

R E S O L U T I O N

WHEREAS, Metro City, LLC is the owner of a 39.68-acre parcel of land known as Parcels 210, 211, and 448, said property being in the 18th Election District of Prince George's County, Maryland, and being zoned Mixed Use Transportation Oriented (M-X-T) and Development District Overlay (D-D-O); and

WHEREAS, on January 26, 2021, Neal B. Bobys filed an application for approval of a Preliminary Plan of Subdivision for 72 lots and 16 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-19044 for Metro City 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 April 22, 2021, 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 April 22, 2021, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Type 1 Tree Conservation Plan TCP1-004-2017-01, and further APPROVED Preliminary Plan of Subdivision 4-19044 for 72 lots and 16 parcels with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision (PPS), the plan shall be revised to:
 - a. Express the total square feet for Parcel B, D, H, and I on the PPS, consistent with the total square feet provided in the general notes.
 - b. Correct the parcel reference on Note 23. Parcel "B" is not proposed to be dedicated to parkland.
 - c. Show the entire Cabin Branch Trail to be 8 feet in width.
 - d. Label all open space and road parcels to be conveyed to the community association.
 - e. Remove bridge structures from the PPS.

- f. Label Metro City Street as a private road parcel to be conveyed to the community association.
2. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings shall require approval of a new preliminary plan of subdivision, prior to issuance of any permits.
3. Development of the site shall be in conformance with the approved Stormwater Management Concept Plan (48903-2016-00) and any subsequent revisions.
4. Prior to approval of a final plat:
 - a. The final plat shall grant 10-foot-wide public utility easements along the public private rights-of-way.
 - b. The applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that a community association has been established for the subdivision. The draft covenants shall be submitted to the Subdivision Section to ensure that the rights of the Maryland-National Capital Park and Planning Commission are included. The Liber/folio of the declaration of covenants shall be noted on the final plat, prior to recordation.
 - c. The final plat shall reflect right-of-way dedication a minimum of 60 feet from the centerline along the property's frontage of Addison Road South.
5. Total development within the development areas accessing Rollins Avenue (Lots 1 through 72, plus development parcels G, H, and I) shall have a trip cap of 118 AM and 147 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new PPS, with a new determination of the adequacy of transportation facilities.
6. Total development within the development areas accessing Addison Road South (development parcels D, E, and J) shall have a trip cap of 455 AM and 730 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.
7. Prior to approval of the initial detailed site plan proposing development within Parcels D, E, or J, the applicant shall submit an acceptable traffic signal warrant study to the County for signalization at Addison Road South at the north and south site access points. The applicant should utilize a new 12-hour count, and shall analyze signal warrants under total future traffic, as well as existing traffic at the direction of the County. If a signal or other traffic control improvements deemed warranted at that time, including northbound left-turn lanes or northbound left-turn bypass lanes, or some other reconfiguration of the access points, the applicant shall bond the signal and any improvements with the County and install the signal and any improvements at a time when directed by the County.

8. The private road, with two points of access from Addison Road South, used to serve proposed Parcels D, E, and/or J, shall be designed and constructed in such a way to connect the two access points to create a private street loop to serve all three parcels. This configuration shall be reflected on the detailed site plan. Access from the subject property onto Addison Road South shall be limited to the two locations reviewed with this preliminary plan of subdivision.
9. Prior to certification of the preliminary plan of subdivision, the Type 1 tree conservation plan shall be revised, as follows:

- a. Add the following note directly under the woodland conservation worksheet:

“NOTE: This plan is in accordance with the following variance from the strict requirements of Subtitle 25-122(b)(1)(G), approved by the Planning Board on February 26, 2018 for the removal of the following 3 specimen trees: ST-45, a 30-inch Tulip Poplar, ST-46, a 32-inch Tulip Poplar and ST-47, a 50-inch Tulip Poplar. Specimen trees ST-10, a 33-inch Tulip Poplar and ST-38 a 31-inch Tulip Poplar were removed prior to this application with the Beaverdam Basin Sanitary Sewer System Rehabilitation project.”

10. At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the floodplain, as determined by the Prince George’s County Department of Permitting, Inspections and Enforcement, on August 11, 2017, and all stream buffers shall be reviewed by the Environmental Planning Section, prior to approval of the final plat. The following note shall be placed on the plat:

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

11. Prior to issuance of any permits which impact wetlands, wetland buffers, streams, or waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been completed, and associated mitigation plans.
12. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-004-2017-01). The following note shall be placed on the final plat of subdivision:

“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-004-2017-01), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are

available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department.”

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

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

14. Prior to approval of building permits, the applicant and the applicant's heirs, successors, and/or assignees shall convey to the community association, land, as identified on the approved preliminary plan of subdivision and detailed site plan. Land to be conveyed shall be subject to the following:

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

15. At the time of final plat, in accordance with Section 24-134(a)(4) of the Prince George's County Subdivision Regulations, approximately 5.95 acres of parkland, as shown on the preliminary plan of subdivision (Parcel K) shall be shown to be conveyed to the Maryland-National Capital Park and Planning Commission (M-NCPPC). The land to be conveyed shall be subject to the following conditions:
- a. An original, special warranty deed for the property to be conveyed, (signed by the Washington Suburban Sanitary Commission Assessment Supervisor) shall be submitted to the Subdivision Section of the Development Review Division of the Maryland-National Capital Park and Planning Commission, along with the application of the first record plat.
 - b. The M-NCPPC shall be held harmless for the cost of public improvements associated with land to be conveyed, including but not limited to, sewer extensions, adjacent road improvements, drains, sidewalks, curbs and gutters, and front-foot benefit charges, prior to and subsequent to, application of the building permit.
 - c. The boundaries and acreage of land to be conveyed to M-NCPPC shall be indicated on all development plans and permits, which include such property.
 - d. The land to be conveyed shall not be disturbed or filled in any way without the prior written consent of the Prince George's County Department of Parks and Recreation (DPR). If the land is to be disturbed, DPR shall require that a performance bond be posted to warrant restoration, repair, or improvements made necessary or required by M-NCPPC development approval process. The bond or other suitable financial guarantee (suitability to be judged by the General Counsel's Office, M-NCPPC) shall be submitted to DPR within two weeks, prior to applying for grading permits.
 - e. All waste matter of any kind shall be removed from the property to be conveyed. All wells shall be filled and underground structures shall be removed. The Prince George's County Department of Parks and Recreation shall inspect the site and verify that land is in an acceptable condition for conveyance, prior to dedication.
 - f. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to or owned by M-NCPPC. If the outfalls require drainage improvements on adjacent land to be conveyed to or owned by M-NCPPC, the Prince George's County Department of Parks and Recreation (DPR) shall review and approve the location and design of these facilities. DPR may require a performance bond and easement agreement, prior to issuance of grading permits.
 - g. No stormwater management facilities, or tree conservation or utility easements shall be proposed on land owned by or to be conveyed to M-NCPPC without the prior written consent of the Prince George's County Department of Parks and Recreation (DPR), who shall review and approve the location and/or design of these features. If such

proposals are approved by DPR, a performance bond, maintenance, and easement agreements shall be required, prior to issuance of grading permits.

16. Prior to acceptance of a detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following pedestrian and bicycle facilities and shall show the following facilities on the detailed site plan:
 - a. Eight-foot-wide sidewalks along the subject property's frontage of Addison Road South, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
 - b. Eight-foot-wide sidewalks along the subject property's frontage of Rollins Avenue, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
 - c. Bicycle lane along the subject property's frontage of Addison Road South, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
 - d. Bicycle lane along the subject property's frontage of Rollins Avenue, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
 - e. Minimum 6-foot-wide sidewalks on both sides of all internal streets, public or private, excluding alleys.
 - f. Perpendicular or parallel ADA-accessible curb ramps at all intersections.
 - g. Continental style crosswalks crossing the drive aisle at all vehicle access points.
 - h. Outdoor bicycle parking at the multifamily buildings, assistant living facility, commercial/retail spaces, and Parcel A directly north of townhouse lots 62–67.
17. Prior to acceptance of a detailed site plan for residential development in Phase 2, a noise analysis shall be submitted to demonstrate that the interior of all residential buildings will be mitigated to 45 dBA Ldn or less, and that all outdoor activity areas will be mitigated to 65 dBA Ldn or less.
18. Prior to issuance of building permits within the development areas accessing Addison Road South (Parcels D, E and/or J), the following road improvements shall (a) have full financial assurances, (b) have been designed per the appropriate operating agencies and (c) have been permitted for construction through the operating agency's access permit process:
 - a. Addison Road South and Walker Mill Road: Lengthen the southbound left-turn bay to provide adequate length in accordance with the Prince George's County Department of Permitting, Inspections and Enforcement requirements.

