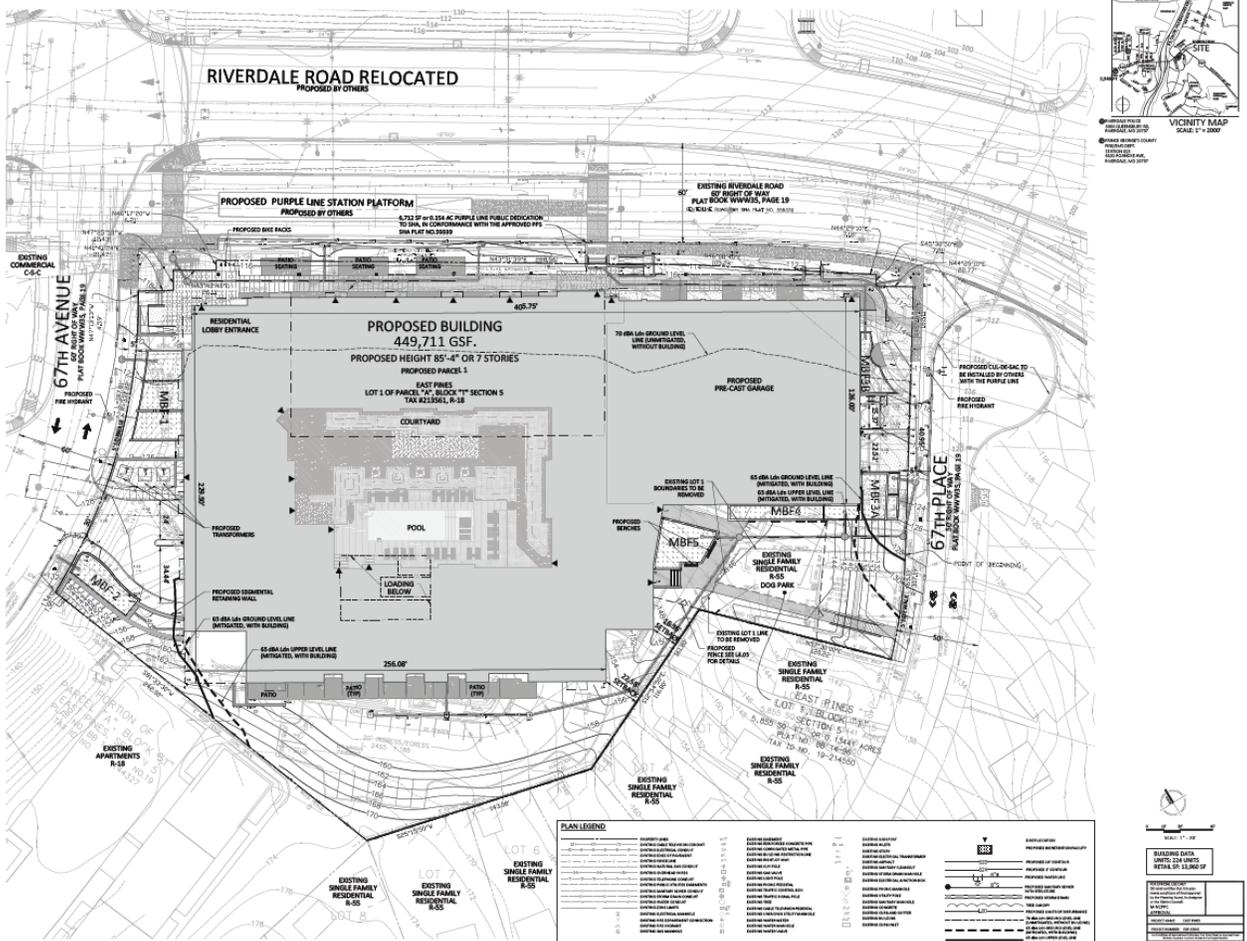


Figure 1: Site Development Plan

Architecture

The proposed 449,711-square-foot vertical mixed-use building includes 224 multifamily residential units, 13,960 square feet of ground floor commercial uses and a 303-space parking structure. The residential lobby for the multifamily use and spaces for commercial retail uses are located on the northern side of the first floor of the building, fronting on Riverdale Road and the Purple Line. An appropriate shop-front design, including ample fenestration, is included along this northern façade, and at the intersection of Riverdale Road and 67th Avenue. Residential units are provided on the second through seventh floors of the building. Portions of the building fronting on Riverdale Road and 67th Avenue will be exposed to noise levels above 65 dBA Ldn. This will require the incorporation of upgraded windows and doors in specific locations to dampen interior noise levels to acceptable limits. The building layout includes an internal, open courtyard with private on-site recreational and leisure amenities for residents. A dog park is also provided adjacent to the east side of the building and south side of the parking garage.

Façade treatments for the building include brick veneer on most of the lower level facing Riverdale Road and 67th Avenue, with fiber cement panels in tones of gray provided on the upper levels and at the northwest corner of the building. Lesser amounts of brick veneer are provided on the south and eastern building faces. Vertical banding is shown in some areas clad with darker gray paneling, and horizontal banding is provided in most areas clad with

lighter gray panels. This treatment adds visual interest to the design. The parking garage includes a well-defined corner stairwell at its northeast corner with ample fenestration. Brick veneer will clad the northern façade of the garage and wrap around the stairwell at its northeast corner. The eastern and southern facing sides of the garage will be clad with brick-toned cementitious panels. Large-scale graphics with the wording “Beacon Heights” is provided at the top of the northern face of the garage and on the side of the garage stairwell facing 67th Place. Additional painted graphics are shown along the lower level of the garage fronting Riverdale Road. These graphics are considered public art features that add visual interest to the development, surrounding neighborhood, and new Purple Line station.



Figure 2: Building Elevations

Signage

A signage program for the building's residential and commercial uses is included with this DSP. Four retail signs, three with an area of 63 square feet, and one with an area of 56 square feet are located above the ground-floor commercial units fronting on Riverdale Road. Signage for the residential portion of the building includes one building-mounted sign, one blade sign, two canopy-mounted signs, and one sign affixed to a utility enclosure. All of these signs are located along the building's Riverdale Road frontage, with the exception of the single, utility-enclosure affixed sign, which is located at the parking garage entrance on 67th Avenue. The blade sign has an area of 110 square feet and is affixed to the northwest corner of the building. The building-mounted identity sign has an area of 97 square feet and will be located above a secondary pedestrian entrance to the building, adjacent to the parking garage. The two canopy-mounted signs are 30 square feet in area, and are to be located above the main entrance to the building, at its northwest corner, adjacent to the Purple Line station. The final sign is 30 square feet and affixed to the exterior of the utility enclosure, adjacent to the vehicular entrance to the building off 67th Avenue.

In accordance with Section 27-441(b), Residential Use Table, Footnote 131, of the Zoning Ordinance, the DSP does not need to demonstrate conformance with Part 12 of the Zoning Ordinance, and signage area calculations were not provided for review. No signage is shown at the rear entrance to the building, adjacent to the dog park. Staff recommends the applicant consider adding a small building-identity sign proximate to the rear building entrance. Given the scope and scale of the project and its prominent location adjacent to the future Beacon Heights-East Pines Purple Line station, staff recommends that with the aforementioned consideration, the signage program provided is acceptable for the proposed development.



Figure 3: Signage Examples

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the R-18 and R-55 Zones:

a. In accordance with Section 27-441(b), Residential Use Table, multifamily dwellings with ground floor commercial uses are permitted in the R-18 and R-55 Zones, in accordance with the provisions of Footnote 131, as follows:

(A) The proposed development is located on a lot(s) or parcel(s) of less than five (5) acres in size;

The proposed development is to be located on a 3.24-acre parcel, conforming to this requirement.

(B) The applicable area Master Plan or Sector Plan recommends mixed use as a future land use on the lot(s) or parcel(s);

The 2017 *Approved East Riverdale-Beacon Heights Sector Plan* (East Riverdale-Beacon Heights Sector Plan) is the applicable sector plan, and it recommends mixed-use land uses on the subject property.

(C) All commercial uses permitted in the C-S-C zone shall be permitted on the ground floor of a multi-family building;

The applicant's statement of justification (SOJ) indicates commercial retail uses shall be compatible with those permitted in the C-S-C Zone. Staff recommends a general note be added to the DSP stating, "Commercial uses must be consistent with those permitted in the C-S-C Zone."

(D) The property is located adjacent to an existing or proposed light rail transit station;

The Beacon Heights-East Pines Purple Line light rail station will be located directly adjacent to the subject site.

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

The subject DSP has been filed consistent with these requirements, and staff is recommending approval with conditions, as discussed herein.

(F) Regulations concerning lot size, net lot area, lot coverage and green area, lot width, yards, building height, density, FAR, accessory buildings, and other regulations applicable to development in the R-18 and R-55 Zones shall not apply. Instead, the approved Detailed Site Plan shall set forth all development regulations to be followed, and shall include review and approval of architectural elevations;

The DSP shows proposed development regulations to be followed. Architectural elevations are provided with the DSP and as provided in Finding 6, staff supports the design of the building.

(G) The Detailed Site Plan shall be subject to the Prince George's County Landscape Manual; and

The DSP is subject to the Landscape Manual. Conformance with the requirements of the Landscape Manual is discussed in Finding 9 below.

(H) The Detailed Site Plan shall include a traffic impact analysis which evaluates traffic capacity at critical intersections.

The requisite traffic impact analysis was included with the DSP application for review and staff finds it acceptable.

b. The DSP is in conformance with the applicable site design guidelines contained in Section 27-274 of the Zoning Ordinance, as cross-referenced in Section 27-283 of the Zoning Ordinance. For example, adequate illumination is provided, and the architecture proposed for the building employs a variety of architectural features and designs, such as projections, colors, and materials.

c. **Departure from Parking and Loading Spaces DPLS-488:** The applicant requires a departure from Section 27-568(a) of the Zoning Ordinance, for a reduction in the number of parking spaces. As noted in Finding 2, the proposed development is required to provide 553 parking spaces and the applicant has proposed 303 spaces, for a reduction of 250 parking spaces. The required findings for the Planning Board to grant the departure in Section 27-588(b)(7) of the Zoning Ordinance, are as follows:

(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;

Section 27-550(a) of the Zoning Ordinance outlines four purpose statements: (1) To require (in connection with each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to serve the parking and loading needs of all persons associated with the buildings and uses; (2) To aid in relieving traffic congestion on streets by reducing the use of public streets for parking and loading and reducing the number of access points; (3) To protect the residential character of residential areas; and (4) To provide parking and loading areas which are convenient and increase the amenities in the regional district.

The submitted SOJ indicates that the proposal is consistent with the purposes of off-street parking, and staff concurs that under the

current parking arrangement, sufficient parking is provided on-site to serve the uses. The DSP and additional supplemental materials outline a series of transportation demand management strategies and proffers to be implemented within the development to promote alternative transportation options and reduce demand for on-site parking. Proffers include the provision of SmarTrip fare cards or memberships for rideshare services for residents and employees of the building during initial lease up. An area for pedestrian drop-off and ride share pickup is provided internal to the building, as well. Further, the site is adjacent to the proposed Beacon Heights-East Pines Purple Line station and will be highly accessible to this public transportation option, and existing local bus routes that traverse Riverdale Road.

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

The submitted SOJ indicates that the proposed on-site parking has been designed in the most efficient way possible to accommodate the steep terrain. The applicant proposes that the reduced parking will encourage many residents and visitors to take the Purple Line train, as well as other alternative modes of transportation. Currently, a limited amount of on-street parking will be available for use. No additional exhibits depicting alternative on-site parking locations or alternative striping were provided. However, based on a review of the submitted site plans, it does not appear that there is sufficient space on the subject property to provide additional on-site parking spaces or that restriping the spaces to a narrower width would accommodate additional spaces. This departure is the minimum number of spaces necessary.

(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;

Special circumstances impacting the site are its steep topography and unique location immediately adjacent to a new Purple Line light rail station. As the site is adjacent to the Beacon Heights-East Pines station, the site is uniquely postured with direct access to this new public transportation option. Topography-related constraints minimize the amount of usable land for additional parking spaces.

(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

Pursuant to Section 27-568, the proposed development would be required to provide 553 parking spaces, inclusive of 478 parking

spaces for residential uses and 75 parking spaces for the 13,960 square feet of commercial space. The applicant contends that pursuant to Section 27-568, if the development were within one-half mile of a Metrorail station, 393 parking spaces would be required. While this calculation does not specifically apply in this case, the future development of the Beacon Heights-East Pines Purple Line light rail station directly adjacent to the site warrants consideration in the requested reduction of parking spaces for the development.

The applicant proposes to use the Institute of Transportation Engineers *Parking Generation Manual, 5th Edition*, which includes a lower parking generation rate for multifamily and retail uses, which better reflects more contemporary parking generation rates and trends. Under these guidelines, the subject site would need to provide 299 (258 residential and 41 retail) parking spaces to meet the expected parking demand.

The applicant's analysis has shown that the proposed location adjacent to a mass-transit station and exploration of using alternative parking calculations supports a reduction in the total required quantity of parking spaces to serve the development.

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

The transportation demand management strategies incorporated into this DSP integrate multiple transportation options for the initial residents and employees of the development. These include unbundled parking, the provision of one parking space per residential unit, incentives for initial tenants and employees of the building to use or try out alternative means of transportation, and inclusion of a designated Transportation Coordinator as a building employee. Based on these measures, the proposed parking arrangement meets the minimum requirements and is not expected to infringe upon the parking needs of surrounding residential neighborhoods.

Regarding loading needs, three loading spaces are required for the proposed development and only two are provided. A request to reduce the number of loading spaces was not included in the scope of DPLS-488. Therefore, staff recommends a condition for three loading spaces to be provided, as required by Section 27-582(a) of the Zoning Ordinance.

B. In making its findings, the Planning Board shall give consideration to 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;**

Surplus parking near the subject property was not identified. Given the site's unique location at the new Beacon Heights-East Pines Purple Line light rail station, the applicant's plan and proffers for incentivizing building occupants and visitors to use public transportation and reduce the number of vehicle dependent residents is appropriate.

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

The subject site is located within a Neighborhood Activity Zone as defined in the East Riverdale-Beacon Heights Sector Plan. The Sector Plan includes a series of recommendations for the subject property and its general vicinity for mixed-use land uses, and vertical development with ground floor commercial uses and residential units above. As presented in the applicant's SOJ, the Sector Plan includes specific recommendations for development of the subject property to be in harmony with development of the Purple Line's Beacon Heights-East Pines Station.

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

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

The subject property is not located within a municipality and there are no public parking facilities proposed in the County Capital Improvement Program within the general vicinity of the property. These considerations are not applicable to this DPLS.

- (C) In making its findings, the Planning Board may give consideration to the following:**

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

Currently, bus service is available to and from the subject property. The applicant's SOJ identifies four bus routes operated by TheBus and Metrobus with service within one-half mile of the subject site. In addition, the Purple Line's Beacon Heights-East Pines station will be adjacent to the proposed development. The introduction of the new light rail travel option steps from the front door of the building is a

unique situation. It is the driving factor that makes the requested departure reasonable.

(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;

The subject site includes residential and commercial uses. The proposed parking garage can accommodate 303 spaces inclusive of standard, compact, handicap-accessible, and electric vehicle charging station spaces. Of the 303 spaces, 224 are identified for residents, 15 are identified for visitors, and 64 are identified for commercial uses. While one space per residential unit is provided, individual unit lessors will have the option to rent a parking space with their apartment or not. Those spaces renters do not wish to utilize would then be available as additional visitor spaces. Pay for parking spaces enables the number of visitor parking spaces to increase. No off-site parking is proposed.

The opportunity to share retail and residential parking spaces throughout the day is proposed. In essence, as demand for the retail spaces drops in the evening, demand for the residential spaces increases in the evening, and vice versa. This pattern occurs on the weekend days as well. The proposed retail parking for the site will function accordingly, sufficiently serving retail customers during the day hours and transitioning to serve visitors of the residential uses during the evening.

Based on the analysis above, staff concludes that the transportation management demand strategies proffered by the applicant are critical to reducing parking demand on-site and incentivizing use of public transportation and other alternative transportation services. Staff has recommended a condition for the provision of the transportation management demand strategies proffered by the applicant to ensure the provided parking is sufficient for this DSP. Therefore, staff recommends that the Planning Board approve DPLS-488, to allow a reduction of 250 parking spaces, from 553 to 303 parking spaces.

8. Preliminary Plan of Subdivision 4-19031: The Planning Board approved PPS 4-19031 on May 7, 2020 (PGCPB Resolution No. 2020-75) with 18 conditions relevant to the review of this DSP, as follows:

- 2. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 of the Prince George's County Subdivision Regulations adequacy findings, as set forth in a resolution of approval, shall require the approval of a new preliminary plan of subdivision prior to approval of any building permits.**

The DSP is within the scope of the approved development in PPS 4-19031.

3. **Total development within the subject property shall be limited to uses that would generate no more than 200 AM and 193 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision (PPS), with a new determination of the adequacy of transportation facilities.**

As demonstrated in the table below, the development is calculated to generate 116 AM and 155 PM peak-hour trips. This complies with the established trip cap.

Trip Generation Summary: DSP-19041 and DPLS-488: East Pines								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Multifamily residential	224	Units	22	94	116	87	47	134
Less Internal			0	-1	-1	-17	-6	-23
Less Transit (5 percent)			-1	-5	-6	-4	-2	-6
Net Residential Trips			21	88	109	66	39	105
Retail	13,960	Square feet	8	5	13	61	66	127
Less Internal			-1	0	-1	-6	-17	-23
Less Transit (5 percent)			0	0	0	-3	-2	-5
Less Pass-By (50 percent)			-3	-2	-5	-26	-23	-49
Net Retail Trips			4	3	7	26	24	50
Total Trips, DSP-19041 and DPLS-488 (sum of bold numbers)			25	91	116	92	63	155
Note: Internal trips represent trips that are produced by and attracted to the various uses within the site and are computed for each use using methods shown in the Trip Generation Handbook (Institute of Transportation Engineers). Summing reductions for all uses in each peak hour, the ins and the outs must be equal, meaning that each internal trip produced has an equal internal attraction.								

4. **Development of this site shall be in conformance with the approved Stormwater Management Concept Plan (23685-2019-00) and any subsequent revisions. DSP-19041 depicts all five micro-bioretenion facilities shown on SWM Concept Plan 23685-2019-00 and is in general conformance with the plan.**

The site has an approved SWM Concept Plan 23685-2019, which is valid until December 11, 2022. The approved plan proposes five micro-bioretenion facilities. The DSP shows the largest micro-bioretenion facility split into two smaller micro-bioretenion facilities. An SWM fee-in-lieu of \$41,911.00 is required for on-site attenuation/quality control measures. The approved concept plan is in general conformance with the DSP.

5. **Prior to approval of the first building permit for the subject property (associated with the residential and/or commercial component of this application), 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 Prince George's County Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

- a. **Pedestrian connections to the Beacon Heights Purple Line Station to include concrete sidewalk, staircases, guardrails, handrails, and a concrete wall, within the limits of the acquisition area only.**
- b. **300 linear feet of sidewalk along the north side of Patterson Street between 67th Ave to Beacon Light Road.**

Should the applicant be unable to obtain a permit for construction of one or more of the Required Off-Site Facilities, through no fault of the applicant's, the applicant shall provide alternative facilities ("Alternative Off-Site Facilities") that provide a level of adequacy equal to the Required Off-Site Facility(s) that could not be constructed. The requirements of Section 24-124.01(g) of the Prince George's County Subdivision Regulations shall also apply to the identified Alternative Off-Site Facilities, which are:

- a. **300 linear feet of sidewalk along the south side of Patterson Street between 67th Ave to Beacon Light Road.**
- b. **A five-foot-wide sidewalk along the 67th Avenue from the subject property to Patterson Street.**

This DSP depicts proposed pedestrian connections to the Purple Line Station and provides details on proposed stairs, bike ramps, sidewalks, pavers, and off-site sidewalk improvements. Conformance with this condition will be further reviewed at time of building permit.

6. **Prior to the acceptance of any detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the Required Off-Site Facilities necessary to meet pedestrian and bicyclist adequacy as described above, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations.**

The DSP submission included the required exhibit, satisfying this requirement.

8. **In conformance with the 2009 Approved Countywide Master Plan of Transportation and the 2017 Approved East Riverdale-Beacon Heights Sector Plan, the applicant and the applicant's heirs, successors, and/or assigns shall provide an exhibit that depicts the following improvements prior to acceptance of any detailed site plan:**

- a. **A shared lane marking (e.g. "sharrow") on 67th Place along the subject site's frontage.**

- b. Sidewalks, a minimum of five feet in width, along the subject site's roadway frontages and pedestrian connections to the Purple Line station.**

The required sidewalks and shared lane markings are shown on the DSP and on an exhibit, in conformance with this requirement.

- 9. Prior to the acceptance of any detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the required facilities necessary to meet pedestrian and bicyclist adequacy throughout the subdivision, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations. These facilities shall include:**

- a. Streetscape improvements throughout the subdivision such as, but not limited to inverted U-style bicycle racks, lighting, benches, and trash receptacles, consistent with the proposed plans for the Purple Line station.**

The exhibit was submitted with the DSP and details regarding these features are included on the DSP itself. The requirement has been satisfied.

- 11. Prior to acceptance of the detailed site plan, a geotechnical study to establish the factor of safety for the proposed buildings on Christiana clays shall be submitted. The report shall be prepared in accordance with the Prince George's County Department of Permitting, Inspections, and Enforcement guidelines for over consolidated clays.**

The required geotechnical study was submitted with the DSP and determined the factors of safety are greater than the minimum recommended safety factor of 1.5. This requirement has been satisfied.

- 13. The private on-site recreational facilities shall be reviewed by the Urban Design Section, of the Development Review Division of the Planning Department for adequacy and proper siting with the submittal of the detailed site plan.**

Private on-site recreational facilities to compliment the multifamily use are shown on the DSP. These facilities include a dog park and landscaped courtyard area with a pool, grilling stations, seating areas, and other amenities. Staff finds the type and location of recreational facilities provided to be acceptable. However, staff recommends the DSP be updated to include a list of the proposed on-site recreation facilities with associated cost estimates to demonstrate the facilities proposed meet or exceed the \$256,000 threshold established by the PPS.

- 14. Prior to approval of a detailed site plan, the applicant and the Prince George's County Department of Parks and Recreation shall coordinate to determine if public use access to a proposed dog park on the subject site is achievable. This coordination shall include appropriate terms and conditions for the public use of the dog park including registration of users and dogs, times of operation, other restrictions and liability.**

The applicant and the Prince George's County Department of Parks and Recreation (DPR) have, and are continuing to coordinate to determine if some form of public access and use of the proposed private dog park is achievable. Discussions have included terms and conditions and operational concerns, as provided by this condition. DPR has indicated the discussions have been productive and recommends a condition to allow for continued coordination.

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

A Phase II noise analysis was provided. Noise contours on the DSP show all outdoor activity areas are located outside of the mitigated 65 dBA Ldn. In accordance with Condition 18 of the PPS, the applicant will be required to demonstrate interior noise levels are mitigated to meet acceptable levels, prior to approval of a building permit. The Phase II noise analysis recognizes that the inclusion of upgraded doors and windows in certain locations of the building will be necessary in order to dampen noise levels.

9. 2010 Prince George's County Landscape Manual: Development proposed by this DSP is subject to Section 4.1, Residential Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. Regarding the requirements of Sections 4.1, 4.4, and 4.9, Staff finds the DSP in conformance. Issues regarding Section 4.6, Buffering Development from Streets, and Section 4.7, Buffering Incompatible Uses are discussed in detail below.

Section 4.6, Buffering Development from Streets is not applicable despite abutting Riverdale Road, a master plan classified arterial roadway. For multifamily development, Section 4.6(c)(1)(B)(i) requires a minimum of a 50-foot-wide planted buffer between any yard of a multifamily development in any zone that is oriented toward an arterial road. This DSP proposes ground floor commercial uses and a residential lobby associated with the multifamily use oriented toward Riverdale Road. The DSP is unique as the East Riverdale-Beacon Heights Sector Plan includes specific recommendations for the subject property, inclusive of those recommending no building setback, and hence, no yard, along the site's Riverdale Road, future Purple Line frontage. Given commercial uses are located at ground level fronting on the arterial roadway, and no yard is provided, no Section 4.6 buffer is required in this instance. Instead, the applicant has shown a streetscape design consistent with the recommendations of the Sector Plan. A cohesive design is provided for this area that will need to be developed in concert with the Purple Line. Some of the frontage area is off-site, in the right-of-way for Riverdale Road and the Purple Line, which are under the control of the Maryland Transportation Authority (MTA) and the Maryland State Highway Administration (SHA). Staff has recommended a condition for the applicant to closely coordinate with MTA and SHA to ensure a coordinated and cohesive design is implemented for the streetscape area to be provided along Riverdale Road.

Regarding Section 4.7, Buffering Incompatible Uses, AC-21001 has been requested for the southeastern corner of the property, adjacent to the existing single-family detached houses

in the R-55 Zone. A Type B bufferyard, which includes a 30-foot-wide building setback, and a 20-foot-wide landscape yard, to be planted with 152 plant units, is required along this boundary. The alternative landscape solution proposes a variable width building setback of 16 to 30 feet, and variable width landscape yard width of 12 to 20 feet. To compensate for the reduced width setback and yard, and to aid in screening the building, a 6-foot-high opaque fence and 290 plant units are provided within the buffer area. Typically, the inclusion of this type of fence qualifies a project to reduce the number of plant units provided. With this alternative compliance proposal, the fence is provided, as are nearly double the amount of plant material required for normal conformance. A mix of shade trees, ornamental trees, and evergreens, and a proposed hillside wildflower meadow with a higher percentage of evergreens in the area where the building does not meet the setback, is provided and appropriate.

However, staff is concerned regarding the width of the landscaped bufferyard between the proposed dog park and single-family dwelling identified as Lot 2, directly southwest. Given sufficient space is available, it is appropriate to provide the full 20-foot wide bufferyard in this location, with enhanced plantings to buffer the single-family dwelling.

The Alternative Compliance Committee recommends that the proposed alternative design option presented is equally effective as normal compliance with Section 4.7(c)(4)(F), for the southeastern boundary area, except for the portion between the proposed dog park and adjacent single-family dwelling (Lot 2) where a full 20-foot-wide bufferyard should be provided with additional plant units, as conditioned herein.

10. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site has a Standard Letter of Exemption (S-138-2019) from the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance that was issued on October 2, 2019, since the site contains less than 10,000 square feet of woodland. The site has a Natural Resources Inventory Plan (NRI-038-2019), which was issued on August 12, 2019. No woodland or regulated environmental features are located on this site. Three specimen trees are present on-site, but they are not a part of any woodlands, so no variance is required for removal.
11. **Prince George's County Tree Canopy Coverage Ordinance:** Section 25-128 of the Prince George's County Code, Tree Canopy Coverage Requirements, requires properties in the R-18 and R-55 Zones to provide a minimum tree canopy coverage (TCC) of 15 percent. The 3.24-acre subject site is required to provide 0.49 acre (21,170 square feet) in TCC. The TCC schedule provided incorrectly calculates the requirement and shows nonconformance with this requirement. A note on the plan indicates that trees to be installed in the courtyard and streetscape areas are not included in the TCC calculation, but they can be. Staff recommends the TCC schedule be corrected, and additional trees be provided as necessary to demonstrate conformance with this requirement.
12. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows, and are incorporated herein by reference:

- a. **Community Planning**—In a memorandum dated February 26, 2021 (White to Bossi), the Community Planning Division noted pursuant to Section 27-548.08(c)(2) of the Zoning Ordinance, the DSP conforms to the recommendations of the East Riverdale-Beacon Heights Sector Plan.
- b. **Transportation, Pedestrian and Bicycle Planning**—In a memorandum dated April 1, 2021 (Smith and Hancock to Bossi), it is noted that the site is adjacent to Riverdale Road, which is a master plan arterial roadway. The rights-of-way are slightly altered from the recommendations in the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), as the Purple Line rights-of-way have been updated. The rights-of-way displayed are consistent with those shown on the PPS, as approved.

Sections 27-283, Site Design Guidelines and 27-274(a)(2), Parking, Loading and Circulation, provide for the design of the multimodal facilities associated with the subject application. The DSP proposes two access points, along 67th Avenue and 67th Place, modifying the current circulation layout of four access points onto the site. Due to the construction of the Purple Line, 67th Place is proposed as a cul-de-sac, therefore prohibiting direct vehicular access to the site from Riverdale Road on this side. The submitted plans also propose continuous sidewalks around the perimeter of the building and along property frontage of 67th Avenue and 67th Place, connecting to the Purple Line Station. Staff finds the vehicular and pedestrian circulation depicted in the DSP conforms with the guidelines pursuant to Sections 27-283 and 27-274. Regarding vehicular parking, DPLS-488 requests a reduction in the required number of parking spaces and is discussed in detail in Finding 7. Multiple recommended conditions of approval of the DSP are associated with the companion departure request.

The submitted plans propose a loading area with two loading spaces on the west side of the lower level of the building. Three loading spaces are required, and a condition is recommended for the provision of the required number of loading spaces.

