

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



Note: Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm.

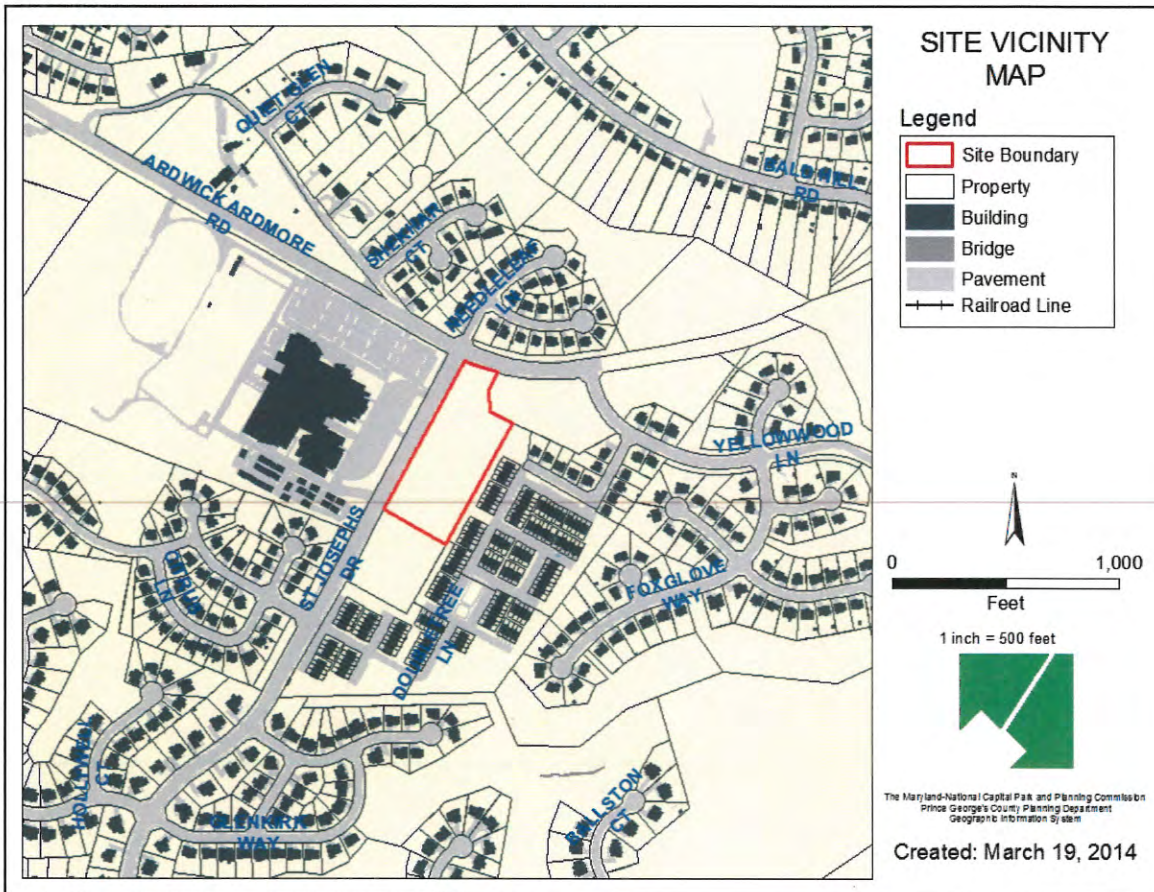
Zoning Map Amendment

A-9775-01

Application	General Data	
Project Name: Springdale Estates Location: Located at the southeast intersection of St. Joseph's Drive and Ardwick-Ardmore Road. Applicant/Address: Klein Bellehaven, LLC 1777 Reisterstown Road, Suite 245 Baltimore, MD 21208 Property Owner: Same as the applicant	Planning Board Hearing Date:	10/23/14
	Staff Report Date:	09/24/14
	Date Accepted:	03/19/14
	Planning Board Action Limit:	N/A
	Plan Acreage:	4.98
	Zone:	L-A-C
	Gross Floor Area:	N/A
	Lots:	N/A
	Parcels:	1
	Planning Area:	73
	Council District:	05
	Election District:	13
	Municipality:	N/A
200-Scale Base Map:	204NE09	

Purpose of Application	Notice Dates	
To amend the approved basic plan to permit 70 single-family attached (townhouse) units in lieu of the currently approved retail development.	Informational Mailing	08/09/13
	Acceptance Mailing:	03/11/14
	Sign Posting Deadline:	N/A

Staff Recommendation		Staff Reviewer: Tom Lockard Phone Number: 301-952-3410 E-mail: Thomas.Lockard@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

TECHNICAL STAFF REPORT

TO: The Prince George's County Planning Board
The Prince George's County District Council

VIA: Jimi Jones, Supervisor, Zoning Review Section, Development Review Division

FROM: Tom Lockard, Planner Coordinator, Zoning Review Section, Development Review Division

SUBJECT: **Zoning Map Amendment Application No. A-9775-01
Springdale Estates**

REQUEST: **To amend the approved basic plan to permit 70 single-family attached (townhouse) units in lieu of the currently approved retail development.**

RECOMMENDATION: **APPROVAL with conditions**

NOTE:

The Planning Board has scheduled this application for a public hearing on the agenda date of October 23, 2014. The Planning Board also encourages all interested persons to request to become a person of record for this application.

Requests to become a person of record should be made in writing and addressed to The Maryland-National Capital Park and Planning Commission, Development Review Division, 14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772. Please call 301-952-3530 for additional information.

FINDINGS

- A. **Location and Field Inspection:** The subject property consists of a single 4.98-acre parcel (Parcel H of Bellehaven Estates) located in the southeast corner of St. Joseph's Drive and Ardwick-Ardmore Road. The site is currently undeveloped and forested.
- B. **Neighborhood and Surrounding Uses:** The property is surrounded by the following uses:
- North—** Across Ardwick-Ardmore Road are single-family residences in the One-Family Detached Residential (R-80) Zone;
- East—** Single-family residences (both attached and detached) in the Local Activity Center (L-A-C) Zone;
- South—** A fire station and single-family attached dwellings in the L-A-C Zone;
- West—** Across St. Joseph's Drive is Dr. Charles Herbert Flowers High School in the Rural Residential (R-R) Zone.

The subject property is located in a neighborhood defined by the following boundaries:

- John Hanson Highway (US 50) on the north;
- Lottsford Road/Landover Road (MD 202) on the south;
- Lottsford-Vista Road on the east; and
- The Capital Beltway (I-95/495) on the west.

The surrounding neighborhood is residential in character, consisting of a combination of single-family detached and attached dwellings, schools, and churches. A large mixed-use planned community (Woodmore Towne Centre) is located in the southwest corner of the neighborhood, approximately one-half mile from the subject property.

C. **History:**

Original Basic Plan—The original basic plan for Bellehaven Estates contained two separate Zoning Map Amendments, A-9774 (R-S Zone) and A-9775 (L-A-C Zone). It was approved by the Prince George's County District Council when it adopted the 1990 *Approved Master Plan and Adopted Sectional Map Amendment for Largo-Lottsford, Planning Area 73* (Largo-Lottsford Master Plan and SMA) via Council Resolution CR-71-1990. The two rezoning applications for Beall were a part of the approved SMA (CDZ Amendments 1 and 2, respectively). Zoning Map Amendment A-9775 approved the L-A-C Zone with a maximum commercial area of 100,000 square feet and a maximum of 85 single-family attached dwellings.

Comprehensive Design Plans— The Prince George's County Planning Board approved Comprehensive Design Plan CDP-9601 for the larger Bellehaven Estates property, of which the subject property is a part, in 1996 (PGCPB Resolution No. 96-375). The Planning Board approval called for the development of 55,756 square feet of commercial space on the subject site

configured and zoned as a L-A-C. The approval also called for the dedication of a site for a proposed fire station adjacent to the subject property. While the recommended retail center has never been built, it does have site plan approval for 39,964 square feet of retail development. The fire station envisioned as part of the development has been built.

D. Master Plan and General Plan Recommendations:

Master Plan—The Largo-Lottsford Master Plan and SMA recommends a village activity center on this site.

General Plan—The *Plan Prince George's 2035 Approved General Plan* makes no relevant recommendations influencing a development application on this property.

E. Request: The applicant seeks to amend the approved basic plan to permit 70 single-family attached (townhouse) dwellings in place of the approved retail commercial on Parcel H.

F. Basic Plan Compliance with the Zoning Ordinance:

Section 27-197(c). Amendment of approved Basic Plan.

This section provides that the District Council may approve an amendment to an approved basic plan provided there is no change in land area or an increase in land use density or intensity, and the requirements of Section 27-195(b) have been met.

Comment: The subject basic plan amendment does not propose any change in land area or an increase in land use density or intensity. Current approvals for the subject property allow approximately 50,000 square feet of commercial retail space. The 70 single-family attached dwelling units proposed by the applicant results in a less intensive use for the property.

The applicant believes that the District Council found, in approving the existing Basic Plan (A-9975), that the basic plan conformed to the requirements of Section 27-195(b) of the Zoning Ordinance (approval criteria). With the elimination of the retail/office space, there are fewer impacts than previously approved. This section requires that:

Section 27-195(b). Criteria for Approval.

- (1) **Prior to approval of the application and Basic Plan, the applicant shall demonstrate, to the satisfaction of the District Council, that the entire development meets the following criteria:**
 - (A) **The proposed Basic Plan shall either conform to:**
 - (i) **The specific recommendations of a General Plan map or Area Master Plan map; or the principles and guidelines of the plan text which address the design and physical development of the property, the public facilities necessary to serve the development, and the impact which the development may have on the environment and surrounding properties; or**
 - (ii) **The principles and guidelines described in the Plan (including the text) with respect to land use, the number of**

dwelling units, intensity or nonresidential buildings, and the location of land uses.

Comment: In a memorandum dated September 24, 2014, the Community Planning Division provided the following comments:

GENERAL PLAN, MASTER PLAN, AND SMA

The Plan Prince George's 2035 Approved General Plan—The Plan Prince George's 2035 Approved General Plan makes no relevant recommendations influencing a development application on this property.

Master/Sector Plan—1990 *Largo-Lottsford Approved Master Plan Amendment and Sectional Map Amendment*.