19. In accordance with the 2009 *Master Plan of Transportation* the applicant and the applicant heirs, successors and/or assignees shall construct the Cabin Branch Trail, as follows:
 - a. The western portion of the Cabin Branch Trail, from the sidewalk connection within the townhouse development up to the rear of Lot 68, shall be constructed during the development of Phase 1. This will include the trail connection up to the southwest property line and is shown on the applicant's Hiker/Biker Trail Exhibit as Hiker/ Biker Trail Part 1.
 - b. The remaining eastern portion of the Cabin Branch Trail, including the stream crossing, shall be constructed during Phase 2 of the development, and is shown on the applicant's Hiker/Biker Trail Exhibit as Hiker/Biker Trail Part 2.
20. Prior to a submission of a final plat of subdivision, the applicant and the applicant's heirs, successors, and/or assignees shall submit three original, executed public recreational facilities agreements (RFAs) for the construction of any master planned-trails to be constructed on land to be conveyed to The Maryland-National Capital Park and Planning Commission for approval by the Prince George's County Department Parks and Recreation (DPR). The RFA shall include appropriate assurances and triggers for construction to ensure completion of the facility. Upon approval by DPR, the RFA shall be recorded among the Prince George's County Land Records in Upper Marlboro, Maryland, with the recording reference noted on the final plat, prior to plat recordation.
21. The detailed site plan shall reflect the location and design of the Cabin Branch Trail, and its connections to the development phases, in accordance with the Prince George's County Parks and Recreation Facilities Guidelines, and establish appropriate triggers for construction.

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

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.
2. **Background**—The subject property is located on the east side of Rollins Avenue and west side of Addison Road South, approximately 4000 feet south of the Central Avenue and Addison Road South intersection. The property consists of 39.68 acres and is currently comprised of three parcels known as Parcels 210, 211, and 448, described in Liber 38876 at folio 310, Liber 40689 at folio 536, and Liber 40509 at folio 242, respectively. The property also includes an unnumbered lot known as Valle Gargan Subdivision, recorded in Plat Book WWW 19, page 41. The site is within the Mixed Use-Transportation Oriented (M-X-T) and Development District Overlay (D-D-O) Zones. The site is subject to the 2010 *Approved Subregion 4 Master Plan and Endorsed Sectional Map Amendment* (Subregion 4 Master Plan and SMA). This preliminary plan of subdivision (PPS) includes 72 lots and 16 parcels for 72 single-family attached units,

1,221 multifamily units (including 594 assisted living and elderly housing units), and 147,400 square feet of commercial development. The existing site is unimproved. The proposed development is subject to a PPS, in accordance with Section 24-107 of the Prince George's County Subdivision Regulations.

Section 24-121(a)(3) of the Subdivision Regulations requires that lots proposed on land adjacent to an existing or planned roadway of arterial or higher classification, shall be designed to front on either an interior street or a service road. The applicant requested approval of a variation from Section 24-121(a)(3), as three points of access into the subdivision are being proposed, two of which are from Addison Road South, a master plan arterial roadway. However, the access locations to Addison Road South are provided via private road connections and are not direct access driveways from the parcels included in the PPS. Therefore, the variation was determined to be unnecessary, and the applicant withdrew the variation at the Planning Board hearing.

3. **Setting**—The property is located on Tax Map 73 in Grids C2 and C3, in Planning Area 75A, is zoned M-X-T, and is within the D-D-O Zone of the 2000 *Approved Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity* (sector plan and SMA). The surrounding properties are primarily within residential zones. The abutting properties to the north of the subject site are located in the Mixed Use-Infill, Rural Residential (R-R), and One-Family Detached Residential (R-55) Zones, and are developed with residential uses. The properties east of the subject site are zoned Multifamily Medium Density Residential (R-18), Townhouse (R-T), and R-55, and are developed with residential uses. The abutting properties to the south are within the Light Industrial (I-1) and R-R Zones. The property within the I-1 Zone is primarily vacant and does not contain any permanent structures, and the property in the R-R Zone is developed with senior apartment housing. The properties to the west consist of a church and residential development within the R-55, R-18, and R-T Zones.
4. **Development Data Summary**—The following information relates to the subject PPS application and the proposed development.

	EXISTING	APPROVED
Zone	M-X-T/D-D-O	M-X-T/D-D-O
Use(s)	Residential	Single-Family, Multifamily (1,221 dwelling units), Commercial (147,400 sq. ft.)
Acreage	39.68	39.68
Lots	1	72
Parcels	3	16
Dwelling Units	N/A	1,293
Gross Floor Area	N/A	147,400
Variance	No	No
Variation	No	Yes 24-121(a)(3)

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case, as well as the applicant’s Variation request from Section 24-121(a)(3) was heard at the Subdivision and Development Review Committee (SDRC) meeting on February 19, 2021.

5. **Previous Approvals**—The site has a previously approved Conceptual Site Plan CSP-16001, which was approved by the Prince George’s County Planning Board (PGCPB Resolution No. 17-164) on December 14, 2017, for approximately 1,092,137 square feet, or up to 1.4 FAR (floor area ratio), of commercial and residential development. The Prince George’s County District Council affirmed the Planning Board approval on March 12, 2018, subject to six conditions. Those conditions pertinent to the review of this PPS are discussed in this resolution.

6. **Community Planning**—The subject site is within the Subregion 4 Master Plan and SMA. The 2014 *Plan Prince George’s 2035 Approved General Plan* (Plan 2035) and conformance with the Subregion 4 Master Plan are evaluated, as follows:

Plan 2035

The application is in the Established Communities Growth Policy area designated in Plan 2035. The vision for the Established Communities area is most appropriate for context-sensitive infill and low- to medium-density development (page 20).

Master Plan Conformance

The Subregion 4 Master Plan recommends medium-high density residential (8 to 20 dwelling units per acre) on the subject property.

SMA/Zoning

The sector plan applies the D-D-O Zone to the subject property via Prince George's County Council Resolution CR-61-2000. The site was rezoned from R-T to the M-X-T and D-D-O Zones in 2018 via CSP-16001. The development standards of the D-D-O Zone will apply and be reviewed with the detailed site plan (DSP) for the subject site.

Pursuant to Section 24-121(a)(5), this application conforms to the Subregion 4 Master Plan.

7. **Stormwater Management**—A Stormwater Management (SWM) Concept Approval Letter and associated plans (48903-2016-00) were submitted with the application for this site. This approval was issued for both Phase 1 (the western portion of the development accessed by Rollins Avenue) and Phase 2 (the eastern portion of the development being accessed by Addison Road South) of the Metro City project area on November 15, 2020, from the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). The plan shows the construction of porous/pervious pavers, bioretention, bioswales, infiltration, berms, and green roofs. No fee is required for on-site attenuation or quality control measures. This SWM approval expires November 15, 2023. In accordance with Section 24-130 of the Subdivision Regulations, development of the site shall conform with the approved SWM concept plan and any subsequent revisions, to ensure no on-site or downstream flooding occurs.

8. **Parks and Recreation**—This PPS was reviewed for conformance with the requirements and recommendations of CSP-16001, the Subregion 4 Master Plan, the 2017 *Land Preservation, Parks and Recreation Plan for Prince George's County*, and the 2013 *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*, as policies in these documents pertain to public parks and recreational facilities.

The proposed development is located approximately 540 feet south of the undeveloped Suitland-Capitol Heights Park, which provides a master plan hard surface trail to connect Addison Road South to Karen Boulevard. Rollins Avenue Park, located approximately 900 feet to the north of the subject site on Rollins Avenue, is currently being developed with Phase I, which includes a playground, tennis and basketball court, and pavilions. Phase II design of Rollins Avenue Park includes a dog park, loop trail, community garden plots, and an additional pavilion; however, there is no scheduled start date for Phase II development. The Prince George's County Department of Parks and Recreation (DPR) is also currently looking at opportunities to acquire additional properties to the west of Rollins Avenue Park, in order to provide a connection to the existing Capitol Heights Park, which is located further to the west. Other nearby park facilities include the Walker Mill Regional Park located approximately 1.4 miles east of the subject property, and Oakcrest Community Center, located approximately 1.45 miles to the west on Walker Mill Road.