The DSP is subject to the MPOT and East Riverdale-Beacon Heights Sector Plan, which recommend the following facilities that directly impact the subject site:

1. Planned bicycle lane along Riverdale Road
2. Planned shared roadway along 67th Place

The recommended bicycle lane along Riverdale Road is beyond the scope of this DSP. While MTA has indicated that widening Riverdale Road further to accommodate a striped bicycle lane cannot be done as part of the Purple Line construction, the bicycle lane could be constructed as part of a future roadway project on Riverdale Road. The DSP includes shared roadway pavement markings to accommodate bicycle users along 67th Place, as recommended. Sidewalk connections are provided throughout the site that connect to the adjacent Purple Line Station. Short-term bicycle parking at the building entrance and long-term bicycle parking in the parking garage are provided. These improvements encourage multimodal activities and are important components of the Complete Streets

Policies. Staff recommends that the DSP be updated to show details regarding the proposed long-term bicycle parking.

- c. **Permits**—In a memorandum dated March 15, 2021 (Glascoe to Bossi), the Permits Section identified no comments and did not review signage as part of this DSP.
- d. **Environmental Planning**—In a memorandum dated March 26, 2021 (Rea to Bossi), it was noted that the property has an approved NRI-038-201, and there are no regulated environmental features on-site. The site also has an approved SWM Concept Plan 23685-2019, which is generally consistent with the DSP. The DSP is in conformance with the environmental requirements of the Zoning Ordinance.
- e. **Subdivision**—In a memorandum dated March 29, 2021 (DiCristina to Bossi), the Subdivision Section noted that the site is subject of PPS 4-19031, and an analysis of conformance with conditions of the PPS is included in Finding 8 above. The proposed development depicted in the DSP is generally consistent with the PPS. Staff recommends a series of technical corrections to the plan and a condition relevant to noise.
- f. **Historic Preservation**—In a memorandum dated March 12, 2021 (Smith and Stabler to Bossi), it was noted that the subject property does not contain and is not adjacent to any designated Prince George’s County historic sites or resources, but may be visible from the Baltimore-Washington Parkway, which is a County Historic Site listed on the National Register of Historic Places. Reducing the visual impact of the building on the Parkway using muted colors or other design elements is encouraged. A Phase I archeology survey is not recommended.
- g. **Prince George’s County Fire Department**—In an email dated March 5, 2021, (Reilly to Bossi), the Fire Department commented on the necessary location of fire hydrants and requested additional information regarding building fire protection measures, which were subsequently addressed by the applicant.
- h. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this technical staff report, DPIE did not offer comments on the subject application.
- i. **Prince George’s County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on the subject application.
- j. **Prince George’s County Health Department**—In a memorandum dated March 2, 2021 (Adepoju to Bossi) it was noted that during construction, the project will need to abide by County noise and dust control policies. The Department further commented that there are no grocery stores within one half mile of the site.
- k. **Maryland State Highway Association (SHA)**—In emails dated February 23, 2021 and March 29, 2021 (Woodroffe to Bossi), SHA noted that close coordination between the applicant and Purple Line is necessary. SHA further noted that efforts should be made to locate streetscape seating outside of the ultimate roadway right-of-way.

- l. **Washington Suburban Sanitary Commission (WSSC)**—In plan comments dated March 2, 2021, WSSC provided standard comments on the project’s conceptual water and sewer plan that will require attention through WSSC’s permitting processes.
 - m. **Department of Parks and Recreation (DPR)**—In a memorandum dated April 2, 2021 (Sun to Bossi) DPR noted that on-site recreational facilities provided are adequate, and further suggested discussions with the applicant continue to determine if some public access to the proposed dog park is viable.
- 13.** Based on the foregoing and as required by Section 27-285(b) 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.
- 14.** Section 27-285(b)(4) of the Zoning Ordinance provides the following required finding for approval of a DSP:
- (4) The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).**

No regulated environmental features such as streams, wetlands, 100-year floodplain, associated buffers, or primary management areas are located on-site.

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 Parking and Loading Standards DPLS-488 to allow for a reduction in the number of parking spaces required by 250, from 553 spaces to 303 spaces.
- B. APPROVE Detailed Site Plan DSP-19041 and Alternative Compliance AC-21001 for East Pines, subject to the following conditions:
 - 1. Prior to certification, the detailed site plan shall be revised, or additional information shall be provided, as follows:
 - a. Provide three loading spaces, as required by Section 27-582(a) of the Prince George’s County Zoning Ordinance.
 - b. Revise parking tabulations to demonstrate conformance with Section 27-566(b)(1) of the Prince George’s County Zoning Ordinance and show a minimum of eight handicap-accessible spaces are provided.

- c. Revise the acreage for existing Lot 1 of Parcel A, Block T to read 3.11 acres on Sheet 3.
 - d. Label the acreage and plat reference for existing Lot 1, Block T, on Sheet 3.
 - e. Depict the unmitigated 65 dBA Ldn lines for upper and lower levels.
 - f. Revise General Note 5 to read 1 Parcel and 0 Lots.
 - g. Add the area in square feet and acres to the label for proposed Parcel 1.
 - h. Provide a legible label and recording reference for the perpetual easement for overhead utilities located near the front of the property.
 - i. Clearly delineate the boundary and extents of perpetual easement Maryland State Highway Association Plat No. 59339.
 - j. Add a general note stating, "Commercial uses must be consistent with those permitted in the C-S-C Zone."
 - k. Identify the dedicated loading area for app-based taxi service or shared-ride services within the parking garage. This shared-ride location shall be designed to prevent the blockage of traffic flow in the garage and be in a well-lit and accessible area near the building entrance.
 - l. Show the location of the 50 bicycle spaces within the garage and provide an additional bicycle rack for eight bicycles on the streetscape along Riverdale Road.
 - m. Provide a list or table of the proposed private on-site recreation facilities with associated cost estimates to demonstrate the facilities proposed meet or exceed the \$256,000 threshold established by the preliminary plan of subdivision.
 - n. Correct and revise the tree canopy coverage schedule to demonstrate conformance with Section 25-128(b), Tree Canopy Coverage Requirements. If additional trees are required to demonstrate conformance, the landscape plan shall be updated accordingly.
 - o. Revise the landscape plan and the associated Section 4.7 schedule for the portion of the property line where the dog park is located. The applicant shall revise the plan to provide the required full 20-foot-wide landscaped bufferyard to be planted with double row staggered planting of predominantly evergreen trees of a minimum two species.
 - p. Consider adding a small building-identity sign proximate to the rear building entrance.
2. Prior to certification of the detailed site plan, the Prince George's County Department of Parks and Recreation, and the Urban Design Section, as designees of

the Planning Board, shall make the final determination on the viability of the public use access to the proposed dog park on the subject property. If it is determined that the public use for the dog park is achievable, the appropriate terms and conditions for the public use of the dog park, including registration of users and dogs, times of operation, other restrictions and liability, shall be incorporated into the Recreational Facilities Agreement for the on-site recreational facilities.

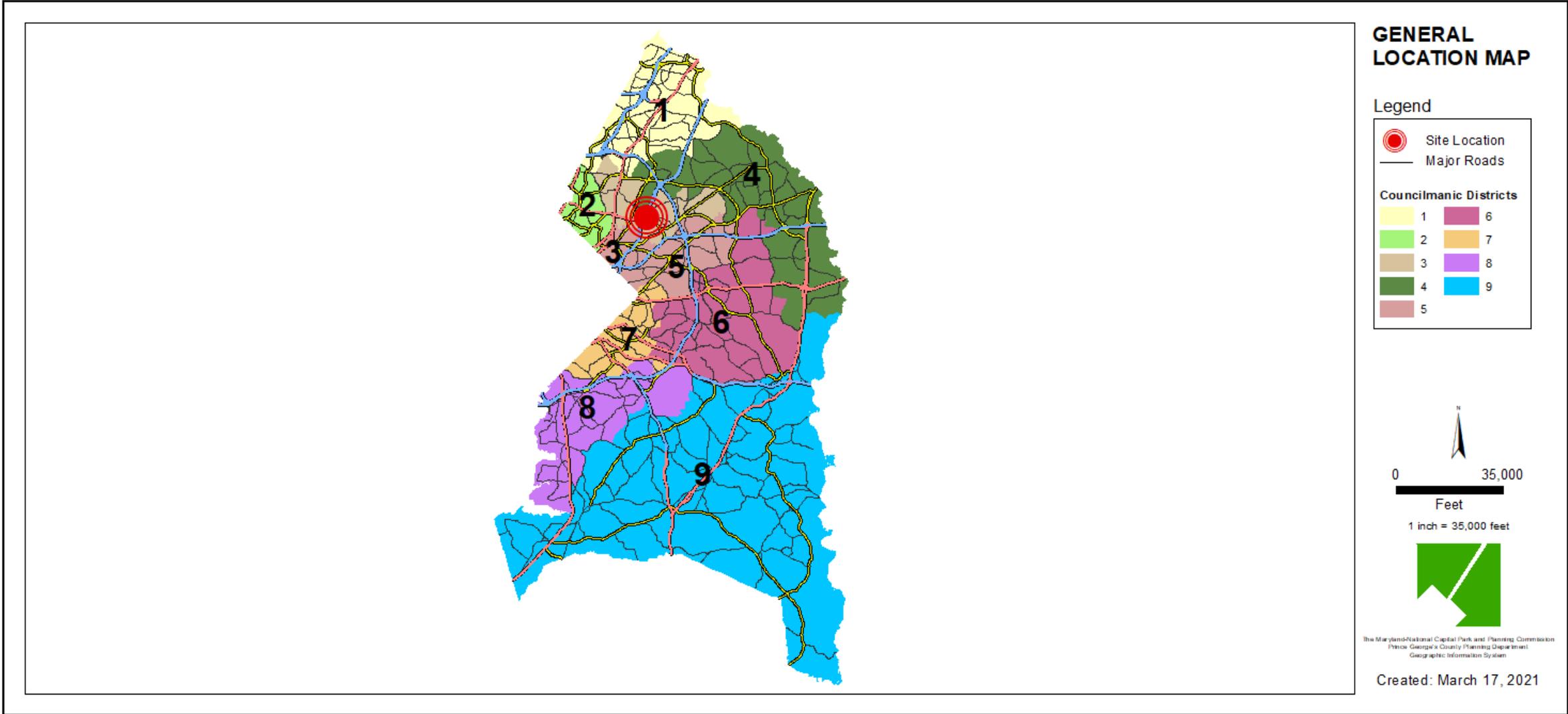
3. In consideration of the proffers made as a means of reducing the parking provided on-site, at time of building permit, the applicant shall provide details of the proposed ongoing trip reduction activities:
 - a. Unbundled parking—building tenants do not have to rent a parking space with an apartment, but have the option to do so.
 - b. One parking space will be available for each residential dwelling unit should the tenant want to rent a parking space. If more than one space is desired for a particular unit, they will only be able to rent the second space when property management determines spaces are available.
 - c. Distribute a Washington Metropolitan Area Transit Authority (WMATA) SmarTrip card with \$50 fare or provide a one-year membership to a carshare service to each dwelling unit, to new employees of the building and retail employees during the initial lease-up of the building.
 - d. Designated Transportation Coordinator that will be responsible for coordinating transportation demand management strategies, including providing transportation information to tenants and employees, working with Prince George’s County staff for transportation demand management outreach and promotion, and participating in local and regional events.
4. The applicant shall closely coordinate with the Maryland Transit Authority and the Maryland State Highway Administration, to ensure a coordinated and cohesive design is implemented for the streetscape area to be provided along the site’s frontage to be shared with the Beacon Heights-East Pines Purple Line Station.

ITEM: 9 & 10

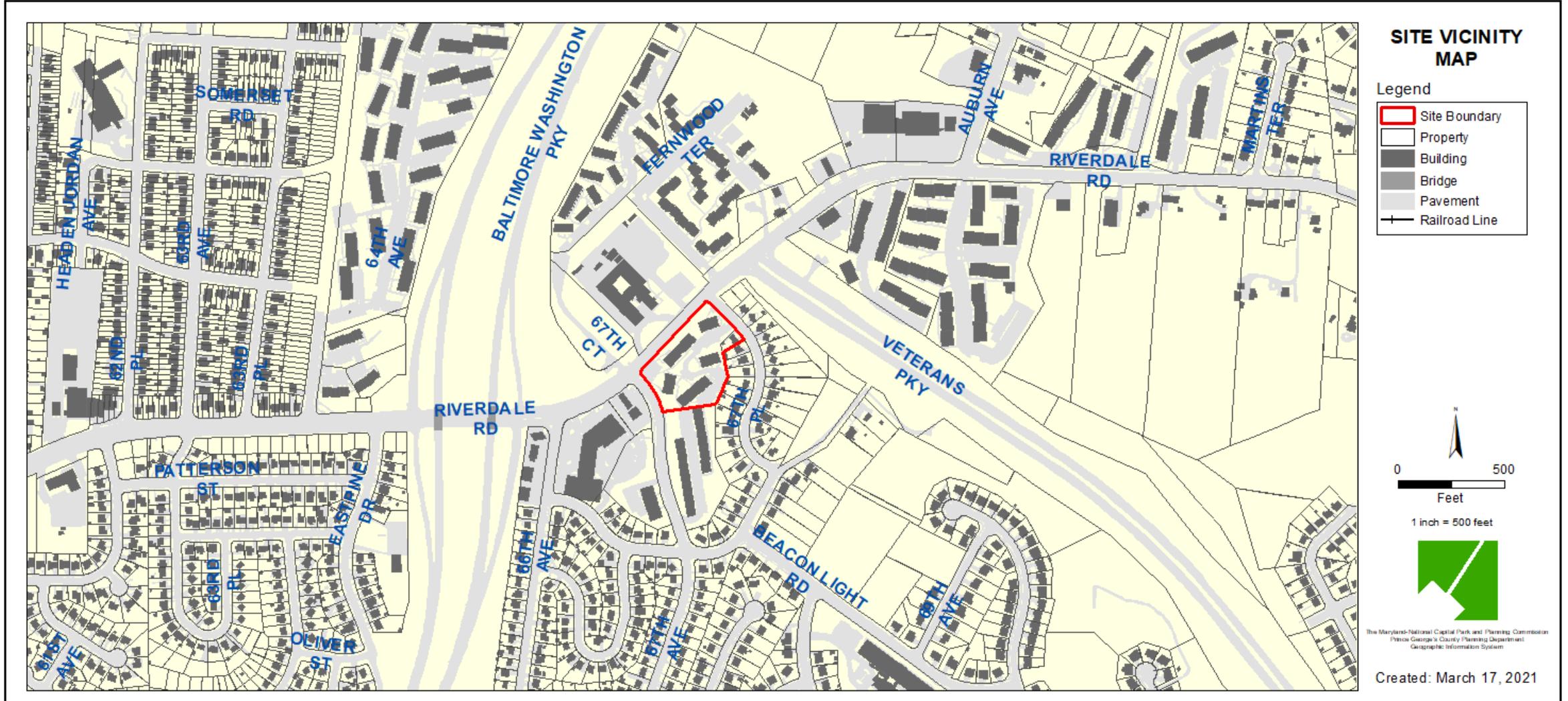
CASE: DSP-19041 & DPLS-488

EAST PINES

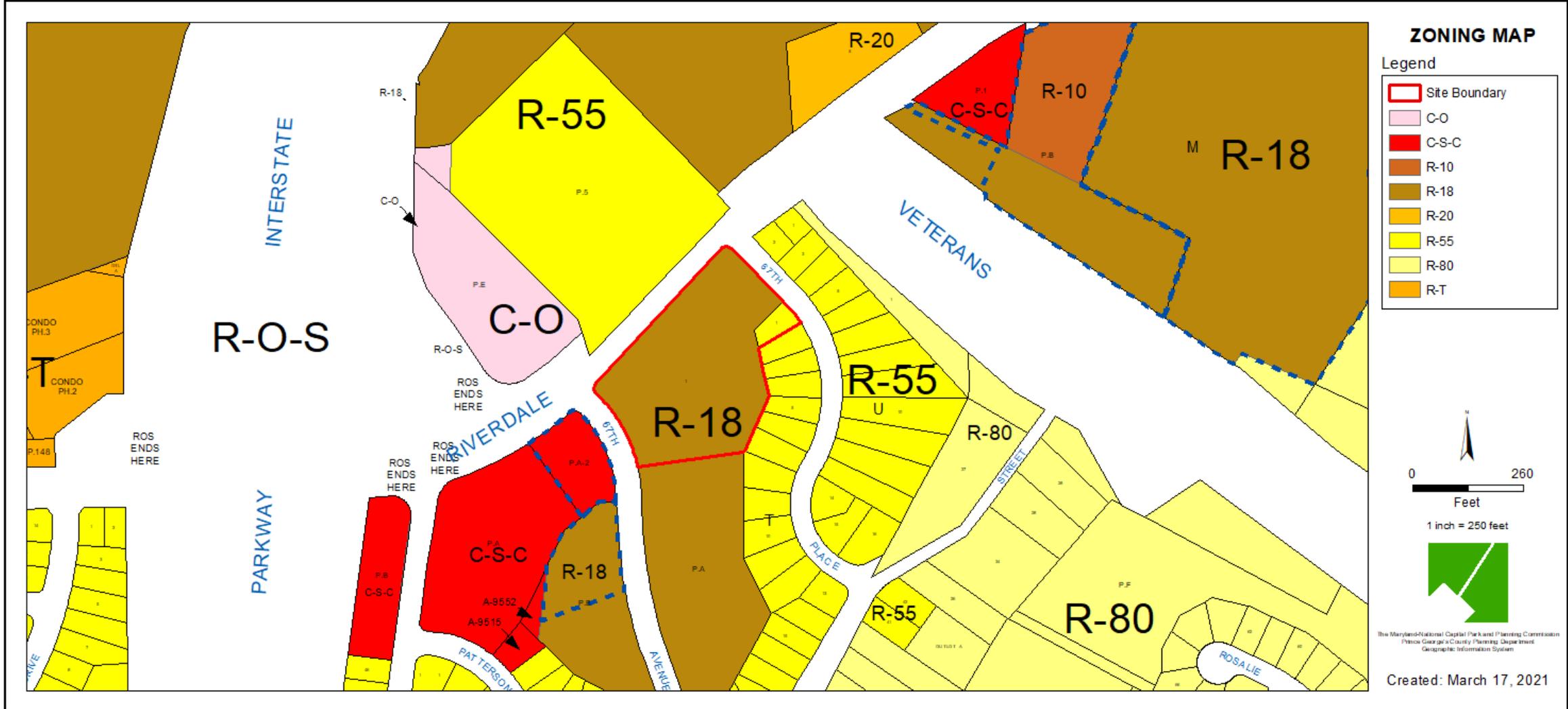
GENERAL LOCATION MAP



SITE VICINITY



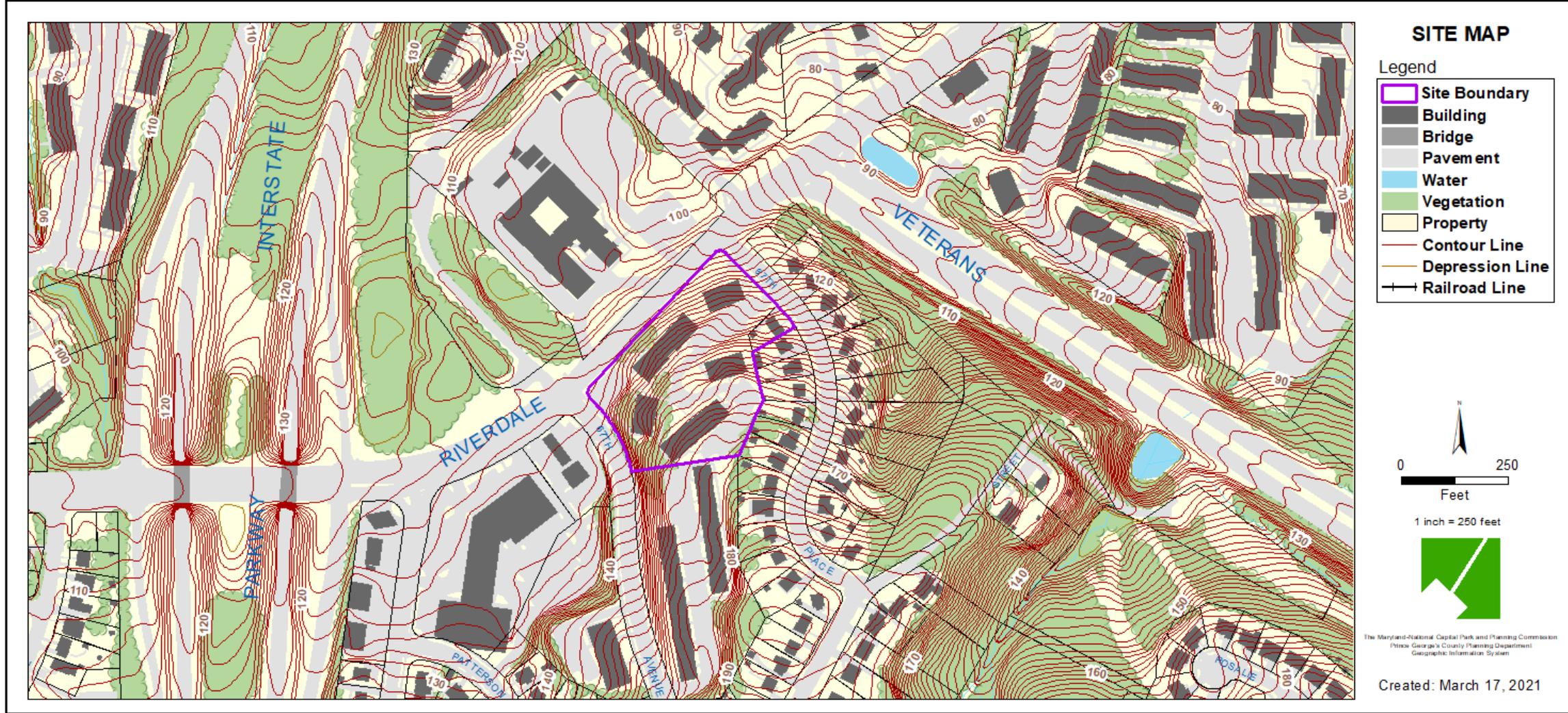
ZONING MAP



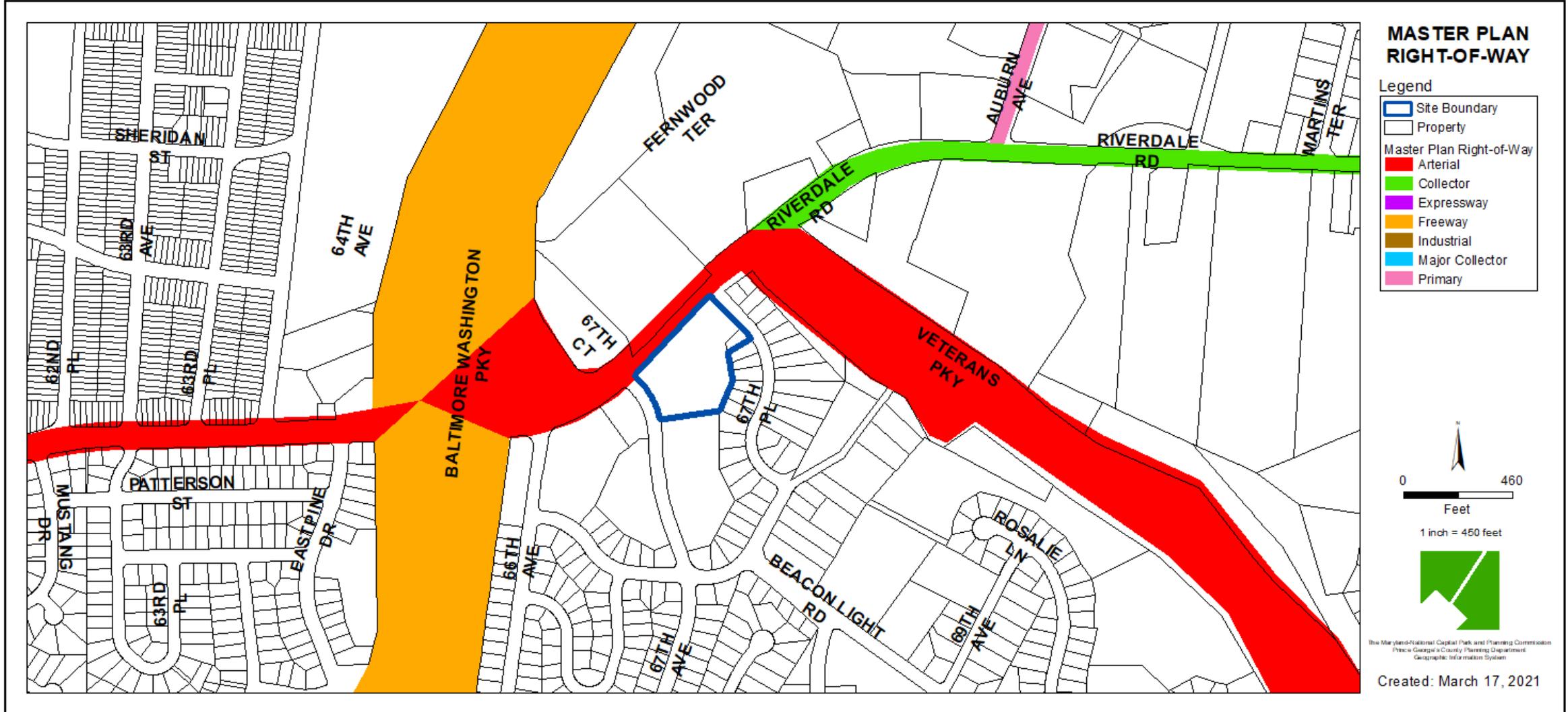
AERIAL MAP



SITE MAP



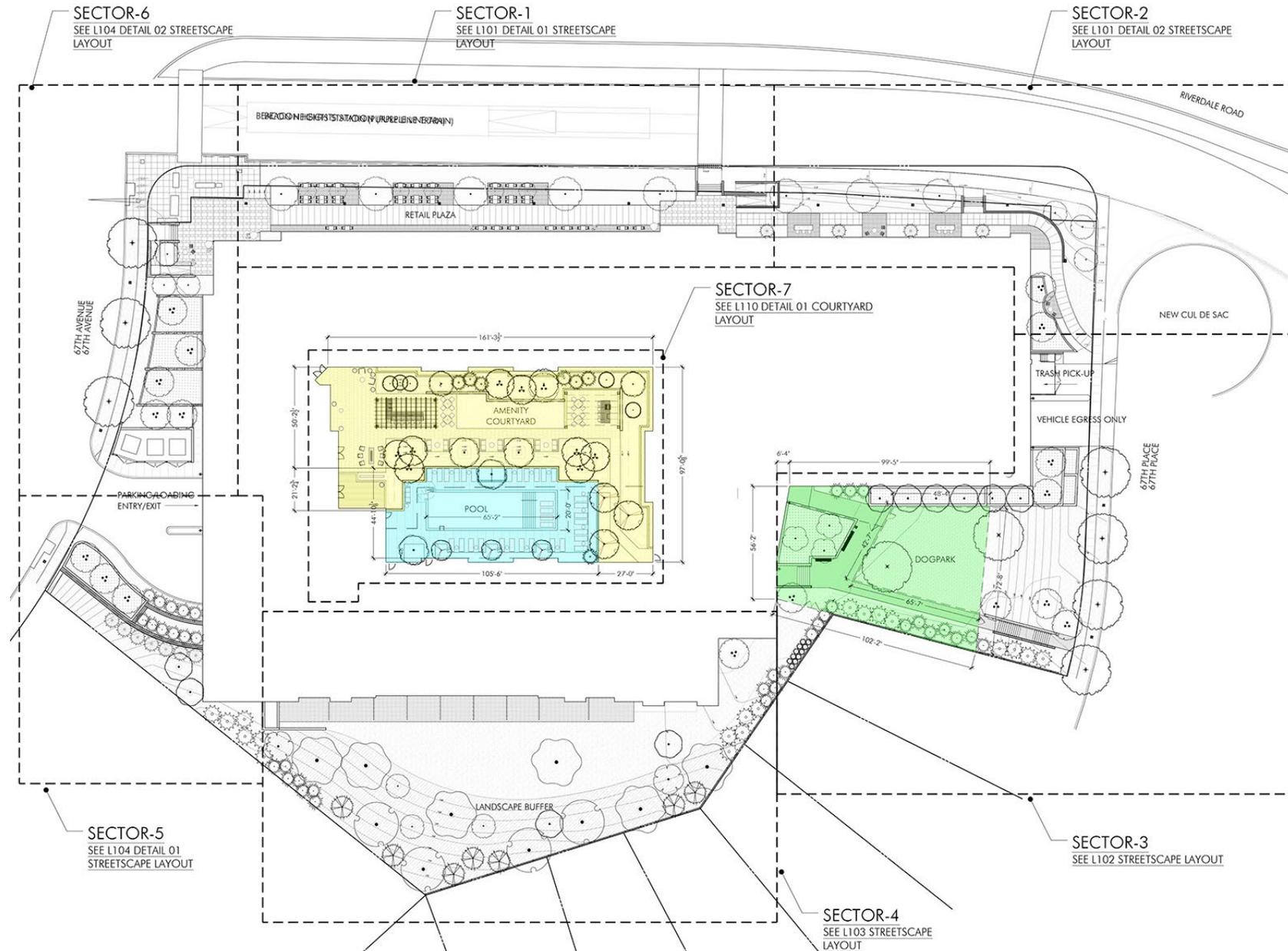
MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