Transportation—The 2009 *Approved Countywide Master Plan of Transportation* (MPOT) identified Ardwick-Ardmore Road and St. Joseph's Drive as existing collectors (C-347 and C-345, respectively). The nearest metrorail facility is the New Carrollton Metro Station.

Public Facilities—The master plan identified a proposed fire station adjacent to the subject property on St. Joseph's Drive. This facility is currently open and in service.

Parks and Trails—The MPOT recommends continuous sidewalks and on-road bicycle facilities (bike lanes) along Ardwick-Ardmore Road adjacent to the project site.

Aviation\ILUC—This property is within the Joint Base Andrews (JBA) Interim Land Use Control (ILUC) area. It lies within Imaginary Surface F, which established a height limit of 500 feet above the runway surface. The property is outside of the 65 dBA Ldn and above noise contour. It is also outside of the accident potential zones (APZs). Though these categories do not impact the subject property, they should be noted on the detailed site plan.

SMA/Zoning—The master plan classified this property in the L-A-C Comprehensive Design Zone.

PLANNING ISSUES

The Planning Board approved Comprehensive Design Plan CDP-9601 for the 33-acre property that includes the proposed development site in 1996 (PGCPB Resolution No. 96-375). The Planning Board approval permitted the development of up to 233 single-family detached and single-family attached residential units. The Planning Board approval also called for the development of 55,756 square feet of commercial space on the subject site configured and zoned as L-A-C. The approval also called for the dedication of a site for a proposed fire station adjacent to the subject property.

Since the 1996 Planning Board approval was granted, a major shopping center (Woodmore Towne Centre at Glenarden) has been constructed a little more than one-half mile southwest of the development site. A new high school (Charles

Herbert Flowers High School) has also been constructed across St. Joseph's Drive from the site. Meanwhile, efforts to develop commercial retail space on the subject site have been unsuccessful.

The applicant has submitted a request to amend approved CDP-9601 to replace the commercial space recommended in the 1996 approval with 70 single-family attached residences.

(B) An economic analysis submitted for a proposed retail commercial area adequately justifies an area of the size and scope shown on the Basic Plan.

Comment: An economic analysis is not required because retail commercial uses are no longer being proposed.

(C) Transportation facilities (including streets and public transit)

- (i) which are existing,**
- (ii) which are under construction, or (iii) for which one hundred percent (100%) of the construction funds are allocated within the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry the anticipated traffic generated by the development based on the maximum proposed density. The uses proposed will not generate traffic which would lower the level of service anticipated by the land use and circulation systems shown on the approved General or Area Master Plans, or urban renewal plans;**

Comment: In a memorandum dated May 7, 2013, the Transportation Planning Section submitted the following comments:

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

Links and signalized intersections: Level-of-Service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Ordinance, is permitted at signalized intersections within any tier subject to meeting the geographical criteria in the Guidelines.

Unsignalized intersections: The procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted. A three-part process is employed for two-way stop-controlled intersections: (a) vehicle delay is computed in all movements using *The Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach

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

Comparison of Estimated Trip								
Zoning or Use	Units or Square Feet	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
		In	Out	Total	In	Out	Total	
Approved Use								
Day Care Center	5,000 sq. ft.	32	29	61	29	33	62	370
Retail	55,750 sq. ft.	67	41	108	192	209	401	4,600
Proposed Use								
Single-Family Attached	75 dwellings	11	42	53	39	21	60	600
Difference		-88	-28	-116	-182	-221	-403	-4,370

The applicant proposes to eliminate the commercial uses, including the day care center. The comparison of estimated site trip generation indicates that the proposal would generate less traffic if developed as single-family attached residential than it would if the retail and day care uses were to be developed. It is therefore determined that the proposed change would have no net impact on any critical intersections in the area. Therefore, Transportation staff believes that past findings of transportation adequacy do accommodate the subject proposal for 75 single-family residences.

Comprehensive Design Plan CDP-9601 placed limits on vehicular access points to St. Joseph's Drive. It is recommended that individual residential and commercial lots should not have direct access to St. Joseph's Drive. Zoning Map Amendment A-9775-01 shows one access point onto St. Joseph's Drive, and appears to comply with this condition. It is noted that several alleys are shown without turnarounds on this plan. This should be addressed at the preliminary plan and specific design plan stages.

It is noted that a traffic study will be required at the preliminary plan stage of development. The "Transportation Review Guidelines, Part 1" require a traffic study for any proposed subdivision generating more than 50 or more new trips during any peak hour. Critical intersections to be included in the traffic study will be identified at that stage.

Ardwick-Ardmore Road and St. Joseph's Drive are both listed in the Largo-Lottsford Master Plan as collector roadways with 80-foot rights-of-way. It does not appear that any further dedication is required although this will be reviewed at a later stage.

Transportation facilities will be adequate to carry the anticipated traffic generated by the development based on the proposed density. The uses proposed will not generate traffic which would lower the level of service anticipated by the land use and circulation systems.

Transportation Conclusion

Based on the preceding findings, the Transportation Planning Section would conclude that existing transportation facilities and those to be provided by the applicant will be adequate to carry the anticipated traffic generated by the development based on the maximum proposed density. Furthermore, the uses proposed will not generate traffic which would lower the level of service anticipated by the land use and circulation systems shown on the approved area master plan, in accordance with Section 27-195 of the Zoning Ordinance, particularly based upon the proposed residential density and use. Given that the application is a revision to a basic plan which is largely otherwise developed, no conditions are recommended at this time.

- (D) Other existing or planned private and public facilities which are existing, under construction, or for which construction funds are contained in the first six (6) years of the adopted County Capital Improvement Program (such as schools, recreation areas, water and sewerage systems, libraries, and fire stations) will be adequate for the uses proposed;**

Comment: During the review of the previous basic plan amendment for this property, the Planning Board found no apparent inadequacies. However, a closer look at public facilities will occur during the subdivision process. Subdivision will be required since the site has never been analyzed for residential uses.

- (E) Environmental relationships reflect compatibility between the proposed general land use types, or if identified, the specific land use types, and surrounding land uses, so as to promote the health, safety, and welfare of the present and future inhabitants of the Regional District.**

Comment: The Urban Design Section, in comments submitted via e-mail April 7, 2014, pointed out that:

One of the stated purposes of the L-A-C Zone in the Zoning Ordinance is to "Group uses serving public, quasi-public, and commercial needs together for the convenience of the populations they serve." An additional purpose is to integrate residential uses in a manner that "provides the convenience of proximity to an activity center." The original basic plan and subsequent CDP were approved with a mix of commercial and residential uses which included over 50,000 square feet of commercial development including a day care for children and a fire station, and a mix of single-family detached and attached units. While most of the

In considering the probability of future public facilities construction, the Council may consider such things as existing plans for construction, budgetary constraints on providing public facilities, the public interest and public need for the particular development, the relationship of the development to public transportation, or any other matter that indicates that public or private funds will likely be expended for the necessary facilities.

Comment: As currently approved in the existing basic plan, the applicant proposes to complete construction within six years.

Subsections 3 and 4 of Section 27-195(b) do not apply to the proposed basic plan as these sections apply to the L-A-C, V-L (Village-Low), and V-M (Village-Medium) Zones.

CONCLUSION

Staff finds that the requested revision in land use from commercial to residential is reasonable, given the significant changes in neighborhood character that have taken place since the 1996 Planning Board approval. The most significant change is the existence of a major commercial retail center within walking distance of the site. The proposed residential use is also compatible with existing townhouse units immediately east of the development site. It is recommended, however, that the applicant explore the possibility of a pedestrian connection between the existing townhomes and the new development. Such a connection will enhance pedestrian connectivity between the new townhomes and the surrounding community.

The existing L-A-C zoning on the site permits residential and/or nonresidential uses configured as a neighborhood-serving activity center. However, the proposed site appears to be too small to permit such an activity center to develop at a scale that will ensure its economic viability. The proximity of the Woodmore Towne Centre shopping center presents an added barrier to the potential success of any commercial development at this site. For these reasons, staff supports the applicant's request to amend the basic plan to permit the proposed residential development.

Staff believes that the applicant has met their burden of proof in this instance. Therefore, staff recommends APPROVAL of Zoning Map Amendment Application No. A-9775-01, subject to the following conditions:

1. The basic plan shall be amended to show a minimum 50-foot-wide buffer between the proposed townhouse units and the fire station to the south.
2. At the time of comprehensive design plan, the applicant should shall incorporate the following elements in the plan's design:
 - a. A centralized functional open space area;
 - b. Pedestrian connectivity between the proposed and adjacent townhouse development;
 - c. Safe and efficient pedestrian access to Charles Herbert Flowers High School;
 - d. Appropriate screening between the fire station and the proposed townhouse development

in accordance with (or greater than) Section 4.7 (Buffering Incompatible Uses) of the 2010 *Prince George's County Landscape Manual*.

- e. A design which minimizes impervious surfaces in order to maximize useable private and public open space.