The Subregion 4 Master Plan and SMA previously rezoned the subject property from the R-R and R-55 Zones to the R-T Zone and denotes that this subregion contains approximately 1,874 acres of local parkland at 54 developed parks and 15 undeveloped sites, which is insufficient to meet projected needs through 2030. The Subregion 4 Master Plan states that the region would need to add approximately 9,100 acres of parks to the inventory to adequately serve the residents.

Mandatory dedication of parkland, pursuant to Section 24-134(a) of the Subdivision Regulations, provides for the dedication of land, the payment of a fee-in-lieu, or on-site recreational facilities, as this development consists of a residential subdivision. Based on the proposed density of development, 15 percent of the net lot area could be required to be dedicated to the Maryland-National Capital Park and Planning Commission (M-NCPPC) for public parks, which equates to 5.95 acres.

The applicant is proposing to dedicate the full 5.95 acres of land to M-NCPPC. This area, identified on the plan as Parcel K, includes the area of a proposed trail connection between the two sections of development, and land for the future installation of the Cabin Branch Trail. The applicant will install the trail connecting the two sections, shown on the plan as a hiker/biker asphalt trail, and will include a bridge to cross Lower Beaverdam Creek. On the west side, the trail will terminate at a sidewalk within the townhouse community. On the east side, the trail will terminate at a sidewalk connecting pedestrians to the multifamily and commercial development, as well as a sidewalk proposed on Addison Road South. This connection will serve as a master plan realignment of the Cabin Branch Trail, due to challenges with topography and environmental features on the northeast portion of the property. The trail shall be 8 feet in width.

The statement of justification (SOJ) provided by the applicant for this PPS, submitted January 26, 2021, describes five on-site recreational facilities, including recreation provided for the assisted living facility, play areas for children, courtyards, and benches. Recent feedback from communities in this area have indicated a need or desire for the implementation of dog parks as a community recreational amenity. The applicant shall consider incorporating a dog park into the on-site recreational facilities portfolio for this community at the time of DSP.

The dedication of land to M-NCPPC will meet the requirements of Section 24-134(a).

9. **Bicycle and Pedestrian**—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the Subregion 4 Master Plan to provide the appropriate pedestrian and bicycle transportation facilities.

Existing Conditions, Sidewalks and Bike Infrastructure

Neither of the site’s frontages on Addison Road South or Rollins Avenue contain any existing bicycle or pedestrian facilities. The area under review for the subject application is not within a 2002 General Plan Corridor or a 2035 General Plan Center and is therefore not subject to Section 24-124.01 of the Subdivision Regulations and the “Transportation Review Guidelines – Part 2.”

The subject site is located within property zoned M-X-T and is subject to additional requirements at the time of DSP, as stated in Section 27-546(d)(7) of the Prince George’s County Zoning Ordinance, below.

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

Previous Conditions of Approval

CSP-16001 was approved by the Planning Board (PGCPB Resolution No. 17-164) on December 14, 2017 and is considered the parent case to the subject application. Condition 2 of CSP-16001 discusses bicycle and pedestrian improvements and is copied below:

- 2. At the time of detailed site plan and preliminary plan of subdivision as indicated, the applicant shall:**
 - a. Provide eight-foot-wide sidewalks along the subject site's entire frontages of both Addison Road and Rollins Avenue, unless modified by DPW&T.**
 - b. Provide bike parking at the entrance area to the multifamily buildings, including assistant living facility and commercial/retail spaces.**
 - c. Provide standard sidewalks along both sides of all internal roads, excluding private alleys, to the extent practical**

The applicant provided a site layout exhibit depicting pedestrian and bicycle transportation facilities and circulation, including 6-foot-wide sidewalks along both sides of all internal roads throughout the subdivision, consistent with the Prince George's County Department of Public Works and Transportation (DPW&T) Urban Standard Drawing (STD) 10.28, sidewalks along the subject property's frontage of Addison Road South and Rollins Avenue, and an 8-foot-wide minimum shared-use path along Cabin Branch. Bicycle parking is proposed at the entrance to multifamily buildings, assistant living facility, commercial/ retail spaces, and directly north of townhouse lots 62-67.

The applicant's site layout exhibit contains a legend displaying various icons indicating bicycle and pedestrian improvements. However, the legend does not label the icons corresponding to bicycle and pedestrian improvements. All bicycle and pedestrian facilities, including the 8-foot-wide sidewalks along the subject property's frontages of Addison Road South and Rollins Avenue, shall be shown on the DSP, prior to its acceptance. Ultimate construction of facilities within the public right-of-way will require the concurrence of DPIE.

Review of Master Plan Compliance

This development case is subject to the MPOT, which recommends the following facilities:

- Planned Bike Lane: Addison Road South, Rollins Avenue
- Planned Hard Surface Trail: Cabin Branch Trail

In addition, the Transportation Systems Section of the Subregion 4 Master Plan (page 232) lists the following goal:

Develop new roads and retrofit existing roads in conformance with the 1999 AASHTO Guide for the Development of Bicycle Facilities to the extent feasible and practical.

The applicant's submission provides an 8-foot-wide hiker/biker trail running east-west through the subject property, providing a non-motorized connection between the townhouse development and Addison Road South. The applicant's revised submission displays the trail head location to the west of Lot 56, whereas the applicant's original submission displayed the trail head adjacent to Rollins Avenue. This change is acceptable.

Upon reviewing the applicant's initial submission, staff recommended the applicant update plans to provide a bicycle lane along the subject property's frontage of Addison Road South and Rollins Avenue, subject to modification by DPIE, with written correspondence. In the submitted SDRS response letter (Scudder to Heath, March 1, 2021), the applicant indicated that they would provide "adequate sidewalk and a bike lane along the frontage of Addison Road South subject to DPIE's approval. Similarly, we will provide adequate sidewalk and a bike lane along the frontage of Rollins Avenue subject to DPIE's approval." However, the applicant's submission does not display these improvements. The applicant shall provide bicycle lanes and 8-foot-wide sidewalks along the frontage of Addison Road South and Rollins Avenue and depict these facilities on the DSP, prior to its acceptance. Ultimate construction of facilities within the public right-of-way will require the concurrence of DPIE.

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

Policy 1: Provide standard sidewalks along both 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*.

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

The property falls in the developed tier and will require sidewalks on both sides of all new internal roads, consistent with DPW&T standards. The submitted materials include DPW&T Road STD 100.28, which includes 6-foot-wide sidewalks. This road standard is found to be acceptable. The applicant provided a site layout exhibit displaying 6-foot-wide sidewalks within

the site on both sides of all new roads, continental-style crosswalks crossing the drive aisles at both points of vehicle entry along Addison Road South and Rollins Avenue, as well as parallel or perpendicular curb ramps at all locations within the subject site where sidewalks intersect with roads or streets. As discussed above, the site layout exhibit contains an incomplete legend. The site layout exhibit displays crosswalks crossing the drive aisles at the point of vehicle entry, but they are not labeled in the legend. All bicycle and pedestrian improvements, including crosswalks and curb ramps, shall be shown in the DSP, prior to its acceptance. Ultimate construction of facilities within the right-of-way will require the concurrence of DPIE.

The Transportation Recommendation Section of the Subregion 4 Master Plan makes the following recommendations:

Identify priority sidewalk corridors to parks, schools, Metro stations, and other activity centers where sidewalk construction is necessary to meet existing pedestrian needs. (p.233)

Provide sidewalks, neighborhood trail connections, and bicycle-friendly roadways to accommodate nonmotorized transportation (bicycling and walking) as the preferred mode for some short trips, particularly to transit stops and stations, schools, and within neighborhoods and centers (p.233)

Improve bicycle facilities around Metro stations in Subregion 4. Facilities needed include bicycle racks, lockers, and striping for designated bike lanes. (p.233)

The applicant's submission indicates sidewalks and bicycle lanes along the frontage of Addison Road South and Rollins Avenue, subject to DPIE's approval. The site layout exhibit displays bicycle and pedestrian facilities within the subject property. In addition, the applicant's submission displays a crosswalk crossing Addison Road South at the southeast bounds of the project site, providing a pedestrian connection to the Woods at Addison Apartment Homes, located at 6500 Ronald Road.

