



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

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

## Detailed Site Plan

**DSP-20008**

## Hope Village - Phase I Royal Farms #282

REQUEST	STAFF RECOMMENDATION
Construction of a 4,650-square-foot food and beverage store and gas station.	APPROVAL with conditions

**Location:** At the southeast quadrant of the intersection of Woodyard Road and Marlboro Pike.



Gross Acreage:	3.27
Zone:	M-X-T/M-I-O
Dwelling Units:	N/A
Gross Floor Area:	4,650 sq. ft.
Planning Area:	82A
Council District:	09
Election District:	15
Municipality:	N/A
200-Scale Base Map:	208SE09

Planning Board Date:	02/11/2021
Planning Board Action Limit:	02/12/2021
Staff Report Date:	01/26/2021
Date Accepted:	11/20/2020
Informational Mailing:	03/11/2020
Acceptance Mailing:	11/02/2020
Sign Posting Deadline:	01/12/2021

**Applicant/Address:**  
VMD-Upper Marlboro, LLC  
30050 Chagrin Blvd., Suite 360  
Pepper Pike, OH 44124

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THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-20008  
Type 2 Tree Conservation Plan TCP2-043-2020  
Hope Village- Phase 1 Royal Farms #282

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

**EVALUATION**

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

- a. The requirements of the Prince George's County Zoning Ordinance in the Mixed Use-Transportation Oriented (M-X-T) and Military Installation Overlay (M-I-O) Zones and the site design guidelines;
- b. The requirements of Conceptual Site Plan CSP-18007;
- c. The requirements of Preliminary Plan of Subdivision 4-20003;
- d. The requirements of the 2010 *Prince George's County Landscape Manual*;
- e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and,
- g. Referral comments.

**FINDINGS**

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

1. **Request:** The subject detailed site plan (DSP) requests approval for the development of a 4,650-square-foot food and beverage store and a gas station with eight multi-product dispensers.

2. **Development Data Summary:**

	<b>EXISTING</b>	<b>PROPOSED</b>
<b>Zone</b>	M-X-T/M-I-O	M-X-T/-M-I-O
<b>Use(s)</b>	Agriculture	Food or beverage store, eating or drinking establishment, and gas station
<b>Parcels</b>	1	2
<b>Gross Acreage</b>	3.27	3.27
<b>Total Gross Floor Area</b>	0	4,650 sq. ft.

**Floor Area Ratio (FAR) in the M-X-T Zone**

Base FAR Permitted	0.40
Total FAR Permitted*	1.40 FAR*
Total FAR Proposed**	0.003

**Notes:** \*Additional density is allowed, in accordance with Section 27-545(b)(4), Optional method of development, of the Prince George’s County Zoning Ordinance, for providing 20 or more dwelling units within Conceptual Site Plan CSP-18007.

\*\*Pursuant to Section 27-548(e) of the Zoning Ordinance, the proposed FAR shall be calculated based on the entire property (37.17 net acres), as approved with CSP-18007. The total FAR proposed was not provided on the DSP, and a condition to include the total FAR on the DSP has been included in the Recommendation section of this report.

**Parking Spaces**

	<b>Provided*</b>
<b>Food or Beverage Store</b> – 4,650 sq. ft.	69 (including 3 handicapped-accessible)
<b>Eating or Drinking Establishment</b> (not including drive-through service) 29 seats	
<b>Gas Station</b> (self-service) – 8 employees	
<b>Bicycle Spaces</b>	6
<b>Loading Spaces</b>	1

**Note:** \*Per Sections 27-574 and 27-583 of the Zoning Ordinance, there is no specific required number of parking or loading spaces in the Mixed Used-Transportation Oriented (M-X-T) Zone. The applicant has included an analysis to be approved by

the Prince George's County Planning Board. See Finding 7f for a discussion of the parking analysis.

3. **Location:** The site is in Planning Area 82A and Council District 9. More specifically, it is located in the southeast quadrant of the intersection of Woodyard Road (MD 223) and Marlboro Pike.
4. **Surrounding Uses:** To the north beyond Marlboro Pike is vacant property in the Local Activity Center Zone. To the west of the property, beyond MD 223, is Windsor Park in the Rural Residential (R-R) Zone, and the Norbourne townhouse development in the Townhouse Zone. A single parcel in the M-X-T Zone, the remainder of the Hope Village development, abuts the site to the south and east.
5. **Previous Approvals:** The 2013 *Approved Subregion 6 Master Plan and Sectional Map Amendment* (Subregion 6 Master Plan and SMA) (Prince George's County Council Resolution CR-83-2013, Revision 3) rezoned the subject property from the R-R Zone to the M-X-T Zone.

On February 6, 2020, the Planning Board approved CSP-18007 (PGCPB Resolution No. 2020-19) for the mixed-use development of a 37.59-acre property, inclusive of the area of this DSP, subject to four conditions.

On January 21, 2021, the Planning Board approved Preliminary Plan of Subdivision (PPS) 4-20003. The PPS proposes to create the two parcels proposed for development by this DSP, as well as a separate outparcel for future development.

The site has an approved Stormwater Management (SWM) Concept Plan, 21659-2019-00.

6. **Design Features:** The subject site is roughly square in shape and includes two proposed parcels totaling approximately 3.27 acres. Parcel 1 includes approximately 2.3 acres for the development of a food and beverage store, with an eating or drinking establishment component, and a gas station. Parcel A is approximately one acre and wraps the eastern and southern side of Parcel 1 for the development of a private roadway. The existing site consists of undeveloped agricultural land at the southeast corner of MD 223 and Marlboro Pike.

This DSP proposes to develop a 4,650-square-foot Royal Farms brand food and beverage store and a gas station with eight multi-product dispensers on Parcel 1. The proposed single-story, rectangular-shaped building is in the east-central portion of the site, with the gas station canopy located on its west-central side. The length of the building and gas station canopy are oriented toward MD 223. A trash enclosure is located in the southeast corner of the site. The DSP provides for 25-foot setbacks in all yards, and shows all structures located over 25 feet from all lot lines. Staff finds the locations provided for the building, gas station canopy, and site features are acceptable. An outdoor eating area is shown on the west side of the building. Parking spaces are provided on the north, west, and south sides of the site, and two loading spaces are provided to the east of the building. A condition has been included in the Recommendation section for minor technical corrections to be made to the parking schedule.

Two access points to the site are provided, one in the northeast corner of the site to Marlboro Pike, and one at the southwest corner of the site with a right-in/right-out connection to the northbound lanes of MD 223. Within Parcel A, at each site entry location, portions of the private roadway are provided to connect the subject site and abutting roadways. The location of these access points is acceptable, however, the entirety of the private road within Parcel A must be provided with the development of Royal Farms on Parcel 1. This is consistent with staff recommendations of approval for PPS 4-20003 and is determined necessary to ensure safe, efficient, and convenient circulation, as further discussed in Finding 9. Pedestrian and bicycle access to the building is provided by five-foot-wide sidewalks along the private roadway to the building and an eight-foot-wide shared-use path to be provided along MD 223. Sidewalks are not provided along the site's frontage with Marlboro Pike, consistent with the CSP and PPS. Three bicycle racks are located at the southwest corner of the building. Staff generally finds the facilities for pedestrian and bicycle use provided to be acceptable, with minor adjustments as recommended by a condition included herein. The photometric plan provided with the DSP shows adequate on-site lighting.

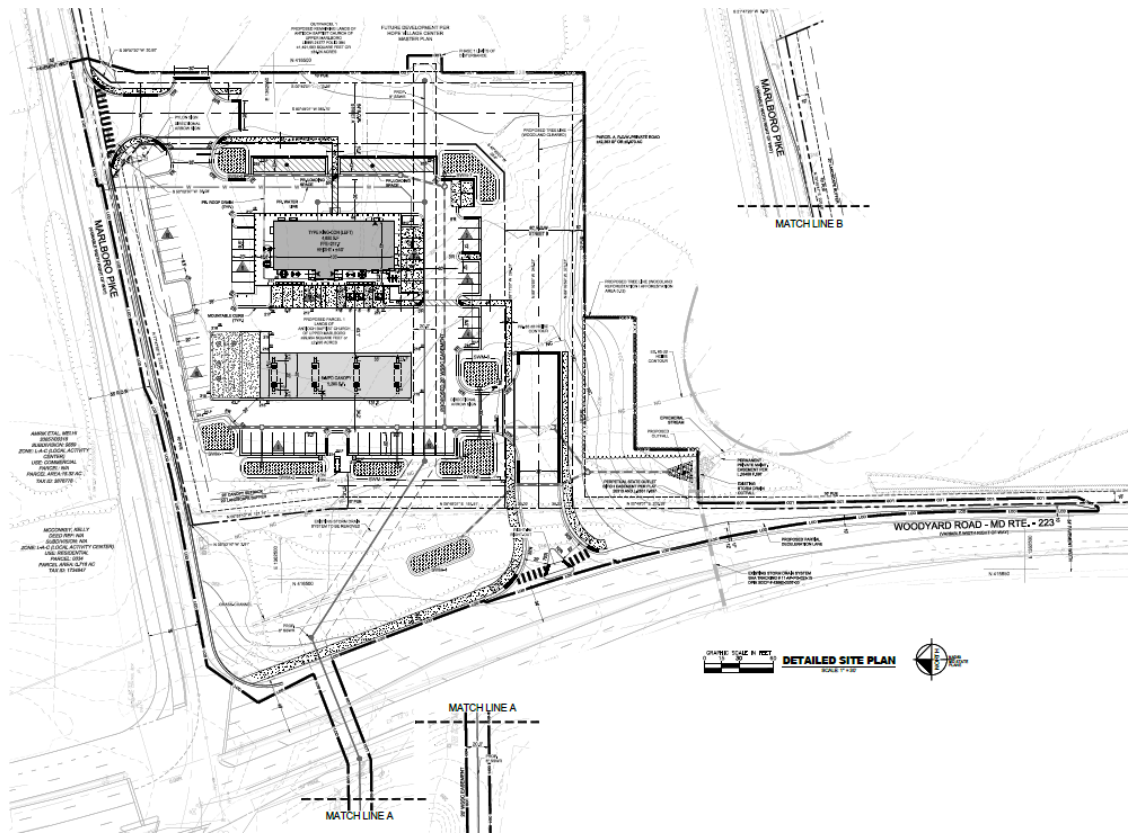


Figure 1: Site Development Plan

**Architecture**

The proposed 4,650-square-foot food and beverage store is a single-story rectangular-shaped structure with a height of approximately 22 feet. The western façade of the building includes its main entrance. An eight-foot-wide entry vestibule extends from the western façade and is accented with by a gabled roof extending to 32.5 feet that is topped with a five-foot-high decorative cupola. Appropriate fenestration is provided on the western façade and decorative canopies are provided along portions of each façade. Brick, stone

vener, and cementitious siding will clad each side of the building. A beige color pattern, accented with red and white trim, is provided and is typical of the Royal Farms branded buildings. Minor technical corrections should be made to the architectural elevations, with a recommended condition included herein.

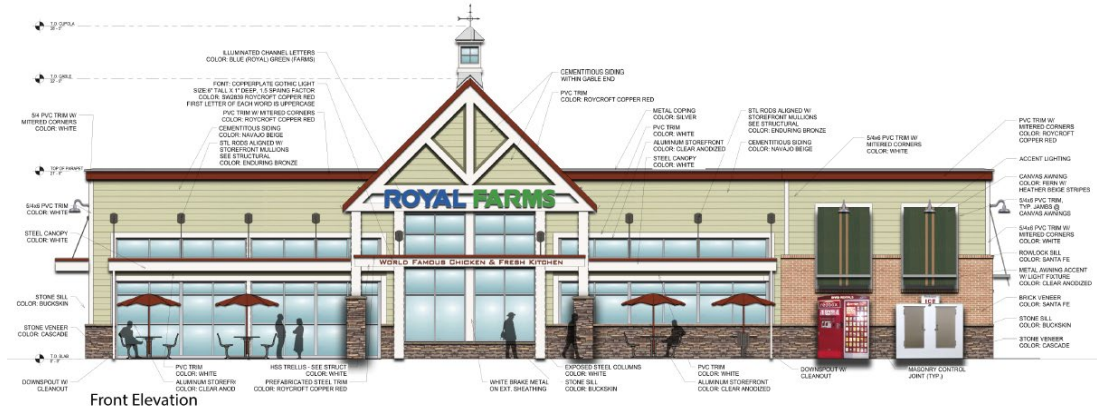


Figure 2: Food and Beverage Store Elevation

The proposed gas station canopy is in the west-central portion of the site, with its length parallel to the building’s front façade and MD 223. The canopy is approximately 131 feet long and 40 feet wide. A total of eight multi-product dispensers are proposed. Plans show the canopy will include branded signage and façade treatments that are complimentary to the proposed building. A condition has been included in the Recommendation section, for labeling to be added to the canopy elevations to specify the structure’s height, as well as materials and colors for façade treatments.

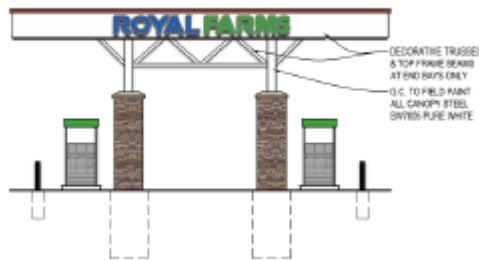


Figure 3: Gas Station Canopy Side Elevation

### Signage

A comprehensive signage program is provided that includes freestanding, canopy-mounted, and building-mounted signs for the proposed gas station and food and beverage store. Signage provided is typical for the Royal Farms brand and proposed uses. A number of technical corrections to the signage plan and associated tables are needed to demonstrate conformance with the Zoning Ordinance; and conditions for such are recommended. Within the M-X-T Zone, design standards for signage shall be determined by the Planning Board at the time of DSP review, in accordance with Section 27-613(f)(1) of the Zoning Ordinance, for building-mounted signage and Section 27-614(e) of the Zoning Ordinance, for freestanding signage.

Four building-mounted signs, totaling approximately 92 square feet, are shown proximate to entrances to the Royal Farms building. Signage table calculations do not include all building mounted signage area. Gas station canopy signage is not shown consistently between architectural and site plans, and the signage table does not fully account for all canopy mounted signage area. Plans and signage table calculations for canopy mounted signs should be made consistent and complete. Regarding free standing signage, two identically designed, double-sided pylon signs are shown on the DSP; one at the northeast corner of the site adjacent to the site entrance to Marlboro Pike, and the second centrally located on the site's frontage along MD 223. Two smaller directional signs are also provided adjacent to each driveway into the site. Architectural plans provide a second, different design for the pylon signs that should be removed from the plan set. In general, staff finds the proposed pylon signs, as shown on the DSP, to be oversized for the site and proposed uses and are larger than would normally be permitted in Euclidian zones. Proposed pylon signs have a height of 27 feet, which is two feet taller than the maximum height generally permitted for similar developments. As such, staff recommends the pylon signs be reduced to a height of no greater than 25 feet. In addition, the total area of signage is not accurately reflected in the signage table, and as designed, pylon signage area is in excess of what is normally permitted for this type of development. At a minimum, staff recommends the area of pylon signage be designed in conformance with Section 27-614(c)(6), Area standards for freestanding gas station price signs, of the Zoning Ordinance.

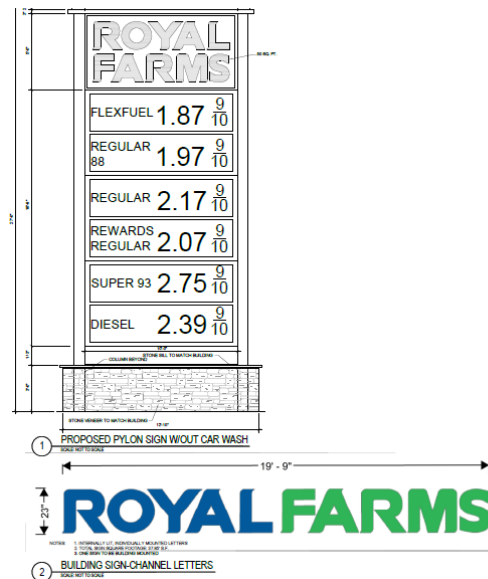


Figure 4: Signage Examples

## COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-X-T Zone, Military Installation Overlay (M-I-O) Zone, and the site design guidelines of the Zoning Ordinance and was found to be in conformance as follows:



a. The subject application is in conformance with the requirements of Section 27-547 of the Zoning Ordinance, which governs uses in all mixed-use zones.

(1) The proposed food and beverage store and gas station uses are permitted in the M-X-T Zone and were shown on CSP-18007.

(2) Section 27-547(d) of the Zoning Ordinance provides standards for the required mix of uses for sites in the M-X-T Zone, as follows:

**(d) At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:**

**(1) Retail businesses;**

**(2) Office, research, or industrial uses;**

**(3) Dwellings, hotel, or motel.**

The applicable CSP-18007 proposed two types of uses as required, including 38 one-family attached dwelling units, as well as 14,500 square feet of commercial/retail/gas station uses. These proposed uses satisfy the mixed-use requirement of Section 27-547(d).

b. The DSP is consistent with Section 27-548, Regulations, of the Zoning Ordinance. The following discussion is offered:

(1) The maximum proposed floor area ratio (FAR) for the site is 0.17, as provided on the CSP. This is less than the maximum base density of 0.40 FAR, but below the maximum FAR of 1.40, which is allowed by using the optional method of development. This DSP, as the first within the area of the CSP, proposes an FAR of 0.003.

(2) Developments in the M-X-T Zone are required to have vehicular access to a public street, in accordance with Section 27-548(g) of the Zoning Ordinance, noted below.

**(g) Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.**

The proposed commercial parcel has frontage on two public streets, but has vehicular access via private streets, as approved on the PPS. Staff recommends that these private streets be built in their entirety at this time to allow for safe and efficient circulation.

- c. The subject application has been reviewed for conformance with the requirements of Section 27-546(d) of the Zoning Ordinance, which requires additional findings for the Planning Board to approve a DSP in the M-X-T Zone, as follows:

**(1) The proposed development is in conformance with the purposes and other provisions of this Division;**

The purposes of the M-X-T Zone are provided for in Section 27-542 of the Zoning Ordinance. The subject DSP will be in conformance with the purposes and other provisions of the M-X-T Zone. Specifically, this development is the first phase of a larger project envisioned in the approval of CSP-18007, of which the subject site is part of. The CSP provides for a mixed-use development with residential and non-residential uses near each other. In addition, the project proposed by this DSP will promote the orderly development of land in the vicinity of the intersection of MD 223 and Marlboro Pike.

**(2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change or include a major employment use or center which is consistent with the economic development strategies of the Sector Plan or General Plan;**

The Subregion 6 Master Plan and SMA rezoned the subject property from the R-R Zone and the M-X-T Zone. At the time of approval of CSP-18007, the Planning Board found that the development program proposed substantially conformed with the recommendations of the Master Plan, which recommends residential low land use for the middle part of the site, commercial land use to the north and institutional land use to the south. This DSP proposes a Royal Farms development in the area designated for commercial development by the CSP, and therefore is in conformance with the guidelines intended to implement the Master Plan.

**(3) The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;**

The DSP is proposed as the first phase of a larger mixed-use development approved by CSP-18007 and will add convenience retail services to the area of the intersection of Marlboro Pike and MD 223. The proposed development has an outward orientation and is intended to serve as a catalyst for adjacent community improvement.

**(4) The proposed development is compatible with existing and proposed development in the vicinity;**

The approved CSP-18007 anticipated commercial uses and development as provided by this DSP. Adherence to the principles and guidance provided in the CSP will maintain the compatibility for future development. A food and beverage store, including an eating or drinking establishment use, and a gas station, are all permitted uses within the M-X-T Zone.

**(5) The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;**

In approving CSP-18007, the Planning Board found the arrangement of buildings, and other improvements and amenities will relate to the surrounding development and produce a cohesive development capable of sustaining an independent environment of continuing quality and stability. The subject DSP proposes the first phase of development of the CSP and will provide services that will help sustain the development in the surrounding area. However, the incomplete development of the private roadway shown on Parcel A of the DSP inhibits the capability of the project to sustain an independent environment of continuing quality and stability. As further detailed in Finding 13.b, the lack of full development of these streets will yield unacceptable vehicular traffic and circulation problems on and surrounding the site. A condition has been included in the Recommendation section, for the full development of the private roadway on Parcel A to be shown on the DSP and constructed at the time of building permit.

**(6) If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;**

The DSP provides for the first phase of development associated with CSP-18007. This development is designed as a self-sufficient entity that can be effectively integrated into subsequent phases of development as provided in the CSP.

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

A convenient and comprehensively designed pedestrian system is provided. Sidewalks are provided on both sides of all internal roadways with crosswalks at all access driveways to the site. Additional sidewalks and crosswalks are provided internal to the site to connect to the building. An eight-foot-wide shared use path is provided along the site's frontage of MD 223. No sidewalks are provided along Marlboro Pike, which is consistent with the CSP and PPS.

- (8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and**

The DSP provides sidewalks throughout the site and an outdoor eating area along the western façade of the building. As discussed in Finding 6, special attention has been paid to the design of western façade of the building through the use of materials, colors and well-defined entrance, and adequate lighting is provided for the site. Given the proposed uses of the site, staff finds that adequate attention has been paid to the scale, design, and amenities associated with pedestrian activities and gathering areas for people.

- (9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club), or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending its finding during its review of subdivision plats.**

The subject application is a DSP; therefore, this requirement does not apply. However, the Planning Board found conformance with this requirement at the time of approval of CSP-18007 (PGCPB Resolution No. 2020-19).