ITEM:

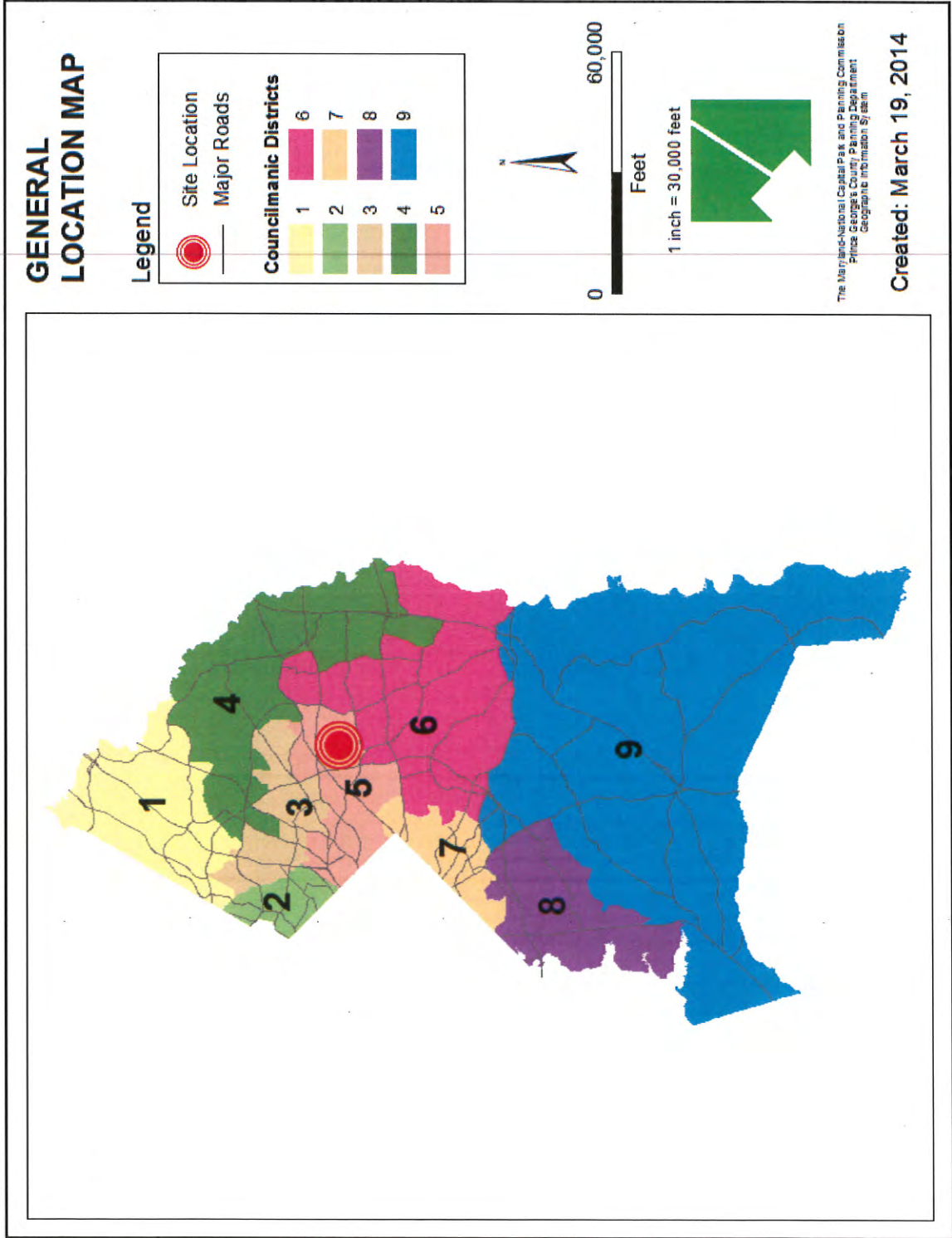
CASE: A-9775-01

SPRINGDALE ESTATES

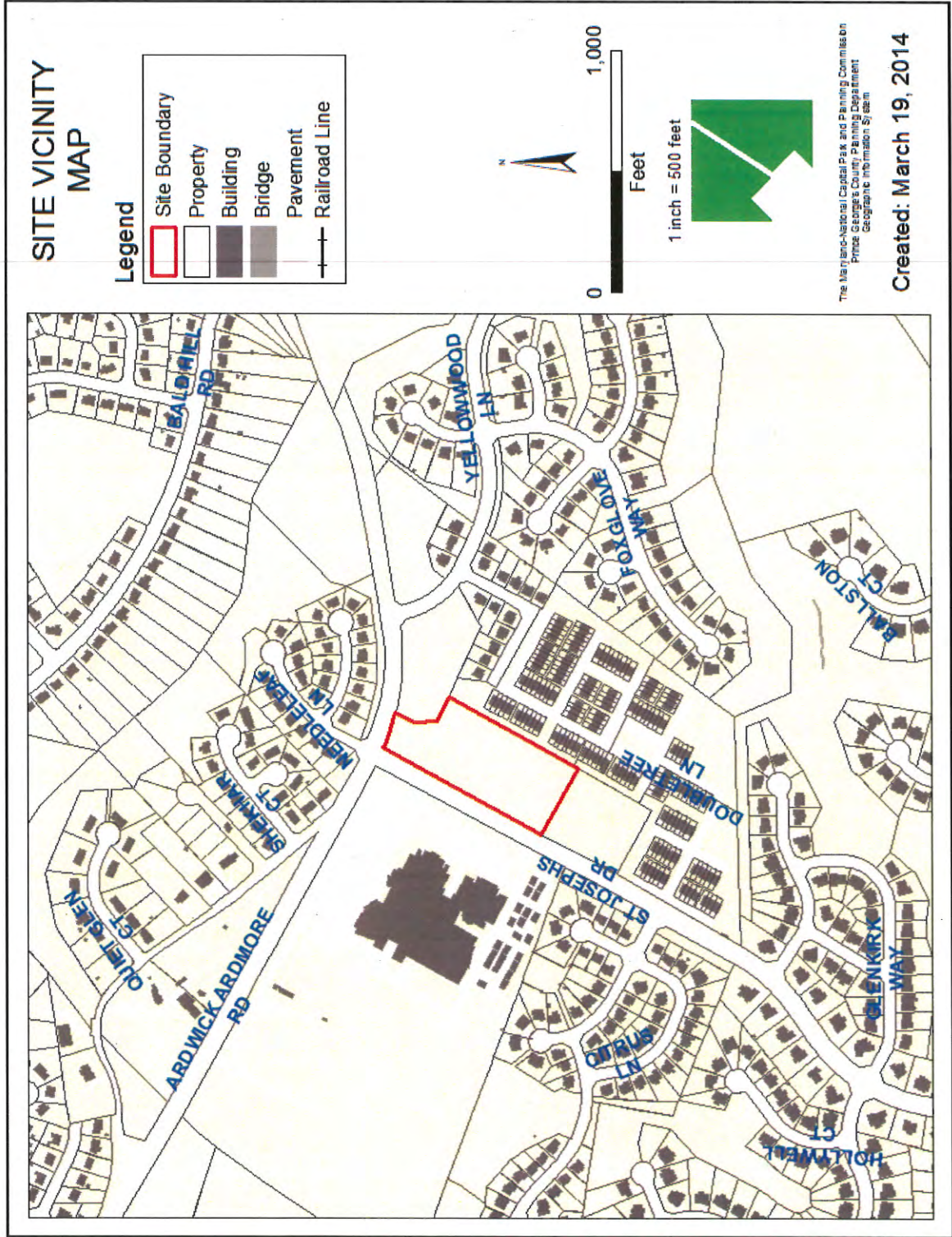
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