These bicycle and pedestrian facilities greatly enhance the capability for non-motorized transportation both on-site and in the immediate vicinity surrounding the subject property and conform to the master plan, pursuant to Section 24-121. Further, the Addison Road-Seat Pleasant Metro Station is approximately 0.65 mile north-northeast of the subject property and the Capitol Heights Metro Station is approximately 1.2 miles northwest of the subject property. The subject's use of new sidewalk facilities, trail connections, bicycle parking, and the recommended bicycle improvements along Addison Road South and Rollins Avenue furthers multimodal transportation in the area.

The applicant's submission displays a proposed hiker/biker trail, which runs east-west through the subject property. As previously discussed, the trail head location on the west side of development has been shifted from Rollins Avenue to the location directly south of townhouse Lots 40-47. An additional hiker/biker trail has been shown on the site layout exhibit and the PPS, originating at the southwest edge of the subject property directly south of Parcel 3,

running northeast and connecting with the original hiker/biker trail, directly southeast of Lot 67. The trail culminates along the eastern edge of the subject property at the northern point of vehicle entry along Addison Road South.

Based on the preceding findings, the pedestrian and bicycle transportation facilities that will serve the subdivision, meet the findings required by Subtitle 24 of the Prince George's County Code, and conform to the Subregion 4 Master Plan and the MPOT.

- 10. Transportation**—The PPS is required to create all lots and parcels being developed. Transportation-related findings related to adequacy are made with this application, along with any determinations related to dedication, access, and general subdivision layout. Access and circulation are proposed by means of the streets being dedicated plus several private streets and driveways.

The plan is being reviewed against prior plan CSP-16001.

Because the proposal is expected to generate more than 50 peak-hour trips, a traffic impact study (TIS) has been submitted. The traffic study was referred to the County (DPW&T and DPIE), as well as the Maryland State Highway Administration (SHA).

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 (CLV) of 1,600 or better.

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

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

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

Analysis of Traffic Impacts

The table below summarizes trip generation in each peak hour that will be used for the analysis and for formulating the eventual trip cap for the site. The proposed uses have the following trip generation (with the use quantities shown in the table as described in the submitted TIS). The trip

generation is estimated using trip rates and requirements in the “Transportation Review Guidelines, Part 1” (Guidelines) and *Trip Generation* (Institute of Transportation Engineers):

Trip Generation Summary, 4-19044, Metro City								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Rollins Avenue Development Pod								
Townhouses	72	units	10	40	50	38	20	58
Assisted Living	195	units	23	14	37	19	32	51
Elderly Housing	240	units	12	19	31	24	14	38
Total Rollins Avenue Pod			45	73	118	81	66	147
Addison Road South Development Pod								
Multifamily Apartments and Condominiums	627	units	63	263	326	244	132	376
Assisted Living	159	units	19	11	30	16	25	41
Total Residential Uses			82	274	356	260	157	417
Less Internal Trips between residential and retail uses			-10	-13	-23	-31	-45	-76
Net Residential Trips			72	261	333	229	112	341
Commercial/Retail	147,400	square feet	139	86	225	348	376	724
Less Internal Trips between retail and residential uses			-13	-10	-23	-45	-31	-76
Less Pass-Bv (40 percent AM and PM) for retail			-50	-30	-80	-121	-138	-259
Net Commercial Trips			76	46	122	182	207	389
Total Addison Road South Pod – net residential trips plus net commercial trips			148	307	455	411	319	730
Total Site Trips			193	381	573	493	385	877

The October 2020 TIS, with counts taken in September 2020, was submitted and accepted as part of this PPS. A revised TIS, with revised analyses to address agency comments, was submitted on March 16, 2021. 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 332 at Rollins Avenue	15.6*	32.5*	--
MD 214 at MD 332	396	888	A	A
MD 214 at Addison Road South	516	898	A	A
Addison Road South at Wilburn Drive	457	753	A	A
Addison Road South at site access north	Future	Future	--	--
Addison Road South at site access south	Future	Future	--	--
Addison Road South at Ronald Road	428	734	A	A
Walker Mill Road at Addison Road South	648	1,201	A	C
Walker Mill Road at MD 458	295	644	A	A
Walker Mill Road at Rollins Avenue	247	471	A	A
Rollins Avenue at Modupeola Way	9.4*	9.4*	--	--
Rollins Avenue at site access	Future	Future	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

Background traffic has been developed for the study area using a listing of nine approved developments in the area and a growth rate of 0.5 percent per year over six years. 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 332 at Rollins Avenue	13.9*	22.8*	--
MD 214 at MD 332	476	1,067	A	B
MD 214 at Addison Road South	660	1,175	A	C
Addison Road South at Wilburn Drive	676	1,017	A	B
Addison Road South at site access north	Future	Future	--	--
Addison Road South at site access south	Future	Future	--	--
Addison Road South at Ronald Road	585	998	A	A
Walker Mill Road at Addison Road South	775	1,450	A	D
Walker Mill Road at MD 458	361	744	A	A
Walker Mill Road at Rollins Avenue	294	542	A	A
Rollins Avenue at Modupeola Way	9.8*	9.8*	--	--
Rollins Avenue at site access	Future	Future	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

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

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 332 at Rollins Avenue	15.6*	32.5*	--	--
MD 214 at MD 332	541	1,161	A	C
MD 214 at Addison Road South	769	1,297	A	C
Addison Road South at Wilburn Drive	872	1,287	A	C
Addison Road South at site access north (standards for passing are shown in parentheses)				
Delay Test (50 seconds or fewer)	48.9*	592.1*	Pass	Fail
Minor Street Volume Test (100 or fewer)	--	220	Pass	Fail
CLV Test (1,150 or fewer)	--	1,245	Pass	Fail
Addison Road South at site access south (standards for passing are shown in parentheses)				
Delay Test (50 seconds or fewer)	36.8*	917.9*	Pass	Fail
Minor Street Volume Test (100 or fewer)	--	236	Pass	Fail
CLV Test (1,150 or fewer)	--	1,528	Pass	Fail
Addison Road South at Ronald Road	643	1,149	A	B
Walker Mill Road at Addison Road South	849	1,562	A	E
Walker Mill Road at MD 458	401	791	A	A
Walker Mill Road at Rollins Avenue	334	587	A	A
Rollins Avenue at Modupeola Way	10.5*	10.6*	--	--
Rollins Avenue at site access	9.8*	10.6*	--	--
*In analyzing two-way stop-controlled intersections, a three-step procedure is employed in which the greatest average delay in seconds for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume is computed and compared to the approved standards. According to the "Guidelines", all three tests must fail in order to require a signal warrant study.				

With the exception of the two proposed site access points along Addison Road South, it is found that all critical intersections operate acceptably under total traffic in both peak hours. The applicant is advised to conduct a traffic signal warrant study and install a signal or other needed improvement, as warranted.

A trip cap consistent with the trip generation assumed for the site is required. Given that the two pods of development along Rollins Avenue and Addison Road South affect a very different set of intersections and do not have internal vehicular connections, it is determined that the two development areas should have two separate trip caps. The development accessing Rollins Avenue (Lots 1 through 72, plus development parcels G, H, and I) shall have a trip cap of 118 AM and 147 PM peak-hour vehicle trips. The development accessing Addison Road South (development parcels D, E, and J) shall have a trip cap of 455 AM and 730 PM peak-hour vehicle trips.