- (10) On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club).**

Adequacy findings associated with this DSP were made through the Planning Board's approval of PPS 4-20003.

**(11) On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.**

The subject property is 3.27 acres and is not proposed as a mixed-use planned community.

- d. This application is located within the M-I-O Zone for height: Conical Surface for the right runway of 20:1. The subject property is located approximately 9,350 feet from the runway. Therefore, structures up to 467.5 in height could be constructed at this location without becoming an obstacle to air navigation. The maximum height of the proposed Royal Farms is 38.5 feet. The subject property is not located within safety or noise M-I-O Zone.
- e. The DSP is in conformance with the applicable site design guidelines contained in Section 27-274 of the Zoning Ordinance, as cross-referenced in Section 27-283 of the Zoning Ordinance, as conditioned herein. For example, adequate illumination is provided, the parking spaces are located close to the use they serve, and the architecture proposed for the building employs a variety of architectural features. However, staff has determined full development of the private roadway on Parcel A is needed to provide safe and efficient circulation for the Royal Farms development proposed on Parcel 1.
- f. In accordance with Section 27-574, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval at the time of DSP. Detailed information regarding the methodology and procedures to be used in determining the parking ratio is outlined in Section 27-574(b) of the Zoning Ordinance. The applicant has submitted a parking analysis with the following major points:
  - 1. The methodology in Section 27-574 requires that parking be computed for each use, in accordance with Section 27-568 of the Zoning Ordinance. Using the parking schedule, it is shown that the uses would require 48 parking spaces. Given that the site does not provide a mix of uses at this time, there is no opportunity for shared parking, and consequently, this is the base requirement per Section 27-574.
  - 2. The plan provides 69 parking spaces to serve the proposed gas station and food and beverage store.
  - 3. Given that the provided parking exceeds the required parking, the applicant concludes that the site has adequate parking.

In consideration of the information provided in the applicant's parking study, staff recommends that the site plan provides adequate parking for the proposed uses in accordance with Section 27-574.

8. **Conceptual Site Plan CSP-18007:** The Planning Board approved CSP-18007 on February 22, 2020 (PGCPB Resolution No. 2020-19), subject to four conditions that are relevant to the review of this DSP as follows:

3. **Prior to issuance of any building permits within the subject property, unless modified at the time of preliminary plan of subdivision, pursuant to Section 27-546(d)(9) of the Prince George's County Zoning Ordinance:**

a. **The following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency (with improvements designed, as deemed necessary, to accommodate bicycles and pedestrians):**

**MD 4 (Pennsylvania Avenue) at Dower House Road:**

- (1) Provide two additional through lanes along both eastbound and westbound MD 4 to the east and west of Dower House Road.**
- (2) On the northbound approach, provide four approach lanes with two left-turn lanes, one through lane, and a right-turn lane.**

**If the above-listed improvements are to be provided pursuant to the "MD 4 Pennsylvania Avenue" project in the current Prince George's County Capital Improvement Program, the applicant shall, in cooperation with the Prince George's County Department of Permitting, Inspections and Enforcement and/or the Prince George's County Department of Public Works and Transportation, demonstrate the construction and/or financial participation. This information shall be supplied to the Transportation Planning Section at the time of preliminary plan of subdivision.**

This condition was modified by PPS 4-20003, pursuant to Section 27-546(d)(9) of the Zoning Ordinance, to be implemented as a phased condition. During review of the PPS, it was proposed that this condition would become enforceable when Outparcel 1 of the subject PPS is subdivided at a later time.

b. **The following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency (with improvements designed, as deemed necessary, to accommodate bicycles and pedestrians): MD 223 (Woodyard Road) at Dower House Road: (1) On the eastbound Dower House Road approach, provide a dedicated right-turn lane. MD 223 at Marlboro Pike: (1) Modify the traffic signal to provide east/west split-phased operations.**

The MD 223 and Dower House Road intersection is programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation "Consolidated Transportation Program." The project is for the widening of eastbound Dower House Road to include a dedicated right-turn lane and is included in the list of minor Maryland State Highway Administration (SHA) projects. At this time, the first portion of the condition is deemed to be satisfied. With regard to the second portion of the condition, regarding MD 223 and Marlboro Pike, it was modified at the time by PPS 4-20003, pursuant to Section 27-546(d)(9). The condition may be needed in the future, but it was not recommended to be implemented at this time because the intersection was shown during the PPS review to operate acceptably under total traffic with improvements that are bonded and being constructed by Norbourne Property.

4. **Prior to approval of the initial detailed site plan proposing development within the site, unless modified at the time of preliminary plan of subdivision, pursuant to Section 27-546(d)(9) of the Prince George's County Zoning Ordinance: The applicant shall submit an acceptable traffic signal warrant study to the Maryland State Highway Administration (SHA) for signalization at the intersection of MD 223 (Woodyard Road) at the MD 4 (Pennsylvania Avenue) southbound ramps. 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 SHA. If signalization or other traffic control improvements are deemed warranted at that time, the applicant shall bond the improvements with SHA prior to release of any building permits within the site and complete installation at a time when directed by SHA.**

This is a condition of the CSP and is contained within the staff report of the PPS but was deleted with the agreement of staff prior to the PPS hearing. Evidence was provided shortly in advance of the hearing that signalization is bonded and scheduled for implementation at this location by the developer of Westphalia Town Center as a part of \$16 million in improvements to the MD 4 and MD 223 interchange. As such, and in accordance with the "Transportation Review Guidelines, Part 1" (Guidelines), privately bonded improvements have the same status as improvements in an agency's capital program when all three criteria cited in the Guidelines are met. During review of the PPS, it was determined that:

- A. The bonding is sufficient to cover 100 percent of the construction cost of the improvements assumed in the traffic analysis, including the signalization.
- B. The construction permit was approved by SHA.
- C. A construction schedule was included in the permit package.

Therefore, it has been determined that the CSP condition is met, and it was further determined that this condition would not be carried over to the PPS.

9. **Preliminary Plan of Subdivision 4-20003:** The Planning Board approved PPS 4-20003 at its January 21, 2021 public hearing, subject to conditions which are relevant to the review of this DSP as follows:

5. **In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2013 *Approved Subregion 6 Master Plan and Sectional Map Amendment*, the applicant and the applicant's heirs, successors, and/or assigns shall provide, and depict in the detailed site plan prior to its certification, the following facilities:**

- a. **Bikeway signage and shared lane markings (e.g., "sharrow") along the subject site's frontage of Marlboro Pike, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.**
- b. **A minimum eight-foot-wide shared-use path along the subject site frontage of MD 223, unless modified by the Maryland State Highway Administration, with written correspondence.**
- c. **Standard sidewalks along both sides of all internal roads, public or private, excluding alleys, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.**
- d. **A separated and marked pedestrian connection connecting the entrance of the future development on the subject site with sidewalks of all frontage roads, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.**
- e. **A minimum of two bicycle parking racks near the entrance of the future development on the subject site.**

The DSP provides facilities that meet the requirements of 5.b, 5.c, 5.d, and 5.e. A condition has been recommended for signage and shared lane markings to be provided in accordance with the requirement 5.a.

6. **Total development within the subject property shall be limited to uses that would generate no more than 96 AM and 82 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.**

Development shown on the DSP is generally consistent with the trip generation summary and trip caps recommended for approval with the PPS, as outlined in the table below:



Trip Generation Summary: DSP-20008: Hope Village Royal Farms								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Food and Beverage Store/Gas Station	4,650	Square feet	201	201	402	171	172	343
	16	Fueling positions						
Less Pass-By (76 percent AM and PM)			-153	-153	-306	-130	-131	-261
Net Gas/Food and Beverage Store Trips			<b>48</b>	<b>48</b>	<b>96</b>	<b>41</b>	<b>41</b>	<b>82</b>
<b>Proposed Development: DSP-20008</b>			<b>48</b>	<b>48</b>	<b>96</b>	<b>41</b>	<b>41</b>	<b>82</b>
<b>Trip Cap - 4-20003</b>					<b>96</b>			<b>82</b>

9. **The roadways within the private rights-of-way shown on this preliminary plan of subdivision shall be constructed at the time of building permit, unless otherwise modified at the time of DSP.**

Regarding access and circulation, the DSP currently shows Parcel A as a private right-of-way, but the private streets are shown as built only to the driveways into the Royal Farms site (i.e., not completed in their entirety). The streets within the private rights-of-way are believed to be essential in serving this use that generates more than 400 entering and exiting trips during its heaviest peak hour.

The public street access points into the site include a full-movement access onto Marlboro Pike and a right-in right-out access onto MD 223, and while this might be a workable arrangement where feasible options do not exist, this access is improved by having the private street around the site completed. A large food and beverage store combined with a 16-fueling position gas station generates significant traffic.

Cars on the north and east sides of the site attempting to leave to go north on MD 223 would either have to make a left turn onto Marlboro Pike or funnel into the busiest area of the site between the store and the gas pumps to use the right-out onto MD 223. Completion of the private street would reduce traffic within the site. Likewise, cars on the south and west sides of the site would have to traverse areas with heavy pedestrian traffic in order to exit onto Marlboro Pike. Completion of the private street would reduce this component of traffic within the site.

Staff has determined that this incomplete circulation plan results in conditions that are not safe, efficient, or convenient for pedestrians and drivers and has recommended that the full development of the private street needs to be completed to fully connect around the site. Staff is further recommending that the full development of the private street be reflected on the DSP as a condition of approval.

10. **2010 Prince George’s County Landscape Manual:** Development proposed by this DSP is subject to Section 4.2, Requirements for Landscape Strips Along Streets (Marlboro Pike); Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Special Roadways (MD 223), Section 4.9, Sustainable Landscaping Requirements, and Section 4.10, Street Trees Along Private Streets. Staff has

reviewed the landscape plans and finds that conformance with the applicable requirements of the Landscape Manual has been demonstrated. However, as staff has recommended full completion of the private streets in Parcel A, the landscape plan and schedule for Section 4.10 will need to be updated accordingly.

11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because it has previously approved tree conservation plans. A Type 2 Tree Conservation Plan, TCP2-043-2020, was submitted with the DSP.

Based on the TCP2 submitted with this application, the overall site is 35.59 acres in size with 0.39 acre of 100- year floodplain area and 0.03 acre of previously dedicated area for a net tract area of 35.17 acres. The phased woodland conservation worksheet shows that the 2.30-acre application area contains 0.12-acre net tract woodlands, no wooded floodplain, and all 0.12 acre of woodlands will be removed as part of the development for this phase. The woodland conservation requirement for this phase of the development is 0.47 acre. Currently, the worksheet shows that the site will only reforest 0.12 acre on-site and 0.33 acre of specimen tree credit. The proposed specimen tree credit must be removed because credit for saving specimen trees can only be granted when the trees are located outside of preservation areas. The remaining 0.35 acre of the woodland conservation requirement needs to be met with off-site woodland bank credits. None of the 24 on-site specimen trees are proposed to be removed as part of this phase of development.

In accordance with Subtitle 25, Division 2, Section 25-122, Methods for Meeting the Woodland and Wildlife Conservation Requirements, if off-site woodland conservation is approved to meet the requirements, then the following locations shall be considered in the order listed: within the same eight-digit subwatershed, within the same watershed, within the same river basin, within the same growth policy tier, or within Prince George's County. Applicants shall demonstrate to the Planning Director or designee due diligence in seeking out opportunities for off-site woodland conservation locations following these priorities. All woodland conservation is required to be met within Prince George's County.

Currently, the TCP2 shows all proposed improvements on-site and off-site. At this time, minor changes are required of the TCP2 as conditioned herein.

12. **Prince George's County Tree Canopy Coverage Ordinance:** Section 25-128, Tree Canopy Coverage Requirements, requires properties in the M-X-T Zone to provide a minimum tree canopy coverage (TCC) of 10 percent. The 3.27-acre subject site is required to provide 0.33 acre (14,375 square feet) in TCC. The TCC schedule provided is inaccurate as calculations were not based on the gross tract area as required by Section 25-128(b). A condition has been recommended for the TCC schedule to be revised.

13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows, and are incorporated herein by reference:

- a. **Community Planning**—In a memorandum dated December 21, 2020 (Irminger to Hurlbutt), the Community Planning Division noted that pursuant to Part 3, Division 9, Subdivision 3, of the Zoning Ordinance, master plan conformance is not required for this application.

- b. **Transportation Planning**—In a memorandum dated January 22, 2021 (Masog to Bossi), the Transportation Planning Section noted the subject site is on parcels to be created, pursuant to PPS 4-20003. Findings regarding transportation adequacy were made in connection with PPS 4-20003, so further traffic-related analyses are not required. The development shown on this DSP is generally consistent with the PPS from the standpoint of access and circulation. Discussion was provided relative to previous conditions of approval and circulation issues which are incorporated into findings above.

From the standpoint of transportation, it is determined that this plan is acceptable and meets the findings required for a DSP as described in the Zoning Ordinance, if revised as conditioned.

- c. **Pedestrian/Bicycle Facilities**—In a memorandum dated January 11, 2021 (Smith to Hurlbutt), staff noted sidewalks are provided along internal roadways connecting the proposed buildings to sidewalks with access to Marlboro Pike and MD 223. An eight-foot-wide shared use path is provided along MD 223 and no sidewalks are provided along Marlboro Pike, consistent with the CSP and PPS. Staff had initially recommended a sidewalk facility along the frontage of Marlboro Pike. Per the Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE), a waiver was granted to build an acceleration/deceleration lane without a sidewalk along the frontage of Marlboro Pike. The sidewalk was deemed infeasible due to right-of-way constraints. Pedestrian and bicycle infrastructure provided is acceptable. Minor technical revisions to the DSP are recommended, as is the inclusion of bikeway signage and shared lane markings along site’s frontage of Marlboro Pike.
- d. **Permits**—In a memorandum dated January 11, 2021 (Jacobs to Bossi), the Permits Section identified minor technical corrections to be made to the DSP, which are conditioned herein, as appropriate.
- e. **Environmental Planning**—In a memorandum dated January 11, 2021 (Schneider to Hurlbutt), the Environmental Planning Section noted that the overall 37+ acre Hope Village Center development, which includes the subject 3.27-acre site, has a Natural Resource Inventory, NRI-164-2006, which was approved on April 30, 2019. The overall site contains 24 on-site specimen trees with the ratings of excellent (specimen tree 23 and 24), good (specimen trees 4, 8, 9, 15, 16, and 21), fair (specimen trees 2, 5, 6, 10, 14, 18, 19, 20, 25, 26, and 27), and poor (specimen trees 1, 3, 11, 17, and 22). Phase 1 of the Hope Village Center subdivision does not contain any specimen trees nor does the DSP’s limit of disturbance.

A SWM Concept Approval Letter (21659-2019-00) and associated plan for the commercial phase of development at Hope Village Center were approved by DPIE on November 21, 2019. The approval was issued on November 21, 2019 with this project from DPIE. The plan proposes to construct eight micro-bioretenion ponds. No SWM fee for on-site attenuation/quality control measures are required.

- f. **Subdivision**—In a memorandum dated January 11, 2021 (Heath to Bossi), the Subdivision Section noted that the property, which is the subject of this DSP, is shown as proposed Parcel 1 and Parcel A on the underlying PPS 4-20003. The PPS is for the subdivision of the existing Parcel 6 (37.59 acres) into two parcels and one outparcel for the development of a 4,650-square-foot food and beverage store with a gas station. Minor technical corrections are recommended to the DSP.
  - g. **Historic Preservation**—In a memorandum dated December 2, 2020 (Smith and Stabler to Hurlbutt), it was noted that the subject property does not contain, and is not adjacent to, any designated historic sites or resources. This proposal will not impact any historic sites, historic resources or known archeological sites.
  - h. **Prince George’s County Fire Department**—At the time of writing of this technical staff report, the Fire Department did not offer comments on the subject application.
  - i. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated January 19, 2021 (Giles to Hurlbutt), DPIE provided comments relative to roadway and right-of-way improvements required for the proposed development, including a requirement for the full development of private roadways within Parcel A. DPIE further noted the DSP is not consistent with the approved SWM Concept Plan 21659-2019-00, and that a soil investigation report is required.
  - j. **Prince George’s County Police Department**—At the time of writing of this technical staff report, the Police Department did not offer comments on the subject application.
  - k. **Prince George’s County Health Department**—At the time of writing of this technical staff report, the Health Department did not offer comments on the subject application.
  - l. **Maryland State Highway Association (SHA)**—At the time of writing of this technical staff report, the SHA did not offer comments on the subject application.
  - m. **Washington Suburban Sanitary Commission (WSSC)**—At the time of writing of this technical staff report, WSSC did not offer comments on the subject application.
14. Based on the foregoing and as required by Section 27-285(b) of the Zoning Ordinance, the DSP, if revised as conditioned, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George’s County Code, without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
15. Section 27-285(b)(4) of the Zoning Ordinance provides the following required finding for approval of a DSP:
- (4) **The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).**

No impacts to regulated environmental features or primary management areas are proposed by this DSP, satisfying this requirement.

## RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-20008 and Type 2 Tree Conservation Plan, TCP2-043-2020, for Hope Village – Phase 1 Royal Farms #282 subject to the following condition:

1. Prior to certification, the detailed site plan (DSP) shall be revised, or additional information shall be provided, as follows:
  - a. Show dimensions for all sides of the proposed building, including the entry vestibule.
  - b. Show the setbacks from the roadways for the two freestanding pylon signs.
  - c. Revise labeling on the building and gas station canopy elevations to identify the sides shown as north, south, east, or west.
  - d. Add labeling to the gas canopy elevations to specify the structure's height, as well as materials and colors for façade treatments.
  - e. Show gas station canopy signage consistently between architectural and site plans and adjust signage area tables correspondingly.
  - f. Correct the signage area calculations for building mounted signage to include all of the area of all building mounted signs.
  - g. Reduce the height of pylon signs to a maximum of 25 feet and reduce the sign area to be consistent with Section 27-614(c)(6) of the Prince George's County Zoning Ordinance area standards for freestanding gas station price signs.
  - h. Show the full development of the private roadways on Parcel A and update the landscape plan to show conformance with Section 4.10 of the 2010 *Prince George's County Landscape Manual* for the additional private roadway area.
  - i. Correct General Note 5 to indicate that zero lots are proposed.
  - j. Correct General Note 6 to indicate that two parcels are proposed.
  - k. Label the acreage of proposed public right-of-way dedication and right-of-way width along Woodyard Road.
  - l. Provide bikeway signage and shared lane markings (e.g., "sharrow") along the subject site's frontage of Marlboro Pike, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.

- m. Label the crosswalk shown on the drive aisle from Street A to the building as a “raised crosswalk.”
  - n. Label the crosswalk shown on the drive aisle from Street B to the building as a “raised crosswalk.”
  - o. Correct the Tree Canopy Coverage schedule to utilize gross tact area in calculations.
  - p. Correct the parking schedule to show 10 spaces are required for the eating or drinking establishment use.
  - q. Note the total floor area ratio proposed relative to the overall conceptual site plan area on the cover sheet of the DSP.
2. Prior to certification of the detailed site plan, the Type 2 tree conservation plan (TCP2) shall be revised as follows:
- a. On Sheet 1 of 3:
    - (1) Label the top left table as “Overall Site Data Table – Phase 1”.
    - (2) Revise the number for “Woodland Clearing in NTA” to 0.12 acre.
    - (3) Revise the number with “Woodland Reforestation and Afforestation” to 0.12 acre.
  - b. On Sheet 2 of 3, label the lower left table as “Phase 1 Statistics Table”.
  - c. On Sheet 3 of 3:
    - (1) Remove the “NRI Site Statistics Table” from the plan.
    - (2) Revise the woodland conservation worksheet to show 0.12 acre of reforestation not 0.29 acre.
    - (3) Revise the woodland conservation worksheet to remove the specimen tree credit of 0.33 acre from the woodland conservation worksheet.
    - (4) The site is required to meet to meet its own requirement. Demonstrate how the remaining woodland conservation requirement will be met.
    - (5) Revise the revision blocks with the new updated information and update the qualified professional certification block with a signature and date.

- d. Place the following note under the TCP2 certification block relative to the proposed on-site reforestation and any on-site preservation used to meet woodland conservation requirement:

“Woodlands preserved, planted, or regenerated in fulfillment of on-site woodland conservation requirements have been placed in a Woodland and Wildlife Habitat Conservation Easement recorded in the Prince George’s County Land Records at Liber \_\_\_\_ Folio\_\_\_\_. Revisions to this TCP2 may require a revision to the recorded easement.”

- e. Place the following note on the plan, if off-site woodland credits are used to meet woodland conservation requirements:

“Prior to the approval of the first permit for the development shown on this TCP2, all off site woodland conservation required by this plan shall be identified on an approved TCP2 plan and recorded as an off-site easement in the land records of Prince George’s County. Proof of recordation of the off-site conservation shall be provided to the M-NCPPC, Planning Department prior to approval of any permit for the associated plan.”

3. Prior to approval of a building permit, the roadways within Parcel A shall be constructed along the entirety of the frontage of Parcel 1.