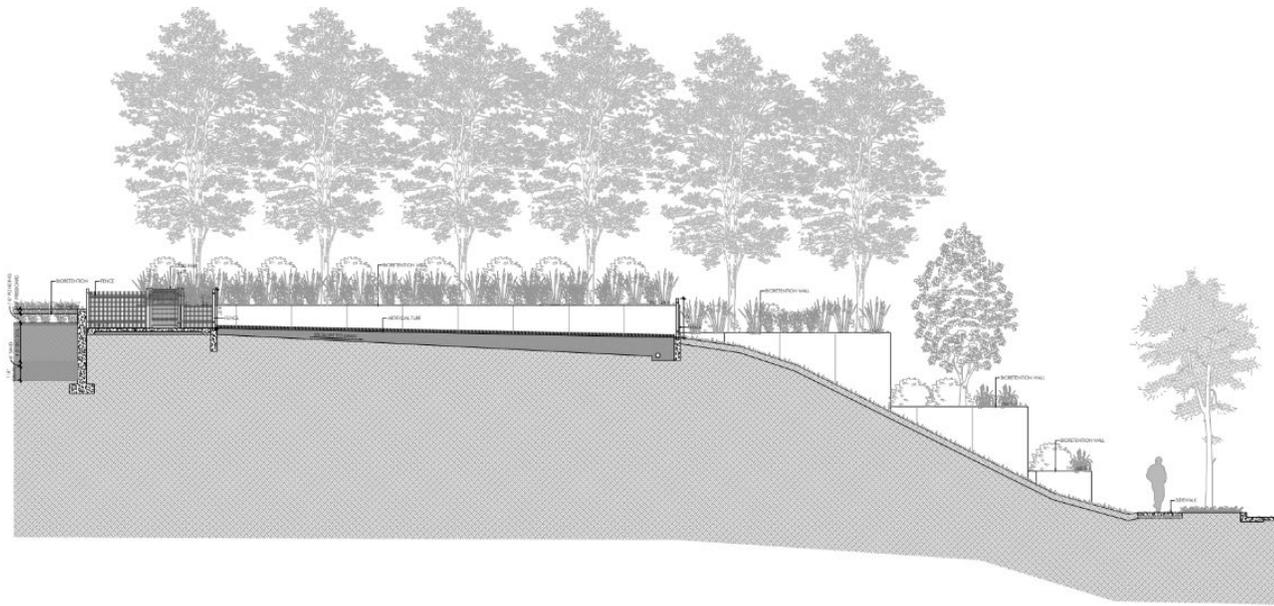
RECREATIONAL FACILITY PLAN



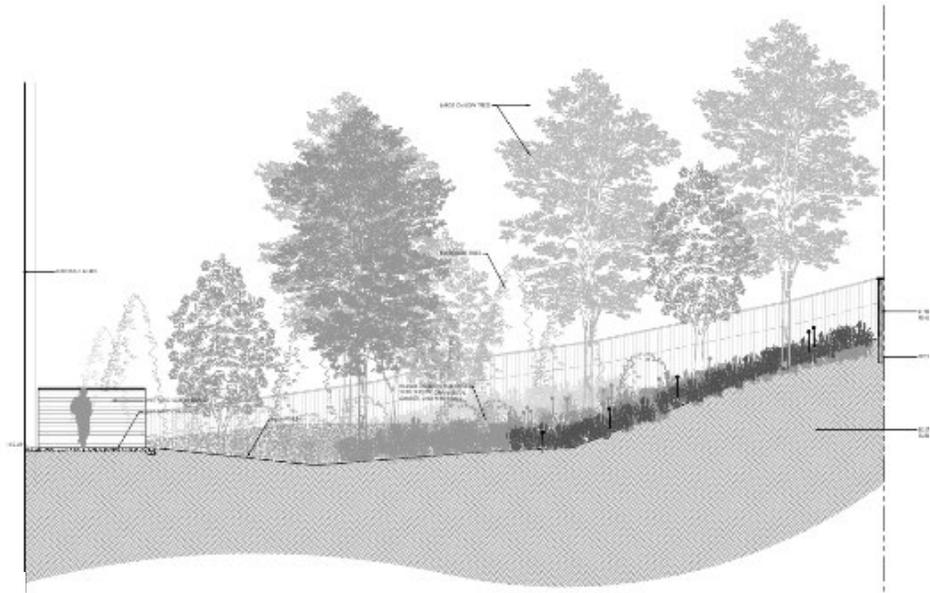
LANDSCAPE PLAN



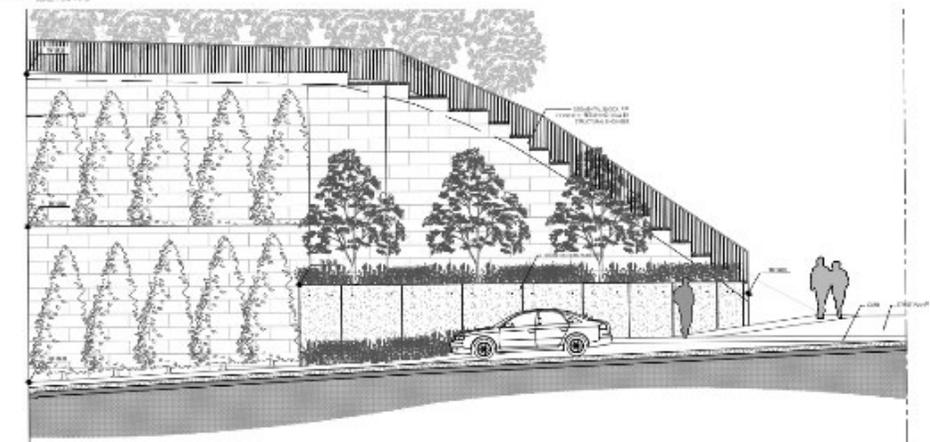
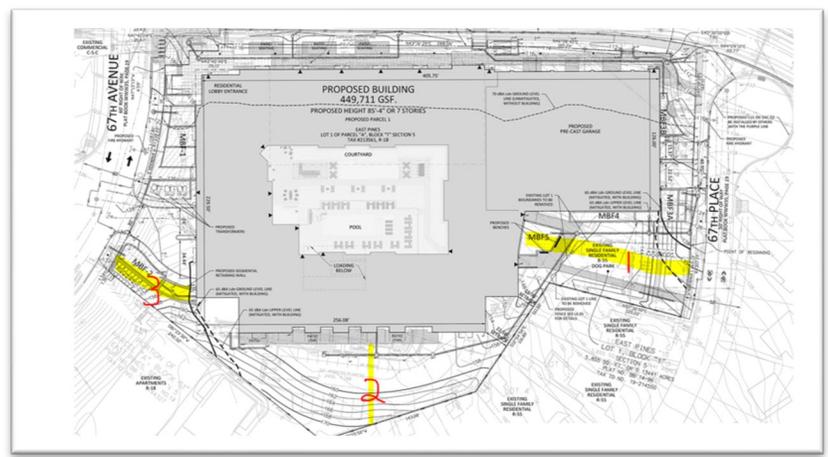
LANDSCAPE SECTIONS



1 SITE ELEVATION - DOG PARK BIORETENTION
SCALE: 1/8"=1'-0"



2 SITE SECTION - HILLSIDE MEADOW
SCALE: 1/8"=1'-0"



3 SITE SECTION - SEGMENTAL BLOCK WALL
SCALE: 1/8"=1'-0"

WESTERN ELEVATIONS



1 NORTH-WEST ELEVATION @ RIVERDALE ROAD
Scale: 1/4" = 1'-0"

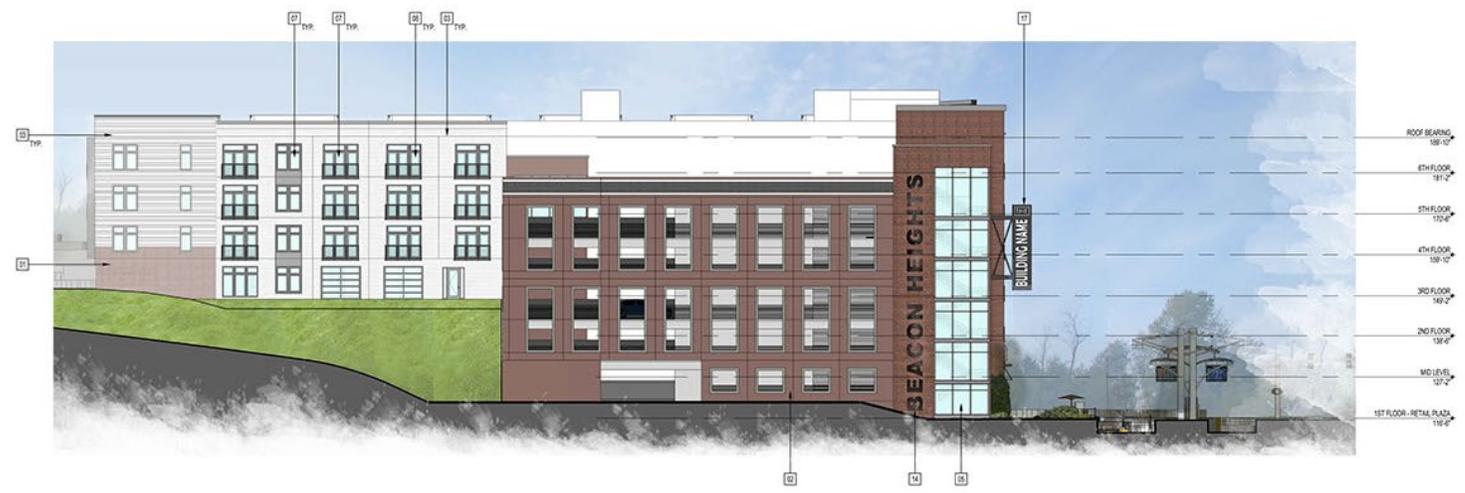


2 SOUTH-WEST ELEVATION @ 67TH AVENUE
Scale: 1/4" = 1'-0"

EASTERN ELEVATIONS



1 SOUTH-EAST ELEVATION @ REAR UNITS
Scale: 3/16" = 1'-0"



2 NORTH-EAST ELEVATION @ PRECAST GARAGE
Scale: 3/16" = 1'-0"

COURTYARD ELEVATIONS



1 NORTH COURTYARD ELEVATION
Scale: 1/16" = 1'-0"



2 EAST COURTYARD ELEVATION
Scale: 1/16" = 1'-0"

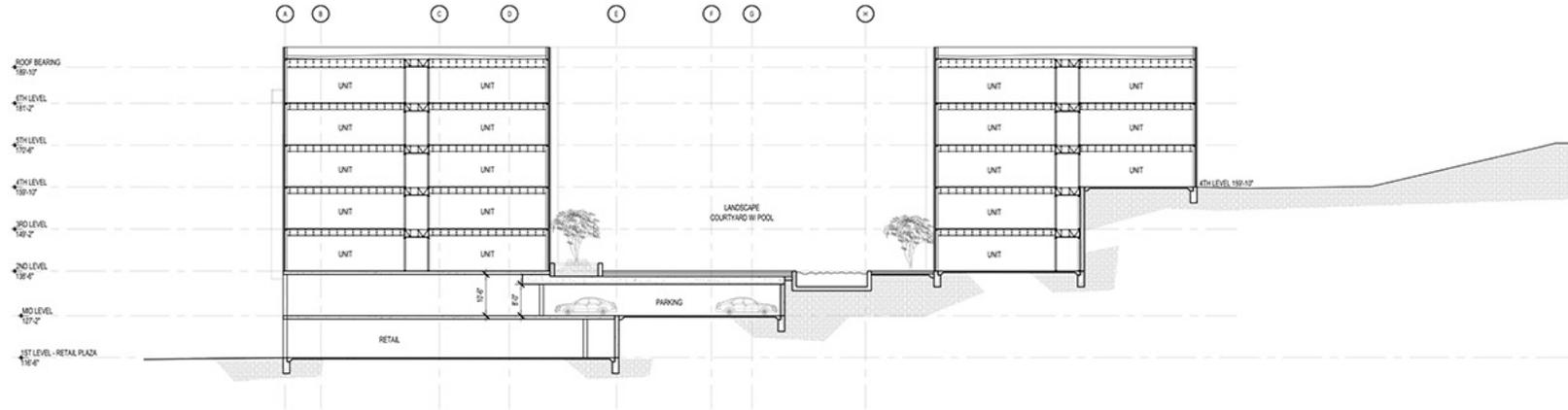


3 SOUTH COURTYARD ELEVATION
Scale: 1/16" = 1'-0"

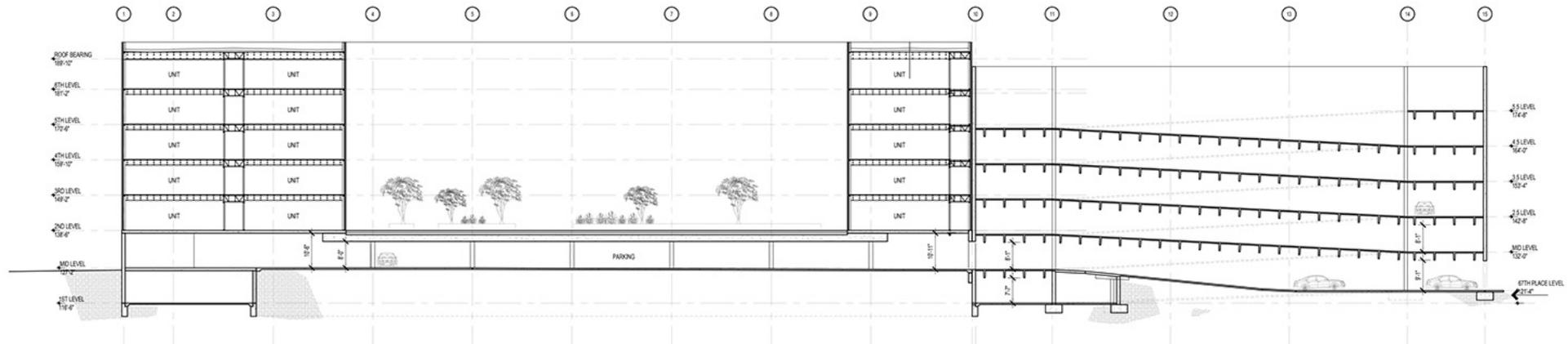


4 WEST COURTYARD ELEVATION
Scale: 1/16" = 1'-0"

BUILDING SECTIONS



1 BUILDING SECTION A-A
Scale: 1/16" = 1'-0"



1 BUILDING SECTION B-B
Scale: 1/16" = 1'-0"



SIGNAGE

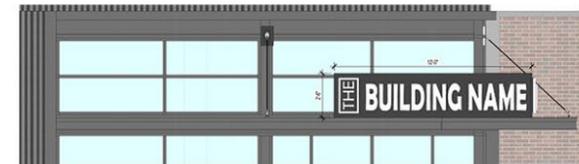


ENLARGED ELEVATION SET
NORTH-WEST ELEVATION @ MIDSCALE RISE



1 PAINTED GRAPHIC @ PRE-CAST GARAGE ELEVATION
Scale: 1/4" = 1'-0"

EXTERIOR SIGN SPECIFICATION
1. PAINTED GRAPHIC



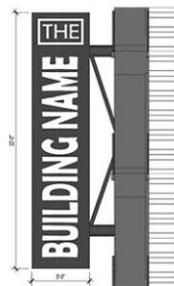
4 MAIN ENTRANCE SIGNAGE NORTH-WEST ELEVATION
Scale: 1/4" = 1'-0"

EXTERIOR SIGN SPECIFICATION
1. METAL FRAME WITH METAL LETTERS
2. THE SIGN WILL BE MOUNTED TO THE ENTRANCE CHOPPEL
3. PROPOSED BUILDING SIGNAGE AREA: 36 SF



5 MAIN ENTRANCE SIGNAGE SOUTH-WEST ELEVATION
Scale: 1/4" = 1'-0"

EXTERIOR SIGN SPECIFICATION
1. METAL FRAME WITH METAL LETTERS
2. THE SIGN WILL BE MOUNTED TO THE ENTRANCE CHOPPEL
3. PROPOSED BUILDING SIGNAGE AREA: 36 SF



2 BUILDING SIGNAGE
Scale: 1/4" = 1'-0"

EXTERIOR SIGN SPECIFICATION
1. METAL FRAME SIGN WITH LETTERING
2. THE SIGN WILL BE STRUCTURALLY MOUNTED TO THE EXTERIOR WALL
3. PROPOSED BUILDING SIGNAGE AREA: 118 SF



3 BUILDING AND RETAIL SIGNAGE
Scale: 1/4" = 1'-0"

EXTERIOR SIGN SPECIFICATION
1. METAL LETTERS MOUNTED TO METAL FRAME
2. THE SIGN WILL BE STRUCTURALLY MOUNTED TO THE EXTERIOR WALL
3. RETAIL SIGNAGE TO BE MOUNTED TO METAL TRIMMER
4. PROPOSED BUILDING SIGNAGE AREA: 36 SF
5. PROPOSED RETAIL SIGNAGE AREA: 208 SF TOTAL, REFER TO MAKE ABOVE FOR INDIVIDUAL RETAIL SIGNAGE AREA



6 SIGNAGE AT MASONRY ENCLOSURE (SOUTH-WEST ELEVATION)
Scale: 1/4" = 1'-0"

EXTERIOR SIGN SPECIFICATION
1. METAL FRAME SIGN WITH LETTERING
2. FASTENED WITH STANDOFFS TO MASONRY STRUCTURE
3. PROPOSED BUILDING SIGNAGE AREA: 36 SF

I. INTRODUCTION

DGV Apartments, LLC (hereinafter the "**Applicant**") by and through its attorneys, Lerch, Early, and Brewer, Chartered, submits this Detailed Site Plan (hereinafter the "**DSP**") Justification Statement (hereinafter the "**Statement**") to demonstrate that the proposed multifamily community on the subject property is in compliance with the applicable provisions of Subtitle 27 of the Prince George's County Code (hereinafter the "**Zoning Ordinance**"), the *Approved East Riverdale-Beacon Heights Sector Plan* (hereinafter the "**Sector Plan**"), and other applicable review requirements and criteria. The subject property consists of approximately 3.233 acres located along the southern edge of Riverdale Road, approximately 270-feet to the west of its intersection with MD 410 (hereinafter the "**Property**").¹ The Property is currently zoned R-18 (Multifamily Medium Density Residential) and R-55 (One-Family Detached Residential), and is located within the geographical boundaries of the Sector Plan.

As described in detail herein and shown on the DSP, the Applicant proposes to develop a transit-oriented, mixed-use multifamily community with 224 residential units and ground-floor retail (hereinafter the "**Project**"). The Project represents a tremendous opportunity to advance several objectives of the Sector Plan. Accordingly, the Applicant respectfully requests Planning Board approval of the subject DSP.

¹ The Property consists of Parcel A and Lot 1 in the "Eastpines" subdivision, as recorded in the Land Records of Prince George's County at Plat Book BB 14, page 96.

II. PROPERTY DATA

Location: Southeast quadrant of the intersection of Riverdale Road and 67th Avenue, approximately 270-feet to the west of the Riverdale Road/MD 410 intersection.

Tax Map #: 43-B3.
43-C3.

Frontage: 67th Avenue to the west.
Riverdale Road to the north/northwest.
67th Place to the east.

Election District: 2.

Legislative District: 22.

Councilmanic District: 3.

Acreage: ±3.233 acres:
Parcel A (±3.10 acres).
Lot 1 (.133 acres).

Zoning: Parcel A: R-18 (Multifamily Medium Density Residential).
Lot 1: R-55 (One-Family Detached Residential).

Subdivision: PPS 4-19031.

Existing Water Company: W-3.

Existing Sewer Company: S-3.

Historic: N/A.

Master Plan: *Approved East Riverdale-Beacon Heights Sector Plan.*

SMA: *Sectional Map Amendment for Bladensburg-New Carrollton and Vicinity (Planning Area 69).*

General Plan: *Plan Prince George's 2035.*

III. LAND USE BACKGROUND

A. Sector Plan

The Property is located within the geographical boundaries of the Sector Plan, which was approved and adopted by the Prince George's County Council (the "**County Council**") in 2017. The Sector Plan is the comprehensive planning document for the proposed Riverdale Park and Beacon Heights stations along the Maryland Department of Transportation Maryland Transit Administration ("**MDOT MTA**") Purple Line and surrounding neighborhoods. The Sector Plan states that "the introduction of the Purple Line [and] two Purple Line stations . . . provides a unique opportunity for reinvestment in the community and to re-envision the station areas with new amenities for current and future residents, workers, and visitors." *See* Sector Plan pg. 2-4. Furthermore, the Sector Plan is rooted in three core themes: (1) connecting local and regional places; (2) cultivating new places; and (3) celebrating diversity and neighborhood character. As demonstrated throughout this Statement, the Project advances each of these overall themes and the objectives of the Sector Plan.

The Property is more specifically located within the Beacon Heights Neighborhood Center ("**Beacon Heights**"), one of five distinct character areas established by the Sector Plan. Beacon Heights is centered on the Purple Line station that will be adjacent to the Property. *See* Sector Plan, pg. 67. The Future Land Use Map designates the Property for mixed-use. *See* Sector Plan, Map 22, pg. 69. As discussed in greater detail in Section VI of this Statement, the proposed Project aligns with many of the relevant land use goals, policies, and strategies that are intended to guide development within Beacon Heights.

B. CB-57-2018

On October 23, 2018, the County Council enacted Council Bill CB-57-2018 for the purpose of permitting certain mixed-use development in the R-18 and R-55 Zones to include ground-floor commercial uses, subject to certain criteria.² Shortly thereafter, on December 10, 2018, the legislation became effective, and Section 27-441(b) ("Uses permitted") of the Zoning Ordinance was amended accordingly. As addressed in Section VII of this Statement, the proposed Project will satisfy each of the required standards established by this legislation.

² *See* CB-057-2018. (Exhibit A).

IV. EXISTING AREA/SURROUNDING NEIGHBORHOOD

The Property consists of ±3.233 acres of land area located in the southeast quadrant of the intersection of Riverdale Road and 67th Avenue in Riverdale, Maryland. It is generally situated between the Baltimore-Washington Parkway (to the west) and MD 410 (to the east), otherwise known as Veterans Parkway. Parcel A is currently improved with the East Pines Terrace Apartments, a residential community consisting of five low-rise multifamily buildings; and Lot 1 is currently improved with a single-family home. The Property is surrounded by a mix of uses – including the former M-NCPPC Police Headquarters to the north, a single-family residential neighborhood to the east, the East Dale Apartments to the south, and the East Pines Shopping Center to the west.

The impending installation of the Purple Line is expected to stimulate new activity and revitalize the surrounding area. Purple Line tracks will be constructed along the western edge of Veterans Parkway, and will continue along the Property's Riverdale Road frontage. As previously mentioned, the planned Beacon Heights Purple Line station will be adjacent to the Property.

V. PROPOSED DEVELOPMENT

A. Overview

The Applicant proposes to transform the Property into a pedestrian friendly, transit-oriented, mixed-use development that maximizes accessibility and convenience for both residents and visitors. Accordingly, the Project proposes the development of a six-story, ±370,000 square-foot residential over commercial, mixed-use building. A dynamic exterior plaza will occupy the space at grade between retail uses and the new transit platform. Additionally, the Project will provide varied interior amenity space throughout the building. Programmatic areas will include: yoga and fitness spaces, communal workspace and lounge areas, a clubroom, game room, bike room, dog spa, and pool support spaces. A large landscaped courtyard will be accessible to future residents from the second level of the mixed-use building. Active and passive recreation uses will include a pool and other areas for outdoor grilling and seating. A private dog park will be provided for future tenants at grade adjacent to 67th Place. Most of the parking on site will be located in a multi-story precast parking structure, which will be constructed above ground, adjacent to the proposed multifamily building.

Specifically with respect to the residential component, the Project will provide a total of 224 dwelling units, with a mix of the following unit types: studios, junior studios, one-bedroom units, one-bedroom + den units, and two-bedroom units. Units will be provided on the second, third, fourth, fifth, and sixth floors of the mixed-use building.

B. Architecture

Overall

The mixed-use building will be designed as a six-story, concrete podium/stick structure with an adjacent five-story precast parking structure. The architectural design has been carefully developed to balance the inherent challenges of the existing site's steep topography with the overall programmatic goals for the Project. Each face of the building is designed to address the particular conditions of its adjacent context.

The building massing along Riverdale Road has been designed so that all grade-level pedestrian access points to residential and retail uses align with the new Beacon Heights Purple Line station platform. To enhance the pedestrian experience at grade, a dynamic retail plaza will occupy the space between the station platform and the entry into the retail space at the base of the mixed-use building. This plaza will be an essential placemaking element at this new neighborhood transit station.

A mix of masonry and glass will be used at the first two levels of the building to provide a sense of openness and transparency at grade. Additionally, the entire length of the façade along the retail plaza is articulated to activate the streetscape at an appropriate pedestrian scale. A series of projecting bays and punched windows will occupy the upper levels of the building at residential units, with balconies punctuating the top of bays. Building materials include fiber cement panels and brick masonry along the base.

Brick formliners will enhance the precast panels and will be used on the garage facade along Riverdale Road and 67th Place with large punched openings designed to mimic an “industrial” aesthetic. The base of the garage will include “community themed” artwork to conceal cars from view and provide visual interest along the street.

67th Avenue Corner

The primary pedestrian entrance into the mixed-use building is located at the corner of 67th Avenue and Riverdale Road, directly across from the station platform. This prominent location is articulated to enhance the building's overall visibility, and serve as the backdrop and visual marker for the new transit station.

The primary vehicular entrance will be located at the base of the building along 67th Avenue. Exterior material palette will include fiber cement panels and masonry at the base.

67th Place & Rear of Building

The rear of the building is articulated with a scale comparable to townhomes in order to capitalize on the site's steep topography and maximize visual compatibility with nearby existing single-family residential lots. The massing and building height at the rear of the building transitions appropriately into the adjacent medium-density residential neighborhoods, and includes outdoor terraces fronting a lush landscaped buffer. Exterior materials include a mix of masonry and fiber cement panels. At 67th Place, the precast garage will be enhanced by a brick formliner to add texture and the rear façade will be comprised of painted pre-cast panels.

C. Traffic and Pedestrian Circulation

The Applicant has carefully designed the Project to facilitate efficient traffic patterns and a safe pedestrian environment. The main lobby of the Project will be located at the northwestern corner of the mixed-use building, a short distance from the platform for the Beacon Heights Purple Line station. Establishing this close relationship will ensure that residents and visitors can comfortably access the Purple Line from the Project, and vice versa. Additionally, there is a second lobby proposed further to the east, on the other side of the proposed retail plaza, which connects directly to the Beacon Heights Station platform. This lobby will function as a "convenience" entry for residents who wish to avoid the larger crowds that might naturally form at the northwest area of the site. Both the main lobby and the "convenience" lobby will be directly linked via an internal corridor on the ground floor.

Vehicular ingress and egress points will encourage safe traffic patterns and deter undesirable congestion on and around the site. The primary point of parking and service access is proposed at the southwestern edge of the building to maintain

an adequate distance from the Beacon Heights Station platform. The design also utilizes a grade change that will elevate the parking garage ingress/egress point to the second floor of the Project, above and away from pedestrian traffic.³ A secondary point of egress from the parking garage is proposed on the eastern side of the Project, which will direct cars to a cul-de-sac on 67th Place. In sum, the Project facilitates favorable traffic patterns.

A traffic control gate is proposed at the intersection of the Purple Line tracks (along Riverdale Road) and 67th Avenue. This is a protective measure that will perpetuate a safe and organized environment at the northwest corner of the Project, where multiple modes of transportation will intersect.

D. Proposed Public Use Space, Streetscape, and Landscape Design

The redevelopment of this site – one that will be adjacent to the new Beacon Heights Purple Line station – presents a unique opportunity to create a transit-oriented urban plaza that is activated by retail along Riverdale Road. The main strategies behind the design of the streetscape are to provide a pedestrian-friendly retail plaza, a wide shared-use path for smooth, unobstructed circulation, and spaces to incentivize social gathering through the incorporation of café zones and public seating areas. The Project's landscape plan also incorporates several sustainability practices, including significant public greening that involves low impact development (LID) bioretention gardens, a wildflower meadow, and a large interior courtyard.