Agency Comments on Traffic Impact Study (TIS)

By letter dated March 2, 2021 (Giles to Heath), DPIE provided 10 comments on the TIS. The comments are addressed below:

- The first and second comments concur with recommendations of the study, and these comments are acknowledged.
- The third and fourth comments suggest that left-turn queue lengths will exceed the available left-turn area at the Addison Road South/Walker Mill Road and the Rollins Avenue/Walker Mill Road intersections. The applicant has provided additional simulation analyses, and indicates that while lengthening the left-turn bay at Addison Road South/Walker Mill Road is necessary and recommended, the Rollins Avenue/Walker Mill Road intersection does not require a longer left-turn bay. The applicant shall provide a longer left-turn bay at Addison Road South/Walker Mill Road.
- The fifth comment suggests that the TIS is assigning retail traffic to private streets within Brighton Place. However, all through streets within Brighton Place (PPS 4-04011) are dedicated public streets, and they connect to Addison Road South via other public streets. Also, any internal trips between retail and residential are limited to the development pod along Addison Road South; the development pod along Rollins Avenue has no reduction for internal retail trips. No adjustment to the traffic analysis is needed.
- The sixth comment indicates that a development, Quincy Commons (PPS 4-06098), is unbuilt and should have been included in background development. This information was revised and included in the analyses.
- The seventh comment states that a heavy northbound left-turn volume at Addison Road South/site access north requires a left-turn bay or a northbound bypass lane. It is found that the clause “or other traffic control improvements” covers this need. It is also found that DPIE’s access authority covers this type of improvement. However, the above clause shall be modified to make reference to a northbound left-turn bay or bypass lane.
- The eighth comment would require a minimum 26-foot-wide pavement for Metro City. This is the proposed street connecting to Rollins Avenue. The most recent submission shows a 27-foot pavement width from the cul-de-sac to private street Parcel N, and a 34-foot pavement width from private street Parcel N to Rollins Avenue. This is consistent with this requirement; DPIE shall determine striping within the pavement provided.
- The ninth comment requires that the Addison Road South/site access south intersection has traffic movements limited to a right-in/right-out (RIRO). While this change in combination with the seventh comment is supported, it is noted that both site access points along Addison Road South are under the jurisdiction of DPIE. The applicant will be required to conduct warrant studies at both access points, and the ultimate

configuration, traffic control, and lane use at this location will be reviewed and approved by DPIE.

- The tenth comment refers to the P-403 master plan facility, and recommends that it be deleted within this property. This is agreed, and there is discussion below with regard to the master plan.

By letter dated March 19, 2021 (Rigby to Lenhart) SHA provided 15 comments on the TIS. The comments are addressed below:

- Comments 3, 6, and 12 are observations and do not require a response.
- Comments 7, 8, 13, and 14 concern the access points along Addison Road South. The applicant has modified the access scheme, and the comments have been addressed.
- Comments 1, 2, and 9 concern the counts. All counts were taken in accordance with current Planning Department policy, as provided in the September 3, 2020 Development Review Bulletin. The wide-reaching impacts of the pandemic have affected counts across Prince George's County, and while some peak-hour traffic counts are approaching pre-pandemic levels, counts in other areas continue to be low. The September 3, 2020 Bulletin establishes a correction factor to be applied for a defined period of time uniformly across the County.
- Comments 4 and 5 refer to background development. Neither of the developments referenced is large, and changes to the trip distributions would not have a significant impact on the results of the traffic study.
- Comments 10 and 11 question the way in which the traffic study was conducted. The traffic study was done in accordance with the Guidelines. Signalized intersections are required to use a CLV analysis, and other tools are not required to be used, although applicants may be required to use other analyses for purposes of permitting through operating agencies. Likewise, applicants preparing a traffic study are not allowed to utilize conditioned improvements by other developments unless such improvements are bonded, permitted, and scheduled for construction.
- Comment 15 concerns the Addison Road South/Walker Mill Road intersection. This was addressed as the third/fourth DPIE comment.

Master Plan and Site Access

Addison Road South is a master plan arterial facility. Right-of-way dedication of 60 feet from centerline is reflected on the plan; however, DPW&T has a design for future widening of this roadway associated with a Capital Improvement Program project. In the area of proposed Parcels D, E, O, and J, the plans for the Addison Road South widening show the ultimate right-of-way extending up to 80 feet west of the existing centerline, but this right-of-way is not reflected on the plans. The shift in this area away from the existing centerline of Addison Road

South appears to be needed to avoid existing residences on the east side of Addison Road South. The Site Layout Exhibit provided by the applicant shows proposed buildings that would extend into this area. However, the existing dedication from centerline was accepted as reflected on the current plans for the following reasons:

- The master plan as published only shows the future right-of-way centered on Addison Road South, with no indication of a revised alignment in this area.
- Likewise, PGAtlas.com, the Department's public geographic application, has always shown the future right-of-way centered on Addison Road South.
- Legally, the Planning Board cannot compel an applicant to give up more than 60 feet of right-of-way, and should typically be seeking reservation for larger swaths of right-of-way.
- Largely due to budgetary reasons, the County has indicated little desire to seek or support new reservation areas next to County-maintained roadways.

Rollins Avenue is a master plan primary facility. Adequate right-of-way dedication of 30 feet from centerline is reflected on the plan.

The master plan shows an additional primary roadway (P-403) affecting this property, which is an extension of Victorianna Drive. Given that the function of connecting Victorianna Drive to Rollins Avenue was accomplished with the Addison Road South development, this additional primary roadway is no longer needed or desirable, and there is no need whatsoever to reflect that roadway on this plan.

The PPS reflects a public roadway, named as Metro City Street, providing access to Phase 1 of the development from Rollins Avenue. This roadway will provide direct driveway access to townhouse lots and DPIE has advised that no public maintenance of this roadway will be feasible. The applicant shall revise the PPS to reflect Metro City Street as a private right-of-way parcel to be conveyed to the community association to ensure its maintenance. Access via private roads to serve the development lots proposed in this application is permissible in the D-D-O Zone, pursuant to Section 24-128(b)(8) of the Subdivision Regulations.

Variation Request

A variation request from Section 24-121(a)(3) was submitted by the applicant, as access from Addison Road South (A-33) is being proposed for Phase 2 of the development.

Section 24-121(a)(3) requires that lots proposed on land adjacent to an existing or proposed planned roadway of arterial or higher classification be designed to front on either an interior street or service roadway. The applicant submitted an SOJ dated February 25, 2021. The parcels in Phase 2 of this PPS have been designed to front on a private road and, pursuant to Section 24-128(b)(8), lots to be accessed from a private road are permissible within a D-D-O Zone. The 24-foot-wide private road is designed as a loop connection through the development pod, providing access at two locations along Addison Road South. As a result,

the variation is not needed, and the applicant withdrew the variation request at the Planning Board hearing.

Previous Approvals

CSP-16001 contains two traffic-related conditions which merit discussion at this time, as follows:

5. **Prior to issuance of building permits with the subject property, the following road improvements shall (a) have full financial assurances, (b) have been designed per the appropriate operating agencies and (c) have been permitted for construction through the operating agency's access permit process:**
 - a. **MD 214 and Addison Road: The applicant has identified two options that mitigate the site's impact and result in a CLV of less than 1,600.**
 1. **Option 1 involves the construction of an eastbound right-turn lane on MD 214 at Addison Road.**
 2. **Option 2 involves the construction of a westbound double-left-turn lane on MD 214 at Addison Road.**

This improvement, regardless of the option chosen, shall be phased with the development, and the appropriate phasing shall be determined at the time of preliminary plan review. Because the improvement offers two options, and the selected option should be clarified further at the time of preliminary plan review. It is advised that the "Transportation Review Guidelines" require further feasibility analysis, and this must be provided at the time of preliminary plan review.

This condition is being modified at the time of PPS, pursuant to Section 27-546(d)(9), to be deleted. Under Total Traffic, the intersection of MD 214 (Central Avenue) and Addison Road South is shown to operate at LOS A during the AM peak hour and LOS C during the PM peak hour.

- b. **Addison Road at the north and south site access points: At a time to be determined at the time of preliminary plan of subdivision, the applicant shall submit an acceptable traffic signal warrant study to the County for signalization at each of these locations. The applicant should utilize a new 12-hour count, and should analyze signal warrants under total future traffic as well as existing traffic at the direction of the County. If a signal or other traffic control improvements deemed warranted at that time, the applicant shall bond the signal with the County and install it at a time when directed by the County.**

This condition is being carried forward. The intersections both fail the three-tier test for unsignalized intersections. The signal warrant studies will be required prior to any DSPs proposing development within proposed Parcels D, E, or J, and the installation of signalization or other required improvements shall be determined by DPIE. For the record, it is noted that DPIE has the authority to determine the ultimate configurations and traffic controls at each of these access points.

c. Addison Road and Walker Mill Road: Reconfiguration of the westbound approach of Walker Mill Road, to consist of one left-turn lane and one shared left/right-turn lane.