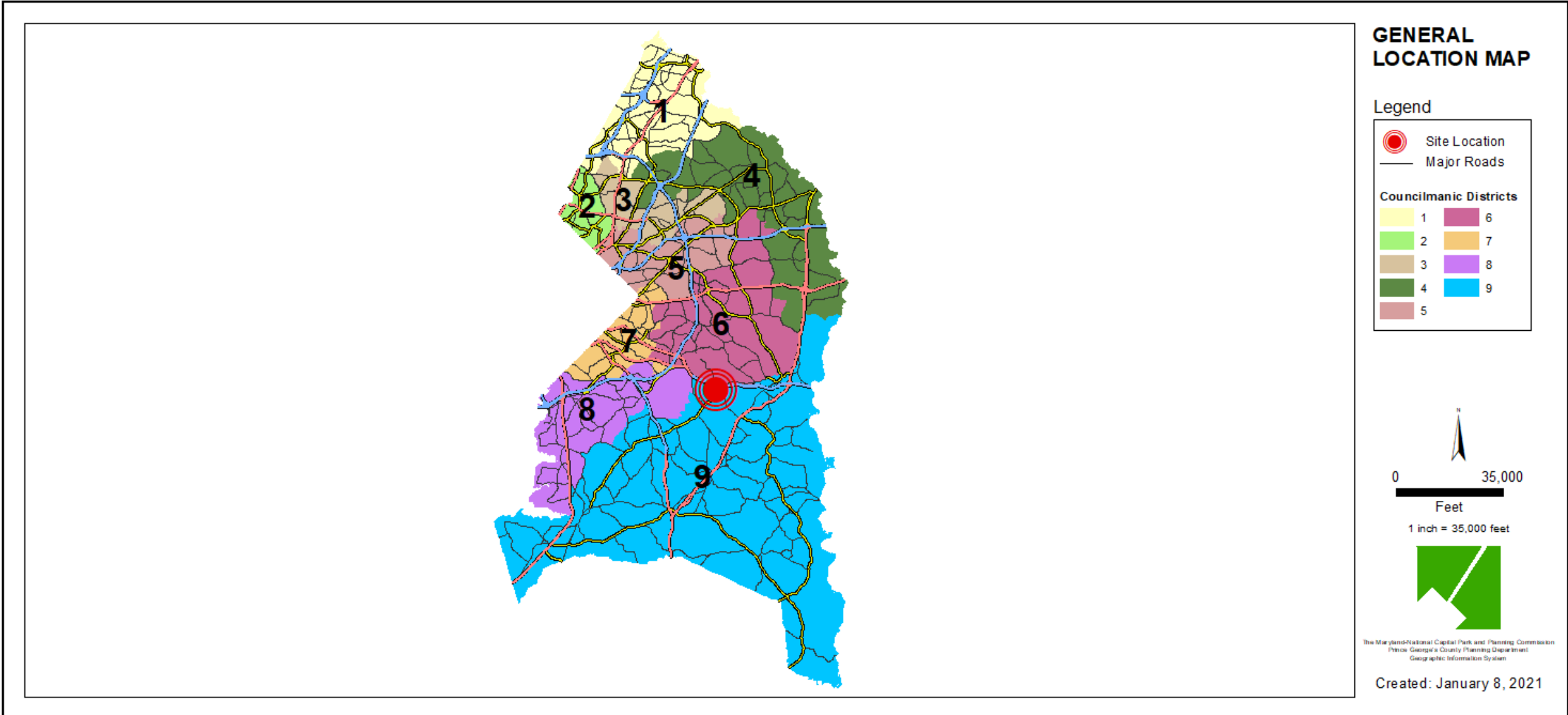
ITEM: 7

CASE: DSP-20008

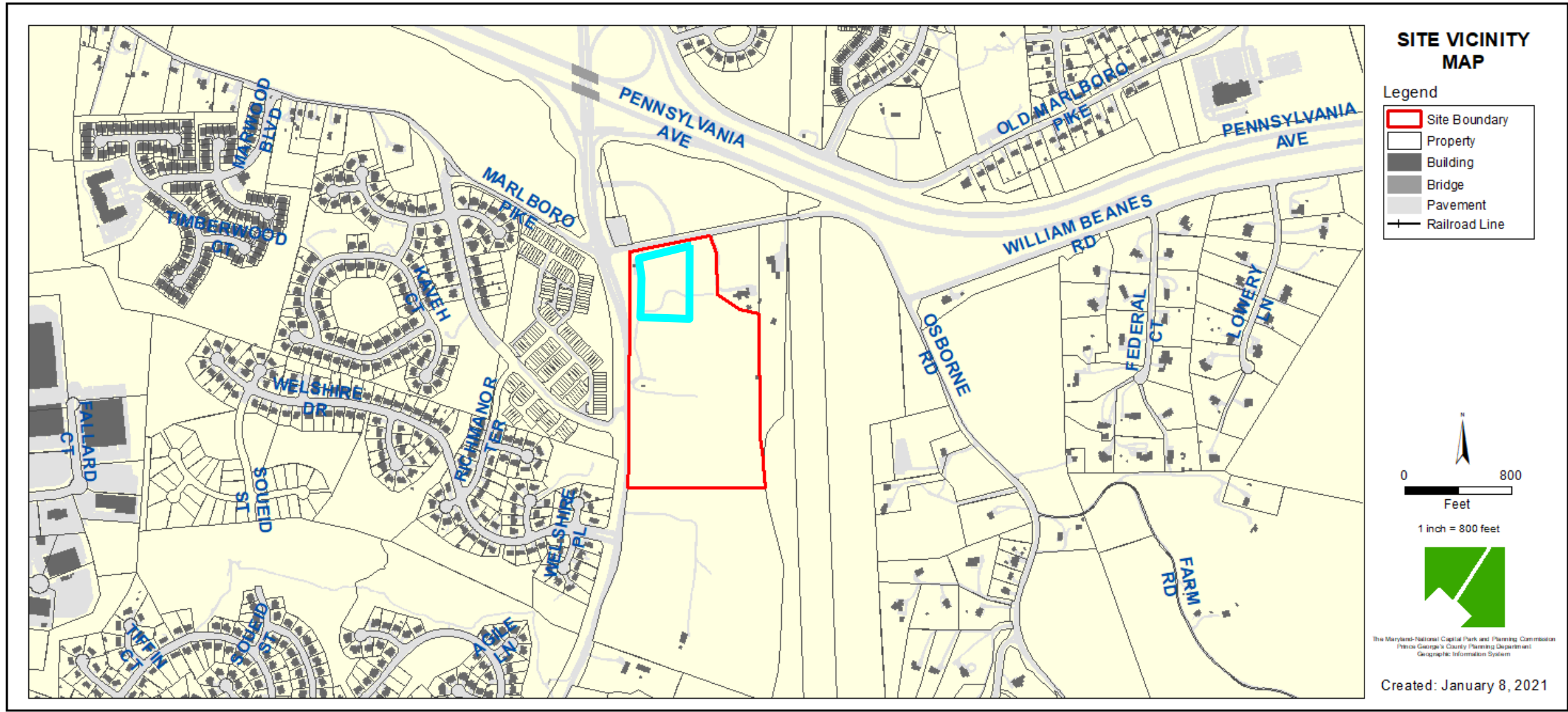
**HOPE VILLAGE - PHASE 1  
ROYAL FARMS #282**



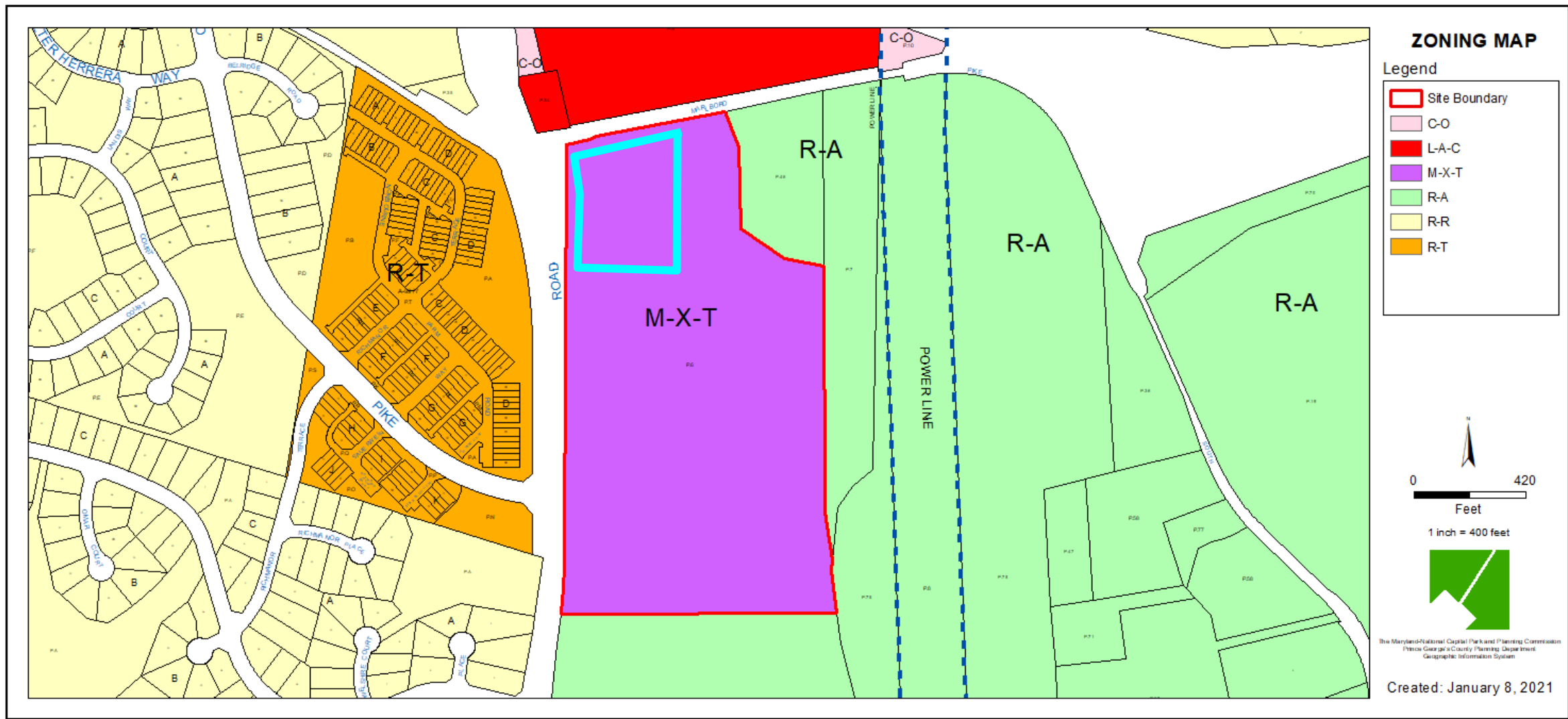
# GENERAL LOCATION MAP



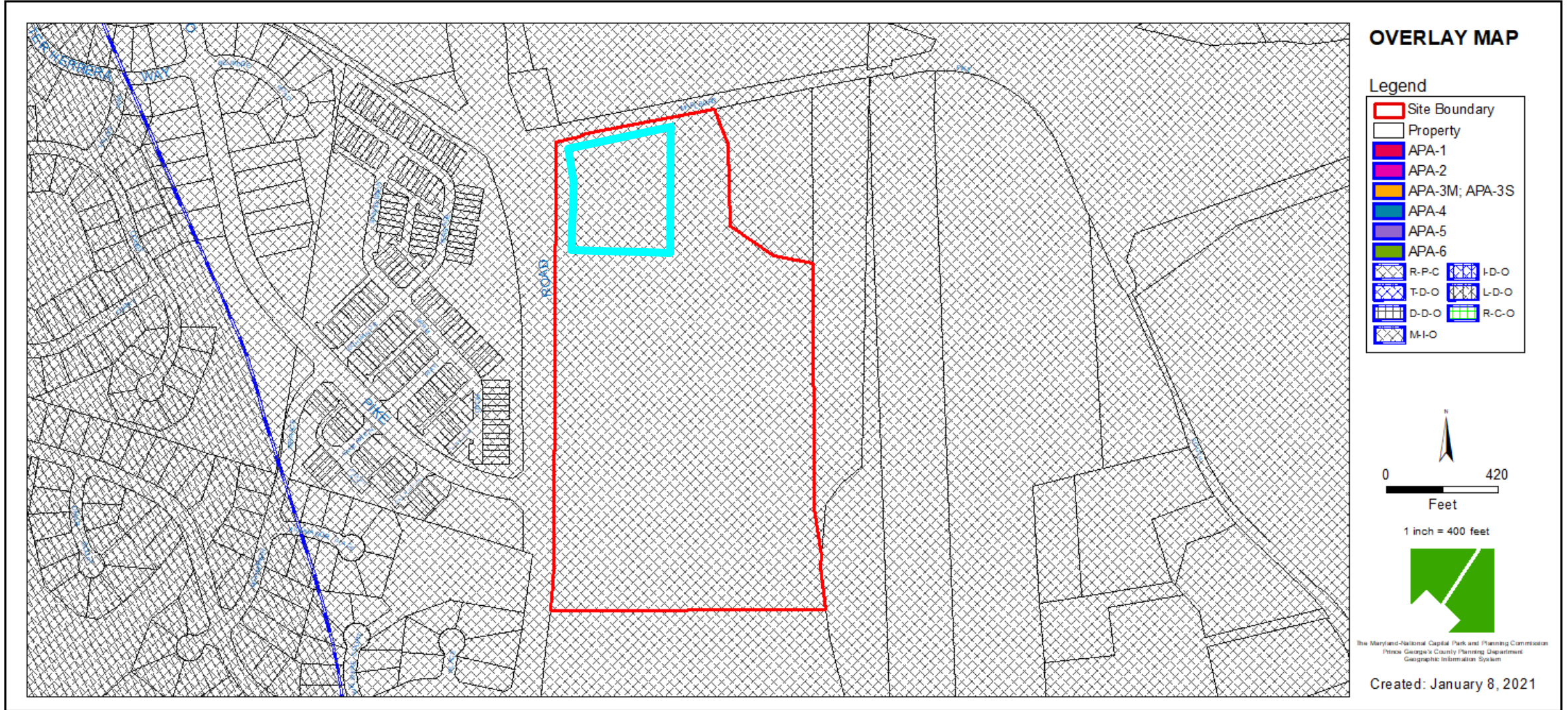
# SITE VICINITY



# ZONING MAP



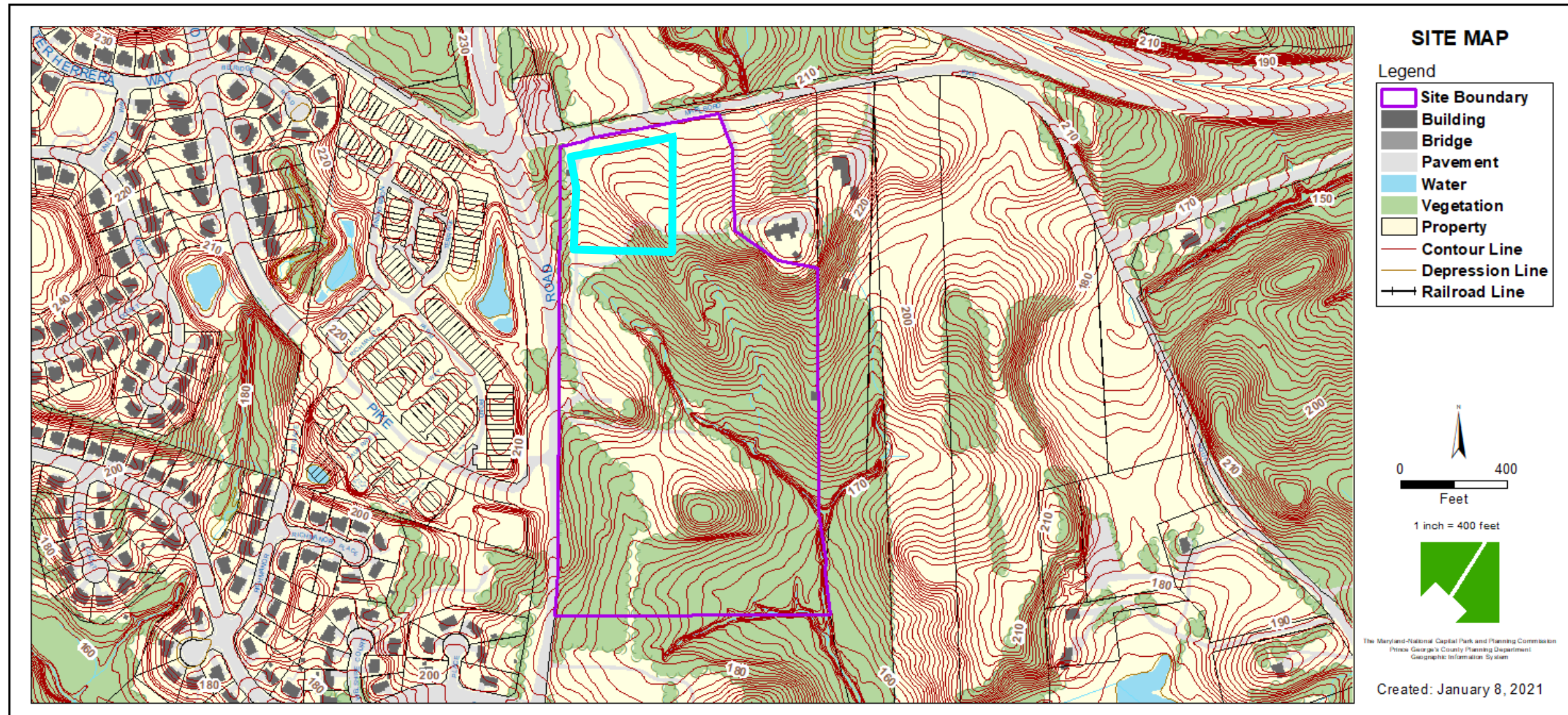
# OVERLAY MAP



# AERIAL MAP

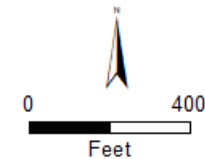


# SITE MAP



## SITE MAP

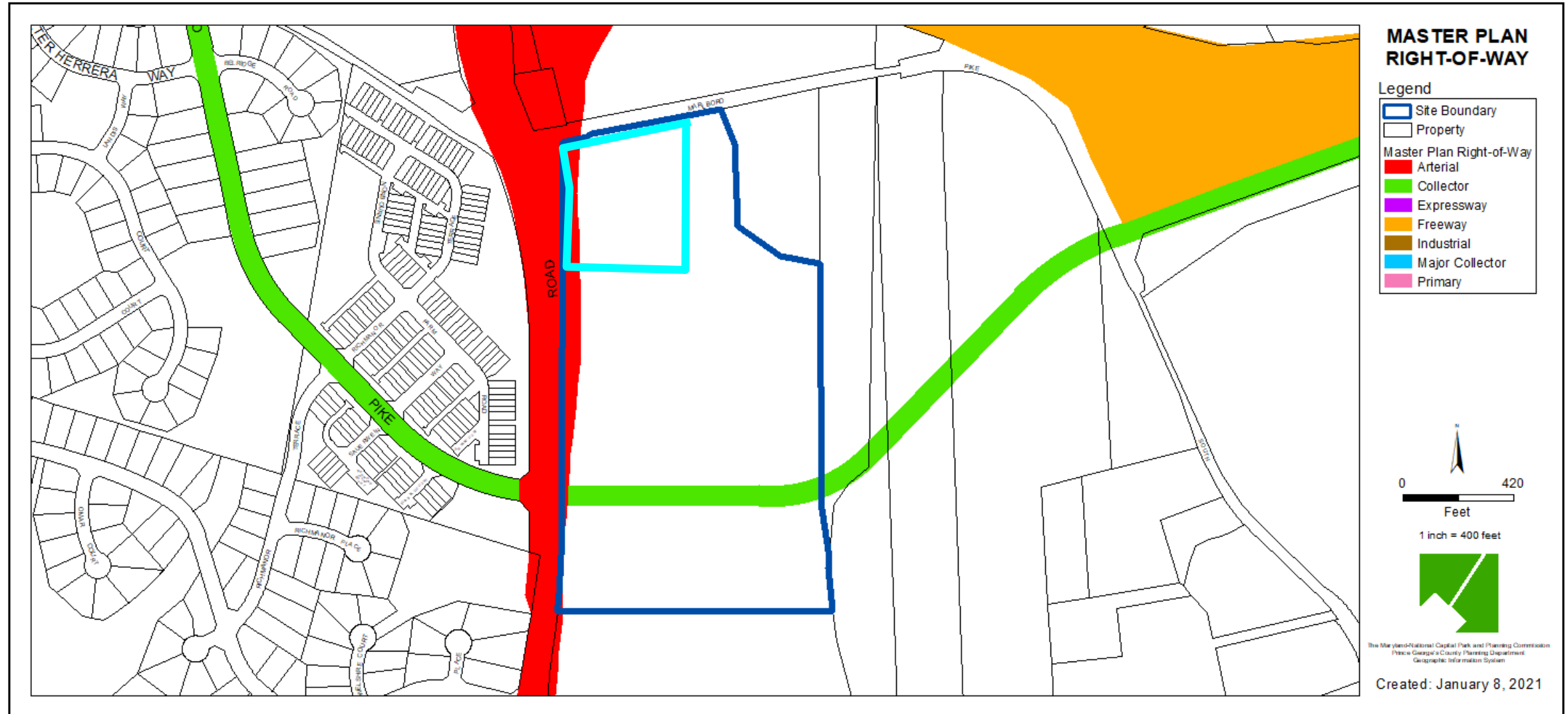
- Legend
- Site Boundary
  - Building
  - Bridge
  - Pavement
  - Water
  - Vegetation
  - Property
  - Contour Line
  - Depression Line
  - Railroad Line