The northwest corner of the site is defined by an urban plaza between the primary residential lobby, ground-floor retail, and the Purple Line station entrance. The plaza uses special paving, site furnishing, and bike racks to enrich the setting, bolster placemaking, and establish a sense of neighborhood identity. From east-to-west, a wide pedestrian concrete sidewalk lined with shade trees, and understory plantings will provide yearlong seasonal interest and act as a buffer to the Purple Line rail lines. Many of the plantings are native, drought resistant, and offer wildlife value. Intermittent zones between landscape beds have special paving and are designated for retail cafes to activate the frontage of the building and engage incoming Purple Line riders. New site lighting will enhance safety and add character to the space. Outside the convenience lobby, a stairway and access ramp is incorporated to connect pedestrians to the Purple Line station midblock. A series of

³ The Beacon Heights Purple Line station will be at an elevation of approximately 116-feet, and the loading/parking entrance will be constructed at an elevation of 126-feet.

seating areas have been provided adjacent public art murals and a wildflower garden at the northeast corner of the site, providing an energizing space for residents and visitors to work, play, and wait for transit. Outdoor furniture with power for mobile devices enhances the setting with comfort and convenience.

The proposed rights-of-way along 67th Place and 67th Avenue include a 7-foot wide lawn panel with street trees, a 5-foot wide concrete sidewalk, and a strip of landscaping. The sidewalks connect pedestrians from the existing neighborhood to the retail and Purple Line station platform. In contrast to the urban retail plaza at the northwest corner of the site, this streetscape is designed to be more residential in character by incorporating larger landscaping areas along the front of the building. Notably, the streetscape along 67th Place and 67th Avenue is relatively steep, consistent with the grade changes of the abutting rights-of-way.

Specifically along 67th Avenue, a series of terraced planters and retaining walls are proposed to transition from the existing grade to the parking and loading entrances. Retaining walls are constructed with segmental block and/or cast in place concrete. Planting beds include evergreen trees and cascading shrubs to create the effect of a “green wall.” Proposed transformers are located along the garage entry and are enclosed by masonry walls and access gates from the driveway. The masonry enclosure walls are an extension of the adjacent building façade materials to achieve integration with the landscape. The enclosure walls also incorporate architectural detailing for residential and retail signage fronting the street. A terraced bioretention planter with runnel spillways will contribute a more engaging landscape feature that softens the grade changes on-site.

With respect to the right-of-way along 67th Place, a landscaped hillside, lawn, and terraced bioretention planters will provide beauty and separation from the proposed private dog park. A sidewalk and stairway from the proposed building to the streetscape will be provided for residential egress. A dog park fence and gate is proposed at the top of the hill.

Along the rear property line, adjacent to the sidewalk and stairway, is a 6-foot privacy fence and landscape yard – consisting of a mix of evergreens, deciduous trees, and shrubs. This privacy fence and landscape yard continues along the entire extent of the rear property line between the proposed Project and all abutting single-family residential properties. *See* sheet L321, Schedule 4.7-1. While significant plant buffering is provided, the Applicant is requesting Alternative Compliance to the minimum plant units required and requests that the 6-foot tall fence be accepted for

a 50% reduction to the total units for a Developed Tier development adjoining existing residentially developed lots. *See* sheet L321, Schedule 4.7-1 for total plant units provided. Additionally, the Applicant respectfully requests an Alternative Compliance with respect to Minimum Bufferyard Requirements for the proposed building setback and landscape yard distances – and to ensure conformance with the goals of the Sector Plan. *See* Prince George County Landscape Manual, Table 4.7-2 and 4.7-3.

The desire to create a vibrant, pedestrian friendly urban plaza at the new Beacon Heights station was a preeminent factor in determining the final placement of the building on the site. As such, appropriate dimensions between the station platform and face of the building are established to ensure adequate space for pedestrian circulation and social gathering areas. Moreover, the massing and building placement along the rear of the property have been designed in such a way to accommodate the challenging topography of the existing site and ensure compatibility with existing residential uses. The Applicant has included significant landscaping at the narrowest points to create a strong buffer between adjacent properties and enhance aesthetic appeal at the rear.

As mentioned above, the Project provides extensive recreational amenity areas for residents with an interior courtyard and side yard with a dog park. The large interior courtyard features a variety of recreational amenities including a swimming pool, grilling areas, fire pit, and many seating nooks. The fenced dog park will have direct access to the building and will include seating areas for the residents.

VI. CONFORMANCE WITH SECTOR PLAN

The proposed Project advances several of the Sector Plan’s relevant goals, policies, and strategies. The discussion below underscores the ways in which the Project achieves substantial conformance, particularly with respect to the Land Use and Economic Prosperity Elements of the Sector Plan:

Land Use Element

-Sector-Wide Land Use Goals, Policies, and Strategies:

- *Policy LU1 – Focus new office, multifamily, or institutional uses within designated Centers.*

Comment: The Project will provide a new multifamily use within the Beacon Heights Neighborhood Center. The proposed Project capitalizes on the location of the Beacon Heights Purple Line station to stimulate vibrant businesses and residential opportunities. *See* Goals, pg. 68. Additionally, the Project's carefully crafted design and Landscape Plan (submitted concurrently as Sheet L001) protects the residential character of the nearby single-family neighborhood (to the east) and the East Dale Apartments (to the south), while simultaneously increasing connections to new amenities. *See* Goals, pg. 68. The Project will result in a new mixed-use development that is consistent with the Future Land Use Map and advances the goals associated with this sector-wide policy.

- *Policy LU5 – Work with property owners to identify resources and opportunities to consolidate or assemble properties, maximizing redevelopment potential while capitalizing on economies of scale, increasing opportunities for shared parking and access, and scaling development so that the largest buildings front MD 201 (Kenilworth Avenue), MD 410, and/or Purple Line Stations. Explore opportunities to incentivize parcel assembly and phasing.*

Comment: The Applicant's Project aligns with this Policy. The proposed ±370,000 square foot mixed-use building will front the Purple Line station. The proposed Project establishes direct pedestrian access to the Beacon Heights train platform. The proposed design is appropriately scaled with frontage directly facing the proposed Purple Line station along Riverdale Road.

-Beacon Heights Neighborhood Center Land Use Goals, Policies, and Strategies:

- *Policy LU10 – The Beacon Heights Neighborhood Center should be redeveloped with a mix of residential and retail uses. To preserve the supply of affordable/workforce housing, work with property owners to phase redevelopment within the Beacon Heights Neighborhood Center so that the Core is substantially redeveloped prior to the Edge. Permit densities of residential and commercial development commensurate with those Neighborhood Centers recommended in Plan 2035. Phase redevelopment at the station as indicated in Figure 2.*

Comment: The proposed Project will provide a mix of residential and retail uses at appropriate densities in a desired location. Consistent with this Policy, the proposed improvements will revitalize a key site within the Core of Beacon Heights. The proposed Project presents an opportunity to accelerate the process of establishing the desired "combination of new and revitalized residential development of the Beacon Heights Station that attracts new community-serving retail and encourages walking, biking, and transit use." *See* Beacon Heights Neighborhood Goal, pg. 79. Moreover, the Project will substantially redevelop and activate the Core to compliment delivery

of the Purple Line and contribute towards the concentric phasing of development in the Beacon Heights Neighborhood Center.

Furthermore, consistent with Strategy LU10.3, the Project encourages "convenience retail, services, and eating/drinking establishments closest to the Beacon Heights Station." *See* pg. 79. The proposed ground-floor retail provides opportunities for the uses contemplated by the Sector Plan, including fast and fast-casual dining, sit-down dining and bars, and convenience stores.

- *Policy LU11, Strategy LU11.2 – Developing in the Core should feature a vertical mix of uses. While such a mix may be permitted, but not mandated, buildings should be constructed with architectural features, such as taller first-floor ceiling heights, that support ground-floor retail or office uses along street frontages.*

Comment: The proposed Project is consistent with this Strategy, as it will provide the desired mix of uses in the Core of Beacon Heights and incorporates an appropriate design. *See* pg. 80. The six-story multifamily building will feature a vertical mix of ground-floor retail and residential uses. To accentuate a vertical aesthetic, the ground floor will be constructed in concrete with a height of 21'0" to the underside of the slab. All retail tenant spaces will incorporate masonry with a 14' high aluminum storefront system, providing space for a 3'6" sign panel above. Thus, the Project is designed to "support ground-floor retail or office uses" along the Riverdale Road street frontage, and is capable of attracting users of the Beacon Heights Purple Line station.

Economic Prosperity Element

-Sector-Wide Economic Prosperity Goals, Policies, and Strategies

- *Policy EP1 – Redevelop properties identified on the Strategic Opportunity Map.*

Comment: The Strategic Opportunities Map identifies the Property as a "Redevelopment Opportunity Site." The proposed Project is consistent with this Policy for Economic Prosperity. *See* Map 26, pg. 90.

- *Policy EP5 – Prioritize connections to jobs, regional employment centers, workforce development opportunities, and training locations and services.*

Comment: The proposed transit-oriented development will establish convenient, safe, and reliable connections to jobs and workforce development opportunities throughout the Beacon Heights Neighborhood Center, Prince George's County, and the region. Residents will have direct access to the Beacon Heights Purple Line station, thereby

expanding the range of available markets and office locations for the Beacon Heights community.

VII. COMPLIANCE WITH ZONING ORDINANCE

A. Sec. 27-441 – Uses Permitted.

Comment: Pursuant to Section 27-441(b) (the "**Table of Uses**"), a multifamily dwelling with ground floor commercial uses is permitted in both the R-18 and R-55 Zone, subject to compliance with the standards delineated in Footnote 131, as follows:

- *FN 131 – Permitted use, provided:*
 - *(A) The proposed development is located on a lot(s) or parcel(s) of less than five (5) acres in size;*

Comment: The Property for which the Applicant proposes the Project is approximately 3.233 acres in size, and is therefore less than five acres.

- *(B) The applicable area Master Plan or Sector Plan recommends mixed use as a future land use on the lot(s) or parcel(s);*

Comment: As discussed in detail in Section VI of this Statement, the Sector Plan recommends mixed-use as a future land use on the Property. *See Sector Plan, Map 22, pg. 69.*

- *(C) All commercial uses permitted in the C-S-C zone shall be permitted on the ground floor of a multi-family building;*

Comment: The ground-floor retail space will only be occupied by commercial uses permitted in the C-S-C Zone.

- *(D) The property is located adjacent to an existing or proposed light rail transit station;*

Comment: The Property abuts the planned Beacon Heights Purple Line station.

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

Comment: The Applicant is submitting this DSP for Planning Board approval in accordance with Part 3, Division 9 of Zoning Ordinance. As discussed in greater detail

below in Section VII.B, the proposed DSP will allow the Planning Board to make the required findings.

- *(F) Regulations concerning lot size, net lot area, lot coverage and green area, lot width, yards, building height, density, FAR, accessory buildings, bedroom percentages, and other regulations applicable to development in the R-18 and R-55 Zones shall not apply. Instead, the approved Detailed Site Plan shall set forth all development regulations to be followed, and shall include review and approval of architectural elevations;*

Comment: The proposed DSP sets forth the development regulations to be followed, and provides information regarding the Project's architectural elevations, which are described in greater detail in Section V.B of this Statement.

- *(G) The Detailed Site Plan shall be subject to the Prince George's County Landscape Manual; and*

Comment: The proposed DSP complies with the applicable provisions of the Prince George's County Landscape Manual. As discussed in detail above in Section V.B.D and reflected on sheet L321, the proposed Project will satisfy and exceed planting unit requirements listed under Buffering Incompatible Uses. *See* Landscape Manual, Schedule 4.7-1. Where the Project cannot strictly comply with the Landscape Manual (i.e., Minimum Bufferyard Requirements), the Applicant is requesting Alternative Compliance. Accordingly, the proposed landscape yard dimensions will ensure adequate buffering between the Project and abutting residential properties, and further advance the objectives of the Sector Plan.

- *(H) The Detailed Site Plan shall include a traffic impact analysis which evaluates traffic capacity at critical intersections.*

Comment: Along with this DSP application, the Applicant is concurrently submitting a traffic impact analysis, prepared by Wells + Associates, which evaluates traffic capacity at critical intersections.

B. Sec. 27-285(b) – Required Findings.

1. *The Planning Board may approve a Detailed Site Plan if it finds that the plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. If it cannot make these findings, the Planning Board may disapprove the Plan.*

Comment: The proposed DSP represents a reasonable alternative for satisfying the site design guidelines of the R-18 and R-55 zones. Given the comprehensiveness of the proposed Project and its proximity to the Beacon Heights Purple Line station, the Applicant's plan utilizes the redevelopment potential of the site through high-quality architecture, appropriate scaling, and creative design techniques to protect the character of surrounding residential uses.

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

Comment: This provision is not applicable to this DSP application, as there is no approved Conceptual Site Plan.

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

Comment: This provision is not applicable to this DSP application; this is not a DSP for Infrastructure.

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

Comment: The Project does not impact any Regulated Environmental Features as defined by Section 24-101(b)(27) of the Prince George's County Code.

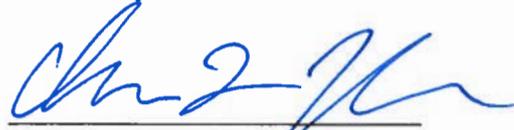
VIII. CONCLUSION

For the reasons stated above, the Applicant respectfully requests the Planning Board approve this DSP application. The proposed Project will provide a new transit-oriented, mixed-use development that substantially conforms to the Sector Plan to revitalize a central location in the core of the Beacon Heights neighborhood. The above analysis and submitted plans establish that the DSP satisfies the required findings that the Planning Board must make to approve this DSP application in accordance with the Zoning Ordinance and other applicable criteria.

RESPECTFULLY SUBMITTED,

LERCH, EARLY & BREWER, CHTD.

By:



Christopher L. Hatcher, Esq.
7600 Wisconsin Avenue, Suite 700
Bethesda, Maryland 20814
(301) 657-0153
Attorney for Applicant

EXHIBIT A

**COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL
2018 Legislative Session**

Bill No. CB-57-2018
Chapter No. 41
Proposed and Presented by Council Member Glaros
Introduced by Council Member Turner
Co-Sponsors _____
Date of Introduction September 25, 2018

ZONING BILL

1 AN ORDINANCE concerning

2 R-18 and R-55 Zones

3 For the purpose of permitting certain mixed-use development in the R-18 (Multifamily Medium
4 Density Residential) and R-55 (One-Family Detached Residential) Zones in Prince George's
5 County, under certain specified circumstances.

6 BY repealing and reenacting with amendments:

7 Section 27-441(b),
8 The Zoning Ordinance of Prince George's County, Maryland,
9 being also
10 SUBTITLE 27. ZONING.
11 The Prince George's County Code
12 (2015 Edition, 2017 Supplement).

13 SECTION 1. BE IT ENACTED by the County Council of Prince George's County,
14 Maryland, sitting as the District Council for that part of the Maryland-Washington Regional
15 District in Prince George's County, Maryland, that Section 27-441(b) of the Zoning Ordinance of
16 Prince George's County, Maryland, being also Subtitle 27 of the Prince George's County Code,
17 be and the same is hereby repealed and reenacted with the following amendments:

18 **SUBTITLE 27. ZONING.**
19 **PART 5. RESIDENTIAL ZONES.**
20 **DIVISION 3. USES PERMITTED.**

Sec. 27-441. Uses permitted.

(b) TABLE OF USES.

USE	ZONE								
	R-O-S	O-S	R-A	R-E	R-R	R-80	R-55	R-35	R-20
* * * * *	*	*	*	*	*	*	*	*	*
(7) RESIDENTIAL/LODGING:									
* * * * *	*	*	*	*	*	*	*	*	*
Dwelling, multifamily:									
(A) In general	X	X	X	X	P ⁷⁹	X	X	X	X
* * * * *	*	*	*	*	*	*	*	*	*
<u>(G) With ground floor commercial uses</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>P¹²⁶</u>	<u>X</u>	<u>X</u>
* * * * *	*	*	*	*	*	*	*	*	*

USE	ZONE							
	R-T	R-30	R-30C	R-18	R-18C	R-10A	R-10	R-H
* * * * *	*	*	*	*	*	*	*	*
(7) RESIDENTIAL/LODGING:								
* * * * *	*	*	*	*	*	*	*	*
Dwelling, multifamily								
(A) In general	P ⁸⁸	P ⁶	P ⁶	P ⁷⁶	P ⁶	X	X	X
* * * * *	*	*	*	*	*	*	*	*
<u>(G) With ground floor commercial uses</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>P¹²⁶</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>

* * * * *

126 Permitted use, provided:

- (A) The proposed development is located on a lot(s) or parcel(s) of less than five (5) acres in size;
- (B) The applicable area Master Plan or Sector Plan recommends mixed use as a future land use on the lot(s) or parcel(s);
- (C) All commercial uses permitted in the C-S-C zone shall be permitted on the ground floor of a multi-family building;
- (D) The property is located adjacent to an existing or proposed light rail transit station;
- (E) A Detailed Site Plan shall be approved in accordance with Part 3, Division 9, of this Subtitle;
- (F) Regulations concerning lot size, net lot area, lot coverage and green area, lot width, yards, building height, density, FAR, accessory buildings, bedroom percentages, and other regulations applicable to development in the R-18 and R-55 Zones shall not apply. Instead, the approved Detailed Site Plan shall set forth all development regulations to be followed, and shall include review and approval of architectural elevations;
- (G) The Detailed Site Plan shall be subject to the Prince George’s County Landscape Manual; and
- (H) The Detailed Site Plan shall include a traffic impact analysis which evaluates traffic capacity at critical intersections.

1 SECTION 2. BE IT FURTHER ENACTED that this Ordinance shall take effect forty-five
2 (45) calendar days after its adoption.

Adopted this 23rd day of October, 2018.

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

BY: _____
Dannielle M. Glaros
Chair

ATTEST:

Redis C. Floyd
Clerk of the Council

KEY:
Underscoring indicates language added to existing law.
[Brackets] indicate language deleted from existing law.
Asterisks *** indicate intervening existing Code provisions that remain unchanged.



PGCPB No. 2020-75

File No. 4-19031

R E S O L U T I O N

WHEREAS, DVG Apartments, LLC is the owner of a 3.24-acre parcel of land known as Lot 1 of Parcel A and Lot 1, said property being in the 2nd Election District of Prince George's County, Maryland, and being zoned Multifamily Medium Density Residential (R-18) and One-Family Detached Residential (R-55); and

WHEREAS, on January 31, 2020, DVG Apartments, LLC c/o Delwin Realty, LLC filed an application for approval of a Preliminary Plan of Subdivision for 2 lots; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plan, also known as Preliminary Plan 4-19031 for East Pines was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on May 7, 2020, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

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

WHEREAS, on May 7, 2020, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Preliminary Plan of Subdivision 4-19031, including a Variation from Section 24-122(a), for 2 lots with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to:
 - a. Remove the outdated approval block from the plan per Prince George's County Planning Department Bulletin 5-2019 and save a two-inch square blank space in the lower right corner of the plan.
 - b. Show the existing overhead easement near the front of the property. Provide a recording reference.
 - c. Correct General Note 4 to read "the purpose of subdivision is one parcel for residential and commercial development."
 - d. Correct General Note 10 to indicate "public dedication" rather than "road dedication" And note that the area to be dedicated per Maryland State Highway Administration Plat

Number 59339 will be acquired by the Maryland Transit Administration for the Purple Line.

- e. Modify General Note 27 to indicate the method of mandatory park dedication is on-site recreational facilities.
 - f. Correct General Note 30 to indicate the site is exempt from a Type 1 tree conservation plan. State the number of the exemption letter (S-138-2019).
2. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 of the Prince George's County Subdivision Regulations adequacy findings, as set forth in a resolution of approval, shall require the approval of a new preliminary plan of subdivision prior to approval of any building permits.
 3. Total development within the subject property shall be limited to uses that would generate no more than 200 AM and 193 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.
 4. Development of this site shall be in conformance with the approved Stormwater Management Concept Plan (23685-2019-00) and any subsequent revisions.
 5. Prior to approval of the first building permit for the subject property(associated with the residential and/or commercial component of this application), 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 Prince George's County Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:
 - a. Pedestrian connections to the Beacon Heights Purple Line Station to include concrete sidewalk, staircases, guardrails, handrails and a concrete wall, within the limits of the acquisition area only.
 - b. 300 linear feet of sidewalk along the north side of Patterson Street between 67th Avenue to Beacon Light Road.

Should the applicant be unable to obtain a permit for construction of one or more of the Required Off-Site Facilities, through no fault of the applicant's, the applicant shall provide alternative facilities ("Alternative Off-Site Facilities") that provide a level of adequacy equal to the Required Off-Site Facility(s) that could not be constructed, in consultation with the Transportation Planning Section. The requirements of Section 24-124.01(g) of the Prince George's County Subdivision Regulations shall also apply to the identified Alternative Off-Site Facilities, which are:

- c. 300 linear feet of sidewalk along the south side of Patterson Street between 67th Place and Beacon Light Road.
 - db. A five-foot-wide sidewalk along 67th Avenue from the subject property to Patterson Street.
- 6. Prior to the acceptance of any detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the Required Off-Site Facilities necessary to meet pedestrian and bicyclist adequacy as described above, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations.
- 7. Prior to the issuance of the first building permit, the applicant, applicant's heirs, successors and/or assignees shall provide a financial contribution of \$420.00 to the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) for the placement of a bikeway sign along and 67th Place, unless modified by DPIE, with written correspondence. A note shall be placed on the final plat for payment to be received prior to the issuance of the first building permit.
- 8. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2017 *Approved East Riverdale-Beacon Heights Sector Plan*, the applicant and the applicant's heirs, successors, and/or assigns shall provide an exhibit that depicts the following improvements prior to acceptance of any detailed site plan:
 - a. A shared lane marking (e.g. "sharrow") on 67th Place along the subject site's frontage.
 - b. Sidewalks, a minimum of five feet in width, along the subject site's roadway frontages and pedestrian connections to the Purple Line station.
- 9. Prior to the acceptance of any detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the required facilities necessary to meet pedestrian and bicyclist adequacy throughout the subdivision, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations. These facilities shall include:
 - a. Streetscape improvements throughout the subdivision such as, but not limited to inverted U-style bicycle racks, lighting, benches, and trash receptacles, consistent with the proposed plans for the Purple Line station.
- 10. Prior to approval of a final plat:
 - a. The Purple Line dedication and/or conveyance pursuant to Maryland State Highway Administration Plat Number 59339 shall be complete.

- b. The applicant shall demonstrate abandonment of the 20-foot ingress/egress easement recorded in Liber 2338 at Folio 35 or shall show the existing easement on the plat.
 - c. The applicant shall demonstrate abandonment of the overhead easement near the MD 410 frontage or shall show the existing easement on the plat.
 - d. The final plat shall include a note indicating the Prince George's County Planning Board approval of a variation from Section 24-122(a) of the Subdivision Regulations for omission of the required public utility easements.
11. Prior to acceptance of the detailed site plan, a geotechnical study to establish the factor of safety for the proposed buildings on Christiana clays shall be submitted. The report shall be prepared in accordance with the Prince George's County Department of Permitting, Inspections and Enforcement guidelines for over consolidated clays.
 12. In accordance with Section 24-135(b) of the Prince Georges County Subdivision Regulations, the applicant, his successors, and/or assigns, shall provide adequate, private on-site recreational facilities.
 13. The private on-site recreational facilities shall be reviewed by the Urban Design Section, of the Development Review Division of the Planning Department for adequacy and proper siting with the submittal of the detailed site plan.
 14. Prior to approval of a detailed site plan, the applicant and the Prince George's County Department of Parks and Recreation shall coordinate to determine if public use access to a proposed dog park on the subject site is achievable. This coordination shall include appropriate terms and conditions for the public use of the dog park including registration of users and dogs, times of operation, other restrictions and liability.
 15. The applicant and the applicant's heirs, successors, and/or assignees shall submit three original, executed Recreational Facilities Agreements (RFAs) to the Development Review Division (DRD) of the Planning Department for construction of private on-site recreational facilities, for approval prior to a submission of a final record plat. Upon approval by DRD, the RFA shall be recorded among the Prince George's County land records and the liber and folio of the RFA shall be noted on the final plat prior to recordation.
 16. The applicant and the applicant's heirs, successors and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for the construction of recreational facilities, prior to the issuance of building permits.
 17. Prior to acceptance of a detailed site plan, a Phase II noise analysis shall be provided and demonstrate 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.

18. Prior to approval of a building permit, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permit stating that the building shell or structure has been designed to reduce interior noise levels to 45 dBA Ldn or less in residential units exposed to noise above 65 dBA Ldn.

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 site is located on the south side of MD 410 (Riverdale Road), in between 67th Avenue and 67th Place. The site consists of two lots known as “Lot 1 of Parcel A” and “Lot 1,” both of which are part of Block T, Section 5 of East Pines. Lot 1 of Parcel A is zoned Multifamily Medium Density Residential (R-18), is 3.11 acres, and was recorded in Plat Book WWW 35page 19, in 1959. Lot 1 is zoned One-Family Detached Residential (R-55), is 0.13 acre, and was recorded in Plat Book BB 14 page 96, in 1947. The total site area is 3.24 acres. The site is subject to the 2017 Approved East Riverdale-Beacon Heights Sector Plan (sector plan).

Lot 1 of Parcel A is the site of a 74-unit garden apartment complex, which is to be razed. Lot 1 is the site of a single-family detached dwelling, which is also to be razed. The subject application proposes consolidation of the two lots into one parcel, known as proposed Parcel 1, for the development of 250 multifamily dwelling units and 25,000 square feet of commercial gross floor area.

The subject site includes a portion of the right-of-way of the future Purple Line, and a proposed station platform (The Beacon Heights – East Pines Station) sits directly in front of the property. Portions of the property along the current MD 410 frontage will be dedicated to the Maryland Transit Administration (MTA), through both fee-simple dedication and dedication of an easement. The dedication areas can be seen in the applicant's “Cover – Overall Landscape Plan” exhibit dated December 6, 2019, incorporated by reference herein. The dedication areas will be the site of a public promenade, connecting development on the subject property with the station. The applicant has provided documentation regarding the pending land conveyance/dedication to MTA, which shall be complete prior to final plat of this subdivision, in order to reflect the remaining site as one parcel for development, which is approved with this PPS.

Once construction of the Purple Line is complete, the site will no longer have direct frontage on MD 410. In addition, 67th Place will be changed to a cul-de-sac as part of the Purple Line construction, so that it no longer intersects MD 410. The proposed development includes site access points on both 67th Avenue and 67th Place; because of the change to 67th Place, the route to the 67th Place access point will be through Patterson Street only. Patterson Street is located

south of the site and is accessed via 67th Avenue. The impact of the Purple Line on the subject site is further discussed in the Transportation and Trails findings.

The applicant filed a variation request from Section 24-122(a) of the Prince George’s County Subdivision Regulations, to allow omission of the required public utility easements (PUEs) along MD 410, 67th Place, and 67th Avenue. This request is discussed further in the Public Utility Easement finding.

3. **Setting**– The site is located on Tax Map 43 in Grids B-3 and C-3 and is within Planning Area 69. To the northwest of the property is MD 410. Across MD 410 are a Maryland-National Capital Park and Planning Commission (M-NCPPC) facility on Prince George’s County-owned property in the R-55 Zone, and multifamily development in the Commercial Office and R-18 zones. To the northeast of the property is 67th Avenue, with single-family detached dwellings and additional Purple Line right-of-way in the R-55 Zone beyond. Abutting to the east of the property are more single-family detached dwellings in the R-55 Zone. Abutting to the south of the property is a garden apartment complex in the R-18 Zone. To the southwest of the property is 67th Avenue, with commercial properties in the Commercial Shopping Center (C-S-C) Zone beyond.
4. **Development Data Summary**— The following information relates to the subject PPS application and the approved development.

	EXISTING	APPROVED
Zone	R-18/R-55	R-18/R-55
Use(s)	Residential multifamily Residential single family	Residential multifamily Commercial
Acreage	3.24	3.24
Parcels	0	1
Lots	2	0
Dwelling Units	74 multifamily 1 single family	250 multifamily
Variance	No	No
Variation	No	Yes Section 24-122(a)

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard at the Subdivision and Development Review Committee (SDRC) meeting on February 21, 2020. The requested variation from Section 24-122(a) was accepted on January 31, 2020, and also heard at the SDRC meeting on February 21, 2020, as required by Section 24-113(b) of the Subdivision Regulations.

5. **Previous Approvals**—There are currently two lots which comprise the subject site, each of which have been platted. The 3.11-acre lot, known as Lot 1 of Parcel A, was recorded in Plat Book WWW 35, page 19 in 1959. The 0.13-acre lot, known as Lot 1, was recorded in Plat Book BB 14, page 96 in 1947. The 1947 plat covers a large area around the subject property and includes six blocks of lots for the development of one-family detached dwellings. It also includes

three larger parcels, one of which is a 253,301-square-foot (5.81-acre) parcel known as “Parcel A” within Block T. “Lot 1 of Parcel A” is titled as such because it is part of a later resubdivision of Parcel A, Block T.

There is a previous PPS associated with Lot 1 of Parcel A, Application 12-1818. However, records of this PPS are no longer available. There is no previous PPS associated with Lot 1. The subject PPS supersedes the previously approved 12-1818. A new final plat will be required following approval of this PPS, and the final new plat will supersede the existing plats for the subject property.