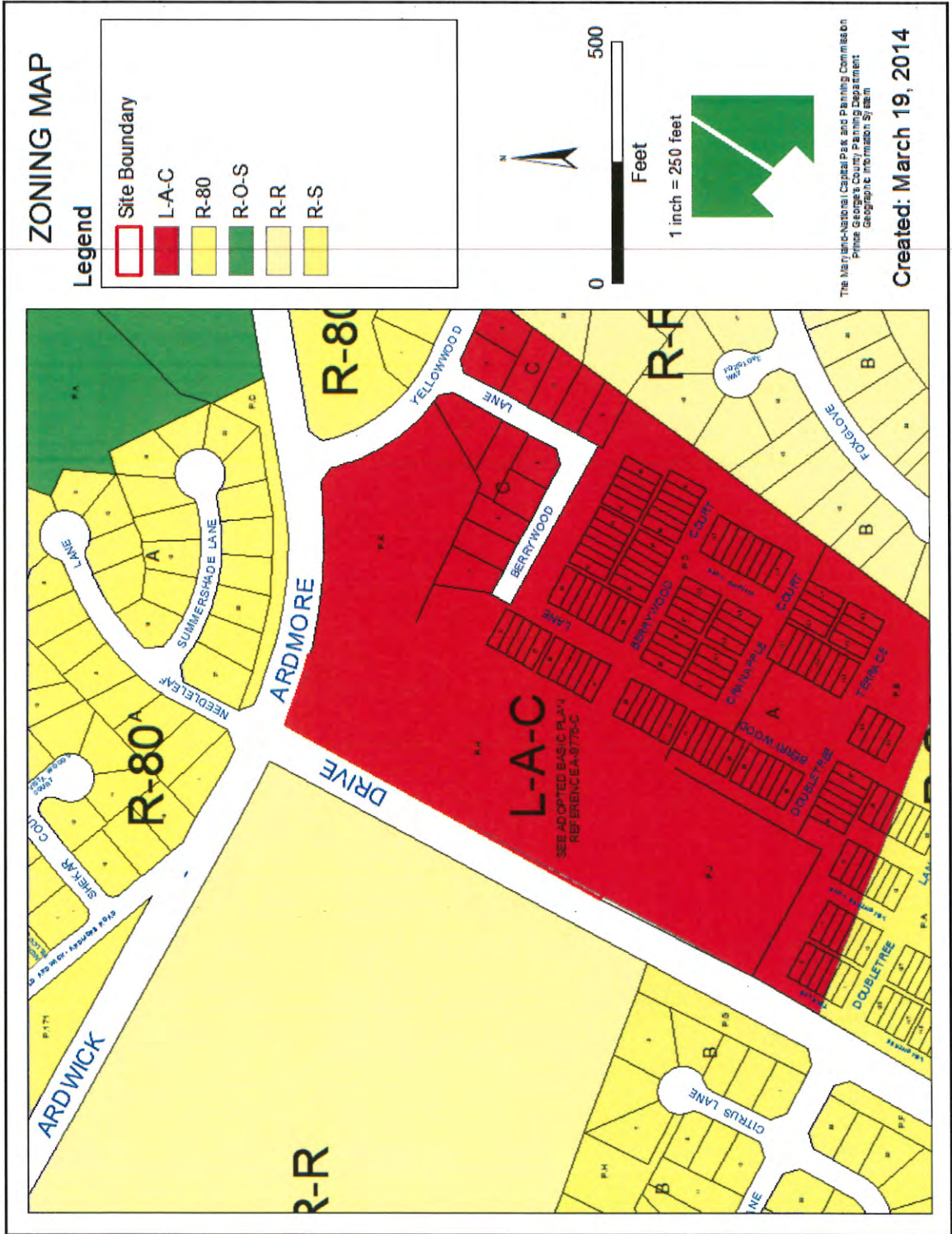
GENERAL LOCATION MAP



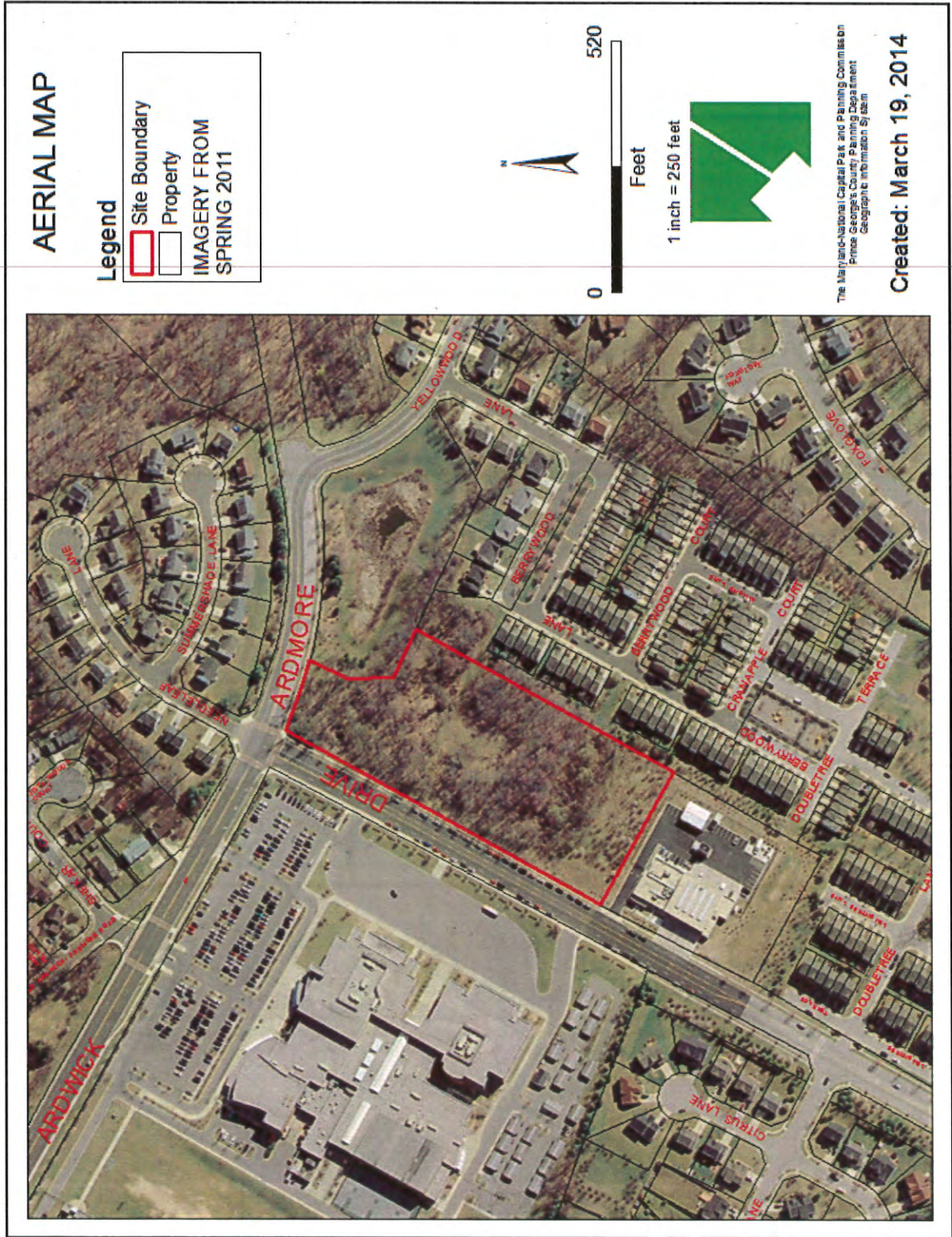
SITE VICINITY



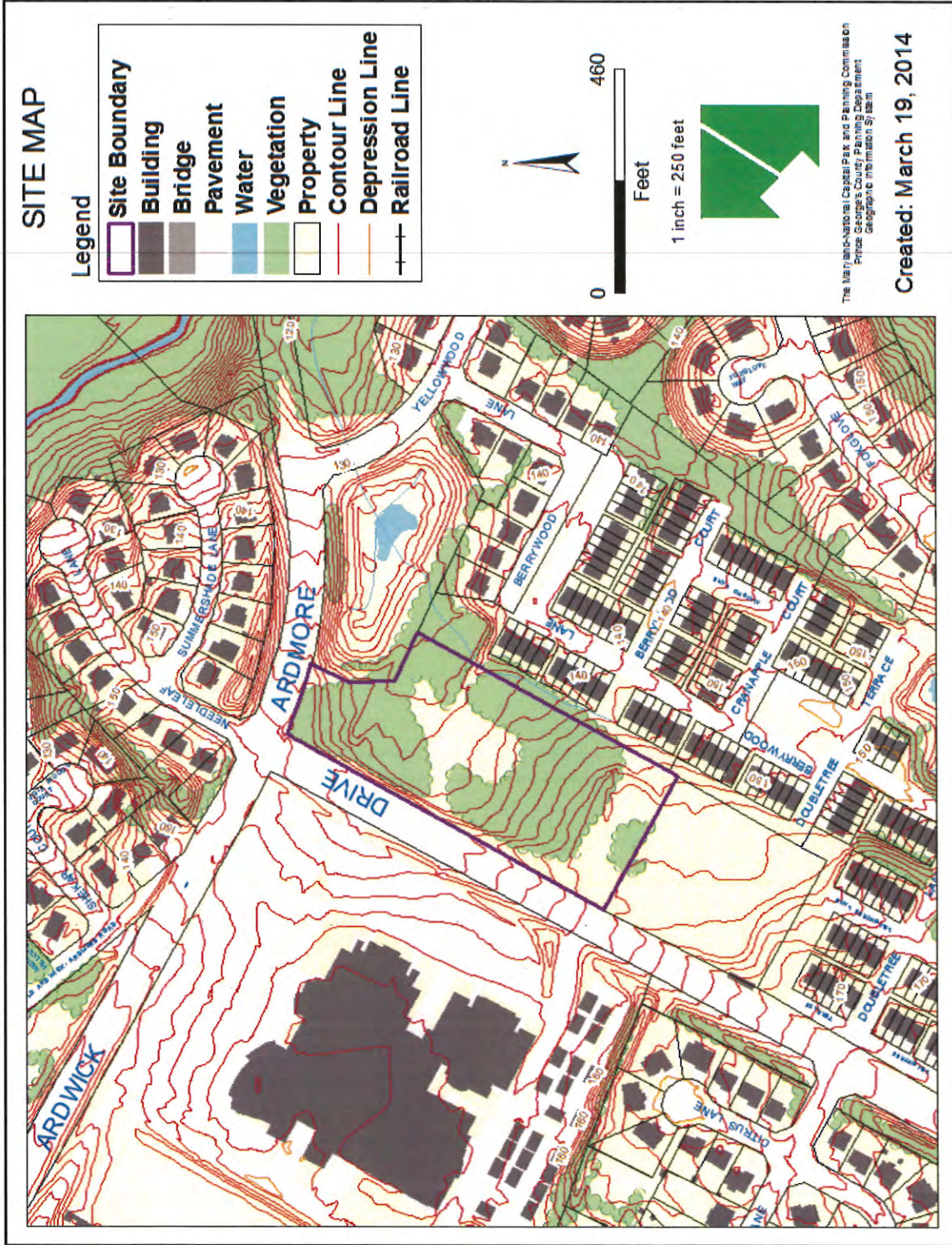
ZONING MAP



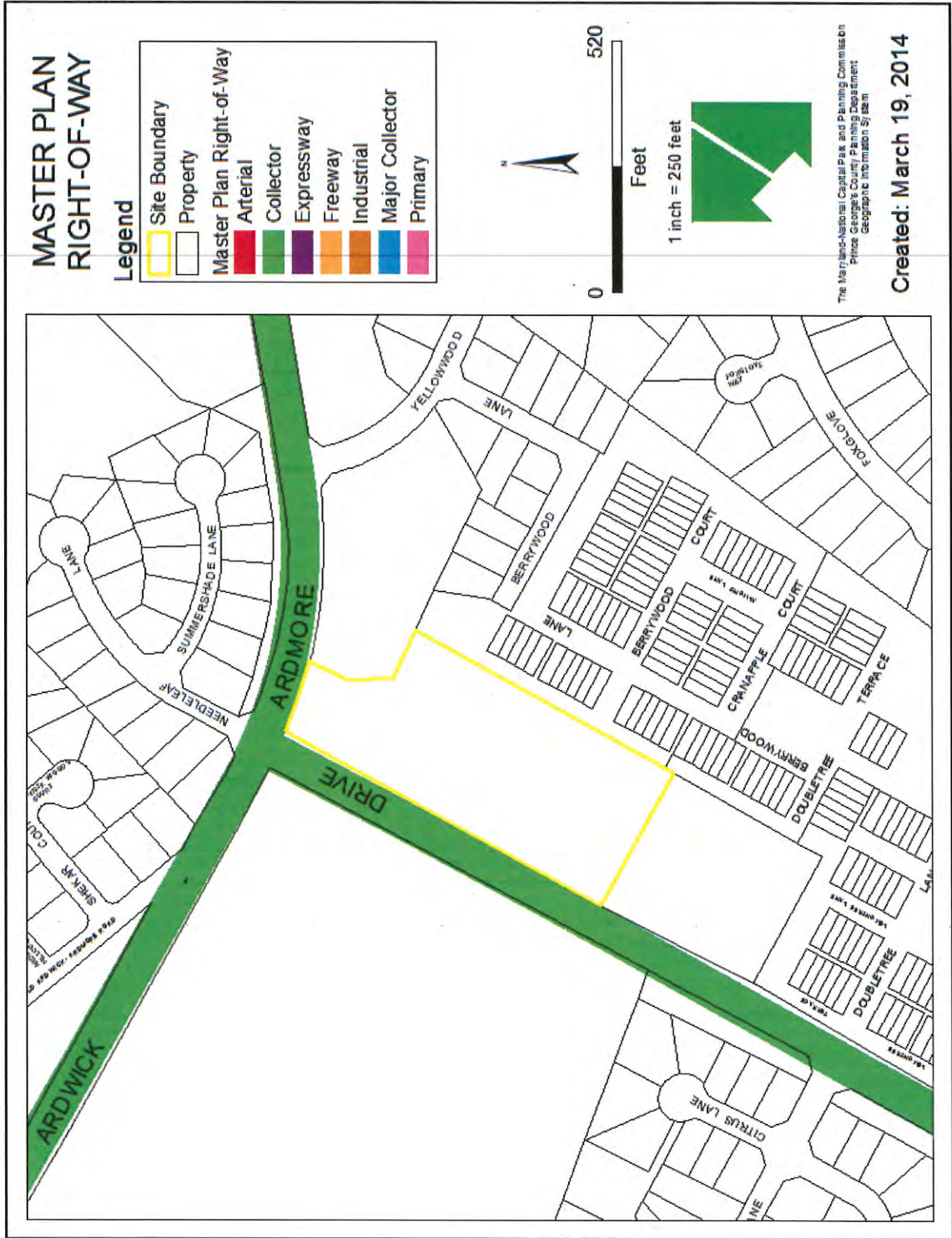
AERIAL MAP



SITE MAP



MASTER PLAN RIGHT-OF-WAY MAP



**BIRD'S-EYE VIEW WITH
APPROXIMATE SITE BOUNDARY OUTLINED**



10/1/2014

Slide 8 of 9

BASIC PLAN DETAIL





A-9775-01

AMENDMENT TO BASIC PLAN

A-9775-C

Springdale Estates

(Originally Bellehaven Estates)

September 26, 2013

A handwritten signature in black ink, appearing to read "Nat Ballard".