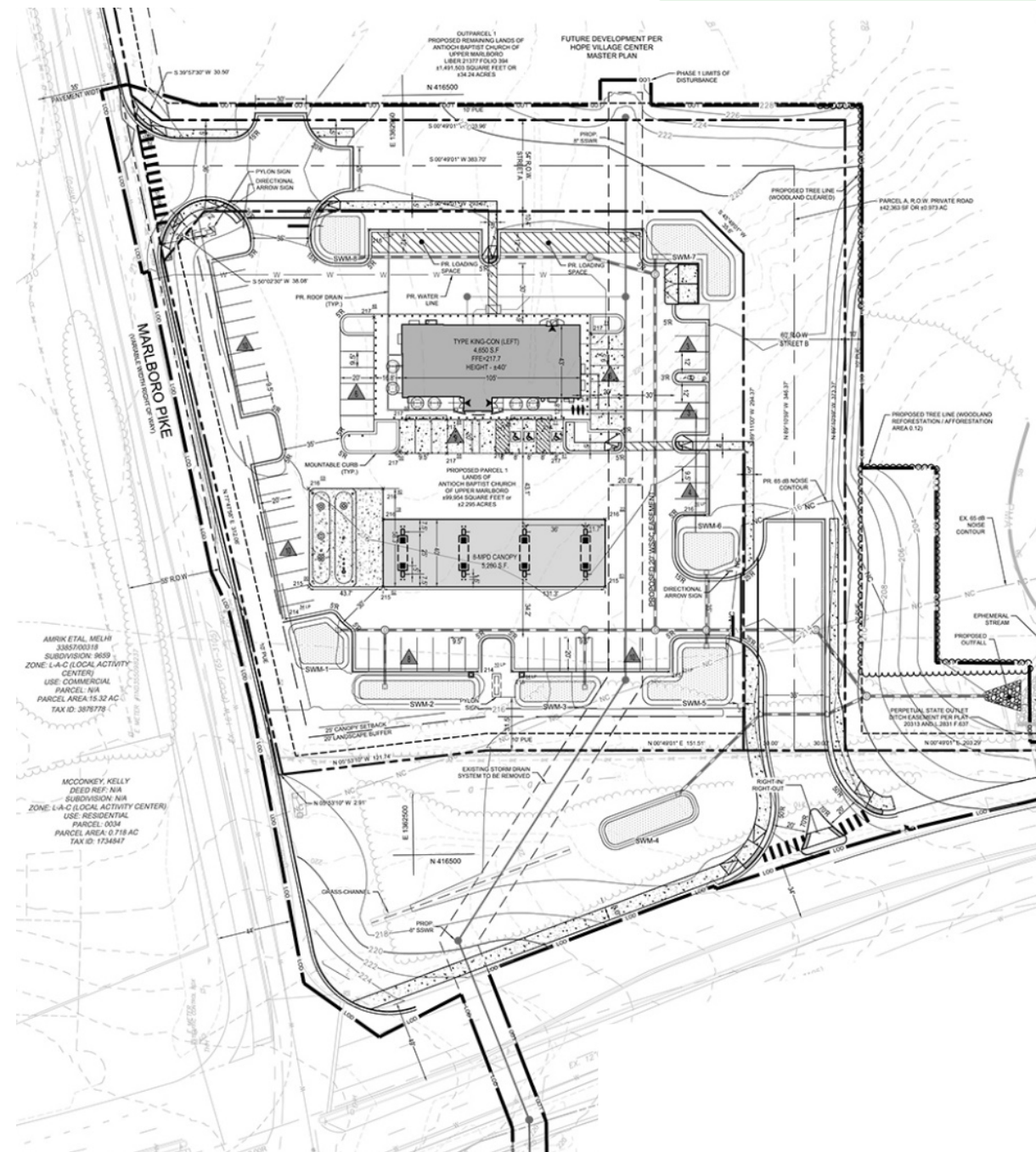
The Maryland-National Capital Park and Planning Commission  
Prince George's County Planning Department  
Geographic Information System

Created: January 8, 2021

# MASTER PLAN RIGHT-OF-WAY MAP

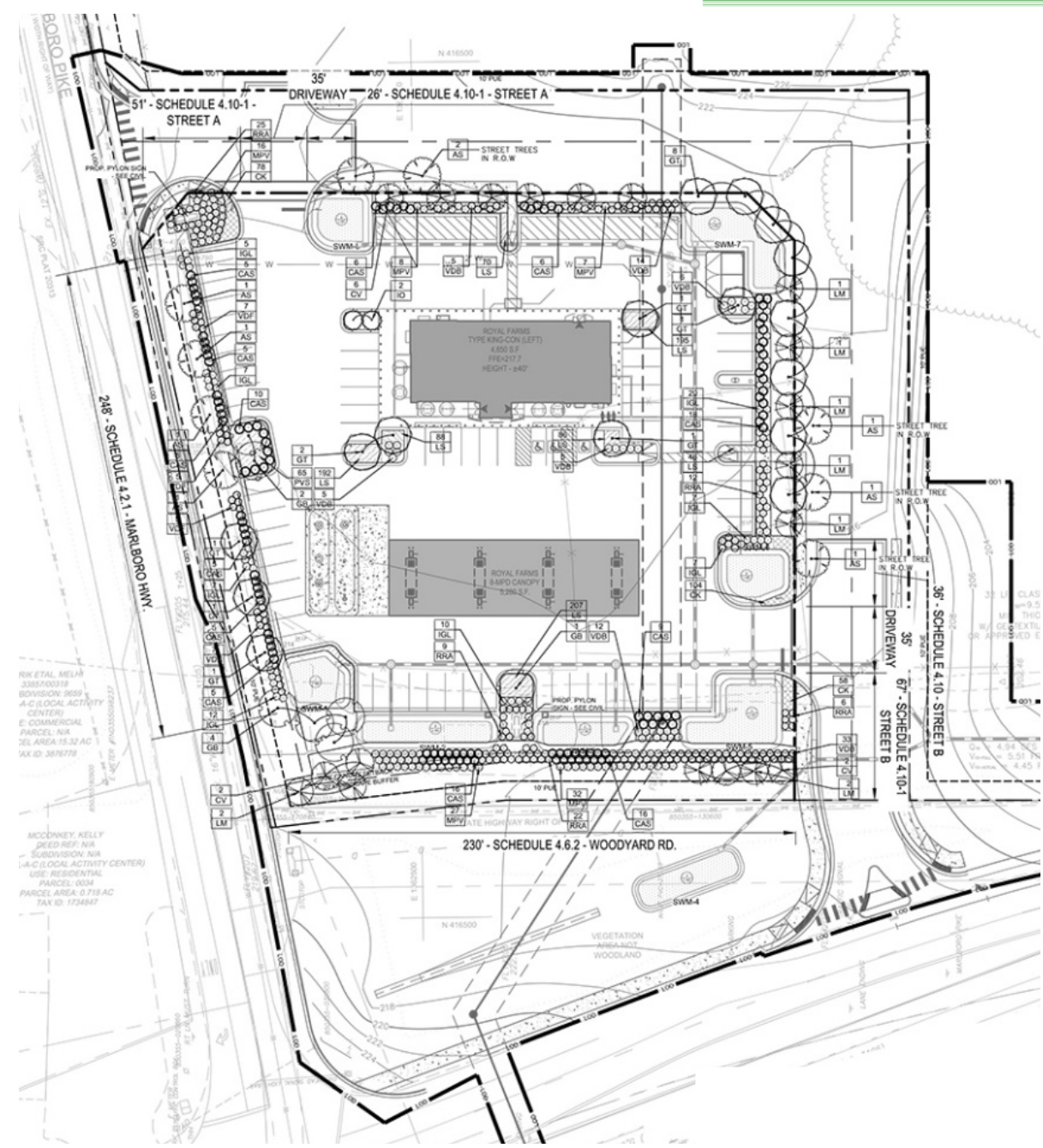


# DETAILED SITE PLAN

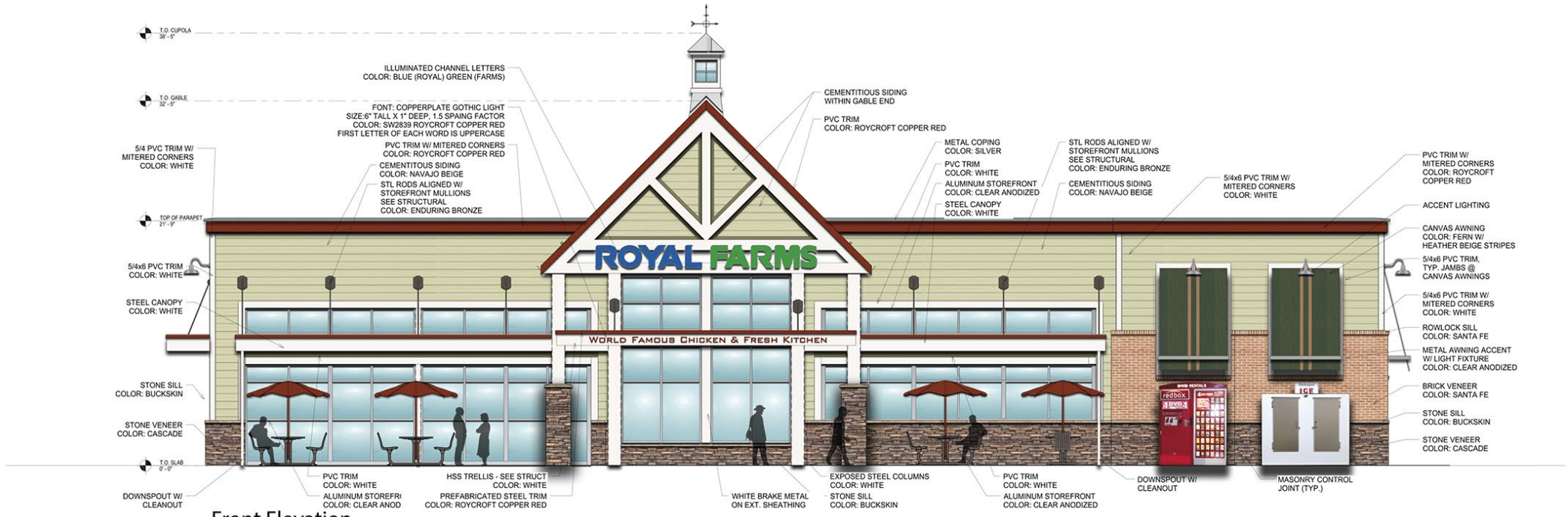




# LANDSCAPE PLAN



# FRONT ELEVATION



Front Elevation  
1/4" = 1'-0"

## ROYAL FARMS

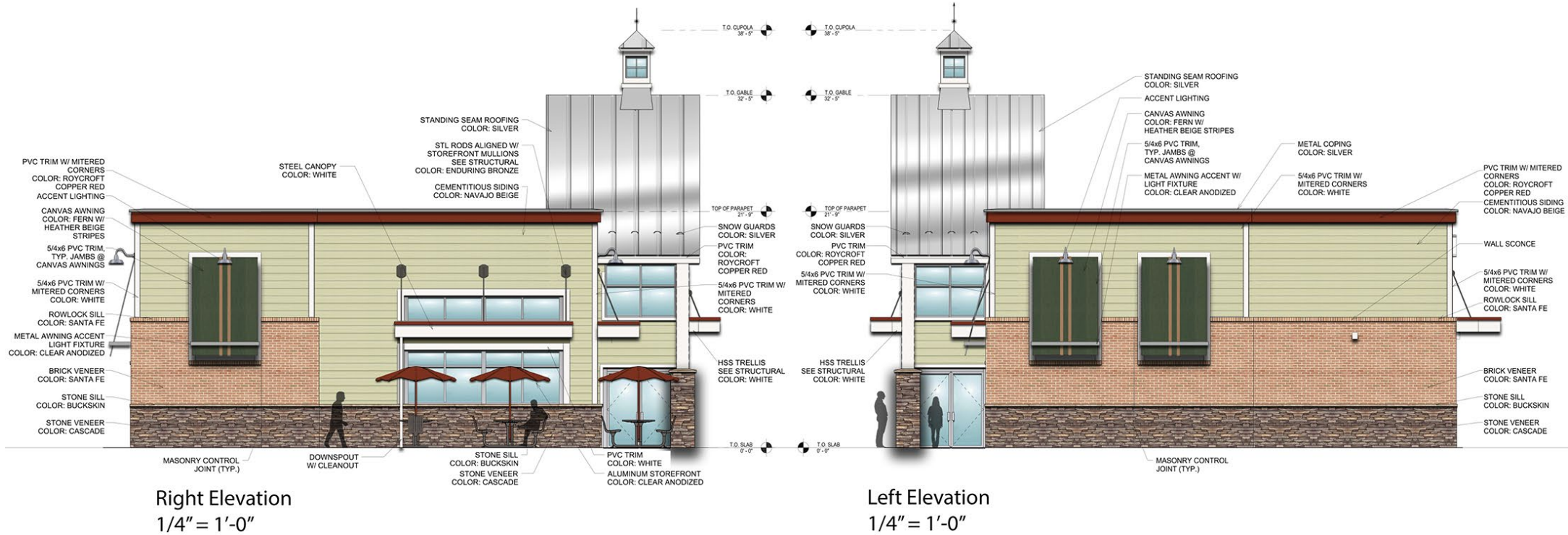
Royal Farms #282  
 Marlboro Pike & Woodyard Road, Rosaryville, MD  
 Proposed Elevations  
 March 4th, 2020



10404 Stevenson Road • Stevenson, Maryland 21153  
 Phone 410-484-7010 • Fax 410-484-3819 • peter@ratcliffearchitects.com



# RIGHT AND LEFT ELEVATIONS



## ROYAL FARMS

Royal Farms #282  
Marlboro Pike & Woodyard Road, Rosaryville, MD  
Proposed Elevations  
March 4th, 2020

**RA** RATCLIFFE  
ARCHITECTS

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Phone 410-484-7010 • Fax 410-484-3810 • peter@ratcliffearchitects.com



# REAR ELEVATION



Rear Elevation  
1/4" = 1'-0"

## ROYAL FARMS

Royal Farms #282  
Marlboro Pike & Woodyard Road, Rosaryville, MD  
Proposed Elevations  
January 5, 2021

**RA** RATCLIFFE  
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# SIGNAGE DETAILS

**1 PROPOSED PYLON SIGN W/OUT CAR WASH**  
SCALE: NOT TO SCALE

**5 PROPOSED FUEL CANOPY SIGN**  
SCALE: NOT TO SCALE

**GENERAL NOTES:**

- DETAILS SHOWN HEREON WERE PREPARED BY RATLIFF ARCHITECTS AND ARE FOR ILLUSTRATION/ENTIREMENT PURPOSES ONLY.
- ALL SIGNS SHALL CONFORM TO THE 'MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES' BY THE U.S. DEPARTMENT OF TRANSPORTATION.
- SHOP DRAWINGS SHALL BE SUPPLIED AT TIME OF PERMIT APPLICATION AND PRIOR TO PERMIT ISSUANCE TO THE REVIEWING AND APPROVING AGENCY.
- ALL DETAILS SHOWN HEREON THESE PLANS SHALL BE BUILT TO MANUFACTURERS/ARCHITECTS SPECIFICATIONS.
- EQUIVALENT SUBSTITUTIONS FOR DETAILS PROVIDED IN THESE PLANS SHALL BE PERMITTED WHEN APPROVED BY THE OWNER/OWNER'S REPRESENTATIVE, KIMLEY-HORN, ARCHITECT, AND THE PRINCE GEORGE'S COUNTY.
- REFER TO ARCHITECTURAL PLANS FOR CONSTRUCTION INFORMATION.
- SITE CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR THE EXACT DIMENSIONS OF THE BUILDING AND THE LOCATION OF EQUIPMENT, UTILITIES, ETC.
- THE CONTRACTOR SHALL INSTALL NECESSARY TRAFFIC CONTROL, SAFETY BARRICADES, LIGHTING, AND OTHER REQUIRED CONTROL MEASURES TO SECURE THE WORK AREA FROM EXISTING TRAFFIC AND TO ASSURE PUBLIC SAFETY.

**6 ACCESSIBLE PARKING SIGN**  
SCALE: NOT TO SCALE

**7 PUMP DESIGNATOR BLADE DESIGN**  
SCALE: NOT TO SCALE

**3 DIRECTIONAL ARROW SIGN**  
SCALE: NOT TO SCALE

**2 BUILDING SIGN-CHANNEL LETTERS**  
SCALE: NOT TO SCALE

**2A BUILDING SIGN-FRESH KITCHEN LETTERS @ FRONT TRELLIS**  
SCALE: NOT TO SCALE

**2A\* BUILDING SIGN-FRESH KITCHEN LETTERS @ REAR ENTRY CANOPY**  
SCALE: NOT TO SCALE

**SIGN LOCATION PLAN**  
SCALE: 1" = 30'

ITEM	LENGTH	MAX. ITEM	ALLOWABLE <sup>1</sup>	PROPOSED
KING CORNER STORE	106 L.F.	2 SF / F.F.	212 S.F.	37.85 * 11.75 + 4.41 = 54.91
FUEL CANOPY	132 L.F.	2 SF / F.F.	264 S.F.	1,237.25 + 37.85
TOTAL CALCULATED			476 S.F.	92 S.F.
TOTAL ALLOWABLE (MAX)				TO BE DETERMINED BY PLANNING BOARD <sup>2</sup>

ITEM	LENGTH	MAX. ITEM	ALLOWABLE <sup>1</sup>	PROPOSED
LINEAR FEET ALONG WOODWARD ROAD			766 L.F.	
LINEAR FEET ALONG MARLBORO PIKE			553 L.F.	
TOTAL LINEAR FEET OF STREET FRONTAGE			1319 L.F.	
2. TOTAL CALCULATED SIGN AREA (SF / 4 L.F. OF FRONTAGE)			330 L.F.	
TOTAL ALLOWABLE SIGN AREA (MAX)				TO BE DETERMINED BY PLANNING BOARD <sup>2</sup>

**Kimley»Horn**

© 2021 KIMLEY-HORN AND ASSOCIATES, INC.  
1000 WEST PARKWAY, SUITE 100, CHARLOTTE, NC 28202  
PHONE: 704-762-2200  
FAX: 704-762-2201  
WWW.KIMLEY-HORN.COM

**ROYAL FARMS STORE #282**  
PREPARED FOR  
HOPE VILLAGE CENTER  
PRINCE GEORGE'S COUNTY, MARYLAND

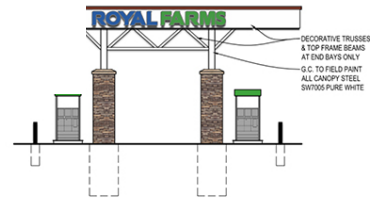
SHEET NUMBER  
C300  
SEE SHEET #6 OF 11



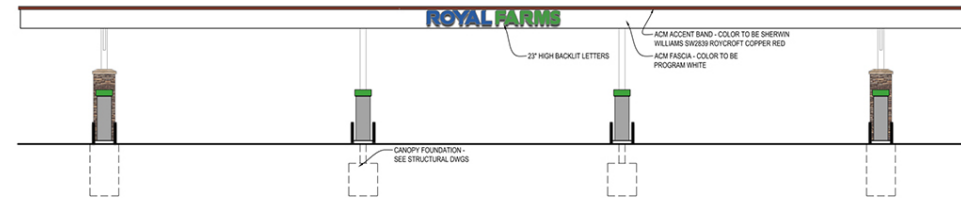
# FUEL SIGN AND CANOPY



Fuel Sign Elevation  
1/2" = 1'-0"



Fuel Canopy - Side Elevation  
1/8" = 1'-0"



Fuel Canopy - Front Elevation  
1/8" = 1'-0"

## ROYAL FARMS

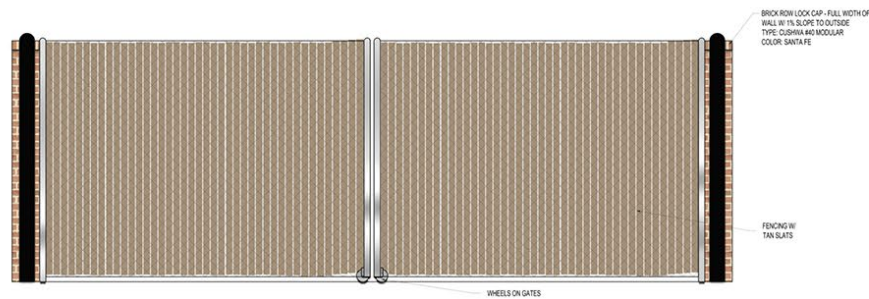
Royal Farms #282  
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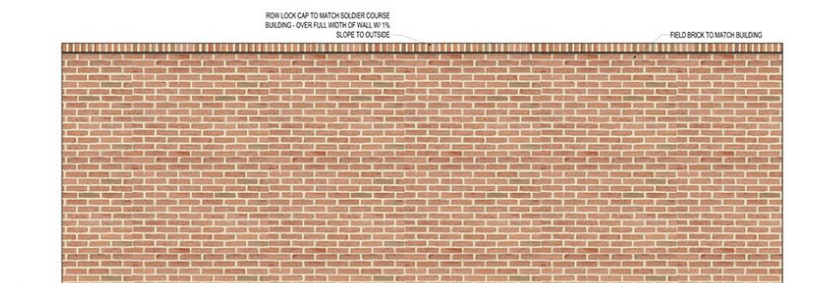




# DUMPSTER SCREENING



Dumpster Enclosure - Front Elevation  
1/2" = 1'-0"



Dumpster Enclosure - Rear Elevation  
1/2" = 1'-0"

**ROYAL FARMS**

Royal Farms #282  
Marlboro Pike & Woodyard Road, Rosaryville, MD  
Proposed Elevations  
March 4th, 2020