6. **Community Planning**—Conformance with the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and the sector plan are evaluated, as follows:

Plan 2035

This application is located within the Neighborhood Center (Local) policy area adjacent to the Beacon Heights Purple Line Station. Neighborhood Centers are primarily residential areas that are often lower in density. These areas generally have fewer transit option and offer neighborhood-serving retail and office uses.

Sector Plan

The 1994 Approved Master Plan and Sectional Map Amendment for Bladensburg-New Carrollton and Vicinity (Planning Area 69) retained the subject property in the R-18 and R-55 Zones. The 2017 sector plan was later approved by the Prince George’s County District Council, prior to the approval of the Zoning Ordinance Rewrite. As a result, the comprehensive rezoning of the properties within the boundary of the sector plan will happen through the pending Zoning Ordinance Rewrite’s Countywide Map Amendment process. The Countywide Map Amendment will implement the new land use and policy guidance of the sector plan by assigning appropriate new zones within the sector plan boundary.

Following rezoning, the subject property will be in the Neighborhood Activity Center (N-A-C) Zone. The Neighborhood Activity Center Zone provides for lower-density, small scale, mixed-use centers intended to serve surrounding neighborhoods. Vertical mixed-use development, with ground-floor retail, service, or office uses and residential above, is encouraged. The minimum dwelling units per net acre (all dwellings) that will become effective with the N-A-C is 10, and the maximum will be 30.

The 2017 sector plan recommends mixed-use land uses on the subject property. The proposed uses are permitted pursuant to the current provisions of Subtitle 27 of the Prince George’s County Zoning Ordinance and applicable density will be determined at the time of detailed site plan (DSP), as discussed further in the Urban Design finding. The determination of density will have no impact on the lotting pattern approved with this PPS.

Pursuant to Section 24-121(a)(5) of the Subdivision Regulations, this application conforms to the 2017 sector plan.

7. **Stormwater Management**—In accordance with Section 24-130 of the Subdivision Regulations, a Stormwater Management (SWM) Concept Approval Letter (23685-2019-00) and associated plan were submitted with this application. The approval was issued on December 11, 2019 by the Prince George County Department of Permitting, Inspections and Enforcement (DPIE). The plan proposes five micro-bioretenion facilities for infiltration throughout the site. A SWM fee for on-site attenuation/quality control measures is also required according to the SWM concept approval. No further action regarding SWM is required with this PPS review.

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

8. **Parks and Recreation**—This PPS has been reviewed for conformance with the requirements and recommendations of the 2017 sector plan and Subtitle 24 of the Prince George's County Subdivision Regulations as they pertain to public parks and recreational facilities.

Per Section 24-134(a)(1), Mandatory Dedication of Parkland applies to the residential portion of this development proposal. Based on the density of the residential portion of the proposed subdivision, the applicant is required to dedicate 15 percent of their land to M-NCPPC for public parks. In this case, the application of the Mandatory Dedication of Parkland requirement would require the dedication of 0.49 acres of land to M-NCPPC.

The subject property is not adjacent to any existing M-NCPPC owned property or parks. The closest surrounding parks in the local area include Glenridge Park and Wildercroft Park, approximately one mile to the south and southeast of the subject site. With the information submitted by the applicant, the proposal is for the mandatory dedication requirements to be met by providing on-site recreational facilities. In accordance with Section 24-135(b) of the Subdivision Regulations, the mandatory dedication of parkland requirements may be met by the provision of on-site recreational facilities. The on-site recreational facilities may be approved by the Prince George's County Planning Board provided that the facilities will be superior, or equivalent, to those that would have been provided under the provisions of mandatory dedication. Further, the facilities shall be properly developed and maintained to the benefit of future residents through covenants, or a recreational facilities agreement (RFA), with this instrument being legally binding upon the subdivider and his heirs, successors, and assigns.

The applicant has adequately provided detailed information on the proposed on-site facilities that will be constructed within the development and available to residents. The list of the facilities proposed includes courtyard area, a resident's swimming pool, a rooftop terrace area with tables and seating, and a dog park along 67th Street. The Planning Board finds the proposed recreational facilities are equivalent to those that would have been provided under the provisions of mandatory dedication of parkland. Although not required for adequacy, encouraging the applicant is encouraged to grant public access to the outdoor dog park area, as this is a facility in high demand within this Parks Service area. The applicant has agreed to further explore this option and provide opportunity for public use if feasible. Prior to DSP approval, the applicant and DPR shall coordinate to determine whether public access is feasible. Reasonable restrictions on public

access, such as hours of operation and registration of users and dogs, among other restrictions, may be appropriate.

9. **Trails**—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2017 sector plan to provide the appropriate pedestrian and bicycle transportation recommendations. The site is subject to Section 24-124.01 (Adequacy of Bicycle and Pedestrian Facilities in Centers and Corridors) of the Subdivision Regulations, as well as the “Transportation Review Guidelines, Part 2,” at the time of PPS.

Review of Proposed On-Site Improvements

The proposed development includes sidewalk along the frontages of 67th Avenue, 67th Place, and a connection along the portion of the site that fronts the future Purple Line Station along MD 410. The subject application also proposes bicycle racks and storage within the building. Sidewalk access and bicycle parking will be further evaluated at DSP review.

The submitted PPS does not include blocks over 750 feet long, and therefore, does not need to provide additional walkway facilities and mid-block crossing facilities, pursuant to Section 24-121(a)(9) of the Subdivision Regulations.

Review of Connectivity to Adjacent/Nearby Properties

The subject site is adjacent to a commercial shopping center to the west connected via sidewalk. The site is also adjacent to residential areas and is approximately 1,700 feet from Beacon Heights Elementary School. There is an incomplete sidewalk network between the elementary school and the subject site.

The northern portion of the subject site will be impacted by the construction of the future Purple Line Station. In between the subject site and the station will be a promenade running parallel to MD 410. The site will be connected to the station via walkways accessible from the promenade. The promenade will also connect to frontage sidewalk on 67th Avenue and 67th Place.

Review of Master Plan of Transportation (MPOT) Conformance

Two master plan trails impact the subject site: a planned bike lane along Riverdale Road and a shared road facility along 67th Place. The Complete Streets element of the MPOT reinforces the need for multimodal transportation and includes the following policies regarding the accommodation of pedestrians and bicyclists (MPOT, pages 9-10):

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

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

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

Standard sidewalks will be required along all roadway frontages. Due to the Purple Line construction, the intersection of 67th Place and Riverdale Road will be reconstructed into a cul-du-sac, with no through connection for motor vehicles. A sidewalk connection between 67th Place and the future Purple Line Station on Riverdale Road shall be maintained.

This sidewalk connection, as well as sidewalks along the other roadway frontages will be reviewed further at the time of DSP. Coordination with the Purple Line construction will be required to ensure sidewalk connectivity along the future cul-de-sac, to fulfil the intent of Policy 1 and 2.

Review of Area Master Plan Conformance

The sector plan recommends two bicycle facilities abutting the subject site. These include a planned bicycle lane along Riverdale Road and a shared roadway along 67th Place.

Currently, the MTA is rebuilding Riverdale Road to accommodate the Purple Line Light Rail. Striping a bicycle lane along the frontage of the subject site may be too short of a facility for an effective bicycle lane. A bicycle lane that follows the full extent of Riverdale Road can be built as part of the ongoing Purple Line construction, or as part of a future capital improvement, or roadway maintenance project by the Maryland State Highway Administration (SHA) after Purple Line construction.

The applicant shall provide a “share the road with a bike” bikeway signage assembly along the subject site’s frontage on 67th Place. In addition, the applicant shall provide a shared-road pavement marking (a “sharrow”) on 67th Place along the frontage of the subject site. These requirements fulfill the intent of the area master plan and Policy 4 of the MPOT Complete Streets policies.

The sector plan includes the following recommendation regarding the accommodations of pedestrian access that impact the subject site (pages 100-103):

Policy TM 4: Pedestrians of all ages and abilities can cross busy streets safely and efficiently. A menu of potential pedestrian safety measures includes, but is not limited to:

- **Signalization, replacing pedestrian-actuated signals with automatic signals**
- **Raised or special-pavement crosswalks**
- **Bilingual signage**
- **Accommodations for the disabled, including sounds**
- **Pedestrian islands where needed**
- **Marked crosswalks on all sides of an intersection**
- **Pedestrian priority measures, including leading pedestrian intervals**

- **Lighting of crosswalks and pedestrian waiting areas**
- **Elimination of channelized right-turn lanes and restricting free right turns on red at signalized intersections.**

Policy 4.1: Prioritize pedestrian safety at Purple Line Stations by implementing all the measures identified in Policy TM 4.

Policy 4.2: Increase pedestrian safety by implementing as many measures identified in Policy TM 4 as possible at the listed intersections.

Policy 4.3: Ensure student safety while walking to schools by encouraging construction of sidewalk on both sides of the streets in the areas that are within 1.5 miles of an elementary school, and within 2 miles of a middle or high school. Prioritize pedestrian safety measures along these routes as identified in Policy TM 4.

Sidewalks will be required along all road frontages and internal roadways. The sidewalk network, crosswalk treatments, Americans with Disabilities Act (ADA) access, and associated improvements will be evaluated in more detail at the time of DSP.

Bicycle and Pedestrian Impact Statement (BPIS)

The subject site is in the Beacon Heights Center, and is therefore, subject to Section 24-124.01 of the Subdivision Regulations and the “Transportation Review Guidelines, Part 2”.

Adequacy of On-Site Improvements

The proposed development includes sidewalks along the frontage of 67th Avenue, 67th Place, and a connection along the portion of the site that fronts the future Purple Line Station at Riverdale Road. According to the applicant’s responses to SDRC comments dated February 26, 2020, the subject application also proposes bicycle racks and storage within the building. The sidewalk and bicycle facilities proposed on-site will provide access to all destinations on the subject property and ensure connectivity with adjacent and nearby properties.

The proposed pedestrian and bicycle facility improvements reflect the minimum facilities necessary for adequacy, pursuant to Section 24-124.01(b), if the applicant also provides additional on-site and outdoor bicycle racks that are convenient to building entrances.

Adequacy of Off-Site Improvements

The subject application includes options for proposed off-site pedestrian and bicycle adequacy improvements, pursuant to Section 24-124.01(c). The cost cap for the site is \$92,525.49. This number was developed by multiplying the nonresidential square footage by \$0.35 (\$8,750), adding the number of dwelling units multiplied by \$300 (\$75,000), and then adjusting the total amount (\$83,750) for inflation based on the U.S. Bureau of Labor Statistics Cost Price Index between June 2013, the effective date of the adequacy legislation, and today.

The required off-site facilities which the applicant proposed, along with alternatives that may be considered under certain circumstances, are:

Required Off-Site Facilities:

- 1) Pedestrian connections from the subject site to the Beacon Heights Purple Line Station to include concrete sidewalk, staircases, guardrails, handrails, and a concrete wall, within the limits of the green area shown below only (fee-simple dedication area), estimated cost is \$76,791; and
- 2) The construction of 300 linear feet of sidewalk along the north side of Patterson Street between 67th Avenue to Beacon Light Road, estimated cost is \$34,209.

The cost estimate for both components of the applicant's proffered option is approximately \$111,000.

Alternative Off-Site Facilities:

Should the applicant be unable to obtain a permit for construction of one or more of the Required Off-Site Facilities, through no fault of the applicant's, the applicant shall provide an Alternative Off-Site Facility. The requirements of Section 24-124.01(g) shall also apply to any Alternative Off-Site Facility.

The following facility shall be included as an alternative facility should the applicant be unable to obtain a permit for construction for Required Off-Site Facility 1, above:

Alternative 1: Construct 300 linear feet of sidewalk along the south side of Patterson Street between Beacon Light Road and 67th Place. The cost estimate is approximately \$62,360.

The following facility shall be included as an alternative off-site facility should the applicant be unable to obtain a permit for construction for Required Off-Site Facility 2, above:

Alternative 2: Sidewalk widening along the 67th Avenue from the subject property to Patterson Street. The cost estimate is \$59,700.

While the combined total for both components of this option exceed the cost cap, the applicant has proffered these improvements and is not restricted to exceed the cost cap on their own volition.

In addition, approval from the MTA is necessary for the first Required Off-Site Facilities listed above. These facilities are planned for the Beacon Heights Purple Line Station and would occur on property owned by the MTA.

In the event that approval is not granted to construct the improvements on the Beacon Heights Station property, Alternative Off-Site Facility 1 shall be constructed. These projects would create a continuous connection from the subject site to the Beacon Heights Elementary School to the

south, which is consistent with the recommendations of the area master plan. The sidewalk installation would also support a connection between the community and the future Purple Line Station. Per the direction of MTA staff (email correspondence from Jeff Ensor to Crystal Hancock, dated February 28, 2020 and incorporated by reference herein), “We concur that sidewalks are a better improvement for the community than additional landscaping at the station”.

The Required Off-Site Facilities, or a combination with the Alternative Off-Site Facilities reflect the minimum facilities necessary for adequacy in the area surrounding the subject site, pursuant to Section 24-124.01(b), and are the best facilities to meet pedestrian and bicycle adequacy.

Demonstrated Nexus Finding

The off-site pedestrian improvements proffered by the applicant will improve the connection from the subject site to the Beacon Heights Elementary School, to accommodate potential future students and their families that would reside at the proposed multifamily building. Moreover, the connections will provide the community better access to the future Purple Line Station along Riverdale Road.

Pursuant to Section 24-124.01, there is a demonstrated nexus between the proffered improvements for the proposed development and nearby destinations.

Finding of Adequate Bicycle and Pedestrian Facilities

Based on the requirements and criteria contained in Section 24-124.01 and the pedestrian and bicycle improvements proposed by the applicant on- and off-site, the Planning Board finds the on and off-site pedestrian and bicycle facilities meet the intent of Section 24-124.01 and are adequate to serve the subject property.

10. **Transportation**—Transportation-related findings for adequacy are made with this application, along with any needed determinations related to dedication, access, and general subdivision layout. This application is supported by traffic counts dated May 1, 2019. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by staff consistent with the “Transportation Review Guidelines, Part 1” (Guidelines, Part 1).

Analysis of Traffic Impacts

The table below summarizes trip generation in each peak hour that will be used for the analysis and for formulating the eventual trip cap for the site:

Trip Generation Summary: 4-19031: East Pines Terrace								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Multifamily residential	250	Units	25	1,05	130	98	53	151
Less Internal			0	-1	-1	-22	-8	-30
Less Transit (5 percent)			-1	-5	-6	-4	-2	-6
Net Residential Trips			24	99	123	72	43	115
Retail	25,000	Square feet	102	62	164	94	101	195
Less Internal			-1	0	-1	-8	-22	-30
Less Transit (5 percent)			-5	-3	-8	-4	-4	-8
Less Pass-By (50 percent)			-48	-30	-78	-41	-38	-79
Net Retail Trips			48	29	77	41	37	78
Total Trips, 4-19031 (sum of bold numbers)			72	128	200	113	80	193
Note: Internal trips represent trips that are produced by and attracted to the various uses within the site and are computed for each use using methods shown in the Trip Generation Handbook (Institute of Transportation Engineers). Summing reductions for all uses in each peak hour, the ins and the outs must be equal, meaning that each internal trip produced has an equal internal attraction.								

The traffic generated by the proposed PPS would impact the following intersections, interchanges, or links in the transportation system:

- MD 410 (Veterans Highway)/Riverdale Road
- MD 410 (Riverdale Road)/ 67th Place
- MD 410 (Riverdale Road)/ 67th Court/67th Avenue
- MD 410 (Riverdale Road)/66th Avenue
- MD 410 (Riverdale Road)/Baltimore-Washington Parkway NB Ramp
- Patterson Street/67th Avenue
- 67th Avenue/site access
- 67th Place/site access

Note that MD 410 is a designation given to both Veterans Highway and Riverdale Road. However, unless specifically noted, “MD 410” when used in this staff report refers to Riverdale Road.

The subject property is located within Transportation Service Area 1, as defined in Plan 2035. As such, the subject property is evaluated according to the following standards:

Links and Signalized Intersections: Level of Service (LOS) E, with signalized intersections operating at a critical lane volume of 1,600 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Regulations, is permitted at signalized intersections within any TSA subject to meeting the geographical criteria in the Guidelines, Part 1.

Unsignalized Intersections: The procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted.

For two-way stop-controlled intersections a three-part process is employed: (a) vehicle delay is computed in all movements using the Highway Capacity Manual (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the critical lane volume is computed.

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

A July 2019 traffic impact analysis was submitted and accepted as part of this PPS. The following tables represent results of the analyses of critical intersections under existing, background and total traffic conditions:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 410 (Veterans Highway)/Riverdale Road	927	1,041	A
MD 410 (Riverdale Road)/67th Place	18.6*	51.0*	-	-
MD 410 (Riverdale Road)/ 67th Court/67th Avenue	1,178	966	C	A
MD 410 (Riverdale Road)/66th Avenue	60.3*	747.4*	-	-
MD 410 (Riverdale Road)/Baltimore-Washington Parkway NB Ramp	1,032	1,002	B	B
Patterson Street/67th Avenue	15.4*	14.4*	-	-
67th Avenue/East Pines Driveway	11.2*	10.1*	-	-
67th Place/East Pines Driveway	8.9*	9.1*	-	-
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the "Guidelines, Part 1", delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

Background traffic has been developed for the study area using a listing of two approved developments in the area. A 0.5 percent annual growth rate for a period of six years has been assumed. The staff's analysis includes two developments, Christ Apostolic Church (PPS 4-09037) for construction of a church and fellowship hall and Sunrise Property (PPS 4-07081) for proposed construction of five residential homes.

The MTA Purple Line is a 16-mile light rail line that will extend from Bethesda in Montgomery County, to New Carrollton in Prince George's County. It will provide a direct connection to the Metrorail Red, Green and Orange Lines at Bethesda, Silver Spring, College Park, and New Carrollton. The Beacon Heights-East Pines station on the Purple Line will be in front of this proposed development and will feature a center platform adjacent to Riverdale Road near 67th Avenue.

The Purple Line project is funded and currently in the construction phase. In consideration of the above information, a second analysis was done to evaluate the impact of background developments. The analysis revealed the following results:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 410 (Veterans Highway)/Riverdale Road	984	1,041	A
MD 410 (Riverdale Road)/ 67th Place	-	-	-	-
MD 410 (Riverdale Road)/ 67th Court/67th Avenue	1,204	1,012	C	B
MD 410 (Riverdale Road)/66th Avenue	66.9*	878.6*	-	-
MD 410 (Riverdale Road)/Baltimore-Washington Parkway NB Ramp	1,063	1,033	B	B
Patterson Street/67th Avenue	16.0*	15.2*	-	-
67th Avenue/East Pines Driveway	11.9*	10.6*	-	-
67th Place/East Pines Driveway	8.4*	8.3*	-	-
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the "Guidelines, Part 1", delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

Note that while the intersection of MD 410 and 67th Place was evaluated as a critical intersection, this intersection will no longer exist following construction of the Purple Line, as 67th Place will become a cul-de-sac terminating near the subject property. For this reason, the intersection shows no critical lane volume under background and total traffic conditions.

The critical intersections, interchanges and links identified above, when analyzed with the programmed improvements and total future traffic as developed using the Guidelines, Part 1 and the site trip generation described above, operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 410 (Veterans Highway)/Riverdale Road	1,002	1,061	B
MD 410 (Riverdale Road)/ 67th Place	-	-	-	-
MD 410 (Riverdale Road)/ 67th Court/67th Avenue	1,261	1,113	C	C
MD 410 (Riverdale Road)/66th Avenue (standards for passing are shown in parentheses)				
Delay Test (50 seconds or less)	71.5*	+999*	Fail	Fail
Minor Street Volume Test (100 or fewer)	13	38	Pass	Pass
MD 410 (Riverdale Road)/Baltimore-Washington Parkway NB Ramp	1,076	1,052	B	B
Patterson Street/67th Avenue	16.6*	15.6*	-	-
67th Avenue/East Pines Driveway	13.4*	11.2*	-	-
67th Place/East Pines Driveway	8.5*	8.4*	-	-
*In analyzing two-way stop-controlled intersections, a three-step procedure is employed in which the greatest average delay in seconds for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume is computed and compared to the approved standards. According to the "Guidelines, Part 1", all three tests must fail in order to require a signal warrant study.				

The table above shows no inadequacies within the study area. One of the unsignalized intersections, MD 410 (Riverdale Road)/66th Avenue, has high delays during both peak hours, but it passes the multi-step review processes that are defined in the Guidelines, Part 1.

Given that the analysis has been based on both residential and commercial development, a traffic trip cap consisting of both have been developed. This cap includes 123 AM and 115 PM peak-hour residential trips. It also includes the 77 AM and 78 PM peak-hour commercial trips (as measured by traffic counts in the field less a 50 percent pass-by rate). The resulting trip cap for both uses on the site is 200 AM and 193 PM peak-hour trips.

Site Access Evaluation

Site access is from two access points, one along 67th Avenue and one along 67th Place. Access and circulation are acceptable.

Master Plan Roads

The site is adjacent to MD 410, a master plan arterial, and the MTA's Purple Line. Sufficient right-of-way for both facilities has been dedicated, is pending dedication, or is otherwise provided, and no further dedication beyond that identified on the PPS is required of this property.

Based on the findings presented in this section, adequate transportation facilities will exist to serve this subdivision as required under Section 24-124.

11. **Schools**—This PPS has been reviewed for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and Prince George’s County Council Resolution CR-23-200. The subject property is located within Cluster 2, as identified in the Pupil Yield Factors & Public-School Clusters 2020 Update. The results of the analysis are as follows:

Impact on Affected Public School Clusters by Dwelling Units

	Affected School Cluster		
	Elementary School Cluster 2	Middle School Cluster 2	High School Cluster 2
Multi-Family (MF) Dwelling Units	250 DU	250 DU	250 DU
Pupil Yield Factor (PYF) – Multi-Family	0.162	0.089	0.101
MF x PY=Future Subdivision Enrollment	41	22	25
Adjusted Student Enrollment 9/30/19	22,492	9,262	9,372
Total Future Student Enrollment	22,533	9,284	9,397
State Rated Capacity	19,425	7,121	8,494
Percent Capacity	116%	130%	111%

Section 10-192.01 establishes school surcharges and an annual adjustment for inflation, unrelated to the provision of Subtitle 24. The current amount is \$9,741 per dwelling if a building is located between Interstate 495 and the District of Columbia; \$9,741 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; or \$16,698 per dwelling for all other buildings. This project is outside of the I-495 Capital Beltway; thus, the surcharge fee is \$16,698. This fee is to be paid to DPIE at the time of issuance of each building permit.

12. **Public Facilities**—In accordance with Section 24-122.01, water and sewerage, police, and fire and rescue facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section dated March 3, 2020 (Thompson to Diaz-Campbell), incorporated by reference herein.
13. **Use Conversion**—The total development included in this PPS is for 250 multifamily units and 25,000 square feet of commercial development in the R-18 and R-55 Zones. If a substantial revision to the mix of uses on the subject property is proposed that affects Subtitle 24 adequacy findings, as set forth in the resolution of approval and reflected on the PPS, that revision of the mix of uses shall require approval of a new PPS, prior to approval of any building permits.

14. **Public Utility Easement (PUE)**—In accordance with Section 24-122(a), when utility easements are required by a public company, the subdivider shall include the following statement in the dedication documents recorded on the final plat:

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

The standard requirement for PUEs is 10 feet wide along both sides of all public rights-of-way. The property currently abuts MD 410 to the northwest, 67th Place to the northeast, and 67th Avenue to the southwest. The applicant has filed a variation request from Section 24-122(a) to allow omission of the PUE along all three of these streets. According to the applicant, the standard PUE is not necessary for the proposed site as there is not a need to extend electric, telecommunications and gas facilities around or through the property.

Following construction of the Purple Line, the property will no longer have direct frontage on MD 410. However, because there may be some time between when this project is approved and the Purple Line is constructed, during which time the site will still have frontage on MD 410, a PUE is still required along MD 410. The variation request for the PUE along this frontage is therefore, still considered.

Variation

Section 24-113 requires that the following criteria are met. The criteria are in bold text below, while staff findings for each criterion are in plain text.

- (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 granting of this variation will not be detrimental to the public safety, health, or welfare, or injurious to other properties. As described above, the standard PUE is not necessary for the proposed site as there is not a need to extend electric, telecommunications and gas facilities around or through the property. Pepco and Verizon can provide service to the proposed site from the existing overhead pole lines along 67th Place and 67th Avenue. Washington Gas can provide service

from the existing gas main located in 67th Avenue. These alternate methods of providing service are not injurious to the public safety, health, or welfare. Because service does not need to go around or through the property, there is no injury to other properties.

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

The property is located immediately adjacent to the Beacon Heights – East Pines Purple Line station, and a portion of the property will be dedicated to the Purple Line right-of-way. The property also has an unusual shape and steep topography that make placing new utilities underground difficult. These factors together provide an appropriate basis for seeking the variation, and they create conditions which are not generally applicable to other properties.

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

This PPS and this variation request for the location of PUEs was referred to the Washington Suburban Sanitary Commission (WSSC), Verizon, the Potomac Electric Power Company, the Southern Maryland Electric Cooperative (SMECO), Baltimore Gas and Electric Company, Washington Gas, Comcast, and AT&T. WSSC provided detailed comments and specified that all WSSC facilities would need their own easements which other utilities could not share; because of this they do not need the PUEs for siting their facilities. AT&T provided a response indicating they have no local facilities in the area. SMECO provided a response indicating that the project is outside their service area. Responses regarding the variation request were not received from the other agencies. The proposed utilities will be designed in direct coordination with the individual utility companies, in order to meet all requisite requirements and design standards. The variation from Section 24-122(a) is unique to, and under the sole authority of, the Planning Board. Approval of this variation request 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 the strict letter of these regulations is carried out.**

The Property's physical surroundings, unusual shape, and topographic features give rise to a particular hardship that can be distinguished from a mere inconvenience. As discussed above, the Property is located immediately adjacent to the Beacon Heights - East Pines Purple Line station. The unusually shaped property is constrained by steep topography, the location of the Purple Line

station, and the location of the abutting single family detached dwelling units. In addition, the property has needed to provide the necessary right-of-way for the Purple Line station along MD 410. Because this project involves redevelopment immediately adjacent to the Purple Line station, as well as steep slopes, a particular hardship would be created for the owner if the strict letter of the regulations was carried out. It is noted that the existing garden apartment complex on the site is provided with utilities without use of a PUE.

- (5) **In the R-30, R-30C, R-18, R-18C, R-IOA, 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.**

As of this date, the Prince George's County building code does not require any fully ANSI units, only that all units must comply with fair housing and public spaces shall comply with ADA. The Applicant will increase the number of physically handicapped and aged units above that which is required by Subtitle 4.

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

Therefore, the variation from Section 24-122(a), to allow omission of the PUE along the abutting three public roads, is approved.

15. **Historic**—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. The subject property does not contain and is not adjacent to any designated Prince George's County Historic Sites or resources but may be visible from the Baltimore-Washington Parkway (69-026), which is a Prince George's County historic site listed on the National Register of Historic Places. The existing East Pines development (69-044) was recorded on a Determination of Eligibility form in 2011 and determined not eligible for listing in the National Register of Historic Places. A Phase I archaeology survey is not required.
16. **Environmental**—The Environmental Planning Section previously reviewed the following applications and associated plans for the subject site applicable to this case:

Development Review Case Number	Associated Tree Conservation Plan Number	Authority	Status	Action Date	Resolution Number
NRI-0038-2019	N/A	Staff	Approved	8/12/2019	N/A
4-19031	S-138-2019	Planning Board	Approved	5/2/2020	2020-75

Grandfathering

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

Site Description

A review of the available information indicates that the site contains no regulated environmental features such as a stream, wetlands, associated buffers and 100-year floodplain. The soil types found on-site according to the United States Department of Agriculture Natural Resources Conservation Services (USDA NRCS) Web Soil Survey (WSS) are Christiana-Downer-Urban land complex, and Urban land soils. Marlboro clay is not present, but Christiana clays are identified on-site. According to the Sensitive Species Project Review Area (SSPRA) map received from the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP), there are no rare, threatened, or endangered species found to occur on or near this property. There is a high location in the southern portion of the property and the on-site stormwater drains to the north, towards Riverdale Road to the roadway storm drain system. This site is in the Brier Ditch watershed which flows into the Anacostia and then the Potomac River. The site is located within the Environmental Strategy Area 1 of the Regulated Environmental Protection Areas Map, as designated by Plan 2035.

Sector Plan Conformance

The site is located within the 2017 Approved East Riverdale-Beacon Heights Sector Plan. In the approved plan, the Environmental Infrastructure section contains goals, policies, recommendations, and strategies. The following guidelines have been determined to be applicable to the current project. The text in BOLD is the text from the master plan and the plain text provides comments on plan conformance.

Approved East Riverdale-Beacon Heights Sector Plan (2017)

Policy NE1: Pursuant to Strategy 2.3(a) of the 2017 County Wide Green Infrastructure Plan, strictly limit development impact to regulated environmental features to those absolutely necessary and unavoidable for construction of road crossings, the installation of necessary public utilities, or the placement of stormwater outfalls when no alternatives are feasible. Discourage new development or redevelopment within the Primary Management Area. Sufficient developable and redevelopable property exists within the sector plan area to support anticipated levels of development without needing to build in regulated or protected areas.