This condition is being modified at the time of PPS, pursuant to Section 27-546(d)(9), to be modified. Under Total Traffic, the intersection of Walker Mill Road and Addison Road South is shown to operate at LOS A during the AM peak hour and LOS E during the PM peak hour. However, DPIE has indicated that the left-turn queue lengths will exceed the available left-turn area at the Addison Road South/Walker Mill Road intersection. The applicant provided additional simulation analyses, and indicates that lengthening the southbound left-turn bay at Addison Road South/Walker Mill Road is necessary and shall be required.

6. A revised traffic study shall be required and submitted with the acceptance of the preliminary plan of subdivision, covering the same scope utilized for this plan. The study shall utilize current counts per the "Transportation Review Guidelines," and shall appropriately address the Maryland Department of Transportation and the Prince George's County Department of Public Works and Transportation comments on the current study. Additionally, the study shall provide a feasibility analysis for the options recommended for improving the MD 214/Addison Road intersection, to assist in a determination of the most appropriate improvement.

A new TIS was done, as directed by this condition. Current counts were taken; these counts were factored, in accordance with the Maryland Department of Transportation's policies. State and County comments on the prior study were adequately addressed with the new study. While the prior study provided alternatives for improving the MD 214/Addison Road South intersection, under Total Traffic in the current study this intersection was shown to operate at acceptable levels of service of LOS A during the AM peak hour and LOS C during the PM peak hour. Therefore, no improvements are required.

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

11. **Schools**—This PPS was reviewed for impact on school facilities, in accordance with Section 24-122.02 of the Subdivision Regulations and CR-23-2001. The proposal includes 240 senior residences and 354 assisted living units. Elderly housing operated in accordance with state and federal Fair Housing law is exempt from the schools’ test. Thus, 594 units of the 1,293 proposed dwelling units are exempt from the schools’ test. The subject property is located within School Cluster 3, which is located within the I-95/I-495 Capital Beltway. The analysis and the results are as follows:

Impact on Affected Public School Clusters Single-family/Multifamily Dwelling Units

Affected School Clusters #	Elementary School Cluster 3	Middle School Cluster 3	High School Cluster 3
Total Dwelling Units	1221*	1221*	1221*
Townhouse (SFA)	72	72	72
Townhouse (PYF)	0.114	0.073	0.091
SFD * PYF	8.20	5.25	6.52
Multifamily Dwelling (MF)	627	627	627
Multifamily (PYF)	.162	.089	.101
MF * PYF	101.6	55.8	63.3
Total Future Subdivision Enrollment	109	61	70
Adjusted Enrollment in 2019	7,030	2,471	3,540
Total Future Enrollment	7,139	2,532	3,610
State Rated Capacity	9,204	2,610	4,713
Percent Capacity	78%	97%	77%

Note: *594 units of elderly housing operated in accordance with state and federal Fair Housing law is exempt from the schools’ test, in accordance with Section 24-122.02.

Section 10-192.01 of the Prince George’s County Code establishes school surcharges and an annual adjustment for inflation, unrelated to the provision of Subtitle 24. The current amount is \$9,770 per dwelling if a building is located between I-95/I-495 and the District of Columbia; \$9,770 per dwelling if the building is included within a basic plan or CSP that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$16,748 per dwelling for all other buildings. This project is inside of the I-495

Capital Beltway; thus, the surcharge fee is \$\$9,770 per dwelling unit. 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, police, water and sewerage, as well as 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 8, 2021 (Thompson to Heath), incorporated by reference herein.
13. **Public Utility Easement (PUE)**—Section 24-122(a) requires that, 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 subject site fronts on the public rights-of-way of Addison Road South and Rollins Avenue and includes an internal network of private streets. The applicant is also proposing an internal private right-of-way to serve Phase 1, shown as Metro City Street on the PPS, and Phase 2 of the development. Section 24-128(b)(12) requires that 10-foot-wide PUEs be provided along one side of all private streets. The required PUEs are delineated on the PPS along the private streets, as well as the public rights-of-way Addison Road South and Rollins Avenue.

14. **Historic**—The subject property was part of the Seat Pleasant plantation occupied by Thomas Owen Williams. Large tobacco plantations dominated the Seat Pleasant landscape throughout the 1700s and 1800s. Seat Pleasant was a 452-acre land grant surveyed for Thomas Gantt, III, on February 18, 1765, and patented on May 26, 1767. Seat Pleasant was carved out of earlier land grants known as Good Luck and Father’s Gift. Thomas Owen Williams acquired 250 acres of the Seat Pleasant survey from Thomas Gantt on June 21, 1777. The subject property is located within the bounds of Williams’ Seat Pleasant plantation. His house was located on what is now the site of St. Margaret’s School, to the north of the subject property on Addison Road South. This house and its various quarters for the plantation’s enslaved laborers and outbuildings are documented in the 1798 Federal Direct Tax records. In the late 1700s, 38 enslaved laborers worked on the Seat Pleasant plantation. Thomas Owen Williams died in 1818, and he devised the Seat Pleasant plantation to his daughter, Mary, who married Thomas Berry. The Seat Pleasant plantation remained in the Berry family until 1873, when 736 acres were sold to Benjamin Lowndes Jackson, William Bladen Jackson, and George J. Seufferle. The land was then subdivided, and the community was named for the early 19th-century estate of the Williams and Berry families. The 1873 plat shows several buildings including houses, farms, outbuildings, cabins, a store, and a blacksmith shop, reflecting the rural nature of the area.

Lindsay S. Perkins acquired Lots 23 and 24 of Murdaugh and Whiting's Subdivision of Lots 1, 2, and 4 of Jackson's Subdivision of "Seat Pleasant" in 1899, which encompass the existing property. In 1906, Perkins purchased Lot 22 and part of Lot 21 of Murdaugh and Whiting's

Subdivision of Lots 1, 2, and 4 of Jackson's Subdivision of "Seat Pleasant." The 1940 Franklin Atlas shows three houses on Perkins' land at that time.

The remnants of a foundation, which is possibly related to an outbuilding associated with a house constructed by Lindsay Perkins, is located in the northeast corner of the site within the bounds of the proposed Parcel O. A former Secret Service agent, Lindsay Perkins, died at the age of 70 on June 3, 1934. His widow, Magda, and son, Edgar A. Perkins, continued to reside in the house after his death. Edgar A. Perkins was the proprietor of a real estate company. Edgar A. Perkins sold his 37 acres in Seat Pleasant to Rollins Investment, Inc. in 1952. The property changed hands several times until acquired by Metro City, LLC in 2017.

Previous Approvals

Condition 3 of CSP-16001 discussing archeological investigation is copied below:

- 3. **Prior to acceptance of the preliminary plan of subdivision, Phase I (Identification) archeological investigations, according to the Planning Board's *Guidelines for Archeological Review (May 2005)*, shall be submitted for the above-reference property to determine if any cultural resources are present. Evidence of The Maryland-National Capital Park and Planning Commission (M-NCPPC) concurrence with the final Phase I report and recommendations is required prior to approval of the preliminary plan.**

A Phase I archeology survey was conducted on 18.7 acres of the subject property by the applicant's archeology consultant in December 2019. Two moderate- to high-probability areas located to the east and west of Cabin Branch were surveyed. One new archeological site, 18PR1156, was recorded. Site 18PR1156 was located on the eastern edge of the property, next to Addison Road South. The site comprised the remains of a small brick and cinderblock foundation and a brick-lined well with a concrete cap. The concrete cap on the well was inscribed with "L. S. Perkins 1920."

The archeological investigations indicate extensive modern disturbance to site 18PR1156, and no further work was recommended. The Planning Board concurs with the report's findings and conclusions that no additional archeological investigations are necessary on the subject property.

- 15. **Environmental**—The following applications and associated plans have been reviewed for the subject site:

Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
NRI-045-2016	N/A	Staff	Approved	6/10/2016	N/A
CSP-16001	TCP1-004-2017	District Council	Approved	3/12/2018	17-164
4-19044	TCP1-004-2017-01	Planning Board	Approved	4/6/2021	2021-53

Proposed Activity

The applicant requested approval of a PPS and a Type 1 tree conservation plan (TCP1) for construction of a mixed-use development consisting of 72 lots and 16 parcels for a single-family attached development of 1,221 multifamily units and 147,400 square feet of retail commercial space.