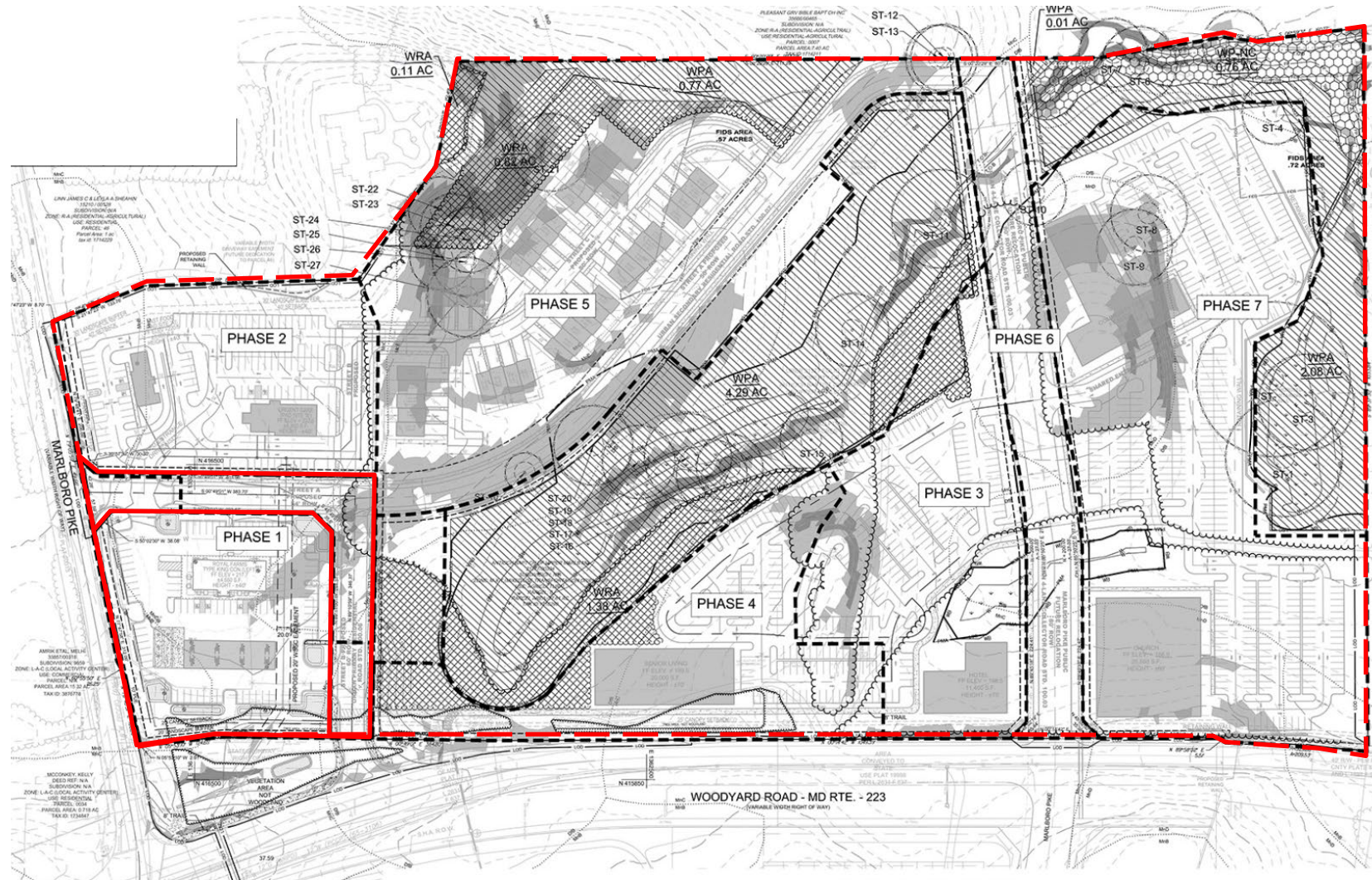
**RA** | RATCLIFFE  
ARCHITECTS

10404 Stevenson Road • Stevenson, Maryland 21153  
Phone 410-484-7010 • Fax 410-484-3819 • peter@ratcliffearchitects.com





# TYPE I TREE CONSERVATION PLAN



**STATEMENT OF JUSTIFICATION**  
**DSP-20008**  
**Hope Village Center – Phase I**

OWNER: Antioch Baptist Church of Upper Marlboro MD  
13205 Old Marlboro Pike  
Upper Marlboro, MD 20772

APPLICANT: VMD-Upper Marlboro, LLC  
30050 Chagrin Boulevard, Suite 360  
Pepper Pike, OH 44124

AGENT/  
CIVIL ENGINEER: Kimley-Horn  
Attn: Jeff Smith  
1801 Porter Street, Suite 401  
Baltimore, Maryland 21230  
(443) 743-3470

REQUEST: A detailed site plan is submitted to develop a food or beverage store in combination with a gas station.

---

I. DESCRIPTION OF PROPERTY

1. Address – 5800 Woodyard Road, Upper Marlboro, MD 20772.
2. Use – Food and Beverage Store in combination with the retail sales of gasoline.
3. Incorporated Area – None.
4. Council District – 9<sup>th</sup>.
5. Parcels – Parcels 1 and A as proposed with Preliminary Plan of Subdivision 4-20003.
6. Total Area – 3.268 Acres.
7. Tax Map/Grid – 100/B-3.
8. Location – The site is located on the east side of Woodyard Road at the southeast quadrant of its intersection with Marlboro Pike.
9. Zoned: M-X-T/M-I-O for Height.
10. 200 Sheet – 208SE09.
11. General Plan Growth Policy: Established Communities.

## II. APPLICANT'S PROPOSAL

The total area of the property is 3.268 acres. This Detailed Site Plan is being submitted so that the property can be developed with a food and beverage store in combination with the retail sale of gasoline, which is permitted in the M-X-T Zone, subject to the approval of said DSP.

A Royal Farms is unique in that it offers various convenience needs to its patrons and serves as a food and beverage store, a quasi eating or drinking establishment (with indoor and outdoor seating), and offers the retail sale of gasoline. It is incorrect to broadly label a Royal Farms as a "gas station" or service station. This is especially true given the definition of a "gas station" in the Zoning Ordinance<sup>1</sup> does not accurately capture or define Royal Farms.

Regarding Royal Farms, its mission is "To Be the Best." The proposed development will include a 4,650 square foot food and beverage store, with 11 indoor seats and 18 outdoor seats, 8 multi-product gas dispensers, which will facilitate the development of this property with a modern and attractive commercial retail business that satisfies the needs of the modern consumer. The development will be attractive; will use sustainable building materials; will utilize environmental site design techniques to the fullest extent practical; will add attractive landscaping; will provide for the convenience needs of the surrounding community; will create jobs for the local economy; and will increase the County's tax base. Indeed, the existing development on the subject property is vacant and beginning to show signs of disrepair.

### Design Features

DSP-20008 proposes two points of vehicular access. One access points is proposed along Woodyard Road as a right in right out access; and one full access is proposed on Marlboro Pike. The proposed site design places the food and beverage store and the pump island parallel to Woodyard Road. Surface parking is proposed immediately around the Royal Farms building with additional parking along the frontage of the abutting roads to ensure safe and efficient on-site circulation. In addition, and more importantly, the proposed layout creates a safe environment for patrons utilizing all of the services offered

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<sup>1</sup> (99) **Gas Station (Automobile Filling Station):** (A) A "Building" or "Lot" having pumps and storage tanks, where the primary "Use" is the retail sale of motor vehicle fuels. No storage or parking space shall be offered for rent. Vehicle-related services may be offered incidental to the primary "Use," such as:

- (i) Sales and servicing of spark plugs, batteries, and distributors and distributor parts; tune-ups;
  - (ii) Tire servicing and repair, but not recapping or regrooving;
  - (iii) Replacement of mufflers and tail pipes, water hoses, fan belts, brake fluid, light bulbs, fuses, floor mats, windshield wipers and wiper blades, grease retainers, wheel bearings, mirrors, and the like;
  - (iv) Washing and polishing, and sale of automotive washing and polishing materials;
  - (v) Greasing, lubrication, and radiator flushing;
  - (vi) Minor servicing and repair of carburetors, fuel, oil and water pumps and lines, and minor engine adjustments not involving removal of the head or crank case or racing the engine;
  - (vii) Emergency wiring repairs;
  - (viii) Adjusting and repairing brakes;
  - (ix) Provision of road maps and other information to travelers.
- (B) Services allowed at a "Gas Station" shall not include major chassis or body work; repair of transmissions or differentials; machine shop work; straightening of body parts; or painting, welding, or other work involving noise, glare, fumes, smoke, or other characteristics to an extent greater than normally found in "Gas Stations."

by Royal Farms. Further, as an expert in the field and having designed numerous sites that are aesthetically pleasing and safe and efficient, the applicant very strongly contends that its layout will result in a very successful and high quality development.

The retail building for the Royal Farms is designed to reflect a somewhat rural aesthetic which is a trademark of Royal Farms. The new model has been constructed throughout Maryland and most recently, on Sansbury Road at Ritchie Marlboro Road (Westphalia North) and at National Harbor. The building design incorporates a band of composite siding at the top portion of the building, brick veneer in the middle, and stone veneer at the base of the building. The main entrance projects from the rest of the building and features two side entry points. The front elevation is accented with a shed-style roof over the main entrance supported by stone veneer and painted steel columns and topped with a cupola, and over-sized windows that help break up the horizontal mass. The applicant is proposing two twenty-seven (27) foot tall pylon signs, one on each of the road frontages.

There is no question that the proposed exterior building materials, which include stone, brick, and composite siding, are of notable quality and durability. The pumps and canopy are reflective of the architecture and materials of the main building. Due to the visibility of the pumps, canopy, and retail building, the design of these features are important and are of high quality. The quality of design is currently on display at the Sansbury Road, Richie Marlboro Road, Donell Drive and National Harbor locations. The applicant anticipates that the proposed development will have similar positive impacts to the County in the form of new jobs, reinvestment, increased taxes, etc. The elevations use high end finishes, with a design that is often used as the model for other similar uses. Indeed, from 2006-2008, the applicant began to incorporate energy and water-efficient “green” building features, and by 2010, the applicant had fully embraced sustainability and has since incorporated LEED sustainable building design into its construction. Since 2010, all of the vegetable oil used to prepare Royal Farms’ famous chicken has been converted into biofuel. The majority of materials are purchased locally, and the majority of all waste from construction is recycled or repurposed. The applicant always seeks to design stores that include LEED elements. These efforts are reflected in the fact that the U.S. Green Building Council (USGBC) named Royal Farms in USGBC's country wide list of Top Ten LEED Retail Stores.

Pursuant to Section 27-544, a Detailed Site Plan is being filed to allow for a food or beverage store in combination with a gas station. As discussed in detail below, the applicant contends that all of the requirements for a detailed site plan have been met.

### III. CRITERIA FOR APPROVAL

#### General Criteria for DSP Approval

##### **Section 27-285. Planning Board Procedures.**

##### **(b) Required findings.**

- (1) The Planning Board may approve a Detailed Site Plan if it finds that the plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use;**

COMMENT: The plan does represent a reasonable alternative for satisfying the site design guidelines.

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

COMMENT: A conceptual site plan for the overall Hope Village Center was reviewed as CSP-18007 and adopted by the Planning Board on February 27, 2020.

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

COMMENT: DSP-20008 is not a DSP for infrastructure; this finding does not apply.

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

COMMENT: The plan does not propose impacts to regulated environmental features. The applicant has an approved Natural Resources Inventory, NRI-164-06, and prepared a Type 1 Tree Conservation Plan for this site. Both of these items are included with this detailed site plan package.

**Sec. 27-546. Site plans.**

**(d) In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:**

**(1) The proposed development is in conformance with the purposes and other provisions of this Division;**

COMMENT: The District Council approved the subject property's zoning change as part of the 2013 *Approved Subregion 6 Master Plan and Sectional Map Amendment*. The property included in DSP-20008 was zoned from the R-A (Residential Agricultural) Zone to the M-X-T Zone through the Subregion 6 Sectional Map Amendment, Change Number 28. As a result of the rezoning to the M-X-T Zone, all future development will be required to obtain a DSP, which will further ensure the development is in conformance with any applicable purposes of this Division. DSP-20008 is filed in response to this requirement.

**(2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;**

COMMENT: The subject property is located in the 2013 *Approved Subregion 6 Master Plan and Sectional Map Amendment*. Pursuant to Revision #3 in CR-83-2013 (DR2), the property was zoned from the R-A (Residential Agricultural) Zone to the M-X-T Zone through the Sectional Map Amendment, Change Number 28. The overall development mix approved with CSP-18007 was in conformance with this finding, and DSP-20008 is in conformance with this requirement.

**(3) The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;**

COMMENT: DSP-20008 is a portion of the commercial/retail development within Hope Village Center, and is proposed to front on Woodyard Road. The commercial/retail component is directly across Marlboro Pike from undeveloped property in the L-A-C Zone. The proposed outward orientation will physically and visually integrate the site with existing and proposed development by creating a shopping destination as part of the future Hope Village Center, which includes a church/community/institutional connection for the residents of the community, multifamily residential assisted living facility and townhouses.

**(4) The proposed development is compatible with existing and proposed development in the vicinity;**

COMMENT: The proposed development will implement the vision of the approved Subregion 6 Master Plan. The property was envisioned to facilitate a mixed-use development consistent with the M-X-T Zone, as recommended by the SMA in order to further integrate with the future development of the nearby L-A-C zoned property and the residentially zoned properties currently being developed, which will encourage a harmonious residential mixed-use development, adjacent to the existing and future planned interchange of A-53 and F-6.

**(5) The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;**

COMMENT: Sustainability and quality were driving factors in the preparation of this DSP. The commercial uses will be located at the intersection of a local road and an Arterial Roadway (A-53), attracting both local and pass by customers, while serving as the focal point for the future residential component of the development by providing convenient service oriented shopping in a walkable setting. Sidewalks will connect the development to Marlboro Pike. Environmental features are being preserved to the fullest extent practicable.

**(6) If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;**

COMMENT: It is intended that the development associated with Hope Village Center will be staged and developed as separate entities, with separate plans of development moving forward as the project is marketed/developed. DSP-20008 is the first phase of the retail component. The applicant contends that the development will be self-sufficient as each phase moves forward.

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

COMMENT: Although the overall Hope Village Center contemplates upwards of four distinct neighborhoods (i.e., commercial/retail; single-family attached units; hotel and assisted living multifamily units; and institutional uses), DSP-20008 is specifically for one parcel within the commercial retail area. DSP-20008 includes and provides convenient accessible pedestrian systems, including a proposed 8-foot wide sidewalk along the frontage of Woodyard Road.

**(8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and**

COMMENT: DSP-20008 proposes areas that will be used for pedestrian activities or as gathering places

for people will provide human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial). An outdoor eating area consisting of 18 seats is proposed abutting the convenience store, the quality architectural materials (brick, stone and composite siding) and design, assist in creating attractive views from the adjacent public domain. Bike racks are located at the southwest corner of the building. Quality materials have been utilized in the architecture of the building and the design of the pump canopy has been coordinated therewith. All these factors help create an attractive, coordinated development that will enhance the use and enjoyment of the site in accordance with this requirement.

**(9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant, or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

COMMENT: A traffic study addressing this finding was submitted for review with Preliminary Plan of Subdivision, 4-20003.

**(10) On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant.**

COMMENT: A conceptual site plan was reviewed for the overall Hope Village Center as CSP-18007 and adopted by the Planning Board on February 27, 2020. This finding does not apply.

**(11) On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.**

COMMENT: Not applicable. DSP-20008 consists of 3.268 acres.

#### **Section 27-274. Design Guidelines**

Generally, Section 27-274 provides design guidelines regarding parking, loading, and circulation; lighting; views; green area; site and streetscape amenities; grading; service areas; public spaces; and architecture. It is worth noting that every sub-part of Section 27-274(a) uses the word “should” when describing each of the guidelines. Thus, none of the design guidelines are mandatory; instead, they are as they appear, guidelines used to promote the purposes of the zone. Consequently, the Planning Board is authorized to approve a conceptual site plan so long as the plan promotes the development in accordance with the principles for the orderly, planned, efficient, and economic development contained in the Sector Plan; and explains the relationship among proposed and existing uses, illustrates approximate locations where buildings and other proposed improvements may be placed, and generally describes recreational facilities, building architecture, and street furniture to be used on the final plan. Ultimately, a future detailed

site plan will be filed that will show much more details and the Planning Board is authorized to approve said future detailed site plan so long as the plan represents a *reasonable alternative to satisfying the guidelines* – without requiring unreasonable costs or detracting substantially from the utility of the proposed development for its intended (and *permitted*) use.

Generally, as guidelines, that applicant and its consultants, as much as practical, have designed the site in conformance with said guidelines, but due to not yet having a builder, is limited in the amount of detail that can be shown. As contemplated in Section 27-272, said detail and specificity at the time of conceptual site plan is not required; however, generally, the applicant has endeavored to satisfy the following design guidelines to the fullest extent practical:

- The parking lot will be designed to provide safe and efficient vehicular and pedestrian circulation within the site;
- Parking spaces will be designed to be located near the use that it serves;
- Parking aisles will be oriented and designed to minimize the number of parking lanes crossed by pedestrians;
- Plant materials will be added to the parking lot for the commercial use to avoid large expanses of pavement;
- The loading space will be located to avoid conflicts with vehicles or pedestrians;
- The loading area will be clearly marked and separated from parking areas;
- Light fixtures will be designed to enhance the site's design character;
- Luminosity and location of exterior fixtures will enhance user safety and minimize vehicular /pedestrian conflicts;
- Lighting will be designed to enhance building entrances and pedestrian pathways;
- The pattern of light pooling will be directed to the site;
- The site complies with the Landscape Manual or seeks Alternative Compliance for any requirements that cannot be met by proposing landscaping that will be equal to or better than what would be required;
- Public amenities including outdoor seating, bike racks, benches, etc. will be proposed; and
- Building architecture and materials will be high quality and visually interesting.

Specifically, the applicant offers the following:

**(1) General.**

**(A) The Plan should promote the purposes of the [Detailed] Site Plan.**

COMMENT: The purposes of the Detailed Site Plan are found in Sections 27-281(b) and (c).

**Section 27-281. Purpose of Detailed Site Plans.**

**(b) General purposes.**

**(1) The general purposes of Detailed Site Plans are:**

- (A) To provide for development in accordance with the principles for the orderly, planned, efficient and economical development contained in the General Plan, Master Plan, or other approved plan;**
- (B) To help fulfill the purposes of the zone in which the land is located;**
- (C) To provide for development in accordance with the site design guidelines established in this division; and**
- (D) To provide approval procedures that are easy to understand and**



consistent for all types of Detailed Site Plans.

(c) **Specific purposes.**

(1) **The specific purposes of Detailed Site Plans are:**

- (A) **To show the specific location and delineation of buildings and structures, parking facilities, streets, green areas, and other physical features and land uses proposed for the site;**
- (B) **To show specific grading, planting, sediment control, tree preservation, and storm water management features proposed for the site;**
- (C) **To locate and describe the specific recreation facilities proposed, architectural form of buildings, and street furniture (such as lamps, signs, and benches) proposed for the site; and**
- (D) **To describe any maintenance agreements, covenants, or construction contract documents that are necessary to assure that the Plan is implemented in accordance with the requirements of this Subtitle.**

COMMENT: This Detailed Site Plan will promote the purposes found in Section 27-281. Specifically, this plan helps to fulfill the purposes of the M-X-T Zone in which the subject property is located. The overall Hope Village Center will be a mixed use development consisting of a mix of residential units, commercial retail use(s), and institutional uses are permitted in the M-X-T Zone. The site plan gives details as to the location and delineation of all proposed buildings, parking, streets, green areas, and other similar physical features and land uses proposed for the site.

In addition to the purposes set forth in Section 27-281, Section 27-274 further requires the Applicant demonstrate the following:

(2) **Parking, loading, and circulation**

- (A) **Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site.**
- (B) **Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians.**
- (C) **Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers.**

COMMENT: DSP-20008 illustrates that all parking and loading areas will be located and designed to provide safe and efficient vehicular and pedestrian circulation throughout the entire site. It is anticipated that the commercial retail center fronting on Marlboro Pike will have surface parking lots conveniently located in the vicinity of the proposed building. DSP-20008 proposes surface parking patrons in a layout that is both efficient and safe, and conveniently located. The location of the parking minimizes any conflict with pedestrians.

(3) **Lighting.**

- (A) **For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the design character.**

COMMENT: DSP-20008 will provide adequate lighting levels for safe vehicular and pedestrian movements. The site lighting will provide the future patrons with a bright, safe atmosphere while not causing a glare or light bleeding onto adjoining properties, as the applicant would anticipate using full cut-off light fixtures. Sheet number L200 of the detailed site plan set provides the photometric plan, and Sheet

L-201 provides the lighting details.

**(4) Views.**

- (A) Site design techniques should be used to preserve, create, or emphasize scenic views from public areas.**

COMMENT: DSP-20008 complies with the design guidelines outlined in sub-part (4). This plan is designed to preserve, create, or emphasize views from the public roads and the adjoining property. Woodyard Road is designated as a historic road, and is providing the required Landscape Manual 4.6 Buffering Development from Special Roadways landscape strip. The building proposed with DSP-20008 will be designed to provide a modern, clean and strong presence along both road frontages.

**(5) Green Area.**

- (A) On site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use.**

COMMENT: As shown on the Landscape Plan, Sheets L100 and L101, DSP-20008 provides the amount of Tree Canopy Coverage for this zone, as well as providing the requirements of the Landscape Manual.