Nat Ballard
nballard@dewberry.com
Site Civil Project Manager
301.364.1803

A-9775-01

INTRODUCTION

The subject property (“Property”) is located on the southeast side of Saint Joseph’s Drive and the south side of Ardwick-Ardmore Road in Landover. The Property is the eastern half of the originally approved Basic Plan for Bellehaven Estates; it is 33.1 acres of land and is currently developed with single-family detached homes, single-family attached dwellings and a fire station. A five parcel remains undeveloped at this time. To the west, across Saint Joseph’s Drive, is the Charles H. Flowers High School in the R-R Zone. To the east are single-family homes in the R-R zoned Enterprise Estates Subdivision. North across Ardwick-Ardmore Road and Yellowwood Lane, are single-family homes in the Enterprise Ridge subdivision (R-80). South are single-family detached homes in the Balk Hill Subdivision (R-S).

Much of the development in the Bellhaven Estates Basic Plan area has occurred. The original approval in the 1990 Largo-Lottsford and Vicinity Sectional Map Amendment, and an amendment approved in 1996 included 150 single-family attached dwellings, 13 single-family detached dwellings, a fire station, a day care facility, on-site recreation facilities and approximately 50,000 square feet of commercial space. The residential units and on-site recreation facilities have been developed. The development is known as Enterprise Village. Additionally, the fire station and pedestrian access to nearby parkland have also been constructed. The commercial uses, proposed on a five acre parcel known as Parcel “H,” never materialized. The intent from the beginning was to bring quality retail uses to this site, but given the nearby upscale commercial development in the Landover and Lanham areas, the market for such upscale retail on this smaller site has not presented itself. The Applicant now seeks to amend the Basic Plan to allow for the construction of 65 to 70 single-family attached dwelling units on Parcel “H.” The proposed development provides a well planned layout, with homes fronting Saint Joseph’s Drive and internal streets, with access to the homes provided by alleys in the rear. The three-story architecture will include a mix of brick and siding to complement the existing development in Enterprise Village.

The Property is found in the Largo-Lottsford and Vicinity Master Plan area. This Master Plan has not been updated since 1990. However, in 2002, the General Plan for Prince George’s County amended the Master Plans in effect at the time. Further, in 2009, the Largo Town Center Sector Plan was approved nearby, and currently, the Landover Metro Area and MD 202 Sector Plan is underway. County policies in place since the 1990 adoption Largo-Lottsford and Vicinity Master Plan and Sectional Map Amendment have combined to alter its original recommendations.

ORIGINAL APPROVAL

A-9775-01

Basic Plan A-7775-C, which changed the zoning from the R-R Zone to the L-A-C Zone, was approved through the Largo-Lottsford Sectional Map Amendment on July 24, 1990. An amendment to that Basic Plan was approved on June 10, 1996, to relocate an approved day care center, downsize the commercial component and adjust the ratio of dwelling units. The approved Basic Plan, as amended by Zoning Ordinance 12-1996 (attached), includes the following land use types and quantities:

APPROVED LAND USE TYPES AND QUANTITIES

150 SFA dwelling units
13 SFD dwelling units
55,756 square feet of commercial uses
Open Space
Prince George's County Fire Station
Other permitted uses (other than attached or multifamily residential)

Commercial intensity and residential density was conditioned on the following breakdowns:

Gross Land Area	33.1 acres
Commercial land area	6.4 acres
Base intensity	0.20 FAR 55,756 square feet
Maximum intensity	0.64 FAR 178,421 square feet
Approved intensity	0.18 FAR 55,756 square feet
Residential land area	23.8 acres
Base density	10 dus/acres 238 dus
Maximum density	15 dus/acre 357 dus
Approved density	6.8 dus/acre 163 dus
Fire station land area	2.9 acres

While not specifically listed, the Basic Plan included a site for a Day Care Center in the commercial development. The Applicant proposes to revise the Land Use types and Quantities above to the following:

PROPOSED LAND USE TYPES AND QUANTITIES

215 - 221 SFA dwelling units
13 SFD dwelling units
0 square feet of commercial uses
Open Space
Prince George's County Fire Station

A-9775-01

Other permitted uses (other than attached or multifamily residential)

The Applicant proposes to eliminate the commercial uses, including the day care center. The following residential density is proposed.

Gross Land Area	33.1 acres
Commercial land area	0.0 acres
Residential land area	25.5 acres
Base density	10 dus/acres 255 dus
Maximum density	15 dus/acre 382 dus
Requested density	up to 8.62 dus/acre 221 dus
Fire station land area	2.6 acres

(The changes in land area are reflected in the Amended Basic Plan as approved in District Council Zoning Ordinance 12-1996.)

Much of Enterprise Village, the Bellehaven Basic Plan, has been constructed, including most of the single family homes, the single-family attached dwellings and the fire station. The Applicant seeks now to construct approximately 70 single-family attached dwellings on land previously approved for commercial uses and the day care center.

MASTER PLAN, GENERAL PLAN AND SECTOR PLAN

The 1990 Largo-Lottsford and Vicinity Master Plan shows a village activity center on the property, which is implemented through the L-A-C Zone. The text in the Master Plan describes a village activity center with commercial acreage of 4-10 acres, with 40,000 to 150,000 square feet of commercial space. It also includes proposed uses of up to 15 dwelling units per acre. The Master Plan did not require there to be commercial uses on the site, but allowed a certain square footage if market conditions would allow. At the time of the revision to the Basic Plan in 1996, the plan was for approximately 50,000 square feet of commercial uses. In fact, though, neither the Master Plan nor the L-A-C Zone itself requires any commercial uses. Subsequent public policies, in the form of the General Plan and the Largo Town Center Sector Plan, have been enacted to seem to indicate that commercial uses are more suited elsewhere.

The 2002 General Plan recognized the existence of Centers and Corridors in the County. Two are of particular importance in this application. Labeled a *Metropolitan Center*, the Largo Town Center Metro Area is located approximately 1.25 miles west of the subject Property, outside the Capital Beltway, and is described as:

“The Largo Center is located near the Capital Centre and is bounded by I-95, MD 214 and MD 202. In addition to the arena, the station is surrounded by the Largo Town Center (a partially developed mixed-use development that includes office,

retail and residential uses) and partially developed employment parks. The Morgan Boulevard (Summerfield)-Largo Town Center Metro Areas Sector Plan will recommend transit-oriented mixed-use for the Metro site and adjacent sites.” (p. 101)

The Landover Mall Area *Regional Center* is approximately 1.5 miles from the subject Property, inside the Capital Beltway. The General Plan describes this center as:

“The Landover Mall Area Center, including surrounding properties, is located north of Landover Road (MD 202) and west of the Capital Beltway (I-95/495). Line haul bus service through this mall is the most productive in the county. WMATA (Metrobus) routes A12, A15 and F14 operate near or through this mall. County (The Bus) routes 21 and 22 also serve this area.” (p.103)

Since the original approval of the Basic Plan with the Largo-Lottsford and Vicinity Master Plan in 1990 and the amendment in 1996, the County focus has shifted to these two centers for commercial activity in the area. Heavy commercial activity has already begun developing in the Woodmore Towne Centre adjacent to both of these centers. A large concentration of office and retail uses already exists in the Largo Center; and the redevelopment of the Landover Mall area is currently being contemplated, with the mall itself already demolished. County policy worked to focus commercial activities at these locations.

Under the Economic Development heading, the General Plan sets forth several goals, objectives, policies and strategies (pp. 75-77). With the Goal of encouraging quality economic development at appropriate locations (p.75), policies include enhancing existing businesses (p. 76), increasing the number of upper income jobs (p. 77) and attracting quality retail development (p. 77). Strategies aimed at bringing in quality businesses include aggressively marketing the county to identified high-end retail uses, and developing incentive programs to attract identified high-end retailer uses (p. 77). The County has actively sought through other plans and policies to market the Landover Mall and Largo Town Center area for these uses. Given this, the subject Property is ripe for noncommercial development.

The General Plan also addresses housing needs in the County. The General Plan encourages the construction of high-quality housing for all price ranges (p. 79). The proposed development extends a high quality development, adding approximately 70 high-end single-family attached dwelling units in an existing residential area.

The 2009 Largo Town Center Sector Plan envisions a large scale mixed use, high density development surrounding the Largo Town Center Metro station. Larger, as well as boutique and upscale retailers, will likely locate here where close by high density can provide the population to support they businesses, rather than on the subject Property, further away from the activity centers.

CRITERIA FOR APPROVAL

Section 27-197(a)(1) requires that Amendments to Basic Plans involving an increase commercial intensity or residential density be subject to the requirements for initial approval. The District Council originally found conformance with all of these requirements. The minor change does not affect most of these findings. The change from commercial to residential does affect some of the findings associated with commercial development as discussed below. Section 27-195(b) sets forth the criteria for approval of a basic plan.

(b) Criteria for approval.