Grandfathering

This project is subject to the current environmental 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

This 36.67-acre site is located on the west side of Addison Road South, approximately 4,000 feet south of the intersection with Central Avenue, in Capitol Heights. The site is currently vacant. A review of the available information indicates that the property is bisected by the Cabin Branch stream, a tributary of the Lower Beaverdam Creek, which ultimately flows to the Anacostia River. In addition, non-tidal wetlands, steep slopes, and primary management area (PMA) are mapped on this property. The Sensitive Species Project Review Area map received from the Maryland Department of Natural Resources Natural Heritage Program shows no rare, threatened, or endangered species found to occur on, or near this property. The potential for forest interior dwelling species habitat is mapped on-site. The site is located within the Environmental Strategy Area 1 of the Regulated Environmental Protection Areas Map as designated by Plan 2035. The 2017 *Countywide Green Infrastructure Plan of the Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* (Green Infrastructure Plan) shows that the entire property contains both regulated and evaluation network features, based on the stream and associated wetlands, steep slopes, and buffers.

Previous Approvals

The environmental conditions of approval found in CSP-16001 have been partially addressed, as follows:

4. **At the time of preliminary plan of subdivision, the applicant shall provide a detailed assessment of the primary management area (PMA) impacts, including consistent tabulations and the area of steep slope disturbance within the PMA.**

After communications with DPIE and further engineering, a revised SOJ for PMA impacts were submitted for review with this PPS application. The proposed impacts were compared to the previously approved PMA impacts. Two areas were minimally expanded, and one area was removed. A detailed evaluation of this information is provided under the Environmental Review section of this finding.

Master Plan Conformance

Subregion 4 Master Plan

The site is located within the Subregion 4 Master Plan and the Addison Road Metro Town Center D-D-O. The Subregion 4 Master Plan's Environmental Infrastructure section contains goals, policies, and strategies. The following guidelines have been determined to be applicable to the current project.

Policy 1: Protect, preserve, and enhance the identified green infrastructure network within Subregion 4.

According to the approved Natural Resources Inventory NRI-045-2016, the site contains regulated environmental features within or adjacent to the subject property. The entirety of the site is within the Green Infrastructure Plan network containing Regulated Areas and Evaluation Areas. The Regulated Areas are found along the stream system. The TCP1 proposes the woodlands as being saved in this area with limited clearing. The Evaluation Areas are proposed to be impacted, due to the steep slopes and the grading needed for development. There are areas of the Evaluation Areas adjacent to the Regulated area that are proposed to remain as woodlands.

Policy 2: Minimize the impacts of development on the green infrastructure network and SCA's.

Development is focused outside of the PMA. During the CSP review, PMA impacts were reviewed and approved. The applicant provided a revised SOJ for PMA with further engineered adjustments of the previously approved impacts. Impacts have been evaluated further in the Environmental Review section of this finding.

Policy 3: Restore and enhance water quality in areas that have been degraded and preserve water quality in areas not degraded.

The applicant proposes to construct permeable pavers, micro-bioretenion facilities, bioswales, infiltration berms, and green roofs for both phases of the project. This SWM concept was approved by DPIE (48903-2016-00). No fee is required for the proposed on-site attenuation/quality control measures. This SWM approval expires November 15, 2023.

Policy 4: Improve the base information needed for the county to undertake and support stream restoration and mitigation projects.

The site has an approved NRI that details existing conditions of the site. The subject property has one stream system on-site and the TCP1 does propose to impact this stream for a connection to an existing sanitary sewer main. This existing sewer line is located to the west of the stream and this utility right-of-way will remain open. No stream restoration or mitigation is proposed as part of this application.

Policy 5: Require on-site management of stormwater through the use of environmentally sensitive stormwater management techniques (i.e., fully implement the requirements of ESD) for all development and redevelopment projects.

The applicant proposes to construct permeable pavers, micro-bioretenion facilities, bioswales, infiltration berms, and green roofs for both phases of the project. This SWM concept was approved by DPIE (48903-2016-00). No fee is required for the proposed on-site attenuation/quality control measures. This SWM approval expires November 15, 2023.

Policy 6: Assure that adequate stream buffers are maintained and enhanced and utilized design measures to protect water quality.

The subject property is maintaining the existing wooded stream buffer, with minimal proposed impacts. Several impacts were previously approved with CSP-16001 and include site access, structures, and associated retaining walls, for the installation of SWM devices with outfalls, and a sewer connection. A sewer connection is proposed with this application. A master-planned trail is required within the stream system, as part of this project; however, the alignment has not been established and will be required at time of DSP. Minimization of impacts to stream buffers for the installation of the trail will be evaluated with the DSP.

Policy 7: Reduce air pollution to support public health and wellness by placing a high priority on transit-oriented development and transportation demand management (TDM) projects and programs.

Air quality is a regional issue that is currently being addressed by the Council of Governments.

Policy 8: Reduce adverse noise impacts so that the State of Maryland's noise standards are met.

The project proposes to construct mixed use development with single-family attached units and multifamily units. The site has frontage on Addison Road South, which is identified as an arterial roadway, and Rollins Road, which is identified as a primary roadway. Section 24-121(a)(4) requires residential lots adjacent to existing or planned roadways of arterial classification be platted with a minimum depth of 150 feet. All of the proposed parcels adjacent to Addison Road South meet this requirement.

Section 24-121(a)(4) also requires adequate protection and screening from traffic nuisances be provided by earthen berms, plant materials, fencing, and/or the establishment of a building restriction line, when appropriate. The PPS identifies the 65 dBA upper and lower noise contours along Addison Road South, which affect the parcels in Phase 2 of the development. These parcels are planned for multifamily and commercial development. The applicant shall provide a noise analysis at the time of DSP

to evaluate any residential development within the 65 dBA noise contours, and propose appropriate mitigation to ensure that the interior of dwelling units are mitigated to 45 dBA or less, and that any exterior activity areas be mitigated to 65 dBA or less. Landscaping requirements along the frontage of Addison Road South will also be evaluated with the DSP review.

Policy 9: Implement environmental sensitive building techniques that reduce overall energy consumption.

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

Policy 10: Implement land use policies that encourage infill and support TOD and walkable neighborhoods.

This site is not an infill site and is not within a transit-oriented development (TOD).

Policy 12: Ensure that the Chesapeake Bay Critical Area is protected to the maximum extent possible through the implementation of water quality and other related measures.

The subject property is not located in the Chesapeake Bay Critical Area.

Policy 13: Preserve, restore, and enhance the existing tree canopy.

Policy 14: Improve the county's capacity to support increases in the tree canopy.

Subtitle 25, Division 3, of the Prince George's County Code requires the site to provide 10 percent tree canopy coverage. Tree canopy coverage will be addressed by the Urban Design Section. Woodland conservation is discussed in the Environmental Review section of this finding.

Addison Road Metro Town Center and Vicinity Requirements

The environmental requirements for woodland preservation, SWM, and noise are addressed in the Environmental Review section below. There are no specific environmental requirements or design standards that require review for conformance in the subject D-D-O Zone.

Conformance with Countywide Green Infrastructure Plan

According to the approved Green Infrastructure Plan, the site contains regulated and evaluation areas within the designated network of the plan. While the Green Infrastructure Plan elements mapped on the subject site will be impacted, the site was previously developed with an

institutional use and the design of the site meets the zoning requirements and the intent of the growth pattern established in Plan 2035.

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

The on-site woodlands and stream system are connected to a large contiguous off-site area of sensitive habitat consisting of woodland and regulated environmental features. This off-site area is located to the north and south of the site. Development has been focused in the Evaluation areas in an effort to preserve the on-site regulated environmental features. As such, most of the existing woodlands will be disturbed within the Evaluation areas. The PMA on-site is being disturbed for access to the site, structures, and associated retaining walls, and for the installation of SWM devices and outfalls. These impacts were approved with CSP-16001. A master-planned trail is required within the stream valley, as well as a potential trail connection between the two sections of the development. These trail alignments will be determined at the time of DSP review.

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

The applicant proposes the use of permeable pavers, 21 micro-bioretenion facilities, 5 bioswales, 5 infiltration berms, and 3 green roofs to handle SWM for the entire project.

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

The 2002 General Plan has been superseded by Plan 2035. The property is subject to the Prince George's County Woodland Conservation Ordinance (WCO). The site has a woodland conservation threshold of 4.40 acres. The project proposes to remove 15.26 acres of woodland within the net tract area and 0.32 acre of wooded floodplain for a woodland conservation requirement of 8.53 acres. This application proposes to meet the entire woodland conservation requirement on-site with 10.85 acres of woodland preservation. The proposal is in conformance with the zoning and the WCO and it meets the development pattern of Plan 2035.