**(6) Site and streetscape amenities.**

- (A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site.**

COMMENT: DSP-20008 complies with the design guidelines outlined in sub-part (6). The proposed site and streetscape amenities will contribute to an attractive, coordinated development. That is, the site fixtures will be durable high quality material and will be attractive, which will enhance the site for the future patrons. DSP-20008 proposes 2 chair and four chair outdoor tables as well as bike racks. Details of these items are provided on Sheet C303 of the detailed site plan set.

**(7) Grading.**

- (A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts.**

COMMENT: DSP-20008 complies with the design guidelines outlined in sub-part (7). All grading and landscaping will help to soften the overall appearance of the improvements once constructed. The proposed development will address the needs and expectations of the modern consumer. To the extent practical, all grading will be designed to minimize disruption to existing topography.

**(8) Service Areas.**

- (A) Service areas should be accessible, but unobtrusive.**

COMMENT: Service areas, like loading areas to serve the commercial retail development, will be conveniently located next to the commercial buildings, but screened from view from both Woodyard Road and from Marlboro Pike by grouping the landscaping fronting both Woodyard Road and Marlboro Pike in this area to effectively shield the loading space.

**(9) Public Spaces.**

- (A) A public space system should be provided to enhance a large-scale commercial, mixed use, or multifamily development.**

COMMENT: Although limited in scale, the proposed outdoor seating will contribute to an attractive, coordinated development. DSP-20008 proposes 2 chair and four chair outdoor tables as well as bike racks. The location of these facilities are labeled on Sheet C200 of the site plan. Details of both are provided on Sheet C303 of the detailed site plan set.

**(10) Architecture.**

- (A) When architectural considerations are references for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with unified, harmonious use of materials and styles.**
- (B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.**
- (C) These guidelines may be modified in accordance with section 27-277.**

COMMENT: Architectural plans are provided with DSP-20008, please refer to the elevation sheets provided by Ratcliffe Architects. The building design incorporates a band of composite siding at the top portion of the building, brick veneer in the middle, and stone veneer at the base of the building. The main entrance projects from the rest of the building and features two side entry points. The front elevation is accented with a shed-style roof over the main entrance supported by stone veneer and painted steel columns and topped with a cupola, and over-sized windows that help break up the horizontal mass. It is envisioned that the future architecture of Hope Village Center will use similar a high quality of building materials and provide a variety of architectural elements.

**(11) Townhouses and Three-Story Dwellings.**

- (A) Open space areas, particularly areas separating the rears of buildings containing townhouses, should retain, to the extent possible, single or small groups of mature trees. In areas where trees are not proposed to be retained, the applicant shall demonstrate to the satisfaction of the Planning Board or the District Council, as applicable, that specific site conditions warrant the clearing of the area. Preservation of individual trees should take into account the viability of the trees after the development of the site.**
- (B) Groups of townhouses should not be arranged on curving streets in long, linear strips. Where feasible, groups of townhouses should be at right angles to each other, and should facilitate a courtyard design. In a more urban environment, consideration should be given to fronting the units on roadways.**
- (C) Recreational facilities should be separated from dwelling units through techniques such as buffering, differences in grade, or preservation of existing trees. The rears of buildings, in particular, should be buffered from recreational facilities.**
- (D) To convey the individuality of each unit, the design of abutting units should avoid the use of repetitive architectural elements and should employ a variety of architectural features and designs such as roofline, window and door treatments, projections, colors, and materials. In lieu of this individuality guideline, creative or innovative product design may be utilized.**

- (E) **To the extent feasible, the rears of townhouses should be buffered from public rights-of-way and parking lots. Each application shall include a visual mitigation plan that identifies effective buffers between the rears of townhouses abutting public rights-of-way and parking lots. Where there are no existing trees, or the retention of existing vegetation is not practicable, landscaping, berming, fencing, or a combination of these techniques may be used. Alternatively, the applicant may consider designing the rears of townhouse buildings such that they have similar features to the fronts, such as reverse gables, bay windows, shutters, or trim.**
- (F) **Attention should be given to the aesthetic appearance of the offsets of buildings.**

COMMENT: Not applicable to this review. DSP-20008 does not propose townhouses.

### **2010 Landscape Manual**

DSP-20008 complies with the requirement of the 2010 Landscape Manual. Please see the Landscape Plan on Sheet L100 and the Planting Schedules on Sheet L101 for details.

### **Tree Canopy Coverage**

The Tree Canopy Coverage requirement for this development proposal is 12,676 square feet. The Tree Canopy Coverage requirement is satisfied with 12,690 square feet being provided.

## **IV. CONFORMANCE WITH PART 10C MILITARY INSTALLATION ZONE**

On November 15, 2016, the District Council approved the Military Installation Overlay Zone. (CR-97-2016). DSP-20017 is to allow for a food and beverage store in combination with a gas station and carwash on the property. In regard to this proposed use, Part 10C states the following:

### **Sec. 27-548.54. - Requirements for Height.**

- (a) **For purposes of the Military Installation Overlay Zone, heights are measured from the base of a structure to the highest point of any part of the structure, including, but not limited to, antennae, towers, poles, monopoles, or satellite dishes.**
- (b) **No development, structure, or alteration of the land shall exceed the height established by the Impact Map for Height.**
- (c) **At the time of building permit, a licensed Engineer or qualified professional of competent expertise shall certify that structures do not exceed the height established by the Impact Map for Height, utilizing the formulae and methodology set forth in this Section.**
- (e) **The Planning Board shall verify certification of height using the formulae proscribed in this Section as described below:**
  - (1) **Military Installation Overlay Zone height formulae are based upon the highest elevation of the subject property in relation to the elevation of the runways at Joint Base Andrews, which are 274 feet above sea level.**

**(2) The figures calculated through the measurements in this Section should add the difference in elevation between the runways at Joint Base Andrews and the highest elevation on the subject property: properties lower than 274 feet in elevation should add this difference in elevation; properties higher than 274 feet in elevation should subtract this difference in elevation to determine the maximum height:**

**(D) Surface E (Conical Surface): Structures shall not exceed a height (in feet) equivalent to the total of the following equation:**

**(i) Subtotal: The distance between Surface A and nearest boundary of the subject property, less the distance between the subject property and the border of Surfaces D and E.**

**(ii) Total: Divide subtotal by 20, then add 150.**

COMMENT: The project is located within the Height Zone under the Military Installation Overlay Zone. Under this zoning, the project has a height limited called "Surface E" which requires that building height not exceed a 20/1 slope ratio. Using the formula provided in 27-548.54(e)(2)(D) the maximum building height is 481 feet. The building height in this project is 38.5 feet, which is well within the 481 foot requirement.

V. PRIOR APPROVALS

Conceptual Site Plan CSP-18007 was approved by the Planning Board on February 27, 2020 with four conditions. None of the conditions relate to the detailed site plan. However, Conditions 2 and 4 will be determined with the review of the preliminary plan of subdivision. The preliminary plan of subdivision, 4-20003, is submitted and is under review.

VI. CONCLUSION

Based on the foregoing, as well as the detailed site plan filed in conjunction with this application, the applicant respectfully requests the approval of DSP-20008. This application, and the requests herein, satisfy the required findings provided in the Zoning Ordinance, and as such, must be approved.

Respectfully submitted,



Emily Dean, PE  
Kimley-Horn and Associates, Inc.

Date: Pre-Review May 22, 2020

MN  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
PPC

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

RECEIVED

March 3, 2020

MAR 3 2020

VMD-Upper Marlboro, LLC  
30050 Chagrin Blvd., Suite 360  
Cleveland, OH 44124

CLERK OF THE COUNCIL  
PRINCE GEORGE'S COUNTY MARYLAND

Re: Notification of Planning Board Action on  
**Conceptual Site Plan CSP-18007**  
**Hope Village Center**

Dear Applicant:

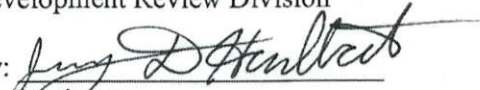
This is to advise you that, on **February 27, 2020**, the above-referenced Conceptual Site Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to Section 27-280, the Planning Board's decision will become final 30 calendar days after the date of the final notice **March 3, 2020** of the Planning Board's decision, unless:

1. Within the 30 days, a written appeal has been filed with the District Council by the applicant or by an aggrieved person that appeared at the hearing before the Planning Board in person, by an attorney, or in writing and the review is expressly authorized in accordance with Section 25-212 of the Land Use Article of the Annotated Code of Maryland; or
2. Within the 30 days (or other period specified by Section 27-291), the District Council decides, on its own motion, to review the action of the Planning Board.

Please direct any future communication or inquiries regarding this matter to Ms. Donna J. Brown, Acting Clerk of the County Council, at the above address.

Very truly yours,  
James R. Hunt, Chief  
Development Review Division

By:   
Reviewer

Attachment: PGCPB Resolution No. **2020-19**

cc: Donna J. Brown, Acting Clerk of the County Council  
Persons of Record



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive  
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 File No. CSP-18007

PGCPB No. 2020-19

RESOLUTION

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

WHEREAS, in consideration of evidence presented at a public hearing on February 6, 2020, regarding Conceptual Site Plan CSP-18007 for Hope Village Center, the Planning Board finds:

1. **Request:** The subject application proposes a conceptual site plan (CSP) for Hope Village Center for a mixed-use development with 38 single-family, attached residential units and 181,950 square feet of commercial and institutional uses, including a hotel, gas station, assisted living facility, and church.
2. **Development Data Summary:**

	<b>EXISTING</b>	<b>APPROVED</b>
Zone(s)	M-X-T/M-I-O	M-X-T/M-I-O
Use(s)	Vacant/Farmland	One-family attached residential; Commercial/ Retail; Gas Station; Hotel; Assisted Living; Institutional
Gross Acreage	37.59	37.59
Net Acreage	37.17	37.17
Total Gross Floor Area (sq. ft.)	-	276,950
Commercial/Institutional GFA	-	181,950
Residential GFA	-	95,000
One-Family Attached Dwelling Units	-	38
Hotel	-	42,000 (150 Rooms)
Senior Assisted Living	-	80,000 (210 Beds)
Institutional	-	45,000

**Floor Area Ratio (FAR) in the M-X-T Zone**

Base Density Allowed:	0.40 FAR
Residential Optional Method:	1.00 FAR
Total FAR Permitted:	1.40 FAR*
Total FAR Proposed:	0.17FAR

**Note:** \*Additional density is allowed, in accordance with Section 27-545(b)(4) of the Zoning Ordinance, Optional method of development, for providing 20 or more dwelling units.

3. **Location:** The subject property is located in the southeast corner of the intersection of MD 223 (Woodyard Road) and Marlboro Pike, in Planning Area 82A, Council District 9. The site is known as Parcel 6, recorded in the Prince George's County Land Records in Liber 21377 folio 394.
4. **Surrounding Uses:** To the north beyond Marlboro Pike is vacant property in the Local Activity Center Zone. To the east and south are residential properties in the Residential-Agricultural (R-A) Zone. To the west of the property, beyond MD 223, is Windsor Park in the Rural Residential (R-R) Zone, and the Norbourne townhouse development in the Townhouse (R-T) Zone.
5. **Previous Approvals:** Prior to 1981, Parcel 6 was one parcel, together with what are now known as Parcel 46, abutting to the northeast, and Parcel 78, abutting to the south. Parcel 46 was legally subdivided by deed from Parcel 6 in 1981 (Liber 5478 folio 975). Parcel 78 was created by an illegal division of Parcel 6 in 2003 (Liber 17537 folio 646). The remainder of Parcel 6 was conveyed in 2005 by deed (Liber 21377 folio 394). On September 29, 2016 the Prince George's County Planning Board approved Preliminary Plan of Subdivision PPS 4-16008 for Parcel 78, which validated the division of land. Although not yet platted, the Planning Board's approval of PPS 4-16008, which remains valid until December 31, 2020, creates a de facto subdivision of Parcel 6, which is the subject of this application.

The 2013 *Approved Subregion 6 Master Plan and Sectional Map Amendment* (Subregion 6 Master Plan and SMA) (Council Resolution CR-83-2013, Revision 3) rezoned the subject property from the R-R Zone to the Mixed Use-Transportation Oriented (M-X-T) Zone.

6. **Design Features:** The applicant proposes a mixed-use development with residential, commercial, and institutional uses. The CSP shows seven phases of development consisting of a 4,650-square-foot gas station and food and beverage store, and two pad sites totaling 9,800 square feet on the northern end of the property, bisected by a proposed road intersecting Marlboro Pike. This proposed road perpendicularly intersects another proposed road running from MD 223, on the south side of the commercial areas, before continuing to the southeast. This road then provides access to the proposed 38 one-family attached dwellings, in the northeast corner of the property, and continues to the south end of the property. Open space with environmental features will separate the residential area from the assisted living facility and hotel that will front on MD 223. A master-planned collector road (C-605/Marlboro Pike Relocated) will bisect the property from east to west at the southern end, and 45,500 square feet of institutional uses will be located to the south of this road. The illustrative plan shows these uses as a church fronting on MD 223 and a community center adjacent to the east. The property will have a total of two access points from MD 223 and one from Old Marlboro Pike.



## COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject CSP has been reviewed for compliance with the requirements of the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance.
- a. The subject application is in conformance with the requirements of Section 27-547 of the Zoning Ordinance, which governs uses in all mixed-use zones.
- (1) The proposed one-family attached dwelling units, institutional/church/community center, and commercial/retail/gas station uses are permitted in the M-X-T Zone. The maximum number and type of dwelling units should be determined at the time of CSP approval. Therefore, this property would be limited to 38 one-family attached units, as proposed in this CSP.
- (2) Section 27-547(d) provides standards for the required mix of uses for sites in the M-X-T Zone, as follows:
- (d) **At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:**
- (1) **Retail businesses;**  
(2) **Office, research, or industrial uses;**  
(3) **Dwellings, hotel, or motel.**
- The subject CSP proposes two types of uses as required, including 38 one-family attached dwelling units, as well as 14,500 square feet of commercial/retail/gas station uses. These proposed uses satisfy the mixed-use requirement of Section 27-547(d).
- b. The CSP is consistent with Section 27-548, Regulations, of the Zoning Ordinance. The following discussion is offered:
- (1) The maximum proposed floor area ratio (FAR) for the site is 0.17, as provided on the CSP. This is less than the maximum base density of 0.40 FAR, but below the maximum FAR of 1.40, which is allowed by using the optional method of

development. An increase of 1.0 FAR is allowed for providing more than 20 dwelling units.

- (2) Developments in the M-X-T Zone are required to have vehicular access to a public street, in accordance with Section 27-548(g), noted below.

**(g) Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.**

While the overall development is accessed by public streets, including the proposed commercial and institutional areas, the individual townhouse lots will be served by private streets and alleys. At the time of PPS, appropriate frontage and vehicular access for all lots and parcels must be properly addressed.

- c. The subject application has been reviewed for conformance with the requirements of Section 27-546(d) of the Zoning Ordinance, which requires additional findings for the Planning Board to approve a CSP in the M-X-T Zone, as follows:

- (1) The proposed development is in conformance with the purposes and other provisions of this Division:**

The proposed development is in conformance with this requirement and serves the purposes of the M-X-T Zone. For example, one purpose of the M-X-T Zone is to promote orderly development of land in the vicinity of major intersections to enhance the economic status of Prince George's County. The proposed development, consisting of residential and commercial/retail uses, will provide increased economic activity proximate to the intersection of MD 223 and MD 4. It also allows for reduction of the number and distance of automobile trips by constructing residential and nonresidential uses in close proximity to each other. In addition, the proposed attached dwellings and the commercial uses will allow more density on the site. This CSP promotes the many purposes of the M-X-T Zone and contributes to the orderly implementation of the Master Plan.

- (2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change or include a major employment use or center which is consistent with the economic development strategies of the Sector Plan or General Plan;**

The Subregion 6 Master Plan and SMA, which placed the property in the M-X-T Zone, recommends residential low land use for the middle part of the site,

commercial land use to the north, and institutional land use to the south. The proposed mixed-use development substantially conforms to these recommendations.

- (3) **The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;**

The proposed development will be outwardly oriented. The development will address the major roadways and the proposed public street internal to the site. How buildings relate to the street and other urban design considerations will be addressed at the time of DSP.

- (4) **The proposed development is compatible with existing and proposed development in the vicinity;**

The commercial buildings, which are the most intensive use, are located in the northern and western part of the site fronting on MD 223 and Marlboro Pike. The 38 one-family attached dwelling units, occupying the east side of the development, help to transition to the lower-density residential uses to the east in the R-A Zone. Institutional uses front on MD 223 and C-605/ Marlboro Pike Relocated at the south end of the property.

- (5) **The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;**

The mix of uses, arrangement of buildings, and other improvements and amenities will relate to the surrounding development and produce a cohesive development capable of sustaining an independent environment of continuing quality and stability. The proposed uses support one another and provide needed services to the surrounding development.

- (6) **If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;**

The applicant proposes seven phases. Phase 1 proposes the commercial/gas station development in the northwest portion of the site, which will front MD 223 to the west and Marlboro Pike to the north. Phase 2 proposes two commercial pad sites, just east of the gas station, across proposed Street A, with frontage on Marlboro Pike. The third phase is a hotel located on the northeast corner of MD 223 and C-605/Marlboro Pike Relocated. The assisted living facility will be located along MD 223, in the center of the property, and will be Phase 4. Phase 5

includes the eastern portion of C-605 and 38 one-family, attached residential dwelling units in the eastern portion of the site. Phase 6 is C-605 continued. Phase 7 is the institutional uses at the south end of the property. Each phase will be self-sufficient and be effectively integrated into previous phases by connecting roads.

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

This requirement will be evaluated in detail at the time of PPS and detailed site plan. The CSP shows sidewalks along all public and private roads except for the Marlboro Pike frontage, forming a pedestrian network throughout the site. Multiple conditions have been included herein to be enforced at the time of PPS regarding master plan trails and additional internal connections to ensure the pedestrian system is comprehensive and convenient.

- (8) **On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and**

The above finding is not applicable because the subject application is a CSP. Further attention should be paid to the design of pedestrian spaces and public spaces at the time of DSP.

- (9) **On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club), or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

A rezoning to the M-X-T Zone was approved under Council Resolution CR-83-2013 as a part of the sectional map amendment for Subregion 6. The Council Resolution only rezones the subject site; it carries no additional conditions.

It shall be noted that this site will need to go through the PPS process, and transportation adequacy will be further reviewed at that time. The traffic study has utilized a reasonable mix of uses, and this will be further tested at the time of PPS, with the adequacy test based on the actual mix of uses that the applicant proposes at that time. The Planning Board will not establish a trip cap condition on this application, but will do so for the PPS. Multiple trip caps on different applications governing the same property create a potential for conflicting findings during later stages of review. Adequacy is fully tested and determined at the time of PPS through the application of Section 24-124 of the Subdivision Regulations, and a traffic study may be submitted at that time with a slightly different mix of uses than was tested at CSP. The trip cap for the site will be based on the PPS entitlement.

A traffic study has been submitted with this application. The traffic study was referred to the Prince George's County Department of Public Works and Transportation (DPW&T) and the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), as well as the Maryland State Highway Administration.

The subject property is located within Transportation Service Area 2, as defined in the 2014 *Plan Prince George's 2035 Approved General Plan*.

The application is a CSP for a mixed-use development consisting of the following uses having the following trip generation (with the use quantities shown in the table as described in the submitted traffic study). The trip generation is estimated using trip rates and requirements in the "Transportation Review Guidelines, Part 1" (Guidelines). Pass-by and internal trip capture rates are in accordance with the *Trip Generation Handbook* (Institute of Transportation Engineers). The table below summarizes trip generation in each peak-hour that will be used in reviewing traffic for the site:

Trip Generation Summary: CSP-18007: Hope Village Center								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Townhouse	38	Units	5	22	27	20	10	30
Church	47,900	Square feet	14	8	22	11	11	22
Assisted Living	210	Beds	25	15	40	21	34	55
<b>Net Residential &amp; Institutional Trips</b>			<b>44</b>	<b>45</b>	<b>89</b>	<b>52</b>	<b>55</b>	<b>107</b>
Clinic (no pass-by)	6,800	Square feet	19	6	25	6	16	22
Hotel (no pass-by)	150	Rooms	41	29	70	44	42	86
Fast Food	3,000	Square feet	62	59	121	51	47	98
Super Convenience Market and Gas Station	16 4,650	Fuel positions Square feet	201	201	402	171	172	343
Less Pass-By (see notes below)			-183	-182	-365	-156	-155	-311
Net Commercial Trips			<b>140</b>	<b>113</b>	<b>253</b>	<b>116</b>	<b>122</b>	<b>238</b>
<b>Total Trips, CSP-18007 (sum of bold numbers)</b>			<b>184</b>	<b>158</b>	<b>342</b>	<b>168</b>	<b>177</b>	<b>345</b>

A June 2019 traffic impact study was submitted and accepted as part of this application. 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)	
	AM	PM	AM	PM
MD 223 at Old Marlboro Pike/MD 4 On-Ramp	15.6*	12.9*	--	--
MD 223 at MD 4 Off-Ramp	51.1*	35.3*	--	--
MD 223 at MD 4 Southbound Ramps	51.1*	30.3*	--	--
MD 223 at Marlboro Pike	1,100	1,483	B	E
MD 223 at Marlboro Pike Relocated/C-605	Future	--	--	--
MD 223 at Dower House Road	1,462	1,426	E	D
MD 223 at Rosaryville Road/Haislip Way	812	930	A	A
MD 223 at site access	Future	--	--	--
Marlboro Pike at site access	Future	--	--	--
MD 4 at Dower House Road	1,761	1,433	F	D

\*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 five approved developments in the area. A 0.5 percent annual growth rate for a period of six years has been assumed.