(1) Prior to the approval of the application and the Basic Plan, the applicant shall demonstrate, to the satisfaction of the District Council, that the entire development meets the following criteria:

(A) The proposed Basic Plan shall either conform to:

(i) The specific recommendation of a General Plan map, Area Master Plan map; or urban renewal plan map; or the principles and guidelines of the plan text which address the design and physical development of the property, the public facilities necessary to serve the proposed development, and the impact which the development may have on the environment and surrounding properties; or

(ii) The principles and guidelines described in the Plan (including the text) with respect to land use, the number of dwelling units, intensity of nonresidential buildings, and the location of land uses.

RESPONSE: The Master Plan shows a village activity center on the property, which is implemented through the L-A-C Zone. The text in the Master Plan describes a village activity center with commercial acreage of 4-10 acres, with 40,000 to 150,000 square feet of commercial space. It also includes proposed uses of up to 15 dwelling units per acre. Major commercial uses have developed nearby and no commercial uses have developed on the Property in the 23 years since the Master Plan was adopted. Now, 23 years later, the property is still not ripe for quality commercial development. As proposed, single-family attached dwellings in the village activity center satisfy the Master Plan guideline of up to 15 dwellings per acre. Design guidelines in the approved comprehensive design plan, as well as those proposed for the new development will ensure that all Master Plan issues relating to design are addressed.

A-9775-01

(B) The economic analysis submitted for a proposed retail commercial area adequately justifies an area of the size and scope shown on the Basic Plan;

RESPONSE: No commercial uses are proposed. The purpose of this amendment is to update the development quantities in the development to meet market needs..

(C) Transportation facilities (including streets and public transit) (i) which are existing, (ii) which are under construction, or (iii) for which one hundred percent (100%) of the construction funds are allocated within the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry the anticipated traffic generated by the development based on the maximum proposed density. The uses proposed will not generate traffic which would lower the level of service anticipated by the land use and circulation systems shown on the approved General or Area Master Plans, or urban renewal plans;

RESPONSE: The site is already approved for 50,000+ square feet of commercial uses. Lehnart Traffic Consulting, Inc., in a document dated September 10, 2013, noted that updating the development quantities to include approximately 70 single-family attached dwellings would result in a reduction of 69 AM trips, 216 PM trips and 2,227 Total Daily Trips compared to the trips already approved. The transportation facilities were found to be adequate with the commercial trips and Preliminary Plan 4-96066 was approved with those trips. Therefore, the proposed uses, with their reduced trips generation, will not generate traffic which would lower the level of service anticipated in the land use and circulation systems shown in the Master Plan.

(D) Other existing or planned private and public facilities which are existing, under construction, or for which construction funds are contained in the first six (6) years of the adopted County Capital Improvement Program (such as schools, recreation areas, water and sewerage systems, libraries, and fire stations) will be adequate for the uses proposed;

RESPONSE: Since the original approval, the Fire Station has been constructed on the adjoining property and the Charles H. Flower High School has been constructed. Sidewalks connect the Property to the parkland to the east.

(E) Environmental relationships reflect compatibility between the proposed general land use types, or if identified, the specific land use types, and surrounding land uses, so as to promote the health, safety, and welfare of the present and future inhabitants of the Regional District.

RESPONSE: Single-family attached dwellings abut the majority of this interior site. A small portion of the property to the northeast abuts land developed with single-family detached homes within the basic plan area. The fire station is to the south. Single-family attached dwellings are more compatible with all of these uses than are commercial office buildings. The Comprehensive Design Plan and subsequent Specific Design Plans will show sufficient landscaping to enhance the relationship between the proposed use and the abutting uses.

(2) Notwithstanding subparagraphs (C) and (D), above, where the application anticipates a construction schedule of more than six (6) years (Section 27-179), public facilities (existing or scheduled for construction within the first six (6) years) will be adequate to serve the development proposed to occur within the first six (6) years. The Council shall also find that public facilities probably will be adequately supplied for the remainder of the project. In considering the probability of future public facilities construction, the Council may consider such things as existing plans for construction, budgetary constraints on providing public facilities, the public interest and public need for the particular development, the relationship of the development to public transportation, or any other matter that indicates that public or private funds will likely be expended for the necessary facilities.

RESPONSE: It is anticipated that the proposed development will take place within 6 years.

(3) In the case of an L-A-C Zone, the applicant shall demonstrate to the satisfaction of the District Council that any commercial development proposed to serve a specific community, village, or neighborhood is either:

(A) Consistent with the General Plan, an Area Master Plan, or a public urban renewal plan; or

(B) No larger than needed to serve existing and proposed residential development within the community, village, or neighborhood.

RESPONSE: The purpose of this amendment is to remove the commercial component. The District Council, in its approval of A-9775-C, Zoning Ordinance 12-1996, addressed this finding as its Finding 3 as follows:

“The District Council finds that the application is in accordance with the requirements of Section 27-195(b)(3). In a request for L-A-C any commercial development must be consistent with a public plan and not larger than needed to serve existing and proposed residential development. The Master Plan does propose a village activity center for the

A-9775-01

property of A-9775 and at an intensity of 40,000 to 150,000 square feet, the exact size 'to be based on a market study'. The study, Appendix A, Exhibits BP-19 and BP-52, and the testimony of the applicant's market analyst (Tr. 109) support a retail center of up to 50,000 square feet."

The Master Plan shows a village activity center on the Property, and the District Council, in accordance with the requirement of Section 27-195(b)(3), restricted the size of the commercial activity in that center to 50,000 square feet. However, the L-A-C Zone does not require commercial uses. It merely allows them on properties the Master Plan recommends for them. The proposal to update the development quantities in the development to reflect current market needs.

(4) In the case of a V-M or V-L Zone, the applicant shall demonstrate to the satisfaction of the District Council that the commercial development proposed to serve the village is no larger than needed to serve existing and proposed residential development within and immediately surrounding the village, within the parameters of Section 27-514.03(d)(1)(A).

RESPONSE: The Property is not in the V-M or V-L Zone.

Sec. 27-494. Purposes.

(a) The purposes of the L-A-C Zone are to:

(1) Establish (in the public interest) a plan implementation Zone, in which (among other things):

(A) Permissible residential density and building intensity are dependent on providing public benefit features and related density/intensity increment factors; and

(B) The location of the zone must be in accordance with the adopted and approved General Plan, Master Plan, Sector Plan, public urban renewal plan, or Sectional Map Amendment Zoning Change;

RESPONSE: The proposed residential density, as was the case when originally approved, is below the base density. No increase above the base is needed and therefore no public benefit features are required. However, at the time of original approval, the original applicant proffered several public benefit features, including open space in excess of minimum requirements, an uninterrupted pedestrian system separated from vehicular rights-of-way, the provision of the fire

A-9775-01

station site, distinctive streetscaping, green area, and buffers in excess of Landscape Manual requirements. These have been implemented throughout the site.

The location of the L-A-C Zone is consistent with the 1990 Largo-Lottsford Master Plan which showed a village activity center on the property

(2) Establish regulations through which adopted and approved public plans and policies (such as the General Plan, Master Plans, Sector Plans, public urban renewal plans, and Sectional Map Amendment Zoning Changes for Community, Village, and Neighborhood Centers) can serve as the criteria for judging individual physical development proposals;

RESPONSE: These regulations have been established at the time of the Comprehensive Design Plan approval. Modifications to some of the approved standards will be requested in a revision to the approved CDP 9601.

(3) Assure the compatibility of proposed land uses with existing and proposed surrounding land uses, and existing and proposed public facilities and services, so as to promote the health, safety and welfare of the present and future inhabitants of the Regional District;

RESPONSE: This portion of the site is surrounded by residential uses and the fire station. Replacing the proposed commercial uses with single-family attached dwellings increases the compatibility of the site with the surrounding uses.

(4) Encourage and stimulate balanced land development;

RESPONSE: This part of Saint Joseph's Drive has not developed with commercial uses in the 23 years since they were approved on the Master Plan. In fact, since the adoption of the Master Plan, major commercial uses have been developed at the other end of Saint Joseph's Drive, near MD 202, about a mile away. This area is ripe for continued development with single-family attached dwellings..

(5) Group uses serving public, quasi-public, and commercial needs together for the convenience of the populations they serve; and

RESPONSE: No such uses are proposed.

(6) Encourage dwellings integrated with activity centers in a manner which retains the amenities of the residential environment and provides the convenience of proximity to an activity center.

RESPONSE: By eliminating the commercial uses, the residential environment remains intact.

ORIGINAL CONDITIONS

The District Council's approval of A-9775-C, Zoning Ordinance 12-1996, included 6 Conditions, 14 Comprehensive Design Plan Considerations, and 3 Specific Design Plan Considerations. All of these have been fulfilled and remain in effect, with the exception of those related to Commercial Development. These are:

Condition 5, which relates to commercial intensity. Delete

Condition 6, which relates to school adequacy. The adequacy requirements have changes. Condition 6 should be deleted and replaced with language that requires adequacy in accordance with Section 24-122.02 of the Subdivision Regulations will ensure that schools are adequate to serve the proposed development

CDP Consideration 9, to which we request the following change with deletions bracketed:

“Vehicular access points shall be limited along re-aligned Ardwick-Ardmore Road and St. Joseph's Drive. Individual residential [and commercial] lots should not have direct access to these facilities. [This shall not preclude direct access for a future fire station if deemed appropriate for public safety considerations.]

The last sentence is no longer necessary. The fire station is constructed and now owned by Prince George's County.

SDP Consideration 3, which relates to District Council review of the commercial component. Delete.

CONCLUSION

Only the 1990 Largo Lottsford and Vicinity Master Plan and the General Plan policies apply to the property. But the Approved Largo Town Center Sector Plan and the pending Landover Metro Area and MD 303 Sector Plan inform the current trends in the area. Major commercial uses have developed nearby and no commercial uses have developed on the Property in the 23 years since the Master Plan was adopted.

Notwithstanding the emphasis on the larger commercial centers in the area, a small commercial center on the Property could be a nice addition to the community if upscale retail operations could be encouraged to locate here. The 1990 Largo-Lottsford Master Plan included

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the commercial component based on the Basic Plan Application that was before the County at that time. Now, given the array of opportunities in the immediate vicinity, such tenants and/or purchasers have not immigrated. Twenty-three years since the original approval, the property is still not viable for upscale commercial development; in fact, with its relatively small size and the abundance of larger commercial centers nearby, it has been difficult to find the upscale retailers contemplated during the 1990 Basic Plan process.