The subject property does not contain any Countywide Green Infrastructure network areas or regulated environmental features.

Policy NE2: Manage stormwater through a combination of regional or shared and on-site facilities, using a variety of best practices.

This proposal is for the existing apartment complex to be demolished and to construct a new residential and commercial development. The SWM design is required to be reviewed and approved by DPIE to address surface water runoff issues in accordance with Subtitle 32 Water Quality Resources and Grading Code. This requires that the environmental site design be implemented to the maximum extent practicable. The site has an approved SWM Concept Plan. A SWM Concept Approval Letter (23685-2019-00) and associated plan were submitted with this application for this site. The concept plan shows the entire development and proposes to construct five micro-bioretenement facilities on-site. No stormwater outfalls are proposed and there are no regulated environmental feature impacts.

Policy NE3: Implement stormwater retrofit and stream stabilization projects within or near the sector plan area.

Policy NE4: Evaluate the potential to restore the channelized Captain John's Branch and Brier's Mill-Run tributaries to their natural, pre-development state.

The subject property does not contain any regulated environmental features, and is not located adjacent to Captain John's Branch or Brier's Mill Run or one of their tributaries.

Policy NE5: The County, state and federal governments should collaborate on proactive flood protection measures within the sector plan area.

The subject property does not contain any regulated environmental features, which include floodplains.

Policy NE6: Encourage the use of environmental site design practices and green building techniques that reduce overall resource use and energy consumption.

The development applications for the subject property that will require architectural approval should incorporate green building techniques and the use of environmentally sensitive building techniques to reduce overall energy consumption. The use of green building techniques and energy conservation techniques should be encouraged to be implemented to the greatest extent possible.

Policy NE7: Encourage residents and workers throughout the sector plan areas to walk, bike and take transit.

Improvements to pedestrian and bicycle infrastructure which can encourage residents and workers to walk or bike are discussed in the Trails finding. This project's location next to the Purple Line will encourage residents and visitors of the development to take transit.

Policy NE8: Revise and expand the Countywide Green Infrastructure Network as needed to preserve and protect critical environmental features.

The subject property does not contain any Countywide Green Infrastructure Network areas.

Conformance with the Countywide Green Infrastructure Plan

According to the Countywide Green Infrastructure Plan, the subject property does not contain any Countywide Green Infrastructure Network areas.

Environmental Review

Natural Resources Inventory/Existing Conditions

An approved Natural Resource Inventory plan (NRI-038-2019) was submitted with the review package, which was approved on August 12, 2019. The NRI verifies that the site contains no woodlands, regulated environmental features, or specimen trees. No revisions are required for conformance to the NRI.

Woodland Conservation

This site is not subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because it contains less than 10,000 square feet of existing woodland and has no previously approved tree conservation plans. A Standard Letter of Exemption, S-138-2019, was issued on October 2, 2019.

Soils/Unsafe Land

The soils found to occur according to the USDA NRCS WSS are Christiana-Downer-Urban land complex, and Urban land soils Russet-Christiana-Urban land complex. According to available information, Marlboro clay is not present, but Christiana clay does occur on, or in the vicinity of this site. The site is fully developed with five building structures and associated parking. There are steep slopes throughout the property, but the strong concentration of them are located along the northern and western property lines. Since the site contains Christiana clays and these areas will be disturbed and have building loads, DPIE will require soil testing for un-safe soils to determine safety factor limits. The applicant will be required by DPIE to follow the guideline for over consolidated clays.

17. **Urban Design**—The development of 250 multifamily residential dwellings and 25,000 square feet of retail will be subject to DSP approval.

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

Multifamily dwellings with ground floor commercial uses are permitted in both the R-18 and R-55 Zones pursuant to Footnote 131 (approved by Council Bill CB-57-2018) as follows:

- (A) **The proposed development is located on a lot(s) or parcel(s) of less than five (5) acres in size;**

- (B) The applicable area Master Plan or Sector Plan recommends mixed use as a future land use on the lot(s) or parcel(s);
- (C) All commercial uses permitted in the C-S-C zone shall be permitted on the ground floor of a multi-family building;
- (D) The property is located adjacent to an existing or proposed light rail transit station;
- (E) A Detailed Site Plan shall be approved in accordance with Part 3, Division 9, of this Subtitle;
- (F) Regulations concerning lot size, net lot area, lot coverage and green area, lot width, yards, building height, density, FAR, accessory buildings, bedroom percentages, and other regulations applicable to development in the R-18 and R-55 Zones shall not apply. Instead, the approved Detailed Site Plan shall set forth all development regulations to be followed, and shall include review and approval of architectural elevations;
- (G) The Detailed Site Plan shall be subject to the Prince George's County Landscape Manual; and
- (H) The Detailed Site Plan shall include a traffic impact analysis which evaluates traffic capacity at critical intersections. (Council Bill CB-57-2018)

The site's conformance with the requirements of Footnote 131 will be reviewed at time of DSP.

In addition, the proposed development will need to show conformance with other applicable requirements in the Zoning Ordinance, including but not limited to the following:

- Parts 11 and 12 of the Zoning Ordinance regarding parking and signage, respectively.

Conformance with the 2010 Prince George's County Landscape Manual

The proposed development is subject to the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Specifically, Section 4.1, Residential Requirements; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements are applicable to this development. Conformance with the requirements of the Landscape Manual will be evaluated at time of DSP.

Conformance with the Tree Canopy Coverage Ordinance

Subtitle 25, Division 3, of the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that proposes more than 5,000 square feet of gross floor area or disturbance and requires a grading permit. Properties zoned R-18 and R-55 are required to provide a minimum of 15 percent of the gross tract area to

be covered by tree canopy. Compliance with Tree Canopy Coverage Ordinance requirements will be further evaluated at time of DSP.

15. **Noise**—A Phase I noise analysis, dated July 19, 2019, was prepared by Phoenix Noise and Vibration and was submitted by the applicant with this PPS. The analysis accounted for noise impact from surrounding roadways, including both the Riverdale Road and Veterans Parkway portions of MD 410 as well as the Baltimore-Washington Parkway. The analysis also accounted for noise from the future Purple Line tracks.

The analysis addressed outdoor noise based on conceptual building design and location, and the noise measurement results indicate that the site will be subject to noise levels above 65 dBA Ldn. The analysis stated that the rooftop amenity will be impacted by transportation noise levels slightly above 65 dBA Ldn, with a maximum impact of 68 dBA Ldn at the northwest corner of the rooftop. If a parapet will be used around the rooftop of the building, it may provide the necessary noise reduction for the rooftop amenity, depending on the height of the parapet wall. No other outdoor activity areas currently proposed will be impacted by noise levels above 65 dBA Ldn.

Dwelling units on the north and west elevations will also be impacted by noise levels above 65 dBA Ldn, with a maximum impact of 74 dBA Ldn expected on the north elevation directly facing Riverdale Road and the future Purple Line. The residential units exposed to noise levels above 65 dBA Ldn require further analysis to determine whether the proposed building architecture will be capable of maintaining interior noise levels at the required limit of 45 dBA Ldn. This analysis can only be conducted once architectural plans are further developed. A Phase II noise study shall be provided prior to acceptance of the DSP, which evaluates how noise impacts will be mitigated for the proposed building and the rooftop outdoor activity area. To ensure that the necessary interior noise levels are maintained, at the time of building permit the building shall have acoustical certification that the building shell has been designed to reduce interior noise levels in the affected units to 45 dBA Ldn or less.

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.

* * * * *

PGCPB No. 2020-75
File No. 4-19031
Page 28

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, Doerner and Hewlett voting in favor of the motion, and with Commissioner Bailey absent at its regular meeting held on Thursday, May 7, 2020, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 28th day of May 2020.

Elizabeth M. Hewlett
Chairman



By Jessica Jones
Planning Board Administrator

EMH:JJ:EDC:nz

APPROVED AS TO LEGAL SUFFICIENCY

David S. Warner /s/
M-NCPPC Legal Department

Date: May 12, 2020



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
 14741 Governor Oden Bowie Drive
 Upper Marlboro, Maryland 20772

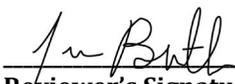
DATE: April 2, 2021
TO: Andree Green Checkley, Esq. Planning Director
VIA: Henry Zhang, Co-Chair, Alternative Compliance Committee
 Jill Kosack, Co-Chair, Alternative Compliance Committee
FROM: Tierre Butler, Alternative Compliance Committee Member
PROJECT NAME: East Pines
PROJECT NUMBER: Alternative Compliance AC-21001
COMPANION CASE: Detailed Site Plan DSP-19041

ALTERNATIVE COMPLIANCE

Recommendation: **Approval** **Denial**

Justification: SEE ATTACHED

Tierre Butler


 Reviewer's Signature

PLANNING DIRECTOR'S REVIEW

Final Decision **Approval** **Denial**

Recommendation **Approval** **Denial**

To Planning Board

To Zoning Hearing Examiner

Andree Green Checkley Digitally signed by
 Andree Green Checkley
 Date: 2021.04.02
 15:46:11 -04'00'

Planning Director's Signature _____ **Date**

APPEAL OF PLANNING DIRECTOR'S DECISION

Appeal Filed:

Planning Board Hearing Date:

Planning Board Decision: **Approval** **Denial**

Resolution Number:

Alternative Compliance: AC-21001
Name of Project: East Pines
Companion Case: DSP-19041
Date: April 2, 2021

Alternative compliance is requested from the requirements of the 2010 Prince George's County Landscape Manual (Landscape Manual) for Section 4.7, Buffering Incompatible Uses, for the southeastern corner of the property, abutting the existing single-family detached homes in the One-Family Detached Residential (R-55) Zone. This alternative compliance request is companion to Detailed Site Plan DSP-19041, East Pines, which is a vertical mixed-use development consisting of 224 multifamily residential units and 13,960 square feet of ground-floor commercial/retail space.

Location

The subject property is located in the southeast quadrant of the intersection of Riverdale Road and 67th Place, in Riverdale, Maryland. The site is situated between I-295 (Baltimore-Washington Parkway) to the west and MD-410 (Veterans Parkway) to the east. The site is also within the geography previously designated as the Developed Tier of the 2014 Plan Prince George's 2035 Approved General Plan, as found in Prince George's County Planning Board Resolution No. 14-10 (see Prince George's County Council Resolution CR-26-2014).

Background

The East Pines project consists of approximately 3.22 acres of land in the Multifamily Medium Density Residential (R-18) and R-55 Zones. Parcel A is currently improved with the East Pines Terrace Apartments community, a residential community consisting of five low-rise multifamily buildings in the R-18 Zone, and Lot 1 is currently improved with a single-family home in the R-55 Zone. The property is surrounded by a mix of uses, including the former Maryland-National Capital Park and Planning Police Headquarters to the north, across Riverdale Road; a single-family detached neighborhood to the southeast in the R-55 Zone; the East Dale Apartments to the south, in the R-18 Zone; and the East Pines Shopping Center to the west, in the Commercial Shopping Center Zone. The site is located near the future Maryland Transit Administration Purple Line. Purple Line tracks will be constructed along the western edge of MD- 410 and will continue along the property's Riverdale Road frontage, and the planned Beacon Heights Purple Line station will be in close vicinity of the subject property.

The development is subject to Section 4.7, Buffering Incompatible Uses, of the Landscape Manual because the proposed multifamily building is adjacent to the existing single-family detached houses along the southeastern boundary area. The building setback and landscape yard provided are 16.33 and 12 feet at the narrowest points from the property line. Alternative compliance is being requested because the building setback and the width of the landscape yard do not meet the minimum requirements. The applicant is seeking approval to reduce the minimum building setback to a range between 16.33 and 30 feet, and the landscape yard to a range between 12 and 20 feet, by providing a 6-foot high sight-tight fence along the property line.

Section 4.7, Buffering Incompatible Uses

REQUIRED: Section 4.7, Buffering Incompatible Uses, along the southeastern property line adjacent to the existing single-family detached houses

Length of bufferyard	380 feet
Minimum building setback	30 feet
Landscape yard	20 feet
Plant units (80 per 100 linear feet)	152*

Note: *The requirements may be reduced up to 50 percent (including the number of plant units, setback, and landscape yard) when a 6-foot-high opaque fence is located within the bufferyard.

PROVIDED: Section 4.7, Buffering Incompatible Uses, along the southeastern property line adjacent to the existing single-family detached houses

Length of bufferyard	380 feet
Minimum building setback	16.33 to 30 feet
Landscape yard	12 to 20 feet
Fence or wall	Yes
Plant units	290

Justification of Recommendation

The applicant is requesting alternative compliance from Section 4.7, Buffering Incompatible Uses, of the Landscape Manual, along the southeastern corner of the property, adjacent to the existing single-family detached houses in the R-55 Zone. A Type B bufferyard, which includes a 30-foot-wide building setback, and a 20-foot-wide landscape yard, to be planted with 80 plant units per 100 linear feet of property line, is required along this boundary. The applicant is proposing a 6-foot-high opaque fence along the entire property line to offset the reduced bufferyard and provide privacy between the existing single-family detached houses and the proposed development. In addition, the applicant is proposing 290 planting units that is almost double the amount of the required. The proposed plantings along the property edge will be a mix of shade trees, ornamental trees, and evergreens that are planted within planting beds and a proposed hillside wildflower meadow. The applicant is proposing a higher percentage of evergreens in the area where the building does not meet the setback.

However, the staff has concern over the width of the landscaped bufferyard, which is only 12 feet in width, around the proposed dog park area. Given sufficient space is available, the applicant should provide the full 20-foot bufferyard with double row staggering planting of predominant evergreen trees of a minimum two species.

The Alternative Compliance Committee believes that the proposed alternative design options by the applicant are as equally effective as normal compliance with Section 4.7(c)(4)(F), for the southeastern boundary area, except for the portion adjacent to the proposed dog park where a full 20-foot-wide bufferyard should be provided to mitigate any negative impacts on the existing single-family detached houses.

Recommendation

The Alternative Compliance Committee recommends APPROVAL of Alternative Compliance AC-21001, for East Pines, from the requirements of Section 4.7, Buffering Incompatible Uses, for the southeastern corner of the property abutting the existing single-family detached houses in the One-Family Detached Residential (R-55) Zone, with the following condition:

1. Prior to certification of DSP-19041, the applicant shall revise the landscape plan and the associated Section 4.7 schedule for the portion of the property line where the dog park is located. The applicant shall revise the plan to provide the required full 20-foot-wide landscaped bufferyard to be planted with double row staggering planting of predominant evergreen trees of a minimum two species.

March 29, 2021

MEMORANDUM

TO: Adam Bossi, Planner Coordinator, Urban Design Section
VIA: Mridula Gupta, Planner Coordinator, Subdivision Section *MG*
FROM: Kayla DiCristina, Senior Planner, Subdivision Section *KD*
SUBJECT: DSP-19041, DPLS-488, AC-21001; East Pines

The subject property considered in this Detailed Site Plan (DSP) is composed of two existing lots known as Lot 1 of Parcel A, Block T, Section 5 of East Pines and Lot 1 of Block T, Section 5 of East Pines located on Tax Map 43 in Grids B3 and C3. Lot 1 of Parcel A, Block T was recorded in the Prince George's County Land Records in Plat Book WWW 35 page 19 on May 20, 1959. Lot 1 of Block T was recorded in the Prince George's County Land Records in Plat Book BB 14 page 96 on November 13, 1947. The subject property is 3.24 acres in the Multifamily Medium Density Residential (R-18) and One-Family Detached Residential (R-55) Zones.

The applicant has submitted this DSP to construct one building with 224 multifamily residential units and 13,960 square-feet of commercial use on the subject property. The subject property currently contains an apartment complex and a single-family detached dwelling both of which are proposed to be razed.

The property is subject to Preliminary Plan of Subdivision (PPS) 4-19031 which was approved by the Planning Board on May 7, 2020 (PGCPB Resolution No. 2020-75) with 18 conditions and is valid until May 28, 2022. PPS 4-19031 was approved for consolidation of the two lots into one parcel (proposed Parcel 1) for development of up to 250 multifamily dwellings and 25,000 square-feet of commercial use. The PPS also granted a Variation from Section 24-122(a) to allow omission of the required PUEs along public road frontages of MD 410, 67th Place, and 67th Avenue. Of the 18 conditions in the approved PPS, the following are applicable to the subject DSP review. The relevant conditions are shown below in **bold** text. Staff analysis of the project's conformance to the conditions follows each one in plain text.

- 2. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 of the Prince George's County Subdivision Regulations adequacy findings, as set forth in a resolution of approval, shall require the approval of a new preliminary plan of subdivision prior to approval of any building permits.**

The proposed development is within the scope of the approved development in PPS 4-19031. DSP-19041 is in conformance with Condition 2.

- 3. Total development within the subject property shall be limited to uses that would generate no more than 200 AM and 193 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision (PPS), with a new determination of the adequacy of transportation facilities.**

The proposed development is within the scope of the total approved development in PPS 4-19031. The Transportation Planning Section should further evaluate conformance of DSP-19041 to Condition 3.

- 4. Development of this site shall be in conformance with the approved Stormwater Management Concept Plan (23685-2019-00) and any subsequent revisions.**

DSP-19041 depicts all five micro-bioretenion facilities shown on SWM Concept Plan 23685-2019-00 and is in general conformance with the plan. The Environmental Planning Section should further evaluate conformance of DSP-19041 to Condition 4.

- 5. Prior to approval of the first building permit for the subject property (associated with the residential and/or commercial component of this application), 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 Prince George's County Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:**

- a. Pedestrian connections to the Beacon Heights Purple Line Station to include concrete sidewalk, staircases, guardrails, handrails, and a concrete wall, within the limits of the acquisition area only.**
- b. 300 linear feet of sidewalk along the north side of Patterson Street between 67th Ave to Beacon Light Road.**

Should the applicant be unable to obtain a permit for construction of one or more of the Required Off-Site Facilities, through no fault of the applicant's, the applicant shall provide alternative facilities ("Alternative Off-Site Facilities") that provide a level of adequacy equal to the Required Off-Site Facility(s) that could not be constructed. The requirements of Section 24-124.01(g) of the Prince George's County Subdivision Regulations shall also apply to the identified Alternative Off-Site Facilities, which are:

- a. 300 linear feet of sidewalk along the south side of Patterson Street between 67th Ave to Beacon Light Road.**
- b. A five-foot-wide sidewalk along the 67th Avenue from the subject property to Patterson Street.**

This DSP depicts proposed pedestrian connections to the Purple Line Station and provides details on proposed stairs, bike ramps, sidewalks, pavers, and off-site sidewalk improvements. The Transportation Planning Section should further evaluate the application for conformance with Condition 5.

- 6. Prior to the acceptance of any detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the Required Off-Site Facilities necessary to meet pedestrian and bicyclist adequacy as described above, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations.**

The applicant provided an exhibit depicting the details of the pedestrian connections to the Beacon Heights Purple Line Station and an exhibit for the off-site sidewalk improvements. The Transportation Planning Section should further evaluate the conformance of DSP-19041 to Condition 6.

- 8. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2017 *Approved East Riverdale-Beacon Heights Sector Plan*, the applicant and the applicant's heirs, successors, and/or assigns shall provide an exhibit that depicts the following improvements prior to acceptance of any detailed site plan:**

- a. A shared lane marking (e.g. "sharrow") on 67th Place along the subject site's frontage.**
- b. Sidewalks, a minimum of five feet in width, along the subject site's roadway frontages and pedestrian connections to the Purple Line station.**

The applicant depicted the proposed shared lane marking on 67th Place on the DSP and provided an exhibit depicting the location of the sidewalks along the subject property's frontage and pedestrian connections to the Purple Line Station. The Transportation Planning Section should further evaluate the conformance of DSP-19041 to Condition 8.

- 9. Prior to the acceptance of any detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the required facilities necessary to meet pedestrian and bicyclist adequacy throughout the subdivision, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations. These facilities shall include:**

- a. Streetscape improvements throughout the subdivision such as, but not limited to inverted U-style bicycle racks, lighting, benches, and trash receptacles, consistent with the proposed plans for the Purple Line station.**

The plans provide locations and details regarding proposed streetscape improvements including benches, bike racks, trash receptacle designs, and lighting. The Transportation Planning Section should further evaluate the conformance of DSP-19041 to Condition 9.

- 11. Prior to acceptance of the detailed site plan, a geotechnical study to establish the factor of safety for the proposed buildings on Christiana clays shall be submitted. The**

report shall be prepared in accordance with the Prince George's County Department of Permitting, Inspections, and Enforcement guidelines for over consolidated clays.

The applicant provided a geotechnical study establishing the factor of safety for the proposed buildings on Christiana clays. The Environmental Planning Section should further evaluate the conformance of DSP-19041 with Condition 11.

- 13. The private on-site recreational facilities shall be reviewed by the Urban Design Section, of the Development Review Division of the Planning Department for adequacy and proper siting with the submittal of the detailed site plan.**

The application includes several exhibits regarding details and locations of private on-site recreational facilities. PPS 4-19031 approved the list of facilities to include a courtyard area, a resident's swimming pool, a rooftop terrace area with tables and seating, and a dog park. However, this DSP does not propose the rooftop terrace as a recreational facility since the proposed location of the terrace falls within the 65 dBA noise zone. The applicant should provide a revised list of proposed on-site recreational facilities and cost estimate for staff review to demonstrate that the facilities meet or exceed the \$256,000 value established with the PPS. The Urban Design Section should further evaluate the adequacy of private on-site recreational facilities.

- 14. Prior to approval of a detailed site plan, the applicant and the Prince George's County Department of Parks and Recreation shall coordinate to determine if public use access to a proposed dog park on the subject site is achievable. This coordination shall include appropriate terms and conditions for the public use of the dog park including registration of users and dogs, times of operation, other restrictions and liability.**

At the time of this referral, Staff understands that the applicant and the Department of Parks and Recreation (DPR) are in correspondence regarding the determination of public use access to the proposed dog park. This coordination is required to be completed prior to approval of the DSP. The Urban Design Section should further ensure that this Condition is satisfied. Abandonment of the proposed dog park will impact the proffered list of on-site recreational facilities.

- 17. Prior to acceptance of a detailed site plan, a Phase II noise analysis shall be provided and demonstrate 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.**

The applicant provided a Phase II noise analysis to determine whether the proposed building architecture will be capable of maintaining interior noise levels at the required limit of 45 dBA Ldn and reduce noise levels at the proposed rooftop amenity below 65 dBA. The Phase II noise analysis did not address noise levels for the rooftop amenity since this amenity has been removed from the DSP proposal. To ensure that the necessary interior noise levels are maintained, at the time of building permit, the building should have acoustical certification that the building shell has been designed to reduce interior noise levels in the affected units to 45 dBA Ldn or less.

Plan Comments

1. The existing easement for overhead utilities located near the front of the property is shown, but the label is not legible. The recording reference for this easement should be made clear and without overlapping text.

Recommended Conditions

1. Prior to signature approval of the Detailed Site Plan, the following corrections shall be made:
 - a. On Sheet 3, revise the acreage for existing Lot 1 of Parcel A, Block T to read 3.11 acres.
 - b. On Sheet 3, label the acreage and plat reference for existing Lot 1, Block T.
 - c. Depict the unmitigated 65 dBA Ldn lines for upper and lower levels.
 - d. Revise General Note 5 to read 1 Parcel and 0 Lots.
 - e. To the label for proposed Parcel 1, add the area in square feet and acres.
 - f. Provide a legible label and recording reference for the perpetual easement for overhead utilities located near the front of the property.
 - g. Clearly delineate the boundary and extents of perpetual easement SHA Plat No. 59339.
2. Prior to the approval of building permit for the residential building, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permit stating that the building shell of the structure have been designed to reduce interior noise levels to 45 dBA Ldn or less.

The 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 approved preliminary plan of subdivision. All bearings and distances must be clearly shown on the DSP and must be consistent with the record plat or permits will be placed on hold until the plans are corrected. There are no other subdivision issues at this time.

February 26, 2021

MEMORANDUM

TO: Adam Bossi, Planner Coordinator, Urban Design, Development Review

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

FROM: Samuel L. White, Jr., Senior Planner, Neighborhood Revitalization Section,
Community Planning Division

SUBJECT: DSP-19041, DPLS-488 East Pines

DETERMINATIONS

Community Planning Division staff finds that, pursuant to Section 27-548.08(c)(2) of the Zoning Ordinance, this Detailed Site Plan application conforms to the recommendations of the 2017 Approved East Riverdale Beacon Heights Sector Plan.

BACKGROUND

Application Type: Detailed Site Plan outside of an Overlay Zone

Location: The subject site is located southeast quadrant of the intersection of Riverdale Road and 67th Avenue, approximately 270-feet to the west of the intersection of Riverdale Road and MD 410 (Veteran Highway)

Size: 3.24 acres

Existing Uses: Apartments

Proposal: The applicant proposes to construct 224 multifamily dwelling units and approximately 13,960 square feet of commercial spaces. The applicant is also requesting a departure from loading space to reduce the number of required parking spaces from 553 to 303.

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is located within the Neighborhood Center (Local) policy area adjacent to the Beacon Heights Purple Line Station. Neighborhood Centers are primarily residential areas that are often lower in density. These areas generally have fewer transit option and offer neighborhood-serving retail and office uses

Master Plan: The 2017 *Approved East Riverdale-Beacon Heights Sector Plan* recommends mixed-use land uses on the subject property.

Planning Area 69

Community: Bladensburg-New Carrollton & Vicinity

Aviation/MIOZ: This property is not located in an Aviation Policy Area or the Military Installation Overlay Zone.

SMA/Zoning: The 1994 *Approved Bladensburg, New Carrollton and Vicinity Sectional Map Amendment* retained the subject property in R-18 (Multifamily Medium Density Residential) and R-55 (One-Family Detached Residential) Zones.

MASTER PLAN CONFORMANCE COMMENTS:

The 2017 Approved East Riverdale Beacon Heights Sector Plan was approved by the District Council prior to the approval of the Zoning Ordinance Rewrite. As a result, the comprehensive rezoning of the properties within the boundary of the sector plan will happen through the Zoning Ordinance Rewrite's Countywide Map Amendment process. The Countywide Map Amendment will implement the new land use and policy guidance of the sector plan by assigning appropriate new zones within the sector plan boundary.

The subject property is in the Neighborhood Activity Center Zone. Neighborhood Activity Center Zone provides for lower-density, small scale, mixed -use centers intended to serve surrounding neighborhoods. Vertical mixed-use development, with ground-floor retail, service, or office uses and residential above, is encouraged. The dwelling units per net acre (all dwellings) minimum is 10 and the maximum is 30.

On October 23, 2018, the County Council enacted Bill No. CB-57-2018 for the purpose of permitting certain mixed-use development in the R-18 and R-55 Zones to include ground-floor commercial uses, subject to certain criteria. Shortly thereafter, on December 10, 2018, the legislation became effective, and Section 27-441(b) ("Uses permitted") of the Zoning Ordinance was amended accordingly. In addition, the request for a departure of loading space from 553 to 303 will not sustainably impair the vision of the sector plan for the area.

cc: Frederick Stachura, J.D., Supervisor, Neighborhood Revitalization Section, Community
Planning Division
Long-range Agenda Notebook

From: [Reilly, James V](#)
To: [Bossi, Adam](#)
Cc: [PGCReferrals](#)
Subject: DSP-19041, DPLS-488, EAST PINES Fire/EMS Comments for SDRC 20210305
Date: Friday, March 5, 2021 12:15:12 AM
Attachments: [image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good Evening Adam,

I likely will not be on the SDRC tele-meeting in the morning. Please pass on the following comments to the applicant.

The Office of the Fire Marshal of the Prince George's County Fire/EMS Department has reviewed the referral for DSP-19041, East Pines. We have the following comments:

- 1) Hydrants shall be provided so that no exterior portion of the building is more than 500' from a hydrant as hose is laid by the fire department.
- 2) Please show the location of the proposed FDC on the front, address side of the building and demonstrate that a fire hydrant will be provided within 200' of the FDC. Due to the high volume of Riverdale Road and the Purple Line tracks, hydrants on the north side of Riverdale Road across from the proposed building should not be used to meet these hydrant requirements.
- 3) No exterior portion of the building shall be more than 450' from a fire access road as hose is laid by the fire department.

In addition, please provide information or design basis to show how building design features, construction type, and fire protection measures will mitigate the limited frontage available to the fire department to fight a fire in this building: the north face of the building has limited access due to the Purple Line tracks and station, the east side of the multi-family building is inaccessible due to the parking structure, and the south face of the building is inaccessible due to topography and neighboring dwellings. The relatively narrow west side of the building facing 67th Avenue is the only face of the building where the fire department might be able to deliver hose streams or effect rescues with aerial devices in the event of a fire not controlled by the provided fire protection system.