Significant improvements at the MD 4/MD 223 intersection is currently planned but there is uncertainty regarding the timing of construction of these improvements. Background and total traffic will be evaluated without these improvements and discussed further as a part of the recommendations. Also, the nearby Norbourne subdivision (PPS 4-07086) has conditions to improve MD 223 at Marlboro Pike and the MD 223 at Marlboro Pike Relocated (C-605) intersections. These improvements are factored into the background traffic analysis. The portion of MD 4 from Westphalia Road to Dower House Road, inclusive of that intersection, is programmed for improvement with 100 percent construction funding within the next six years in the current Prince George's County Capital Improvement Program (CIP), with all funding being from "Other" funds. 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 223 at Old Marlboro Pike/MD 4 On-Ramp	333.9*	88.4*	--
MD 223 at MD 4 Off-Ramp	318.3*	362.6*	--	--
MD 223 at MD 4 Southbound Ramps	490.7*	+999*	--	--
MD 223 at Marlboro Pike	958	1,394	A	D
MD 223 at Marlboro Pike Relocated/C-605	316.1*	162.1*	--	--
MD 223 at Dower House Road	1,581	1,640	E	F
MD 223 at Rosaryville Road/Haislip Way	871	1,001	A	B
MD 223 at site access	Future	--	--	--
Marlboro Pike at site access	Future	--	--	--
MD 4 at Dower House Road	1,878	1,550	F	E

\*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:

<b>TOTAL TRAFFIC CONDITIONS</b>				
<b>Intersection</b>	<b>Critical Lane Volume (AM &amp; PM)</b>		<b>Level of Service (LOS, AM &amp; PM)</b>	
MD 223 at Old Marlboro Pike/MD 4 On-Ramp (standards for passing are shown in parentheses)				
Delay Test (50 seconds or less)	333.9*	88.4*	Fail	Fail
Minor Street Volume Test (100 or fewer)	483	277	Fail	Fail
CLV Test (1,150 or less)	745	517	Pass	Pass
MD 223 at MD 4 Off-Ramp (standards for passing are shown in parentheses)				
Delay Test (50 seconds or less)	343.4*	404.2*	Fail	Fail
Minor Street Volume Test (100 or fewer)	610	939	Fail	Fail
CLV Test (1,150 or less)	1,134	997	Pass	Pass
MD 223 at MD 4 southbound ramps (standards for passing are shown in parentheses)				
Delay Test (50 seconds or less)	540.3*	+999*	Fail	Fail
Minor Street Volume Test (100 or fewer)	46	173	Pass	Fail
CLV Test (1,150 or less)	--	1,298	Pass	Fail
MD 223 at Marlboro Pike	1,068	1,501	B	E
MD 223 at Marlboro Pike Relocated/C-605 (standards for passing are shown in parentheses)				
Delay Test (50 seconds or less)	906.6*	424.1*	Fail	Fail
Minor Street Volume Test (100 or fewer)	55	63	Pass	Pass
MD 223 at Dower House Road	1,668	1,728	F	F
MD 223 at Rosaryville Road/Haislip Way	897	1,008	A	B
MD 223 at site access	19.1*	13.5*	--	--
Marlboro Pike at site access	36.2*	47.1*	--	--
MD 4 at Dower House Road	1,890	1,564	F	E
*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.				

The table above shows several inadequacies, which are further discussed below:

- The MD 223 at Marlboro Pike intersection operates at level of service (LOS) E in the PM peak hour. The applicant proposes to modify the



traffic signal to provide east/west split-phased operations. With that modification in place, the intersection would operate at LOS D, with a CLV of 1,335 in the PM peak hour. In the AM peak hour, the intersection would operate at LOS B, with a CLV of 1,102.

- The MD 223 at Dower House Road intersection operates at LOS F in both peak hours. The applicant proposes to construct a dedicated right-turn lane along eastbound Dower House Road. With that additional right-turn lane in place, the intersection would operate at LOS D with a CLV of 1,443 in the AM peak hour. In the PM peak hour, the intersection would operate at LOS D with a CLV of 1,448.
- The MD 4 at Dower House Road intersection operates at LOS F in the AM peak hour and at LOS E in the PM peak hour. As part of the CIP, two additional through lanes are planned along both eastbound and westbound MD 4 in the vicinity of Dower House Road. In addition, Dower House Road northbound will be widened for two left-turn lanes, one through lane, and a right-turn lane. The traffic study recommends that a pro-rata payment be made to the County for the site uses that generate more than 20 percent of site traffic through the intersection as a means of providing a pro-rata portion of the "Other" funding identified in the CIP project. This CIP project will result in acceptable operations at this intersection. Therefore, the applicant will be required to provide funding toward this improvement, with the level of construction and/or financial participation to be determined in cooperation with DPIE and/or DPW&T and supplied at the time of PPS. With the planned improvements in place as described, the intersection would operate at LOS D with a CLV of 1,419 in the AM peak hour. In the PM peak hour, the intersection would operate at LOS C with a CLV of 1,182.
- The MD 223 at MD 4 southbound ramps intersection does not pass the third tier unsignalized intersection test during the PM peak hour. The traffic study offers no recommendation at this location nor is it clear that the improvements on the north side of the MD 4/MD 223 interchange would benefit this intersection. Consistent with standard practices, it is recommended that the applicant perform a traffic signal warrant study at this location and install a signal or other improvement that is deemed warranted by the operating agency (in this case, SHA).

Multiple conditions have been included herein related to the required transportation improvements necessary to ensure adequacy. This issue may be readdressed at the time of PPS.

- (10) On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning**

**Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club).**

The above finding is not applicable because the subject application is a CSP. This requirement will be evaluated at the time of DSP for this project.

- (11) **On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.**

The subject property measures 37.59 acres and does not meet the above acreage requirement. Furthermore, it is not being developed as a mixed-use planned community. Therefore, this requirement is not relevant to the subject project.

- d. The CSP is in conformance with the applicable CSP site design guidelines contained in Section 27-274 of the Zoning Ordinance. The subject development provides a more compact urban layout and, in accordance with Section 27-274(a)(11)(B), the units front on roadways.

To convey the individuality of each townhouse unit, the design of abutting units should avoid the use of repetitive architectural elements and should employ a variety of architectural features and designs such as roofline, window and door treatments, projections, colors, and materials. Conformance with this design guideline will be addressed at the time of DSP.

- e. In accordance with Section 27-574 of the Zoning Ordinance, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval at the time of DSP. Adequate visitors' parking for all residential units will need to be addressed at the time of DSP.

8. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance because the 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 (TCP1-015-2019) was submitted with the CSP application.

Based on the TCP1 submitted with this application, the site's gross tract area is 37.59 acres with 0.39 acre of wooded floodplain and 0.03 acre of previously dedicated land for a net tract area of 37.17 acres. This site's net tract woodland is 25.49 acres and has a woodland conservation threshold of 5.58 acres (15 percent). The approved natural resources inventory (NRI) states that there is 0.39 acre of wooded floodplain and the woodland conservation worksheet states that there is 0.76 acre. The worksheet needs to be corrected to show 0.39 acre of wooded floodplain, or alternatively the NRI needs to be corrected to show the location of additional floodplain. The woodland conservation worksheet proposes the removal of 15.40 acres in the net tract area for a woodland conservation requirement of 9.43 acres. According to the TCP1 worksheet, the requirement is proposed to be met with on-site woodland preservation and reforestation.

Currently, the TCP1 shows all proposed improvements, except stormwater management (SWM) structures. At this time, minor changes are required of the TCP1, as conditioned herein.

9. **Other site-related regulations:** Additional regulations are applicable to site plan review that usually require detailed information, which can only be provided at the time of DSP. The discussion provided below is for information only:
  - a. **2010 Prince George's County Landscape Manual**—This development in the M-X-T Zone will be subject to the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) at the time of DSP. Specifically, the site is subject to Section 4.1, Residential Requirements; Section 4.2, Requirements from Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; Section 4.9, Sustainable Landscaping Requirements; and Section 4.10, Street Trees along Private Streets, of the Landscape Manual.
  - b. **Prince George's County Tree Canopy Coverage Ordinance**—Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties zoned M-X-T are required to provide a minimum of 10 percent of the gross tract area covered by tree canopy. The subject site is 37.59 acres in size and the required TCC is 3.76 acres. Conformance with the requirements of the Tree Canopy Coverage Ordinance will be ensured at the time of approval of a DSP.
10. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:
  - a. **Historic Preservation**—The Planning Board adopts, herein by reference, a memorandum dated January 7, 2020 (Stabler to Hurlbutt), which provided comments on this application, summarized as follows:

The subject application contains a documented property, Tobacco Barns–Melwood (77-004). At the time these two barns were recorded on a Maryland Inventory of Historic

Properties from 1974, they were noted as some of the oldest tobacco barns still standing in the area. A third tobacco barn was located to the south of the two adjacent to the road. There is no further description in the form. According to aerial photographs, at least one of the tobacco barns was standing until about 2012.

A Phase I archeology survey will be required on the subject property at the time of PPS and before any grading permit may be issued. The subject property was once part of the Norbourne Farm, owned by William B. Bowie. The Bowie family lived in a house that was located on the west side of Woodyard Road. The houses located on the subject property in the late nineteenth to twentieth centuries were likely occupied by tenants of the Bowies. This farm was also likely worked by enslaved laborers prior to the Civil War. The applicant should submit an approved Phase I archeology report with the PPS.

Prior to acceptance of the PPS, Phase I (Identification) archeological investigations, according to the Planning Board's Guidelines for Archeological Review (May 2005), will be recommended on the above-referenced property to determine if any cultural resources are present. The areas within the developing property that have not been extensively disturbed should be surveyed for archeological sites. The applicant should submit a Phase I research plan for approval by the staff archeologist prior to commencing Phase I work. Evidence of the Maryland-National Capital Park and Planning Commission (M-NCPPC) concurrence with the final Phase I report and recommendations is requested prior to approval of the PPS.

Upon receipt of the report by the Planning Department, if it is determined that potentially significant archeological resources exist in the project area, prior to any ground disturbance or the approval of a DSP, the applicant should provide a plan for:

- (1) Evaluating the resource at the Phase II level, or
- (2) Avoiding and preserving the resource in place.

If a Phase II and/or Phase III archeological evaluation or mitigation is necessary, the applicant should provide a final report detailing the Phase II and/or Phase III investigations and ensure that all artifacts are curated at the Maryland Archaeological Conservation Lab in St. Leonard, Maryland, prior to any ground disturbance or the approval of any grading permits.

Depending upon the significance of findings (at Phase I, II, or III level), the applicant should provide interpretive signage. The location and wording of the signage should be subject to approval by the staff archeologist prior to issuance of any building permits.

- b. **Community Planning**—The Planning Board adopts, herein by reference, a memorandum dated January 6, 2020 (Irmingier to Hurlbutt), which provided comments on the submitted CSP, as follows:

Pursuant to Section 24-121(a)(5) of the Subdivision Regulations, at the time of submittal of the PPS, conformance to the approved master plan may be required. The Subregion 6 Master Plan and SMA recommends residential low land use for the middle part of the site, commercial land use to the north, and institutional land use to the south. The proposed mixed-use development substantially conforms to these recommendations.

This application is located within the Military Installation Overlay (M-I-O) Zone for height: Conical Surface for the right runway of 20:1. The subject property is located approximately 9,350 feet from the runway. Therefore, structures up to 467.5 feet in height could be constructed at this location without becoming an obstacle to air navigation. The subject property is not located within safety or noise M-I-O Zones.

- c. **Transportation Planning**—The Planning Board adopts, herein by reference, a memorandum dated January 8, 2020 (Masog to Hurlbutt), which provided comments on the submitted CSP that are incorporated into Finding 7 above and summarized, as follows:

MD 223 is a master plan arterial facility with a minimum proposed width of 120 feet and a variable right-of-way, which is acceptable as shown on the CSP. C-605/ Marlboro Pike Relocated is a master plan collector facility with a proposed width of 80 feet. While C-605 as presented on the CSP is different from PGAtlas, Planning Board finds that the alignment shown on the CSP is in substantial conformance with the master plan. The alignment shown will affect the same set of properties off-site. It aligns with the dedicated roadway on the west side of MD 223 and can connect to South Osborne Road opposite William Beans Road without affecting any of the Potomac Electric Power Company (PEPCO) towers to the east of the site.

From the standpoint of transportation, it is determined that this plan is acceptable and meets the findings required for a CSP, as described in the Zoning Ordinance, as conditioned herein.

- d. **Subdivision Review**—The Planning Board adopts, herein by reference, a memorandum dated January 7, 2020 (Diaz-Campbell to Hurlbutt), which provided an analysis of the CSP as follows:

The applicant should be aware that their submitted CSP contains more detail than is typically expected with a CSP, and that approval of the CSP will not constitute approval of design features that need to be further evaluated at the time of PPS or DSP.

Prior to acceptance of a PPS, a Phase 1 Noise Analysis will be required, due to the adjacent arterial MD 223. No outdoor recreational areas will be permitted within the area of 65+ dBA Ldn, as mitigated, and interior noise levels must be reduced to 45 dBA Ldn or less.

The properties are located within water and sewer category 4. An administrative amendment to the 2008 Water and Sewer Plan must be approved, to advance the water and sewer category from 4 to 3, prior to final plat.

Master Plan dedication for both the C-605 right-of-way and the A-53 right-of-way will be required at the time of PPS. The plan currently shows site improvements, including SWM, parking, and buildings, within the A-53 right-of-way. These should be moved out of the right-of-way, and appropriate buffers, setbacks, and easements should be established along the ultimate right-of-way line within the property.

Appropriate dedication for the roadways within the development, including their width and whether they will be public or private, will be determined at the time of PPS. The location of required 10-foot public utility easements will be determined once the disposition of the streets is known.

An exemption from mandatory dedication of parkland cannot be claimed under Section 24-134(3) of the Subdivision Regulations, because the property is zoned M-X-T only, not a combination of M-X-T and residential. There is no existing plat for the property; a final record plat will be required prior to permitting.

- e. **Trails**—The Planning Board adopts, herein by reference, a memorandum dated January 2, 2020 (Smith to Hurlbutt), which provided comments on the CSP summarized as follows:

The site is impacted by three master plan trails, including a side path along MD 223 and share the road bikeways along Marlboro Pike and C-605. Trail and sidewalk construction and the provision of bikeway signage is recommended and will be further evaluated at the time of PPS and DSP.

Sidewalks will be required along both sides of all internal roads, excluding alleys. The submitted plans do not include a sidewalk on the south side of proposed Street B. The Planning Board requires sidewalks on both sides of proposed Street B for a direct pedestrian connection between the proposed assisted living facility and hotel to the commercial and residential areas. The internal sidewalk network will be evaluated in more detail at the time of PPS and DSP. Approved DSP-08035 (Norbourne Property) shows an 8-foot-wide trail along the property frontage of Woodyard Road per the standards of SHA. Consistent treatments should be provided on the subject site and will be evaluated at the time of PPS and DSP. Continuous sidewalks should be implemented throughout the site connecting the commercial property to the residential and proposed community center.

Pedestrian crossing treatments should be provided at Woodyard Road and C-605. Crosswalks, handicap-accessible ramps, pedestrian signals, and other appropriate treatments will be evaluated at the time of PPS and DSP. This pedestrian crossing will

accommodate safe pedestrian access between the subject site and the residential development on the west side of MD 223.

- f. **Environmental Planning**—The Planning Board adopts, herein by reference, a memorandum dated January 9, 2020 (Schneider to Hurlbutt), which provided the following summarized comments on the subject application:

**Natural Resources Inventory Plan/Existing Features**

NRI-164-2006 was approved on April 30, 2019 and provided with this application. The site contains floodplain, wetlands, and streams and their associated buffers, which comprise the primary management area (PMA). Ephemeral streams are also located on-site but are not considered regulated environmental features. There are specimen trees scattered throughout the property.

**Specimen Trees**

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

The site contains 26 on-site specimen trees with the ratings of excellent (specimen tree 23 and 24), good (specimen trees 4, 8, 9, 15, 16, and 21), fair (specimen trees 2, 5, 6, 10, 14, 18, 19, 20, 25, 26, and 27), and poor (specimen trees 1, 3, 11, 12, 13, 17, and 22). There is one specimen tree located adjacent to the property that was analyzed for condition with a rating of good (specimen tree 7). The current design proposes to remove 11 specimen trees (specimen trees 4, 8, 9, 10, 21, 22, 23, 24, 25, 26, and 27) throughout the project area. A full evaluation of the need to remove specimen trees has not been completed with the current CSP application because there are concerns regarding the location of the final limits of disturbance (LOD) with respect to C-605 alignment. A full evaluation regarding specimen tree removal should be provided at a later stage of development review when more detailed information is available.

A Subtitle 25 variance application, and a statement of justification (SOJ) in support of a variance have not been submitted for the subject application. Based on the level of design information currently available, a determination for the removal of specimen trees cannot be made at this time.

**Preservation of Regulated Environmental Features/Primary Management Area (PMA)**

The site contains regulated environmental features including floodplain, wetlands, and streams and their associated buffers, which comprise the PMA. An isolated wetland is located on-site, which is a regulated environmental feature, and an ephemeral stream channel is located on-site, which is not considered a regulated environmental feature, but is typically regulated by the US Army Corps of Engineers. An SOJ dated January 2, 2020

was submitted and has been reviewed for proposed impacts to the PMA and isolated wetland.

Impacts to the regulated environmental features should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property, or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for 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 outfall at a point 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.

Additional information was requested; specifically, a revised SOJ and alternatives analysis, in order to fully evaluate the proposed impacts. In the applicant's submittal received on January 2nd, the information was found to be insufficient to do a full review. The information submitted shows impacts to the PMA are proposed for several road crossings and grading associated with road placement; however, no utility extensions or SWM outfalls are shown, so the full extent of the impacts is not known at this time. The SOJ describes an alternatives analysis of the road layout but does not provide graphics for the alternative impacts. The SOJ contains language that indicates the proposed PMA impacts total 1.34 acres; however, the summary tables provided on the impact exhibits show a total of 1.47 acres.

PMA Impact 1 is proposed for grading and the construction of a retaining wall associated with the installation of proposed Street A. Grading is generally not a supported impact. An alternative road alignment must be evaluated to reduce or eliminate the need for this impact.

PMA Impact 2 is a stream crossing for the extension of C-605 to the eastern edge of the property. Road crossings are typically designed at 90 degrees over a stream to reduce impacts; however, the stream crossing proposed for C-605 is not shown at 90 degrees. A stream crossing for this master-planned roadway is generally supported; however, the proposed alignment does not appear to minimize impacts.

PMA Impact 3 is proposed for C-605 on the western edge of the property. This impact will bisect an isolated wetland, which will negatively affect the hydrology of any portion of the wetland that is to remain. An alternative road alignment must be evaluated to reduce or eliminate the need for this impact.



Additional impacts appear to be necessary on the southern portion of the property with respect to the placement of proposed retaining walls associated with parking lots. The LOD abuts the PMA; however, the LOD does not appear to take into consideration the area needed to install and maintain the wall. The retaining walls must be relocated to be a minimum of 10 feet from the PMA for installation and maintenance purposes. These walls are also located within the critical root zones of several specimen trees (1, 2, and 3). The placement of these walls within the critical root zones of specimen trees will also be a consideration for the evaluation of the long-term survival of these trees.

The Planning Board acknowledges that impacts are necessary for public road infrastructure improvements and SWM outfalls; however, not enough complete information was provided, and the required finding regarding preservation and/or restoration of regulated environmental features to the fullest extent possible can only be made at this time if the plans are revised to remove all proposed impacts. This does not preclude the applicant from requesting impacts with the PPS. The proposed impacts to the regulated environmental features will be further reviewed as part of the PPS application when more detailed information and an approved SWM concept plan are available. The SOJ submitted with the PPS must include a full alternatives analysis and follow the Environmental Planning Section template.

- g. **Prince George's County Department of Parks and Recreation (DPR)**—The Planning Board adopts, herein by reference, a memorandum dated January 10, 2020 (Zyla to Hurlbutt), which provided comments summarized as follows:

M-NCPPC owns parkland to both the east and west of the subject property. Windsor Park is located across MD 223 to the west. This existing developed park contains a parking lot, open play field, and a playground. The Planning Board includes a condition herein for a pedestrian crossing of MD 223 for residents of the subject CSP development to access this existing park. In addition, Melwood-Westphalia Park is located to the east of the subject property. These park properties which straddle the PEPCO right-of-way on a north/south alignment are undeveloped. DPR also supports the master plan trail recommendation along Woodyard Road to enable the residents of this community to connect to other M-NCPPC properties to the north and south of the subject property.

Per Section 24-134 (a), at the time of PPS, the residential portion of this development will be subject to the mandatory dedication of parkland requirement. According to the applicant's CSP submission, on-site recreational facilities have been proposed within the townhouse area of this development, in order to meet this requirement.

DPR has determined that on-site recreational facilities are appropriate for the residential portion of this development. The DPR needs analysis indicates a high need for outdoor recreational facilities in this park community. The applicant provided conceptual information on proposed recreational facilities that will be constructed with the development and available to the residents. At the time of PPS, the applicant should

provide on-site recreational facilities to meet the mandatory dedication of parkland requirement and to help serve the recreational needs of the residents within this proposed community. The final location and list of recreational amenities will be reviewed by the Urban Design Section and DPR staff, at the time of DSP review and approval.