The more appropriate land use here is an extension of the single-family attached dwelling community to the east. An overriding concern of all planning and zoning activity is compatibility. This proposal presents compatible land uses to those of surrounding uses, including the single-family attached housing to the east and the school to the west. Adequate setbacks and landscaping are proposed to buffer the homes from the existing fire station to the south. As proposed, single-family attached dwellings in the village activity center satisfy the Master Plan guideline of up to 15 dwellings per acre. Design guidelines in the approved comprehensive design plan, as well as those proposed for the new development will ensure that all Master Plan issues relating to design are addressed.

Given the Master Plan considerations and that the proposed amendment to Basic Plan A-9775-C satisfies all of the criteria for approval, the Applicant respectfully requests approval.

July 1, 2014

MEMORANDUM

TO: Tom Lockard, Zoning Section
VIA: Whitney Chellis, Subdivision Section
FROM: Quynn Nguyen, Subdivision Section
SUBJECT: Referral for Springdale Estates, A-9775-01

The property is known as Parcel H and is located on Tax Map 60 in Grid F-1. The property is zoned L-A-C and is 4.98 acres. The property survey plan with this application shows the property boundaries as reflected on the current tax map. The site is currently undeveloped. The applicant has submitted an application to amend the Basic Plan A-9775-01 to allow for the construction of 65 to 70 single-family attached dwelling units on Parcel H.

Parcel H is the subject of the approved Preliminary Plan 4-96066, which is for 66.28 acres. The PPS 4-96066 was originally approved by the Prince George's County Planning Board on December 19, 1966. On April 3 1997, the Planning Board approved a request by staff to reconsider Condition 9 and the corresponding finding of the PPS on the basis of inadvertence. On April 3, 1997, the Planning Board reconsidered Condition 9 and the corresponding finding of the PPS and approved the application with all of the original conditions and findings with the exception of a new substitute Condition 9, new language in Finding 12, and additional Finding 15. The Planning Board's approval of PGCPB Resolution No. 96-386(A) contains 14 conditions, which will be incorporated as appropriate with the review of the CDP when filed. Parcel H was recorded in Plat Book VJ 181-23 on September 22, 1997. The bearings and distances for Parcel H on the site plan correctly reflect those shown on the record plat.

The statement of justification (SOJ) proposes to eliminate the commercial uses and to allow 65 to 70 fee simple townhouse lots on Parcel H. The Basic Plan A-9775-01 has designated the area of Parcel H for 50,000 square feet of commercial space. The approval of this amendment to the Basic Plan will result in residential development of Parcel H which was not identified and evaluated in the approved PPS 4-96066. Therefore, the site will require the approval of a new preliminary plan of subdivision and a new determination of adequacy if the CDP is consistent with the SOJ. If the amendment of Basic Plan is not approved, then subject property may move forward with a commercial/retail development pursuant to the approved Preliminary Plan 4-96066 and the conditions contained therein. There are no other subdivision issues at this time.

April 07, 2014

MEMORANDUM

TO: Tom Lockard, Planner Coordinator, Zoning Section
VIA: Ruth Grover, Planner Coordinator, Urban Design Section
FROM: Cynthia Fenton, Planner Coordinator, Urban Design Section
SUBJECT: A-9775-01 Springdale Estates

The Urban Design Section has reviewed the proposed Basic Plan Amendment for this property, in which the applicant seeks to replace the previously approved 50,756 square feet of commercial development with 65-70 townhouse units. The subject property, which is vacant and wooded, consists of approximately five acres of land zoned Local Activity Center (L-A-C). The site is located on the southeastern side of St. Joseph's Drive and the south side of Ardwick-Ardmore Road. The property is in the eastern half of the original Basic Plan for Bellehaven Estates, Section One which comprises 33.1 acres and is developed with single-family detached and attached homes and a fire station, all in the L-A-C Zone. The site is bounded to the north across Ardwick-Ardmore Road by single-family detached homes in the R-80 Zone; to the south by the existing firehouse in the L-A-C Zone; to the east by existing single-family attached and detached homes in the L-A-C Zone; and, to the west across St. Joseph's Drive by Charles H. Flowers High School in the R-R (Rural Residential) Zone. The applicable sectional map amendment, the 1990 *Approved Largo-Lottsford and Vicinity Sector Plan and Sectional Map Amendment* placed the property in the L-A-C Zone.

Illustrative materials showing a conceptual site development were submitted with this application.

DISCUSSION

One of the stated purposes of the L-A-C Zone in the Zoning Ordinance is to "Group uses serving public, quasi-public, and commercial needs together for the convenience of the populations they serve." An additional purpose is to integrate residential uses in a manner that "provides the convenience of proximity to an activity center." The original Basic Plan and subsequent Comprehensive Design Plan were approved with a mix of commercial and residential uses which included over 50,000 square feet of commercial development including a day care for children and a fire station, and a mix of single-family detached and attached units. While most of the residential units and the fire station have been constructed, none of the commercial retail area, which was approved to be located adjacent to the fire station, has been developed. The proposed residential use is a permitted use in the L-A-C Zone, but from an urban design perspective it is not clear how the site will continue to meet the purposes of the zone. The fire station may serve as a community focal point or activity center depending upon how well-integrated it is programmatically within the community. It appears the fire station might be the extent of

sustainable non-residential uses for this neighborhood considering the site's proximity to the Woodmore Town Center, a significant retail center, which is less than one mile away.

RECOMMENDATION

The Urban Design Section would suggest that the Zoning Section recommend a condition be placed on the approval of the Basic Plan Amendment to reduce the incompatibility between the fire station and townhouse uses. The condition should require a minimum 50-foot wide buffer between the two uses consistent with a previous CDP condition.

At the time of Comprehensive Design Plan submittal, the Urban Design Section suggests the applicant incorporate the following elements in the plan's design:

- A centralized, functional open space area;
- Pedestrian connectivity between the proposed and adjacent townhouse development;
- Safe and efficient pedestrian access to Charles Flowers High School; and,
- Appropriate screening between the Fire Station and the proposed townhouse development in accordance with (or greater than) Section 4.7 (Buffering Incompatible Uses) of the 2010 Landscape Manual.

The site design should minimize impervious surfaces to maximize useable private and public open space. Additionally, the site will be subject to Landscape Manual requirements in Section 4.1 (Residential Requirements); Section 4.6 (Buffering Development from Streets); Section 4.7 (Buffering Incompatible Uses) and 4.9 (Sustainable Landscaping Requirements). With regard to Section 4.6, it is noted that the subject property fronts on a portion of Ardwick-Ardmore Road that is designated an historic roadway.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Countywide Planning Division

(301) 952-3650
www.mncppc.org

March 19, 2014

MEMORANDUM

TO: Tom Lockard, Planner Coordinator, Zoning Section, Development Review Division

VIA: Christine Osei, Planner Coordinator, Special Projects Section, Countywide Planning Division

FROM: Jay Mangalvedhe, Senior Planner, Special Projects Section, Countywide Planning Division

SUBJECT: Project: Springdale Estates: A-9775-01

This is a request to amend an approved basic plan to change proposed retail to 70 townhouses.

RESIDENTIAL

Police Facilities

The proposed development is within the service area of Police District II, Bowie. There is 267,660 square feet of space in all of the facilities used by the Prince George's County Police Department and the July 1, 2012 (U.S. Census Bureau) county population estimate is 881,138. Using the 141 square feet per 1,000 residents, it calculates to 124,240 square feet of space for police. The current amount of space 267,660 square feet is within the guideline.

Fire and Rescue Service

The Special Projects Section has reviewed this preliminary plan for adequacy of fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(C) and (E) of the Subdivision Regulations.

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

The proposed project is served by St. Josephs Fire/EMS Co. 6, a first due response station (a maximum of seven (7) minutes travel time), is located at 2901 St. Josephs Drive.

Capital Improvement Program (CIP)

There are no CIP projects for public safety facilities proposed in the vicinity of the subject site.

The above findings are in conformance with the 2008 *Adopted and Approved Public Safety Facilities Master Plan* and the “Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities.

School Facilities

The Special Projects Section has reviewed this plan for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and CR-23-2003 and concluded the following:

Impact on Affected Public School Clusters

Affected School Clusters #	Elementary School Cluster 2	Middle School Cluster 2	High School Cluster 2
Dwelling Units	70 DU	70 DU	70 DU
Pupil Yield Factor	0.140	0.113	0.108
Subdivision Enrollment	10	8	8
Actual Enrollment	6,585	4,599	11,684
Total Enrollment	6,595	4,607	11,692
State Rated Capacity	7,360	5,540	13,106
Percent Capacity	90%	83%	89%

Source: Prince George’s County Planning Department, M-NCPPC, January 2007

County Council bill CB-31-2003 established a school facilities surcharge in the amounts of: \$7,000 per dwelling if a building is located between Interstate 495 and the District of Columbia; \$7,000 per dwelling if the building is included within a basic plan or conceptual site plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$12,000 per dwelling for all other buildings. CB-31-2003 allows for these surcharges to be adjusted for inflation and the current amounts are \$8,862 and \$ 15,185 to be paid at the time of issuance of each building permit.

In 2013 Maryland House Bill 1433 reduced the school facilities surcharge by 50 percent for multifamily housing constructed within an approved transit district overlay zone; or where there is no approved transit district overlay zone within a ¼ mile of a Metro station; or within the

Bowie State MARC Station Community Center Designation Area, as defined in the Approved Bowie State Marc Station Sector Plan And Sectional Map Amendment. The bill also established an exemption for studio or efficiency apartments that are located within the county urban centers and corridors as defined in §27A-106 of the County Code; within an approved transit district overlay zone; or where there is no approved transit district overlay zone then within a ¼ mile of a Metro station. This act is in effect from October 1, 2013 through September 30, 2018.

The school facilities surcharge may be used for the construction of additional or expanded school facilities and renovations to existing school buildings or other systemic changes.

Water and Sewerage Findings

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

The 2008 *Water and Sewer Plan* placed this property in Water and Sewer Category 3, Community System.