Regards. Jim

James V. Reilly
Contract Project Coordinator III





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

April 1, 2021

MEMORANDUM

TO: Adam Bossi, Urban Design Review, Development Review Division

FROM: Noelle Smith, Transportation Planning Section, Countywide Planning Division *NS*
 Crystal Saunders Hancock, Transportation Planning Section, Countywide Planning
 Division *CSH*

VIA: Bryan Barnett-Woods, Transportation Planning Section, Countywide Planning *[Signature]*
 Division
 Tom Masog, Transportation Planning Section, Countywide Planning Division

SUBJECT: **Detailed Site Plan Review for Multimodal Transportation,
 DSP-19041 and DPLS-488 East Pines**

The following detailed site plan (DSP) was reviewed for conformance with the appropriate sections of Subtitle 27, Part 3, Division 9; 2017 *Approved East Riverdale-Beacon Heights Sector Plan*, and the 2009 *Approved Countywide Master Plan of Transportation* to provide the appropriate multimodal transportation recommendations.

Type of Master Plan Bikeway or Pedestrian Facility

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

DEVELOPMENT APPLICATION BACKGROUND	
Building Square Footage (non-residential)	13,960 SF
Number of Units (residential)	224 residential
Abutting Roadways	Riverdale Road, 67 th Avenue, 67 th Place
Abutting or Nearby Master Plan Roadways	Riverdale Road (MD 410)
Abutting or Nearby Master Plan Trails	Bike lane along Riverdale Road (planned), Shared roadway along 67 th Place (planned)
Proposed Use(s)	Mixed Use Residential and Commercial facility
Zoning	R-18 and R-55
Number of Parking Spaces Required	553
Number of Parking Spaces Provided	303
Centers and/or Corridors	Transportation Service Area 1, Beacon Heights Neighborhood Center
Prior Approvals on Subject Site	4-19031
Prior Approval Subject to 24-124.01	Yes

Development Proposal

The applicant requests approval of a detailed site plan to construct a 370,000-square-foot mixed use residential-over-commercial development. It also includes a departure from Parking and Loading Spaces (DPLS) for 250 spaces.

Existing Conditions

The existing site serves as a garden style residential community with 74-units. The site has existing sidewalks along 67th Place and 67th Avenue, excluding the property frontage. The subject site frontage is the future station location for the Purple Line Light Rail and is currently being prepared for construction.

The site is on existing parcels approved pursuant to Preliminary Plan of Subdivision (PPS) 4-19031. The transportation conditions of approval that are applicable to this DSP are discussed in a later section of this memo.

Review Comments

The applicant proposes a mixed-use building containing 224 multifamily residences and 13,960 square feet of commercial/retail space. The most recent submitted plans have been reviewed. The site is adjacent to Riverdale Road, which is a master plan arterial roadway. The rights-of-way are slightly altered from the recommendations in the 2009 Approved Countywide Master Plan of Transportation as the Purple Line rights-of-way have been updated. The rights-of-way displayed are consistent with the rights-of-way shown on the PPS as approved.

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

Trip Generation Summary: DSP-19041 and DPLS-488: East Pines								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Multifamily residential	224	Units	22	94	116	87	47	134
Less Internal			0	-1	-1	-17	-6	-23
Less Transit (5 percent)			-1	-5	-6	-4	-2	-6
Net Residential Trips			21	88	109	66	39	105
Retail	13,960	Square feet	8	5	13	61	66	127
Less Internal			-1	0	-1	-6	-17	-23
Less Transit (5 percent)			0	0	0	-3	-2	-5
Less Pass-By (50 percent)			-3	-2	-5	-26	-23	-49
Net Retail Trips			4	3	7	26	24	50
Total Trips, DSP-19041 and DPLS-488 (sum of bold numbers)			25	91	116	92	63	155
<p>Note: Internal trips represent trips that are produced by and attracted to the various uses within the site and are computed for each use using methods shown in the Trip Generation Handbook (Institute of Transportation Engineers). Summing reductions for all uses in each peak hour, the ins and the outs must be equal, meaning that each internal trip produced has an equal internal attraction.</p>								

Prior Conditions of Approval

A prior Preliminary Plan of Subdivision 4-19031 was heard by the Planning Board on May 7, 2020. The following conditions were identified in PGCPB No. 2020-75. Please see below:

- Total development within the subject property shall be limited to uses that would generate no more than 200 AM and 193 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.

Comment: This condition establishes an overall trip cap for the subject property of 200 AM and 193 PM peak-hour trips. The subject proposal would generate 116 AM and 155 PM peak-hour trips as noted in the table above, which complies with the established trip cap.

- Prior to approval of the first building permit for the subject property (associated with the residential and/or commercial component of this application), 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 Prince George's County Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

- a. Pedestrian connections to the Beacon Heights Purple Line Station to include concrete sidewalk, staircases, guardrails, handrails and a concrete wall, within the limits of the acquisition area only.
- b. 300 linear feet of sidewalk along the north side of Patterson Street between 67th Avenue to Beacon Light Road.

Should the applicant be unable to obtain a permit for construction of one or more of the Required Off-Site Facilities, through no fault of the applicant's, the applicant shall provide alternative facilities ("Alternative Off-Site Facilities") that provide a level of adequacy equal to the Required Off-Site Facility(s) that could not be constructed, in consultation with the Transportation Planning Section. The requirements of Section 24-124.01 (g) of the Prince George's County Subdivision Regulations shall also apply to the identified Alternative Off-Site Facilities, which are:

- c. 300 linear feet of sidewalk along the south side of Patterson Street between 67th Place and Beacon Light Road.
- d. A five-foot-wide sidewalk along 67th Avenue from the subject property to Patterson Street.

Comment

This condition will be reviewed at the time of permit issuance. The subject application does not alter this condition.

6. Prior to the acceptance of any detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the Required Off-Site Facilities necessary to meet pedestrian and bicyclist adequacy as described above, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations.

Comment

This condition has been met.

7. Prior to the issuance of the first building permit, the applicant, applicant's heirs, successors and/or assignees shall provide a financial contribution of \$420.00 to the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) for the placement of a bikeway sign along and 67th Place, unless modified by DPIE, with written correspondence. A note shall be placed on the final plat for payment to be received prior to the issuance of the first building permit.

Comment

This condition will be reviewed at the time of permit issuance.

8. In conformance with the 2009 Approved Countywide Master Plan of Transportation and the 2017 Approved East Riverdale-Beacon Heights Sector Plan, the applicant and the

applicant's heirs, successors, and/or assigns shall provide an exhibit that depicts the following improvements prior to acceptance of any detailed site plan:

- a. A shared lane marking (e.g. "sharrow") on 67th Place along the subject site's frontage.
- b. Sidewalks, a minimum of five feet in width, along the subject site's roadway frontages and pedestrian connections to the Purple Line station.

Comment

This condition has been met.

9. Prior to the acceptance of any detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the required facilities necessary to meet pedestrian and bicyclist adequacy throughout the subdivision, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations. These facilities shall include:
 - a. Streetscape improvements throughout the subdivision such as, but not limited to inverted U-style bicycle racks, lighting, benches, and trash receptacles, consistent with the proposed plans for the Purple Line station.

Comment

The condition has been met.

Access and Circulation and Conformance with Zoning Ordinance

Sections 27-588, Site Design Guidelines and 27-274(a)(2), Parking, Loading and Circulation, provide provisions for the design of the multimodal facilities associated with the subject application.

The subject application proposes two access points, along 67th Avenue and 67th Place, modifying the current circulation layout of four access points onto the site. Due to the construction of the Purple Line, 67th Place is proposed as a cul-de-sac, therefore prohibiting direct vehicular access to the site from Riverdale Road. The submitted plans also propose continuous sidewalks around the perimeter of the building and along property frontage of 67th Avenue and 67th Place, connecting to the Purple Line Station.

Comment: Transportation Planning staff find that the vehicular and pedestrian circulation depicted in the submitted site plan reflects the design guidelines of the zoning ordinance, pursuant to Section 27-583 and 27-274.

The submitted plans propose a loading area on the bottom level of the parking structure. Two loading spaces are provided of the required three spaces.

Departure Findings

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

Section 27-550(a) outlines four purpose statements

(1) To require (in connection with each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to serve the parking and loading needs of all persons associated with the buildings and uses;

(2) To aid in relieving traffic congestion on streets by reducing the use of public streets for parking and loading and reducing the number of access points;

(3) To protect the residential character of residential areas; and

(4) To provide parking and loading areas which are convenient and increase the amenities in the Regional District.

Comment

The submitted statement of justification (SOJ) indicates that the proposal is consistent with the purposes of the Off-Street Parking and Loading requirements of the ordinance. Transportation Planning staff concur that under the current parking arrangement for the residential facility, sufficient parking is provided on-site to serve the use. One of the proposed TDM strategies the applicant notes is that app-based taxi and ride sharing services (such as Uber or Lyft) are an alternative parking option. Staff also recommend a dedicated area in the parking garage near the building entrance be provided to facilitate these transportation services. Parking for the non-residential portion of the subject site is also contained in the proposed garage. Additionally, the site is adjacent to the proposed Beacon Heights Purple Line station. This station is integrated into the community as it is a pedestrian friendly location.

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

Comment

The submitted SOJ indicates that the proposed on-site parking has been designed in the most efficient way possible to accommodate the steep terrain. The applicant proposes that the reduced parking will encourage many residents and visitors to take the Purple Line train as well as other alternative modes of transportation. Currently, a limited amount of on-street parking will be available for use. No additional exhibits depicting alternative on-site parking locations or alternative striping were provided. However, based on a review of the submitted site plans, it does not appear that there is sufficient space on the subject property to provide additional on-site parking spaces or that restriping the spaces to a narrower width would accommodate additional spaces. This departure is the minimum number of spaces necessary.

(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

The SOJ provides details regarding the location and position of the property that makes portions of the parcel unusable due to topography related constraints on the property and Transportation Planning staff concurs. The applicant asserts that the subject site's steep topography along its frontage at Riverdale Road and 67th Avenue as they have slopes greater than 25%. The steep slopes minimize the amount of usable land for additional parking spaces.

(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

Pursuant to 27-568, the proposed development would be required to provide 553 motor vehicle parking spaces. This method requires 478 parking spaces based on the 224 residential units (283 bedrooms) and 75 parking spaces based on the two commercial spaces of 13,960 square feet. Pursuant to 27-568, if the development were within one-half mile of a Metrorail station, 393 parking spaces would be required. The applicant proposes to use the Institute of Transportation Engineers *Parking Generation Manual, 5th edition*. This edition was published in 2019 and includes a lower parking generation rate for multifamily and retail uses which better reflects more contemporary parking generation rates and trends. Under these guidelines, the subject site would need to provide 299 (258 residential and 41 retail) parking spaces to meet the expected parking demand.

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

Comment

The submitted SOJ indicates that the applicant will provide parking as well as transportation demand management (TDM) strategies to encourage transit usage instead of single occupancy motor vehicle use. The incorporation of these TDM measures is aimed in support of the multiple transportation options for residents and employees and include: unbundled parking; one parking space per unit; SmarTrip card with fare or carshare membership, and a designated Transportation Coordinator.

Unbundled Parking. Traditionally, the cost of parking is included in the total cost of rent for a multifamily dwelling. When parking costs are "unbundled," the property management will separate the parking fee from the total rent for the residential uses. Should tenants want a parking space, a fee will be added for to the monthly rent. Therefore, those tenants that do not have a vehicle do not rent a parking space and will not be burdened with a monthly rent that includes an unused parking space.

One Parking Space Per Unit. One parking space will be available for each residential dwelling unit should the tenant want to rent a parking space. If more than one space is desired for a particular unit, they will only be able to rent the second space when property management determines spaces are available. The purpose of this measure to target renters that do not own vehicles and would desire to live in a building with convenient access to alternative modes of transportation.

SmarTrip Card with Fare or Car share Membership. The property management will distribute a SmarTrip Card with \$50.00 fare or provide a one-year membership to a car share service to each dwelling unit, to new employees of the building and retail employees during the initial lease-up of the building. This measure is intended to incentivize potential tenants and employees to use the light rail, busses, car share services, and pedestrian and bicycle infrastructure opposed to obtaining a vehicle for transportation.

Transportation Coordinator. The property management will designate a member of their staff to be a transportation coordinator. The transportation coordinator will be responsible for coordinating the TDM measures, providing transportation information to tenants and employees, working with Prince George's County staff for TDM outreach and promotion, and participating in local and regional events. Based on these measures, the current parking arrangement meets the minimum requirements it is expected that there would be no additional parking infringing upon the surrounding residential neighborhoods.

During the Planning Board hearing for Preliminary Plan of Subdivision (PPS) - 19031 (January 31, 2020), a member of the public raised concerns about traffic queues and turning movements on 67th Avenue as well as the proposal to remove parking on 67th Avenue. Transportation Planning staff asked for a status of these items and the applicant noted that they have eliminated the existing access point of concern and moved the garage access back to help with this issue. The applicant also noted that the removal of parking of 67th Avenue was outside of their purview as it is a county road.

As part of the review for this application, Transportation Planning staff coordinated with the Prince George's County Department of Revenue regarding this neighborhood participating in a Residential Parking Permit Program. This outreach supports the Transportation and Mobility Policy 18 which limits non-residential parking in residential neighborhoods.

Departure Considerations

In making its findings, the Planning Board shall give consideration to 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;

Comment

The submitted SOJ does not identify surplus parking near the subject property. The applicant encourages the use of transit since they are adjacent to the proposed Purple Line Beacon Heights – East Pines station, tout's alternative transportation modes based on this urban

suburban community, and indicates that the property management will implement TDM strategies. One of the proposed TDM strategies includes providing a SmarTrip card with fare or carshare membership. The proposed development is located close to residential housing.

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

Comment

The subject site is located within the boundaries of the *2017 Approved East Riverdale-Beacon Heights Sector Plan* as the update of this plan is in support of the Purple line and surrounding neighborhoods. The submitted SOJ indicates that the subject property is responding in preparation of the Purple Line project and station at their front door.

Furthermore, the Planning Board may consider the following relevant consideration:

(i) Public transportation available in the area;

Comment

Currently, bus service is available to and from the subject property as the submitted SOJ identifies four bus routes operated by TheBus and Metrobus that provide service within one-half mile of this location. Collectively, the headways for these four routes during peak commuting times range from 15 to 45 minutes. Additionally, the proposed Purple Line Beacon Heights-East Pines station is adjacent to the proposed development. It is proposed to be a center platform, surface level station that will operate in a dedicated track. In totality, these public transit options if available and comparable support the reduced number of parking 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;

Comment

The subject site includes residential and commercial uses. The proposed parking garage can accommodate 303 spaces inclusive of standard, compact, handicap and electric vehicle charging station spaces. Of the 303 spaces, 224 are identified for residents, 15 are identified for visitors and 64 are identified for commercial uses. The applicant has unbundled parking (as noted above) and any resident that does not pay for a parking space enables the number of visitor parking spaces to increase. No off-site parking is proposed.

The opportunity to share retail and residential parking spaces throughout the day is proposed. Shared parking is proposed under the following conditions. The demand for the retail spaces drops as the demand for the residential spaces increases in the evening, and as the demand for retail spaces increases during the day, the use of the residential spaces decreases. This pattern

occurs on the weekend days as well. The proposed retail parking for the site will function accordingly, sufficiently serving retail customers during the day hours and transitioning to serve visitors of the residential uses during the evening.

Transportation Planning staff conclude that the request for a Departure from the Parking and Loading Standards meets the necessary findings for approval, pursuant to Section 27-588(b)(7) and recommend that the departure request be granted.

Master Plan Policies and Recommendations

This detailed site plan is subject to the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and 2017 *Approved East Riverdale-Beacon Heights Sector Plan*, which recommend the following facilities that directly impact the subject site:

1. Planned bicycle lane along Riverdale Road
2. Planned shared roadway along 67th Place

Comment

The recommended bicycle lane along Riverdale Road is beyond the scope of the detailed. While the Maryland Transit Administration (MTA) has indicated that widening Riverdale Road further to accommodate a striped bicycle lane cannot be done as part of the Purple Line construction, the bicycle lane can be constructed as part of a future roadway maintenance or a capital improvement project (CIP). The subject application includes shared roadway pavement markings to accommodate bicycle users along 67th Place and fulfills the intent of the master plan recommendation.

The MPOT provides policy guidance regarding multimodal transportation and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

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

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

Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete street's principles.

Comment

The subject application proposes sidewalk connections throughout the site that connect to the adjacent Purple Line Station. Shared roadway pavement markings are depicted along 67th Place to accommodate bicycle users, while also providing short-term bicycle parking at the building entrance and long-term bicycle parking in the parking garage. These improvements encourage

multimodal activities and are important components of the Complete Streets Policies. Staff recommend that the applicant revise the plans to show a detail exhibit of the style of long-term bicycle parking used and its location in the parking garage.

The development is also subject to the 2017 *Approved East Riverdale-Beacon Heights Sector Plan* which includes the following recommendations regarding the accommodation of pedestrian access that impacts the subject site (pg. 100-125):

1. Raised or special – pavement crosswalks
2. Lighting of crosswalks and pedestrian waiting areas
3. Provide attractive and durable street furniture such as benches, waste and recycling bins, and tables on all sidewalks with commercial or multifamily frontage
4. Provide a visually distinct wayfinding system for pedestrians, cyclists, transit riders and drivers to help them reach destinations within the sector plan area more easily and conveniently
5. Provide street trees to protect pedestrians from traffic, make streets more pedestrian-friendly, and reduce urban heat island effects. Street trees should be part of an overall streetscape plan designed to provide both canopy and shade and to give special character and coherence to each street
6. Bicycle racks or lockers

Comment

The submitted plans include raised crosswalks along both vehicular entrances. Details of streetscape amenities such as benches, trash receptacles, decorative plants, inverted u-style bicycle racks, interior bicycle storage, and a bicycle ramp connecting the site to the Purple Line are also included in the submitted plans. The applicant has also provided details regarding designating an employee as a transportation specialist in assisting visitors and residents with traveling inquiries regarding the Purple Line. These improvements support the recommendations of the area master plan.

Conclusion

Based on the findings presented above, Transportation Planning staff find that the request for a Departure from the Parking and Loading Standards meets the necessary findings for approval, pursuant to Section 27-588(b)(7) and recommend that the departure request be granted. Transportation Planning staff also conclude that the multimodal transportation site access and circulation of this plan is acceptable, consistent with the site design guidelines pursuant to Sections 27-283 and 27-274, and meets the findings required by Section 27-285(b) for a detailed site plan for multimodal transportation purposes, if the following conditions are met:

1. Prior to certification, the plan shall be modified to show the following:
 - a. Provision of a dedicated loading area for app-based taxi service or shared-ride service (such as Uber, Lyft, and other ridesharing services) within the building garage. This shared-ride location shall be designed to prevent the blockage of

traffic flow in the garage and be in a well-lit and accessible area near the building entrance.

- b. The location of the 50 bicycle spaces within the garage and an additional bicycle rack on the plaza for eight bicycles.
2. In consideration of the proffers made as a means of reducing the parking provided onsite, at the time of building permit the applicant shall provide details of the proposed ongoing trip reduction activities:
- a. Unbundled parking - tenants that want a parking space, will have a fee added to the monthly rent.
 - b. One parking space will be available for each residential dwelling unit should the tenant want to rent a parking space. If more than one space is desired for a particular unit, they will only be able to rent the second space when property management determines spaces are available.
 - c. Distribute a Washington Metropolitan Area Transit Authority (WMATA) SmarTrip card with \$50 fare or provide a one-year membership to a carshare service to each dwelling unit, to new employees of the building and retail employees during the initial lease-up of the building.
 - d. Designated Transportation Coordinator that will be responsible for coordinating TDM measures, providing transportation information to tenants and employees and working with Prince George's County staff for TDM outreach and promotion and participating in local and regional events.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: April 2, 2021

TO: Adam Bossi, Planner Coordinator
Urban Design Section
Development Review Division

VIA: Sonja Ewing, Land Acquisition, Planning Program Manager
Park Planning and Development Division
Department of Parks and Recreation

FROM: Paul J. Sun, Land Acquisition Specialist
Park Planning and Development Division

SUBJECT: **DSP 19041- East Pines**

The staff of the Department of Parks and Recreation (DPR) has reviewed and evaluated the above Detailed Site Plan (DSP) for conformance with the requirements and recommendations of the approved Preliminary Plan of Subdivision (PPS) 4-19031 as they pertain to public parks and recreational facilities.

The project area consists of 3.24 acres of land, located on the south side of Riverdale Road, at the intersection of 67th Place and Riverdale Road. This DSP is for the development of a transit orientated mixed-use multi-family community with 224 residential dwelling units and ground floor retail.

The conditions of approval (PGCPB Resolution #2010-75) #12-16 for PPS 4-19031 state that the applicant shall provide on-site recreational facilities with this development. DPR staff believes that the applicant has provided the required recreational facilities which is being reviewed by the Urban Design Section of the Development Review Division.

Moreover, condition 14 requires that the applicant coordinate with DPR to determine if the proposed on-site dog park could have public access (even on a possible limited basis). DPR staff has been in close contact with the applicant to discuss this issue and believes that the applicant has made a sincere effort in meeting DPR's request. However, there are still some site constraints, design challenges and agreements that need to be investigated to ensure that public access to the dog park will be viable. DPR staff appreciates the applicant's willingness to continue working with DPR to resolve this issue.

RECOMMENDATIONS:

The DPR staff recommends to the Planning Board that approval of the above referenced plan be subject to the following conditions:

1. Prior to certification of the detailed site plan, the Department of Parks and Recreation, along with Urban Design shall make the final determination on the viability of the public use access to the proposed dog park on the subject property. If it is determined that the public use for the dog park is achievable, the appropriate terms and conditions for the public use of the dog park including registration of users and dogs, times of operation, other restrictions and liability, shall be incorporated into the RFA for the on-site recreational facilities.

March 26, 2021

MEMORANDUM

TO: Adam Bossi, Planner Coordinator, Urban Design Section, DRD

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

FROM: Mary Rea, Senior Planner, Environmental Planning Section, CWPD MAR

SUBJECT: **East Pines; DSP-19041 and DPLS-488**

The Environmental Planning Section (EPS) has reviewed Detailed Site Plan DSP-19041, received by the Countywide Planning Division on February 22, 2021. The Environmental Planning Section finds this application to be in conformance with the environmental requirements of Subtitle 24 (Subdivision), Subtitle 25 (Woodland and Wildlife Habitat Conservation Ordinance) and Subtitle 27 (Zoning Ordinance) and recommends approval of the application with no conditions.

Environmental Review

The site has a Natural Resource Inventory Plan (NRI-038-2019) which was issued on August 12, 2019. The site is currently developed with five apartment buildings. No woodland or Regulated Environmental Features (REF) are located on this site. Three specimen trees are present on-site, but they are not a part of any woodlands, so no variance is required for removal. According to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), the site contains Christiana-Downer-Urban Land complex (5-15% slopes). As an unsafe soil, the County may require a soils report in conformance with CB-94-2004 during the building permit review process. No other unsafe soils containing Marlboro clays are mapped on this site.

This site is not located within a Sensitive Species Protection Review Area (SSPRA) based on a review of the SSPRA GIS layer prepared by the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP). The site is located within the Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan* (2014). The site is also located in the approved *2017 Approved East Riverdale-Beacon Heights Sector Plan*.

The site has a Standard Letter of Exemption (S-138-2019) from the *Prince George's County Woodland and Wildlife Habitat Conservation Ordinance* (WCO) that was issued on October 2, 2019, since the site contains less than 10,000 square feet of woodland.

The site has an approved Stormwater Management Concept Plan #23685-2019 that is in conformance with the current code, which is valid until December 11, 2022. The approved plan proposes five micro-bioretenion facilities. The DSP is showing the largest micro-bioretenion facility split into two smaller micro-bioretenion facilities. A stormwater management fee-in-lieu of \$41,911.00 is required for on-site attenuation/quality control measures. The approved concept plan is in general conformance with the detailed site plan.

Based on the proposed layout, the project demonstrates conformance with the applicable policies and strategies of the 2017 *Countywide Green Infrastructure Plan* of the *Approved Prince George's Resource Conservation Plan* because the site contains no regulated or evaluation areas within the existing network. The project was found to be in conformance with applicable environmental policies within the *General Plan*, *Master Plan* and *Countywide Green Infrastructure Plan*.

No additional Information is required. The Environmental Planning Section recommends approval of DSP-19041 and DPLS-488.

If you have any questions concerning this review, please contact me by e-mail at Mary.Rea@ppd.mncppc.org or call 301-952-3650.



Division of Environmental Health/Disease Control

Date: March 02, 2021

To: Adam Bossi, Urban Design, M-NCPPC

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

Re: DSP-19041, DPLS-488, East Pines

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan submission for East Pines property that is located in the intersection of 67 Avenue and Riverdale road and has the following comments/recommendations:

1. There are two existing carry-out/convenience store food facilities and no grocery store/markets within a ½ mile radius of this site. 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.
2. 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.
3. 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.



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



Division of Environmental Health/Disease Control

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



Angela Absobrooks
County Executive

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



Countywide Planning Division
Historic Preservation Section

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

301-952-3680

March 12, 2021

MEMORANDUM

TO: Adam Bossi, Urban Design Section, Development Review Division

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

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

SUBJECT: DSP-19041 DPLS-488 and AC21001 East Pines

The subject property comprises 3.24-acres and is located on the east side of Riverdale Road, approximately 660-feet west of Veterans Road. The subject DSP application proposes a multi-family apartment building with ground floor commercial uses. The subject DPLS application proposes a reduction in the number of parking spaces from the required 546 to 303. The subject AC application proposes the reduction of the Landscape Manual's minimum requirements for building offset, landscape yard, total plant units and buffer requirements of an adjacent Arterial Road. The subject property is Zoned R-18.

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. The subject property does not contain and is not adjacent to any designated Prince George's County Historic Sites or Resources but may be visible from the Baltimore-Washington Parkway (69-026), which is a Prince George's County Historic Site listed on the National Register of Historic Places. Reducing the visual impact of the building on the Baltimore-Washington Parkway through the use of muted colors or other design elements is encouraged. The existing East Pines development (69-044) was recorded on a Determination of Eligibility form in 2011 and determined not eligible for listing in the National Register of Historic Places. A Phase I archeology survey will not be recommended. Historic Preservation Section staff recommends approval of DSP-19041 East Pines with no conditions.

March 15, 2021

MEMORANDUM

TO: Adam Bossi, Urban Design

FROM: Joanna Glascoe, Permit Review Section, Development Review Division

SUBJECT: Referral Comments for **DSP-19041, DPLS-488, EAST PINES**

1. No comments currently
2. Signs not part of this review.

From: [Kwesi Woodroffe](#)
To: [Bossi, Adam](#)
Cc: [PGCReferrals](#)
Subject: RE: EPlan Acceptance of DSP-19041, DPLS-488, EAST PINES
Date: Tuesday, February 23, 2021 7:34:46 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image011.png](#)
[image012.png](#)
[image013.png](#)
[image014.png](#)
[image015.png](#)
[image016.png](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good morning Adam,

I reviewed the subject referral and have the following comments:-

- Close coordination with the Purple Line project will be required.
- Applicant should make efforts to move patio seating outside of ultimate right of way.
- It appears that the only work in the State's right of way will be sidewalk and landscaping work; if this is the case, the Applicant can apply for a District Office Permit through our District 3 Utility Office. Please contact Mr. Mark Loeffler for further coordination. Mr. Loeffler can be reached at 301-513-7350.