ENVIRONMENTAL REVIEW

Natural Resources Inventory Plan/Existing Features

The application has an approved NRI-045-2016. The TCP1 and the PPS show all the required information correctly, in conformance with the NRI. No revisions are required for conformance to the NRI.

Woodland Conservation

The site is subject to the provisions of the WCO because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 1 Tree Conservation Plan (TCP1-004-2017-01) was submitted with the PPS application.

This 39.68-acre property contains 10.36 acres of floodplain and has a total of 26.24 acres of woodland outside the floodplain. The woodland conservation threshold is 4.40 acres. The subject site proposes to clear 15.26 acres of existing woodland and 0.32 acre of wooded floodplain. The woodland conservation worksheet shows the project meeting their 8.53-acre woodland conservation requirement on-site, with 10.85 acres of woodland preservation. No additional clearing is proposed, as part of this submission.

The TCP1 shows a master-planned trail traversing the stream valley that bisects the property. Because of the complex topography of this area, which includes a wide stream valley with floodplain, very steep slopes, and an existing sewer line easement, any proposed woodland clearing and grading to implement the master-planned trail shall be shown and evaluated on the future DSP. The Transportation Planning Section, Environmental Planning Section, and the Parks Department have reviewed the master-planned trail on the TCP1. The proposed on-site master-planned trail, which is required to be constructed by the applicant, shall be reflected on the future DSP and TCP2. All impacts to regulated environmental features and associated clearing and grading must be evaluated at time of DSP to ensure the trail is placed with the least number of impacts.

Specimen Trees

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

Specimen Trees ST-45, ST-46, and ST-47 were approved by the District Council with the approval of CSP-16001. Specimen Trees ST-10 and ST-38 were removed prior to this application with the Beaverdam Basin Sanitary Sewer System Rehabilitation project. No additional specimen trees are proposed to be removed with the subject application. No additional information regarding specimen trees is required at this time.

Regulated Environmental Features / Primary Management (PMA)

Section 27-285(b)(4) of the Zoning Ordinance requires the following finding: "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)."

This site contains regulated environmental features that are required to be preserved and/or restored to the fullest extent possible under Section 24-130(b)(5). The on-site regulated environmental features include wetlands, streams, 25-foot wetlands buffer, 75-foot stream buffer, floodplain, and steep slopes.

Impacts to the regulated environmental features should be limited to those that are necessary for development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use, orderly and efficient development of the subject property, or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for SWM facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. SWM outfalls may also be considered necessary impacts if the site has been designed to place the outfalls at points of least impact.

The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with County Code. Impacts to regulated environmental features must first be avoided and then minimized. The SOJ must address how each on-site impact has been avoided and/or minimized.

The site contains regulated environmental features. According to the previously approved CSP and TCP1, impacts to the PMA were approved for the development of access to the site, structures and associated retaining walls, for the installation of SWM devices and outfalls, and for a path to connect the two sections of the development. These PMA impacts were approved to impact the on-site stream, stream buffer, and non-tidal wetlands and buffer, and 100-year floodplain. After communications with DPIE and further review and minimization, a revised SOJ was submitted minimizing approved impacts and adding a PMA impact.

Statement of Justification

Submitted with this application is a revised SOJ that was approved with the CSP. After further engineering, it was determined that the previous Impact Area 6 for a SWM facility was no longer required, and that an expansion to the previously approved Impact Areas 5 and 6 for the sewer line connection and stormwater grading was needed. The minimization of the approved PMA impacts and the revised SOJ is supported.

Analysis of Impacts

Based on the revised SOJ, the applicant requested to change Impact Areas 5 and 6 for an overall net reduction in impacts. PMA Impacts 1 through 4 were approved with CSP-16001 and have not changed with this PPS application.

Impact 5

The previously approved impact area called for a sanitary sewer connection with permanent disturbance of approximately 6,523 square feet of PMA (steep slopes and stream buffer).

As part of this PPS application, the applicant is proposing 185 square feet of PMA impact above what was approved with CSP-16001. This impact is due to a redesign of the previously approved connection to an existing sanitary sewer line within the on-site stream system. This connection represents the best location, considering the topography of the site, to accommodate the proposed development in the western section of the site.

Impact 6

The previously approved impacts were for 5,710 square feet of PMA, for a bioretention facility, two outfall structures, and associated grading. The disturbance is due to the proposed outfall necessary to provide water discharge from the proposed townhomes and cul-de-sac.

As part of this PPS application, the applicant proposes to revise approved Impact Area 6 to remove the impacts for a bioretention facility and one outfall structure and add impacts for one outfall structure and associated grading.

Analysis of Impacts

The site contains significant regulated environmental features, which are required to be protected under Section 24-130(b)(5). Based on the level of design information currently available, the limits of disturbance shown on the TCP1 and the impact exhibits provided, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible. The updated Impact Areas 5 and 6 for sewer line connection, and outfall and associated grading are reasonable for the orderly and efficient development of the subject property.

16. **Urban Design**—Conformance with the Zoning Ordinance (Subtitle 27) is evaluated as follows:

Conformance with the Requirements of The Development District Overlay (D-D-O) Zone Standards of the 2000 Approved Addison Road Metro Town Center Sector Plan and Vicinity

The subject site is governed by the D-D-O Zone standards approved with the sector plan that requires DSP review for the proposed redevelopment of the subject site. There is no previously approved DSP governing the site. In accordance with the sector plan, D-D-O standards replace comparable standards and regulations in the Zoning Ordinance. Wherever a conflict exists between the D-D-O standards and the Zoning Ordinance, or the 2010 *Prince George's County Landscape Manual* (Landscape Manual), the D-D-O will take precedence. For development standards not covered by D-D-O Zone standards, the Zoning Ordinance or the Landscape Manual shall serve as the requirements, as stated in Section 27-548.21 of the Zoning Ordinance.

Conformance with the Prior Approvals

Condition 2 of CSP-16001 regarding Urban Design is copied below:

- 2. **At the time of detailed site plan and preliminary plan of subdivision as indicated, the applicant shall:**
 - d. **Address compatibility issue between the proposed townhouses and multistory multifamily apartment buildings in the eastern development pod by providing sufficient setbacks; and between the proposed multistory assistant living building with the existing townhouse community by providing vertical division of the elevations that will be visible from the townhouse community to avoid horizontal expanse of the institutional building. This shall also be addressed with the PPS.**

An SOJ submitted on December 18, 2020 by the applicant’s representative indicates that Condition 2d has been addressed, as the single-family attached dwellings facing the multifamily dwellings will be four-stories in height compared to the five-story multifamily units. The applicant also notes that there will be buffers on Parcels G and I, as they are adjacent to townhouse lots. This will need to be further evaluated at the time of DSP.

Conformance with the 2010 Prince George’s County Landscape Manual

In accordance with Section 27-548, landscaping, screening, and buffering within the M-X-T-Zone should be provided pursuant to the provisions of the Landscape Manual. Since the site is also located in the Addison Road Metro Town Center D-D-O, the D-D-O Zone landscape standards will govern this development. Only those landscape requirements in the Landscape Manual that are not modified by the D-D-O Zone landscape standards will be applicable to the proposed development. Conformance with the applicable D-D-O Zone landscape standards and the applicable requirements of the Landscape Manual will be determined at time of DSP.

Conformance with the Tree Canopy Coverage Ordinance

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties that are zoned M-X-T are required to provide a minimum of 10 percent of the gross tract area in TCC. The subject site is 39.68 acres, and will be required to provide a minimum of 3.97 acres of the tract area in TCC. Conformance with this requirement will be evaluated at the time of DSP.


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

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Doerner, Geraldo and Hewlett voting in favor of the motion at its regular meeting held on Thursday, April 22, 2021, in Upper Marlboro, Maryland.

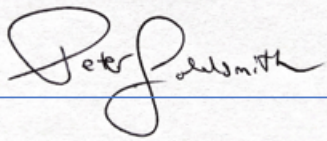
Adopted by the Prince George's County Planning Board this 13th day of May 2021.

Elizabeth M. Hewlett
Chairman


By Jessica Jones
Planning Board Administrator

EMH:JJ:AH:nz

APPROVED AS TO LEGAL SUFFICIENCY



M-NCPPC Legal Department
Date: April 29, 2021