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THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Countywide Planning Division, Transportation Planning Section

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August 29, 2014

MEMORANDUM

TO: Tom Lockard, Zoning Section, Development Review Division

VIA: Tom Masog, Supervisor, Transportation Planning Section, Countywide Planning Division

FROM: Eric Jenkins, Transportation Planning Section, Countywide Planning Division

SUBJECT: A-9775/01, Springdale Estates

The Transportation Planning Section has reviewed the zoning map amendment application referenced above. The subject property consists of approximately 4.98 acres of land in the L-A-C Zone. The property is located at the intersection of St. Joseph's Drive and Ardwick Ardmore Road. The applicant proposes to amend the Basic Plan to allow for 70 to 75 single-family dwelling units.

Review Comments

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

Links and signalized intersections: Level of Service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Ordinance, is permitted at signalized intersections within any tier subject to meeting the geographical criteria in the Guidelines.

Unsignalized intersections: The procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. A three-part process is employed for two-way stop-controlled intersections: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed. Once the CLV exceeds 1,150 for either type of intersection, this is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

Comparison of Estimated Trip Generation, A-9775/01 – (4.98 Acre parcel)								
Zoning or Use	Units or Square Feet	AM Pk. Hr. Trips			PM Pk. Hr. Trips			Daily Trips
		In	Out	Total	In	Out	Total	
Approved Use								
Day Care Center	5,000 square feet	32	29	61	29	33	62	370
Retail	55,750 square feet	67	41	108	192	209	401	4,600
Proposed Use								
Single-Family Attached	75 dwellings	11	42	53	39	21	60	600
	Difference	-88	-28	-116	-182	-221	-403	-4,370

The applicant proposes to eliminate the commercial uses, including the day care center. The comparison of estimated site trip generation indicates that the proposal would generate less traffic if developed as single family attached residential than it would if the retail and day care uses were to be developed. It is therefore determined that the proposed change would have no net impact on any critical intersections in the area. Therefore, the transportation staff believes that past findings of transportation adequacy do accommodate the subject proposal for 75 single family residences.

CDP-9601 placed limits on vehicular access points to St. Joseph’s Drive. It is recommended that individual residential and commercial lots should not have direct access to St. Joseph’s Drive. A-9775/01 shows one access point onto St. Joseph’s Drive, and appears to comply with this condition. It is noted that several alleys are shown without turnarounds on this plan. This should be addressed at the preliminary plan and specific design plan stages.

It is noted that a traffic study will be required at the preliminary plan stage of development. The “Transportation Review Guidelines, Part 1” require a traffic study for any proposed subdivision generating more than 50 or more new trips during any peak hour. Critical intersections to be included in the traffic study will be identified at that stage.

Ardwick-Ardmore Road and St. Joseph Drive are both listed in the *Approved Master Plan Amendment and Adopted Sectional Map Amendment for Largo-Lottsford* as collector roadways with 80 foot rights-of-way. It does not appear that any further dedication is required although this will be reviewed at a later stage.

Transportation facilities will be adequate to carry the anticipated traffic generated by the development based on the proposed density. The uses proposed will not generate traffic which would lower the level of service anticipated by the land use and circulation systems.

Conclusion

Based on the preceding findings, the Transportation Planning Section would conclude that existing transportation facilities and those to be provided by the applicant will be adequate to carry the anticipated traffic generated by the development based on the maximum proposed density. Furthermore, the uses proposed will not generate traffic which would lower the level of service anticipated by the land use and circulation systems shown on the approved Area Master Plan, in accordance with Section 27-195 of the

Prince George's County Code, particularly based upon the proposed residential density and use. Given that the application is a revision to a basic plan which is largely otherwise developed, no conditions are recommended at this time.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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Prince George's County Planning Department
Community Planning Division

301-952-3972

May 2, 2014

MEMORANDUM

TO: Tom Lockard, AICP, Zoning Section, Development Review Division

VIA: Martin Matsen, Planning Supervisor, Community Planning Division

FROM: William Washburn, AICP, Planner Coordinator, Community Planning Division

SUBJECT: **Amendment to Basic Plan – A-9775-01, Springdale Estates**

DETERMINATIONS

- The application is consistent with 2002 General Plan development pattern policies for the Developing Tier.
- The application does not conform to the land use recommendations of the 1990 *Largo-Lottsford Approved Master Plan Amendment and Sectional Map Amendment* for a village activity center on this site.
- The regional shopping center at Woodmore Towne Centre at Glenarden is little more than ½ mile from this proposed residential development site, which is within reasonable walking distance. This major retail center would likely present insurmountable competition for any retail uses developed at this site in accordance with the master plan recommendations and the approved CDP-9601 (Bellehaven Estates 1).
- The character of the surrounding neighborhood has changed since the 1990 master plan was approved. Based on this fact, the applicant is urged to seek a zoning amendment to the Basic Plan for the subject site to accommodate the proposed rowhouse development.

BACKGROUND

Location: Southeast quadrant of intersection of St. Joseph's Drive and Ardwick-Ardmore Road

Size: 4.98 acres

Existing Uses: Undeveloped

Proposal: Revise the approved Comprehensive Design Plan to permit replacement of the mandated commercial component with 65-70 townhouses on this site

GENERAL PLAN, MASTER PLAN, AND SMA

2002 General Plan: This application is located within the Developing Tier. The vision for the Developing Tier is to maintain a pattern of low- to moderate-density suburban residential communities, distinct commercial centers, and employment centers that are increasingly transit serviceable.

Master/Sector Plan: 1990 *Largo-Lottsford Approved Master Plan Amendment and Sectional Map Amendment*

Planning Area/

Community: Planning Area 73/Enterprise Community, Neighborhood E

Land Use: Undeveloped

Environmental: Refer to the Environmental Planning Section referral for conformance with the Environmental chapter of the 1990 Largo-Lottsford Approved Master Plan Amendment and Adopted Sectional Map Amendment and the 2005 Countywide Green Infrastructure Plan.

Historic Resources: None identified

Transportation: The 2009 *Approved Countywide Master Plan of Transportation* (CMPOT) identified Ardwick-Ardmore Road and Saint Josephs Drive as existing collectors (C-347 and C-345, respectively). The nearest Metrorail facility is the New Carrollton Metro Station.

Public Facilities: The 1990 master plan identified a proposed fire station adjacent to the subject property on Saint Josephs Drive. This facility is currently open and in service.

Parks & Trails: The Master Plan of Transportation recommends continuous sidewalks and on-road bicycle facilities (bike lanes) along Ardwick-Ardmore Road adjacent to the project site.

Aviation\ILUC: This property is within the Joint Base Andrews (JBA) Interim Land Use Control (ILUC) area. It lies within Imaginary Surface F, which established a height limit of 500 feet above the runway surface. The property is outside of the 65 dBA and above noise contour. It is also outside of the Accident Potential Zones (APZs). Though these categories do not impact the subject property, they should be noted on the DSP.

SMA/Zoning: The 1990 *Largo-Lottsford Approved Master Plan Amendment and Sectional Map Amendment* classified this property in the L-A-C (Local Activity Center) Comprehensive Design Zone.

PLANNING ISSUES

The Planning Board approved Comprehensive Design Plan CDP-9601 for the 33-acre property that includes the proposed development site in 1996 (PGCPB No. 96-375). The Planning Board approval permitted the development of up to 233 single-family detached and single-family attached residential units. The Planning Board approval also called for the development of 55,756 square feet of commercial space on the subject site configured and zoned as a Local Activity Center (L-A-C). The approval also called for the dedication of a site for a proposed fire station adjacent to the subject property.

Since the 1996 Planning Board approval was granted, a major shopping center (Woodmore Towne Centre at Glenarden) has been constructed a little more than ½ mile southwest of the development site. A new high school (Flowers Senior High School) has also been constructed across Saint Josephs Drive from the site. Meanwhile, efforts to develop commercial retail space on the subject site have been unsuccessful.

The applicant has submitted a request to amend approved Comprehensive Design Plan CDP-9601 to replace the commercial space recommended in the 1996 Planning Board approval with 70 single-family attached residences.

Staff finds that the requested revision in land use from commercial to residential is reasonable, given the significant changes in neighborhood character that have taken place since the 1996 Planning Board approval. The most significant change is the existence of a major commercial retail center within walking distance of the site. The proposed residential use is also compatible with existing townhouse units immediately east of the development site. It is recommended, however, that the applicant explore the possibility of a pedestrian connection between the existing townhomes and the new development. Such a connection will enhance pedestrian connectivity between the new townhomes and the surrounding community.

The existing L-A-C zoning on the site permits residential and/or nonresidential uses configured as a neighborhood-serving activity center. However, the proposed site appears to be too small to permit such an activity center to develop at a scale that will ensure its economic viability. The proximity of the Woodmore Towne Centre shopping center presents an added barrier to the potential success of any commercial development at this site. For these reasons, staff supports the applicant's request to amend the Basic Plan to permit the proposed residential development.

c: Ivy A. Lewis, AICP, Chief, Community Planning Division
Long-range Agenda

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**** REFERRAL REQUEST ****

Date: 3/19/2014
 To: PRANOY CHOUDHARY, MD. STATE HIGHWAY ADMINISTRATION
 From: TOM LOCKARD, AICP, PLANNING COORDINATOR, ZONING SECTION
 Subject: SPRINGDALE ESTATES (A-9775-01)

IDENTIFICATION OF MAJOR ISSUES DUE DATE*: 4/3/2014

***Note:** E-mail any major issues/problems to the reviewer by the above date.

SUBDIVISION REVIEW COMMITTEE DATE: N/A

REFERRAL DUE DATE: 4/18/2014

- | | |
|--|---|
| <input type="checkbox"/> Full Review of New Plan | <input checked="" type="checkbox"/> Revision of Previously Approved Plan |
| <input type="checkbox"/> Limited or Special Review | <input type="checkbox"/> Plans/Documents Returned for Second Review Following Revision by Applicant |

NOTE: This case is being reviewed at: Planning Board level OR Planning Director level

COMMENTS: Please email major issues to Tom Lockard at Thomas.Lockard@ppd.mnccppc.org

Related Cases: _____

REFERRAL REPLY COMMENTS:

OK! SHA has no objection to subject Plan approval. If County/MNCCPPC transportation requires submission of a (TIS) Traffic Impact Study, a copy of the TIS should be sent to SHA if the TIS should impacts to State Road network because of the proposed development.

NOTE: IF YOU HAVE NO COMMENTS, PLEASE INDICATE ABOVE AND FORWARD OR FAX TO THE REVIEWER'S ATTENTION.