Thanks, Kwesi

Kwesi Woodroffe
Regional Engineer
District 3 Access Management
MDOT State Highway Administration
KWoodroffe@mdot.maryland.gov
301-513-7347 (Direct)
1-888-228-5003 – toll free
Office Hours
M-Thurs.: 6:30a-3:30p
Fr: 6:30a-10:30a
9300 Kenilworth Avenue,
Greenbelt, MD 20770
<http://www.roads.maryland.gov>





From: ePlan <ePlan@ppd.mncppc.org>

Sent: Monday, February 22, 2021 5:18 PM

To: Smith, Tyler <Tyler.Smith@ppd.mncppc.org>; Stabler, Jennifer <Jennifer.Stabler@ppd.mncppc.org>; Hall, Ashley <Ashley.Hall@ppd.mncppc.org>; Henderson, Tamika <Tamika.Henderson@ppd.mncppc.org>; Franklin, Judith <Judith.Franklin@ppd.mncppc.org>; Green, David A <davida.green@ppd.mncppc.org>; Masog, Tom <Tom.Masog@ppd.mncppc.org>; Barnett-Woods, Bryan <bryan.barnettwoods@ppd.mncppc.org>; Gupta, Mridula <Mridula.Gupta@ppd.mncppc.org>; Conner, Sherri <sherri.conner@ppd.mncppc.org>; PPD-EnvDRDreferrals <ppd-envdrdreferrals@ppd.mncppc.org>; Fields, Ernest <Ernest.Fields@ppd.mncppc.org>; Dixon, June <june.dixon@ppd.mncppc.org>; Chaconas, Sheila <Sheila.Chaconas@ppd.mncppc.org>; Holley, Edward <Edward.Holley@Pgparcs.com>; Larman, Brooke <Brooke.Larman@ppd.mncppc.org>; Hughes, Michelle <Michelle.Hughes@ppd.mncppc.org>; Reilly, James V <JVReilly@co.pg.md.us>; sltoth@co.pg.md.us; SLToth@co.pg.md.us; Rey DeGuzman (rsdeguzman@co.pg.md.us) <rsdeguzman@co.pg.md.us>; Giles, Mary C. <mcgiles@co.pg.md.us>; rlattivor@co.pg.md.us; Snyder, Steven G. <SGSnyder@co.pg.md.us>; mabdullah@co.pg.md.us; Formukong, Nanji W. <nwformukong@co.pg.md.us>; mtayyem@co.pg.md.us; SYuen@co.pg.md.us; tltolson@pg.co.md.us; swthweatt@co.pg.md.us; Adepoju, Adebola O. <aoAdepoju@co.pg.md.us>; Kwesi Woodroffe <KWoodroffe@mdot.maryland.gov>; Tania Brown <TBrown13@mdot.maryland.gov>; Gary Witherspoon <GWitherspoon1@mdot.maryland.gov>; maginnis@umd.edu; tgaskins@co.pg.md.us; AMGullickson@co.pg.md.us

Cc: Bossi, Adam <Adam.Bossi@ppd.mncppc.org>; Kosack, Jill <Jill.Kosack@ppd.mncppc.org>; Summerlin, Cheryl <Cheryl.Summerlin@ppd.mncppc.org>; Grigsby, Martin <Martin.Grigsby@ppd.mncppc.org>; Staton, Kenneth <Kenneth.Staton@ppd.mncppc.org>; Davis, Lisa <Lisa.Davis@ppd.mncppc.org>; Graham, Audrey <Audrey.Graham@ppd.mncppc.org>; Rotondo, Chris <Chris.Rotondo@ppd.mncppc.org>; Checkley, Andree <andree.checkley@ppd.mncppc.org>; Windsor, Theresa <Theresa.Windsor@ppd.mncppc.org>; Chanda Beaufort, R.L.A <beaufort@vika.com>; Hatcher, Christopher L. <clhatcher@lercheearly.com>

Subject: EPlan Acceptance of DSP-19041, DPLS-488, EAST PINES

All,

This is an EPlan ACCEPTANCE referral for **DSP-19041, DPLS-488, EAST PINES**. This case was officially accepted on, February 22, 2021. SDRC is scheduled for March 5, 2021

Please submit ALL comments to ADAM BOSSI(email attached).

DROPBOX LINK:

https://www.dropbox.com/sh/1j18x5bxsug3lxp/AACzs9HkoQ4t_2Qcejfc4Ktna?

[dl=0](#) (2-19-2021)

Donald R. Townsend

Senior Planning Technician | Development Review Division

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Prince George's County Planning Department

14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772

301-952-4688 | donald.townsend@ppd.mncppc.org



From: [Kwesi Woodroffe](#)
To: [Bossi, Adam](#)
Cc: [PGCReferrals](#)
Subject: RE: REGARDING: DSP-19041 DPLS-488 East Pines (SDRC Resubmission); SHA; KW
Date: Monday, March 29, 2021 9:12:20 AM
Attachments: [image012.png](#)
[image013.png](#)
[image014.png](#)
[image015.png](#)
[image016.png](#)
[image017.png](#)
[image019.png](#)
[image020.png](#)
[image021.png](#)
[image022.png](#)
[image023.png](#)
[image024.png](#)
[image025.png](#)
[image026.png](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Adam,

No major comments on the subject referral. The applicant will need to coordinate closely with the Purple Line project.

Thanks, Kwesi

Kwesi Woodroffe
Regional Engineer
District 3 Access Management
MDOT State Highway Administration
KWoodroffe@mdot.maryland.gov
301-513-7347 (Direct)
1-888-228-5003 – toll free
Office Hours
M-Thurs.: 6:30a-3:30p
Fr: 6:30a-10:30a
9300 Kenilworth Avenue,
Greenbelt, MD 20770
<http://www.roads.maryland.gov>



1 - WSSC STANDARD COMMENTS FOR ALL PLANS

Status as of 03/02/2021 04:02 PM

Type: Action

State: For Discussion

Created by: Adan Rivera
On: 03/02/2021 04:02 PM
Type: Action
State: For Discussion

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

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

2 - WSSC PLAN REVIEW COMMENTS

Status as of 03/02/2021 04:02 PM

Type: Action

State: For Discussion

Created by: Adan Rivera
On: 03/02/2021 04:02 PM
Type: Action
State: For Discussion

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

3 - Abandonment/Relocation

Created by: Jessica Wright
On: 03/03/2021 11:04 AM

This site is currently being served by existing and active water and sewer connections. This development will require the abandonment of existing on-site facilities. Coordinate the capping of connections to the WSSC water and sewer pipelines.

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

4 - Existing Water and Sewer

Created by: Jessica Wright
On: 03/03/2021 11:06 AM

Clearly show all existing water and sewer connections to WSSC mains that will need to be abandoned from existing buildings within the project area.

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

1 - Sewer Relocation

Created by: Jessica Wright
On: 03/03/2021 11:11 AM

This sewer is being relocated as part of DA6888K17.

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

2 - Existing Water & Sewer Information

Created by: Jessica Wright
On: 03/03/2021 11:13 AM

Show the pipe size, material, and WSSC contract number for all existing WSSC water and sewer mains.

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

3 - WSSC Replace Project In Vicinity

Created by: Jessica Wright
On: 03/03/2021 11:14 AM

A portion of the water main from Riverdale Road into 67th Avenue and the sewer main in Riverdale Road is programmed for replacement or abandonment under WSSC Contract DA6388K17. Your project is dependent on completion of this project.

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

4 - Purple Line

Created by: Jessica Wright
On: 03/03/2021 11:42 AM

Since the Maryland Transit Administration's (MTA) Purple Line traverses this project, it is the applicant's responsibility to coordinate with MTA on any proposed work in the vicinity of the Purple Line.

WSSC crossing and clearance standards may impact the development plan including impacts to proposed building layouts.

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

5 - Water and Sewer

Created by: Jessica Wright
On: 03/03/2021 12:12 PM

1. Provide proper protection of water and sewer mains that are below or parallel or cross other utilities.

2. Revise the plan to realign any water or sewer pipelines that conflicts with large storm drains, culverts, deep side ditches, etc. Maintain the required horizontal clearances from other utilities, retaining walls, sediment traps, street lights, paving, etc. See WSSC 2017 Pipeline Design

Manual Part Three, Section 3; Pipeline Crossings and Clearances.

3. Location of water pipelines shall not be located with the MTA Rail Line of Influence See WSSC 2017 Pipeline Design, Section 3; Pipeline Crossings and Clearances.

4. There are water and sewer main located on Riverdale Road and 67th Avenue. WSSC records indicate that there is an 8-inch Cast Iron (CI) water main and an 8-inch concrete sewer main on Riverdale Road and a 12-inch CI and an 8-inch sewer main (concrete or clay) on 67th Avenue. Prior to submittal of Phase 2 System Integrity review, it is the applicant's responsibility to test pit the line and determine its exact horizontal and vertical location as well as to verify the type of pipe material. The applicant's engineer is responsible for coordinating with WSSC for monitoring and inspecting test pits for this project.

5. For water and sewer pipelines 12-inch and smaller in diameter, provide a minimum separation from a building or dwelling the greater of the following: fifteen (15) feet horizontal separation or a distance on a 1:1 slope from the bottom of the foundation of the existing or proposed building or dwelling to the bottom edge of the pipeline trench.

6. Realign sewer service connection(s) to avoid environmental, storm water management facilities, ESD Devices, other utilities, landscaping, tree boxes and structures or paving impacts for future maintenance. See WSSC 2017 Pipeline Design Manual Part Three, Section 3; Pipeline Crossings and Clearances.

7. Realign service connections to avoid environmental, storm water management facilities, ESD Devices, other utilities, landscaping, tree boxes, lighting, and structures or paving impacts for future maintenance.

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

6 - Label Water and Sewer

Created by: Jessica Wright
On: 03/03/2021 01:52 PM

Label with information noted in "Existing Water & Sewer Information" comment.

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

7 - Separation

Created by: Jessica Wright
On: 03/03/2021 01:56 PM

Water pipelines 12-inch and smaller must be a minimum of 15 feet horizontal separation from any building or dwelling or a 1:1 slope from the bottom of the foundation of the existing or proposed building to the bottom edge of the pipeline trench.

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

8 - Metering - Mixed Use Buildings

Created by: Jessica Wright
On: 03/03/2021 01:59 PM

Where both residential and commercial units in the same building are served by single water service connection or multiple service connections forming into a single system on property, a minimum of two meters shall be installed, as set forth below, to allow for the separate registering or computations of residential unit and commercial unit water consumptions at the building. For mixed-use properties located in Prince George’s County, each residential unit must be metered separately. See 2019 Plumbing & Fuel Gas Code 111.5.8.1

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

9 - Purple Line Zone of Influence

Created by: Jessica Wright
On: 03/03/2021 02:10 PM

Location of sewer pipelines shall not be located with the MTA Rail Line of Influence See WSSC 2017 Pipeline Design Manual Part Three, Section 3; Pipeline Crossings and Clearances.

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

10 - Site Utility

Created by: Jessica Wright
On: 03/03/2021 02:13 PM

OUTSIDE METERS - 3-inch and larger meter settings shall be furnished and installed by the utility contractor in an outside meter vault. Show and label vault and required WSSC easement. WSSC prefers an outside meter in a vault, however and indoor meter may be allowed under certain conditions. See WSSC 2019 Plumbing & Fuel Gas Code 111.5.7 & 603.4.1.

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

11 - Easements

Created by: Jessica Wright
On: 03/03/2021 02:25 PM

1. WSSC easements must be free and clear of other utilities, including storm drain systems, ESD devices, gas, electric, telephone, CATV, etc., with the exception of allowed crossings designed in accordance with the WSSC 2017 Pipeline Design Manual. Landscaping and Hardscaping are also not allowed without approval. Under certain conditions (and by special request) the items listed above may be permitted within the WSSC easement. However, this will be evaluated on a case by case basis and if allowed, will require execution of a special agreement and/or Hold Harmless Agreement between WSSC and the developer.

2. The minimum horizontal clearance from a building to the outside diameter of a WSSC pipeline is 15-feet. The minimum spacing between adjacent buildings with both water and sewer lines between them must be 40-feet. In some cases where connections, fire hydrants, or deep water/sewer lines are involved, additional easement width is required.

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

12 - Environmental

Created by: Jessica Wright
On: 03/03/2021 02:28 PM

Geotechnical and Corrosion Submittal will be required. It appears that sources of stray current have been identified within 2,000 feet of this site. See WSSC 2017 Pipeline Design Manual Part Three, Section 20.

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

13 - General

Created by: Jessica Wright
On: 03/03/2021 02:30 PM

1. The proposed MTA purple Line traverses through/is in close proximity of this property. It is the Applicant's responsibility to coordinate with Maryland Transit Administration (MTA) on any proposed work in the vicinity of the Purple Line. These lines must be shown on design plans and adhere to WSSC's pipeline crossing and clearance standards. Refer to WSSC latest Pipeline Design Manual Part Three, Section 3. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including impacts to proposed street and building layouts.
2. WSSC replacement - WSSC has ongoing system improvement program in the project vicinity. The Applicant must coordinate with WSSC Pipeline Design Division at 301-20-8577.
3. When within the MTA Rail Line of Influence install the water and sewer pipelines in a casing pipe. See WSSC 2017 Pipeline Design Manual Part Three, Section 3; Pipeline Crossings and Clearances.
4. Follow WSSC Demolition/Abandonment procedures to obtain a County Raze Permit. Note: Failure to obtain an SDC fixture credit permit inspection prior to the removal of existing fixtures will result in the issuance of Basic Credit Only. To obtain System Development Charge (SDC) credits for existing plumbing fixtures, an SDC Fixture Count Inspection MUST be completed by a WSSC Regulatory Inspector BEFORE REMOVAL OF FIXTURES OR DEMOLITION of the structure. The inspection requires a permit which can only be obtained through a WSSC Registered Master Plumber. SDC Fixture Credit Procedures are available at the WSSC Permit Services website.
5. A proposed site development project was previously submitted to WSSC (DA6809Z19) and is a conceptually approved project. Contact Fred Mejias at (301) 206-8093 or fred.mejias@wsscwater.com for information.
6. Show and label all existing nearby water and/or sewer service connections that may be impacted by the proposed development.

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

14 - Hydraulic Comments

Created by: Jessica Wright
On: 03/03/2021 02:47 PM

1. See the attached Letter of Findings for existing WSSC project number DA6809Z19.
2. Site Utility System reviews are required for projects with proposed water connections greater than 2-inch or sewer connections greater than 4-inch. Contact the WSSC Permit Services Unit on (301) 206-8650 for submittal requirements or view our website.
4. A 8-inch and 12-inch water main is available to serve the proposed site. Contact the Permit Services Unit at (301) 206-8650 for details regarding applying for service connections or visit our website.
5. A 8-inch gravity sewer main is available to serve the proposed site. Contact the Permit Services Unit at (301) 206-8650 for details regarding applying for service connections or visit our website.
6. Sewer service is dependent on project number DA6388K17 being constructed and placed into service. The WSSC cannot guarantee that the above projects will be completed.

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

15 - Pool

Created by: Jessica Wright
On: 03/03/2021 03:46 PM

What is the size of the pool? How much will be discharged to the sewer? and how often?

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

16 - Excavation Support System Plan

Created by: Jessica Wright
On: 03/03/2021 03:49 PM

You will need to submit an Excavation Support System Plan (ESS) to WSSC for review during design plan submission since your project includes an underground parking garage and possible deep excavation which will require tiebacks in the area of existing or proposed WSSC mains.

If, however, the excavation support work will be done before the Design Plan Submission, it will be necessary to submit the plan as a Non-DR Plan to WSSC. No work should be done in the vicinity of WSSC mains until the ESS Plans have been reviewed by WSSC. If no ESS Plans are required for the project, the engineer should provide a letter from the Project Structural Engineer certifying that the building does not require it.

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



COMMISSIONERS
 Chris Lawson, Chair
 T. Eloise Foster, Vice Chair
 Fausto R. Bayonet
 Howard A. Denis

GENERAL MANAGER
 Carla A. Reid

September 20, 2019

DGV Apartments, LLC
 C/o Delwin Realty, LLC
 Attn: Gary Evans
 8455 Colesville Road
 Silver Spring, MD 20910

Re: Letter of Findings WSSC Project No. DA6809Z19, East Pines

Dear Mr. Evans:

A hydraulic planning analysis has been completed on the East Pines project. The project has been conceptually approved. Please refer to the enclosed 200'-scale sketch along with the summary table and list of conditions included in this letter, which provide the results of our analysis.

HYDRAULIC SUMMARY TABLE	
Proposed Development: 250 Apartments and 25,000 SF Retail	
200-ft Sheet: 207NE06	
SEWER	WATER
WWTP Service Area: Blue Plains	Hydraulic Zone Group: Prince George's Main
Mini-Basin Number: #08-017	Pressure Zone: 320A
	High Grade: 325 feet
	Low Grade: 288 feet

Washington Suburban Sanitary Commission

301-206-WSSC (9772) • 301-206-8000 • 1-800-828-6439 • TTY: 301-206-8345 • www.wsscwater.com

The following is a list of conditions that apply to this project and must be met before a Systems Extension Permit (SEP) will be issued.

PAY ABANDONMENT/RELOCATION COSTS

The development will necessitate the relocation / abandonment of existing WSSC facilities. Such work and related expenses will be the responsibility of the applicant. The applicant must take all necessary and appropriate steps to ensure continuous and uninterrupted service to existing WSSC customers.

MANDATORY REFERRAL PROCESS

This project may be subject to the Maryland-National Capital Park and Planning Commission's Mandatory Referral Program, depending on its planned water / sewer infrastructures and associated appurtenances. It is the Applicant's responsibility to contact the appropriate County's Department of Park and Planning for specific guidance and their standards for Mandatory Referral Review. During Phase 2 Design Review, WSSC must be notified, if the project is subject to the Mandatory Referral Process.

WSSC REPLACEMENT PROJECT IN THE VICINITY

Currently, WSSC has ongoing system improvement programs. A portion of the water main from Riverdale Road into 67th Avenue and the sewer main from Manhole #009U to Manhole # 010M is programmed for replacement/abandonment under WSSC Contract# **DA6388K17**. Your project is dependent on infrastructure improvements that coincide with WSSC improvement programs. WSSC cannot guarantee the schedule of replacement or rehabilitation. The Applicant must coordinate with WSSC Pipeline Design Division at 301-206-8577 prior to necessary infrastructure improvements for this project.

PROJECTS IN THE VICINITY OF MTA PURPLE LINE

The proposed MTA purple Line traverses in close proximity of this property. It is the Applicant's responsibility to coordinate with Maryland Transit Administration (MTA) on any proposed work in the vicinity of the Purple Line. These lines must be shown on design plans and adhere to WSSC's pipeline crossing and clearance standards. Refer to latest WSSC Pipeline Design Manual Part Three, Section 3. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including impacts to proposed street and building layouts.

SUBMIT SHEETING AND SHORING PLAN

Submit an Excavation Support System Plan (ESS) to WSSC for review if your project involves subsurface features such as an underground parking garage or a

deep excavation which will require tiebacks in the area of existing or proposed WSSC mains. This ESS Plan submission should be made at the time of Design Plan Submission. If, however, the excavation support work will be done before the Design Plan Submission, it will be necessary to submit the plan as a Non-DR Plan to WSSC. No work should be done in the vicinity of WSSC mains until the ESS Plans have been reviewed by WSSC. If no ESS Plans are required for the project, the engineer should provide a letter from the Project Structural Engineer certifying that the building does not require it.

SANITARY SEWER CONDITIONS

REQUIRED SANITARY SEWER MAIN SIZES

All sewer shall be 8-inch diameter gravity sewer.

EXTRA-DEPTH SEWER

Due to the topography / grade of the street, it will be necessary to construct extra-deep sewer ranging from 10 to 20 feet. See the latest WSSC Pipeline Design Manual, Section C-2.2, for easement width requirements for deep sewers. Any pipe deeper than 20 feet (trench bottom) will require a special design that takes into consideration future maintenance of the deep sewer.

SERVICE DEPENDENT ON OFF SITE CONSTRUCTION

Sewer service is dependent on Project No. **DA6388K17** being constructed and released for service. The WSSC cannot guarantee when this project will be completed.

WATER MAIN EXTENSION CONDITIONS

WATER AVAILABLE

An existing water main is available to provide service to this project. Water service may be obtained by constructing service connections without a public extension.

ISOLATION VALVES

Provide sufficient numbers of isolation valves on new mains to provide redundancy. Isolation valves are required on existing public mains when a proposed main connects to an existing public main. Keep valves *Open*. Numbers and exact location of valves will be determined during the Design phase.

USE OF MASTER METERS FOR RESIDENTIAL UNITS IN PRINCE GEORGE'S COUNTY

Pursuant to HB218, which was enacted June 1, 2018, condominium or cooperative ownership property projects located in Prince George's County may not be served

by a master meter for billing purposes. Each unit shall be provided with a separate billing meter. Any SU, MSU, SEP or Plumbing Plan that has not be submitted prior to this date is required to follow the new law. See the 2019 WSSC PLUMBING & FUEL GAS CODE for more information.

SERVICE DEPENDENT ON OTHER CONSTRUCTION

Water service is dependent on Project No. **DA6388K17** being constructed and released for service. The WSSC cannot guarantee when this project will be completed.

EASEMENT CONDITIONS

GENERAL

WSSC easements must be free and clear of other utilities, including storm drain systems, ESD devices, gas, electric, telephone, CATV, etc., with the exception of allowed crossings designed in accordance with the WSSC Pipeline Design Manual. Landscaping and Hardscaping are also not allowed without approval. Under certain conditions (and by special request) the items listed above may be permitted within the WSSC easement. However, this will be evaluated on a case by case basis and if allowed, will require execution of a special agreement and/or Hold Harmless Agreement between WSSC and the developer.

COORDINATION WITH OTHER BURIED UTILITIES

Refer to the latest WSSC Pipeline Design Manual Pages G-1 and G-2 for utility coordination requirements. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC easement unless specifically approved by WSSC. Longitudinal occupancy of WSSC easements (by other utilities) is not permitted. Proposed utility crossings of WSSC pipelines or easements that do not adhere to WSSC's pipeline crossing and clearance standards will be rejected at the design plan review phase. Refer to the latest WSSC Pipeline Design Manual Part Three, Section 3. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including impacts to proposed street and building layouts.

The applicant must provide a separate "Utility Plan" to ensure that all existing and proposed site utilities have been properly coordinated with existing and proposed WSSC facilities and easements. Upon completion of the site construction, any utilities that are found to be located within WSSC's easements (or in conflict with WSSC pipelines) must be removed and relocated at the applicant's expense.

IMPACTS DUE TO GRADING / PIPE LOADING CHANGES

Any grading change in pipe loading (including but not limited to proposed fill or excavation), adjustment to manhole rims, fire hydrant relocations, placement of

access roads or temporary haul roads, temporary sediment control devices, paving construction or construction related activity of any kind over an existing WSSC water or sewer main or within an existing WSSC easement requires **advance approval** by WSSC. Any proposed public street grade establishment plan (GEP) with an existing WSSC water or sewer main of any size located within the existing or proposed public street easement requires WSSC approval directly on the original GEP **prior to** approval of the GEP by the County Department of Public Works and Transportation. Any work (design, inspection, repair, adjustment, relocation, or abandonment) of existing WSSC facilities is done at the sole expense of the applicant / builder / developer. For Relocations work associated with a Systems Extension Project or a Site Utility Project, contact the Development Services Division. Please arrange for this review before plan submittal. See WSSC Design Manual C-11.

PROVIDE FREE EASEMENT TO WSSC

Easements across your property for water and sewer line placement must be provided at no cost to the WSSC. The Applicant shall execute and deliver on-property easements prior to plan approval in accordance with the Development Services Code, which shall constitute an irrevocable offer by the Applicant to convey all on-property easements to WSSC.

ADHERE TO MINIMUM EASEMENT WIDTHS

The minimum easement width for a normal (14 inches diameter or less) extension, either water or sewer, installed at normal depth is 20 feet. A minimum easement width of 30 feet is required when both normal-diameter water and gravity sewer lines are installed in the same easement at normal depth. Installation of deep or large water and / or sewer mains will require additional easement width. For minimum horizontal separation between a building and a WSSC pipeline, refer to the requirements in the latest WSSC Pipeline Design Manual, Part Three, Section 3.c.2. Based on WSSC requirements, the minimum spacing between adjacent buildings with both water and sewer lines between them should be at least 40 feet and, in some cases, greater when connections, fire hydrants, or deep sewer or water lines are involved. Balconies and other building appurtenances are not to be within the easement. Additionally, water and sewer pipeline alignment should maintain 5 feet horizontal clearance from storm drain pipeline / structures and other utilities.

CONNECTION AND SITE UTILITY CONDITIONS

SYSTEM DEVELOPMENT CHARGE (SDC) FIXTURE CREDIT

Fixtures verified by WSSC inspection prior to removal may result in credits toward SDC in a replacement structure. To obtain more information about SDC fixture credit, contact our Permits Services Unit at 301-206-4003.

MINIMIZE CONNECTION LENGTHS

The length of all connections should be minimized.

SITE UTILITY PROCESS REQUIRED

The Site Utility process is usually required for water lines greater than 2 inches in diameter or sewer lines greater than 4 inches. Contact Permit Services at 301-206-8650 or at www.wsscwater.com for more information on electronic submittal of Site Utility plans.

ENVIRONMENTAL CONDITIONS

The applicant must resolve all environmental issues directly with the Environmental reviewer. All outstanding environmental issues must be resolved prior to the Design Phase.

The next step in the process is Phase 2, Review for System Integrity. Contact Permit Services at 301-206-8650 or at www.wsscwater.com for more information on electronic submittal of System Integrity Review Packages. Should you wish to schedule a pre-design meeting, have any questions or concerns please feel free to contact me at 301-206-8093 or fred.mejias@wsscwater.com.

This Letter of Findings will expire if no “actions” are taken by the applicant over the 3-year period following the date of this letter. For definition of “actions”, see the latest Development Services Code, Section 405.1.1.

Mr. Evans
September 20, 2019
Page 7

Sincerely,

A handwritten signature in black ink, appearing to read "Wilfredo Mejias".

Fred Mejias, P.E.
Supervisor, Project Management
Development Services Division

Enclosure:

cc: Sunil Patel – VIKA Maryland, LLC
Ms. Beth O'Connell (beth.o'connell@wsscwater.com) - Development Section
Manager
Ms. Shirley Branch (sabbranch@co.pg.md.us) - Department of Permitting,
Inspections & Enforcement (DPIE)

Additional Back-up

For

DSP-19041 & DPLS-488

EAST PINES

PGCPB Agenda: 4/29/21
PGCPB Item #: 9 & 10
Application: East Pines, DSP-19041; DPLS-488; AC-21001
Reviewer Name: Adam Bossi

APPLICANT’S EXHIBIT
PROPOSED REVISIONS TO STAFF REPORT

The Applicant proposes all new language **bold underlined in blue** and all deleted language *italicized
~~stricken through in red.~~*

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 Parking and Loading Standards DPLS-488 to allow for a reduction in the number of parking spaces required by 250, from 553 to 303 spaces.
- B. APPROVE Detailed Site Plan DSP-19041 and Alternative Compliance AC-21001 for East Pines, subject to the following conditions:
 - 1. Prior to certification, the detailed site plan shall be revised, or additional information shall be provided, as follows:
 - a. Provide three loading spaces, as required by Section 27-582(a) of the Prince George’s County Zoning Ordinance.
 - b. Revise parking tabulations to demonstrate conformance with Section 27-566(b)(1) of the Prince George’s County Zoning Ordinance and show a minimum of eight handicap-accessible spaces are provided.
 - c. Revise the acreage for existing Lot 1 of Parcel A, Block T to read 3.11 acres on Sheet 3.
 - d. Label the acreage and plat reference for existing Lot 1, Block T, on Sheet 3.
 - e. Depict the unmitigated 65 dBA Ldn lines for upper and lower levels.
 - f. Revise General Note 5 to read 1 Parcel and 0 Lots.
 - g. Add the area in square feet and acres to the label for proposed Parcel 1.
 - h. Provide a legible label and recording reference for the perpetual easement for

overhead utilities located near the front of the property.

- i. Clearly delineate the boundary and extents of the perpetual easement Maryland State Highway Association Plat No. 59339.
- j. Add a general note stating, "Commercial uses must be consistent with those permitted in the C-S-C Zone."
- k. Identify the dedicated loading area for app-based taxi service or shared-ride services within the parking garage. This shared-ride location shall be designed to prevent the blockage of traffic flow in the garage and be in a well-lit and accessible area near the building entrance.
- l. Show the location of the 50 bicycle spaces within the garage and bike room and provide an additional bicycle rack for eight bicycles on the streetscape along Riverdale Road.
- m. Provide a list or table of the proposed private on-site recreation facilities with associated cost estimates to demonstrate the facilities proposed meet or exceed the \$256,000 threshold established by the preliminary plan of subdivision.
- n. Correct and revise the tree canopy coverage schedule to demonstrate conformance with Section 25-128(b), Tree Canopy Coverage Requirements. If additional trees are required to demonstrate conformance, the landscape plan shall be updated accordingly.
- o. Revise the landscape plan and the associated Section 4.7 schedule for the portion of the property line where the dog park is located. The applicant shall revise the plan to provide the required full 20-foot-wide landscaped bufferyard to be planted with double row staggered planting of predominantly evergreen trees of a minimum two species.
- p. Consider adding a small building-identity sign proximate to the rear building entrance.

~~2. Prior to certification of the detailed site plan, the Prince George's County Department of Parks and Recreation, and the Urban Design Section, as designees of the Planning Board, shall make the final determination on the viability of the public use access to the proposed dog park on the subject property. If it is determined that the public use for the dog park is achievable, the appropriate terms and conditions for the public use of the dog park, including registration of users and dogs, times of operation, other restrictions and liability, shall be incorporated into the Recreational Facilities Agreement for the on-site recreational facilities.~~

~~2.~~ 3. In consideration of the proffers made as a means of reducing the parking provided on-site, at time of building permit, the applicant shall provide written details to the Urban Design Section of implementing the proposed transportation demand management measures: ~~the proposed ongoing trip reduction activities:~~

- a. Unbundled parking-building tenants do not have to rent a parking space with an apartment, but have the option to do so.

- b. One parking space will be available for each residential dwelling unit should the tenant want to rent a parking space. If more than one space is desired for a particular unit, they will only be able to rent the second space when property management determines spaces are available.
 - c. Distribute a Washington Metropolitan Area Transit Authority (WMATA) SmarTrip card with \$50 fare or provide a one-year membership to a carshare service to each dwelling unit, to new employees of the building and retail employees during the initial lease-up of the building.
 - d. Designated Transportation Coordinator that will be responsible for coordinating transportation demand management strategies, including providing transportation information to tenants and employees, working with Prince George's County staff for transportation demand management outreach and promotion, and participating in local and regional events.
3. ~~4.~~ The applicant shall closely coordinate with the Maryland Transit Administration Authority and the Maryland State Highway Administration, to ensure a coordinated and cohesive design is envisioned ~~implemented~~ for the streetscape area to be provided along the site's frontage to be shared with the Beacon Heights-East Pines Purple Line Station.