- h. **Prince George's County Fire/EMS Department**—The Fire/EMS Department did not provide any comments on the subject application.
  - i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—The Planning Board adopts, herein by reference, a memorandum dated December 26, 2019 (Giles to Hurlbutt), in which DPIE offered numerous comments on the subject application that have been provided to the applicant. These comments will be addressed through DPIE's separate permitting process.
  - j. **Prince George's County Police Department**—The Planning Board adopts, herein by reference, a memorandum dated December 6, 2019 (Yuen to Hurlbutt), in which the Police Department provided comments that will be addressed at the time of DSP.
  - k. **Prince George's County Health Department**—The Health Department did not provide any comments on the subject application.
  - l. **Maryland State Highway Administration (SHA)**—SHA did not provide any comments on the subject application.
11. Based on the foregoing and as required by Section 27-276(b)(1) of the Zoning Ordinance, the CSP, with the conditions contained herein, represents a reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
12. Section 27-276(b)(4) for approval of a CSP, requires that the regulated environmental features on-site have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-130(b)(5) of the Subdivision Regulations. Based on the level of design information currently available, the limits of disturbance shown on the TCP1, the statement of justification received on January 2, 2019, and the associated impact exhibits, a finding of fullest extent possible may only be found if all proposed impacts are removed, and the CSP and TCP1 must be revised as conditioned herein. This finding does not preclude requests for impacts with a future PPS or DSP application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Type 1 Tree Conservation Plan TCP1-015-2019, and further APPROVED Conceptual Site Plan CSP-18007 for the above-described land, subject to the following conditions:

1. Prior to certificate approval of the conceptual site plan (CSP), the following revisions shall be made, or information shall be provided:
  - a. Revise General Note 18 to state that mandatory dedication of parkland requirements will be determined at the time of preliminary plan of subdivision for any residential development.
  - b. Add the bearings and distances for the existing property boundaries to the plan.
  - c. Ensure the existing conditions plan sheet shows existing property boundaries only and no proposed parcel lines.
  - d. Revise the CSP and the Type 1 tree conservation plan to remove all proposed impacts to the regulated environmental features. Impacts may be permitted with future approvals, without needing to amend the CSP.
  - e. Revise the total gross floor area in the floor area ratio table and phasing table on sheet C200 and note 8 on sheet C000, to be consistent with this approval.
  - f. The Type 1 tree conservation plan (TCP1) shall be revised, as follows:
    1. Add "TCP1-015-2019" to the required TCP1 approval block and woodland conservation worksheet.
    2. Revise the approval block to current format on both sheets.
    3. Add the owner notification blocks on both sheets.
    4. Add the specimen tree table to Sheet 2.
    5. Remove the symbol for woodland cleared from the plan and the legend.
    6. Show the ephemeral stream channel as shown on the natural resources inventory.
    7. Add the name of the street across MD 223 (Woodyard Road) from the proposed master-planned roadway (C-605) on the western boundary of the site.
    8. Revise the woodland conservation worksheet wooded floodplain number to match the natural resources inventory (NRI) or revise the NRI if required.
    9. Have the revised plan signed and dated by the qualified professional who prepared it.
    10. Revise the limits of disturbance to only the first phase of development and provide a consistent phased worksheet.

2. Prior to acceptance of the applicable preliminary plan of subdivision, the following information shall be provided or shown on the plans:
  - a. Submit a Phase 1 noise analysis for any development that includes residential or hotel uses.
  - b. Submit an approved Phase I archeology report for the area proposed for development in the preliminary plan of subdivision.
  - c. Submit an approved stormwater management concept plan and approval letter for the area proposed for development showing the stormwater facilities, master-planned roadway (if applicable), and proposed buildings, to allow for a full analysis of the proposed impacts (if any) to the regulated environmental features.
  - d. Provide continuous standard sidewalks along both sides of all internal roads, excluding alleys, unless modified with written correspondence by the Department of Public Works and Transportation and the Department of Permitting, Inspections and Enforcement.
  - e. Provide an 8-foot-wide trail along the property frontage or within the right-of-way of MD 223 (Woodyard Road) consistent with the standards of the Maryland State Highway Administration (SHA), unless modified by SHA.
  - f. Provide an additional pedestrian connection between the residential units and the retail/institutional uses, if feasible. If infeasible, documentation demonstrating why and how the trail cannot be built shall be submitted.
  - g. A preliminary plan of subdivision that includes development along C-605 shall provide pedestrian crossing of MD 223 (Woodyard Road) and master plan roadway (C-605) to enable access to Windsor Park and the residential developments to the west subject to unless modified by the State Highway Administration.
  
3. Prior to issuance of any building permits within the subject property, unless modified at the time of preliminary plan of subdivision, pursuant to Section 27-546(d)(9) of the Prince George's County Zoning Ordinance:
  - a. The following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency (with improvements designed, as deemed necessary, to accommodate bicycles and pedestrians):

MD 4 (Pennsylvania Avenue) at Dower House Road:

- (1) Provide two additional through lanes along both eastbound and westbound MD 4 to the east and west of Dower House Road.
- (2) On the northbound approach, provide four approach lanes with two left-turn lanes, one through lane, and a right-turn lane.

If the above-listed improvements are to be provided pursuant to the "MD 4 Pennsylvania Avenue" project in the current Prince George's County Capital Improvement Program, the applicant shall, in cooperation with the Prince George's County Department of Permitting, Inspections and Enforcement and/or the Prince George's County Department of Public Works and Transportation, demonstrate the construction and/or financial participation. This information shall be supplied to the Transportation Planning Section at the time of preliminary plan of subdivision.

- b. The following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency (with improvements designed, as deemed necessary, to accommodate bicycles and pedestrians):

MD 223 (Woodyard Road) at Dower House Road:

- (1) On the eastbound Dower House Road approach, provide a dedicated right-turn lane.

MD 223 at Marlboro Pike:

- (1) Modify the traffic signal to provide east/west split-phased operations.

4. Prior to approval of the initial detailed site plan proposing development within the site, unless modified at the time of preliminary plan of subdivision, pursuant to Section 27-546(d)(9) of the Prince George's County Zoning Ordinance:

The applicant shall submit an acceptable traffic signal warrant study to the Maryland State Highway Administration (SHA) for signalization at the intersection of MD 223 (Woodyard Road) at the MD 4 (Pennsylvania Avenue) southbound ramps. 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 SHA. If signalization or other traffic control improvements are deemed warranted at that time, the applicant shall bond the improvements with SHA prior to release of any building permits within the site and complete installation at a time when directed by SHA.

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

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Bailey, with Commissioners Geraldo, Bailey, Doerner and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, February 6, 2020, in Upper Marlboro, Maryland.

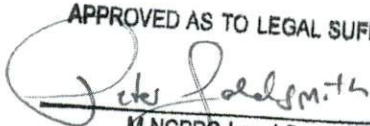
Adopted by the Prince George's County Planning Board this 27th day of February 2020.

Elizabeth M. Hewlett  
Chairman



By Jessica Jones  
Planning Board Administrator

EMH:JJ:JH:nz

APPROVED AS TO LEGAL SUFFICIENCY  
  
M-NCPPC Legal Department  
Date 2-28-20



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

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

# Preliminary Plan of Subdivision Hope Village Center (Royal Farms)

**4-20003**

REQUEST	STAFF RECOMMENDATION
Two parcels and one outparcel for the development of 4,650 square feet of commercial development.	APPROVAL with conditions

<b>Location:</b> In the southeast quadrant of the intersection of Woodyard Road and Marlboro Pike.	
Gross Acreage:	37.59
Zone:	M-X-T
Gross Floor Area:	4,650 square feet
Lots:	N/A
Parcels:	2
Outparcels:	1
Planning Area:	82A
Council District:	09
Election District:	15
Municipality:	N/A
200-Scale Base Map:	208SE09
<b>Applicant/Address:</b> VMD-Upper Marlboro, LLC 30050 Chagrin Boulevard, Suite 360 Pepper Pike, OH 44124	
<b>Staff Reviewer:</b> Antoine Heath <b>Phone Number:</b> 301-952-3552 <b>Email:</b> Antoine.Heath@ppd.mncppc.org	



Planning Board Date:	01/21/2021
Planning Board Action Limit:	01/29/2021
Mandatory Action Timeframe:	70 days
Staff Report Date:	01/07/2021
Date Accepted:	01/05/2020
Informational Mailing:	03/11/2020
Acceptance Mailing:	07/13/2020
Sign Posting Deadline:	12/22/2020

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

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THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-20003  
Type 1 Tree Conservation Plan TCP1-015-2019  
Hope Village – Phase 1 – Royal Farms #282

**OVERVIEW**

The subject property is located in the southeast quadrant of the intersection of Woodyard Road (MD 223) and Marlboro Pike in Rosaryville, Maryland. The property is currently vacant and is known as Parcel 6, described by deed recorded in Liber 21377 folio 394 and consists of 37.59 acres in the Mixed Use-Transportation Oriented (M-X-T) Zone. The property is also located with the Military Industrial Overlay (M-I-O) Zone for height. The site is subject to the 2013 *Approved Subregion 6 Master Plan and Sectional Map Amendment* (Subregion 6 Master Plan and SMA). This preliminary plan of subdivision (PPS) includes two parcels, one of which is for commercial development and the other is a private street parcel, and one outparcel for future development. The proposed development is subject to a PPS, in accordance with Section 24-107 of the Prince George's County Subdivision Regulations. The proposed outparcel will require a new PPS prior to the approval of any development.

Staff recommends **APPROVAL** of the PPS with conditions, based on the findings contained in this technical staff report.

**SETTING**

The property is located on Tax Map 100 in Grid B3, in Planning Area 82A, and is zoned M-X-T. Three properties abut the subject site to the east and south, two of which contain churches, and are in the Residential-Agricultural Zone. Marlboro Pike and MD 223 flank the site to the north and west. The site will have access to both rights-of-way via proposed private streets. The adjacent property across Marlboro Pike to the north is vacant and zoned Local Activity Center. The adjacent properties across MD 223 to the west consist of single-family dwellings and are zoned Townhouse and Rural Residential (R-R).

**FINDINGS AND REASONS FOR STAFF RECOMMENDATION**

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

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone	M-X-T	M-X-T
Use(s)	Agricultural	Commercial
Acreage	37.59	37.59
Lots	0	0
Parcels	1	2
Outparcel	0	1
Dwelling Units	N/A	N/A
Gross Floor Area	0	4,650
Variance	No	No
Variation	No	No

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard at the Subdivision and Development Review Committee meeting on November 30,2020.

- 2. Previous Approvals**—Conceptual Site Plan CSP-18007 was approved by the Prince George’s County Planning Board on February 6, 2020 (PGCPB Resolution No. 2020-19), subject to four conditions. Three of those conditions affect this PPS review and are analyzed in this report.
- 3. Community Planning**—The subject site is within the area of the Subregion 6 Master Plan and SMA. Conformance with the 2014 *Plan Prince George’s 2035 Approved General Plan* (Plan 2035) and Subregion 6 Master Plan and SMA 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 6 Master Plan and SMA recommends Residential Low future land use for the center of the site, commercial land use for the northern portion of the site, and institutional land use for the southern portion of the subject property.

**SMA/Zoning**

The SMA rezoned the subject property from the R-R Zone to the M-X-T Zone. The site is also located within the M-I-O Zone, Height, Conical Surface - Left Runway Area E, with an approximate height limit of 562 feet. The height for proposed buildings will be further evaluated with the detailed site plan (DSP).

Pursuant to Section 24-121(a)(5) of the Subdivision Regulations, staff finds that this application conforms to the Subregion 6 Master Plan and SMA.

4. **Stormwater Management**—Stormwater Management (SWM) Concept Plan 21659-2019-0, reviewed and approved by the Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE), was submitted with the subject application. According to the plan, eight micro-bioretenion facilities are proposed to provide stormwater retention and attenuation on-site. The concept approval expires November 21, 2022. Development of the site shall conform with the SWM concept approval and any subsequent revisions, to ensure no on-site or downstream flooding occurs.
5. **Parks**—In accordance with Section 24-134(a) of the Subdivision Regulations, the subject PPS is exempt from the mandatory dedication of parkland requirement because it consists of nonresidential development.
6. **Trails**—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the Subregion 6 Master Plan and SMA to provide the appropriate pedestrian and bicycle transportation recommendations.

**Previous Approvals**

The proposed development is subject to the following prior approval, which includes the following conditions related to bicycle and pedestrian transportation:

**CSP-18007**

2. **Prior to acceptance of the applicable preliminary plan of subdivision, the following information shall be provided or shown on the plans:**
  - d. **Provide continuous standard sidewalks along both sides of all internal roads, excluding alleys, unless modified with written correspondence by the Department of Public Works and Transportation and the Department of Permitting, Inspections and Enforcement.**

Continuous sidewalks have been provided along all internal roads.

- e. **Provide an 8-foot-wide trail along the property frontage or within the right-of-way of MD 223 (Woodyard Road) consistent with the standards of the Maryland State Highway Administration (SHA), unless modified by SHA.**

An eight-foot-wide trail along the property’s frontage of MD 223 has been provided on the PPS.

- f. **Provide an additional pedestrian connection between the residential units and the retail/institutional uses, if feasible. If infeasible, documentation demonstrating why and how the trail cannot be built shall be submitted.**

A pedestrian connection is not feasible at this time, as this PPS does not include residential units.

- g. A preliminary plan of subdivision that includes development along C-605 shall provide pedestrian crossing of MD 223 (Woodyard Road) and master plan roadway (C-605) to enable access to Windsor Park and the residential developments to the west subject to unless modified by the State Highway Administration.**

This PPS does not include development along C-605.

The relevant conditions shown above are reflected on the plans submitted with this PPS application. The pending DSP for this project (DSP-20008) also includes these facilities.

#### **Existing Conditions, Sidewalks and Bike Infrastructure**

The proposed development does not include a description of proposed pedestrian and bicycle facilities.

The submitted PPS does not include blocks over 750 feet long and therefore, does not need to provide additional walkway facilities and mid-block crossing facilities pursuant to Section 12-121(a)(9).

#### **Review of Connectivity to Adjacent/Nearby Properties**

The subject site is adjacent to residential areas and a designated local activity center with no current pedestrian or bicycle connections. The subject site will include an eight-foot trail along the frontage of MD 223 and a pedestrian crossing at MD 223 and Marlboro Pike to facilitate future connections.

The recommended pedestrian and bicycle improvements associated with the proposed development will address goals, policies, and strategies in the MPOT and the Subregion 6 Master Plan and SMA.

#### **Review of Master Plan Compliance**

Two master plan trail facilities impact the subject site, a planned side path along MD 223 and a planned shared roadway along Marlboro Pike. This development case is subject to the MPOT, which provides policy guidance regarding multimodal transportation. The Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling (MPOT, pages 9–10), which recommends the following facilities:

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

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

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

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

Staff recommends sidewalks along the subject site frontages; Marlboro Pike, MD 223, and Proposed Streets “A” and “B;” bikeway signage and shared-lane markings (sharrows) along the subject site frontage of Marlboro Pike; a minimum of two bicycle racks at the subject site at a location convenient to the entrance of the future development; and marked and separated pedestrian connection from the proposed streets to the entrance of a future development. These will fulfill the intent of the Complete Streets policies.

A sidewalk along the subject site frontage of Marlboro Pike would not only be consistent with the MPOT Complete Streets policies and Subregion 6 Master Plan and SMA policies, but also the M-X-T Zone site plan findings related to developing a convenient and comprehensively designed pedestrian environment that encourages pedestrian activity. While staff recommends this sidewalk, correspondence from DPIE (Abraham to Leonard, May 15, 2020), indicates that a waiver from constructing the sidewalk along Marlboro Pike was granted. An acceleration/deceleration lane along the frontage of Marlboro Pike is still required. The waiver was granted due to right-of-way constraints and therefore, will not be included as a recommendation in this application.

#### **Review of Area Master Plan Compliance**

This development is also subject to Subregion 6 Master Plan and SMA which includes the following recommendations for pedestrian and bicyclist facilities (page 105):

**Policy 7: Expand, encourage, and promote hiker/biker/equestrian recreational activities.**

**Policy 8: Promote and encourage cycling and walking as an alternative to the car for commuting and recreational purposes.**

**Policy 9: Provide multiuse trails accommodating hikers, bikers, and equestrians along major stream valley corridors.**

The submitted plans include sidewalks along proposed Streets “A” and “B”, and an eight-foot-wide trail along MD 223. Staff recommends bicycle parking on the subject site, as well as separated and marked pedestrian connections be provided and shown on the DSP. Additional recommended pedestrian facilities are being further evaluated with the pending DSP. Moreover, designated space for bicycle parking is provided and included in the pending DSP.

The proposed and recommended improvements fulfill the intent of the policies recommended above and are in compliance with the Subregion 6 Master Plan and SMA, pursuant to Section 24-121(a)(5).

7. **Transportation**—The applicant is seeking PPS approval for the purpose of creating a development parcel to allow the development of a food and beverage store with 16 gasoline fueling positions. The parcel is part of a larger development; aside from conveyance lines for the private streets to serve the parcel being created, the remainder of the site is shown as an outparcel.

The PPS is required to create the parcel 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.

The plan is being reviewed against prior plan CSP-18007.

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 (the Department of Public Works and Transportation) and DPIE, as well as the Maryland State Highway Administration (SHA). The subject property is located within Transportation Service Area 2, as defined in Plan 2035. As such, the subject property is evaluated according to the following standards:

- (A) Links and signalized intersections: Level-of-service D, with signalized intersections operating at a critical lane volume of 1,450 or better.
- (B) Unsignalized intersections: The procedure for unsignalized intersection 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 are computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the critical lane volume is computed. 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 critical lane volume is computed.

#### **Analysis of Traffic Impacts**

The application is a PPS for a plan that includes commercial uses. 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). The table below summarizes trip generation in each peak hour that will be used in reviewing traffic for the site:

Trip Generation Summary: 4-20003: Hope Village Royal Farms								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Food and Beverage Store/Gas Station	4,650	Square feet	201	201	402	171	172	343
	16	Fueling positions						
Less Pass-By (76 percent AM and PM)			-153	-153	-306	-130	-131	-261
Net Gas/Food and Beverage Store Trips			<b>48</b>	<b>48</b>	<b>96</b>	<b>41</b>	<b>41</b>	<b>82</b>
<b>Total Proposed Trips for 4-20003 (sum of all bold numbers above)</b>			<b>48</b>	<b>48</b>	<b>96</b>	<b>41</b>	<b>41</b>	<b>82</b>
<b>Proposed Trip Cap</b>					<b>96</b>			<b>82</b>

A June 2019 TIS (final update June 2020) with counts taken in June 2019 was submitted and accepted as part of this PPS. Due to the effects of the ongoing COVID-19 pandemic, the process of collecting traffic counts for traffic studies became problematic. In accordance with Planning Board policy adopted on April 9, 2020, applicants were allowed to scope and prepare studies using counts up to three years old that are factored with one to three years of annual traffic growth. That policy expired on September 10, 2020; studies that have been scoped or prepared or otherwise presented for review between April 9 and September 10 using pandemic-factored counts are allowed to be accepted during 2020. In the case of this TIS, it was initially presented for pre-acceptance review in May 2020, and its counts were allowed to be factored in accordance with the Planning Board's temporary policy.

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)	
	AM	PM	AM	PM
MD 223/Marlboro Pike and NB MD 4 ramps	15.6*	12.9*	--	--
MD 223 and SB MD 4 ramps	52.5*	35.9*	--	--
MD 223 and Marlboro Pike	1,105	1,489	B	E
MD 223 and Marlboro Pike Relocated	future			
MD 223 and Dower House Road	1,469	1,432	E	D
MD 223 and Rosaryville Road	816	934	A	A
MD 223 and site access	future			
Marlboro Pike and site access	future			

\*In analyzing unsignalized intersections with all-way stop control, 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 MD 223 and Dower House Road intersection is programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation “Consolidated Transportation Program.” The project is for the widening of eastbound Dower House Road to include a dedicated right-turn lane and is included in the list of minor SHA projects.

Construction being done by Norbourne Property at MD 223/Marlboro Pike is currently bonded and under construction.

Background traffic has been developed for the study area using a listing of four 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:

<b>BACKGROUND TRAFFIC CONDITIONS</b>				
<b>Intersection</b>	<b>Critical Lane Volume (AM &amp; PM)</b>		<b>Level of Service (LOS, AM &amp; PM)</b>	
MD 223/Marlboro Pike and NB MD 4 ramps	337.7*	89.8*	--	--
MD 223 and SB MD 4 ramps	503.8*	+999*	--	--
MD 223 and Marlboro Pike	962	1,400	A	D
MD 223 and Marlboro Pike Relocated	future			
MD 223 and Dower House Road	1,352	1,377	D	D
MD 223 and Rosaryville Road	875	1,006	A	B
MD 223 and site access	future			
Marlboro Pike and site access	future			
*In analyzing unsignalized intersections with all-way stop control, 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:



<b>TOTAL TRAFFIC CONDITIONS</b>				
<b>Intersection</b>	<b>Critical Lane Volume (AM &amp; PM)</b>		<b>Level of Service (LOS, AM &amp; PM)</b>	
<b>MD 223/Marlboro Pike and NB MD 4 ramps (standards for passing are shown in parentheses)</b>				
Delay Test (50 seconds or less)	337.7*	89.8*	Fail	Fail
Minor Street Volume Test (100 or fewer)	1,407	870	Fail	Fail
CLV Test (1,150 or fewer)	747	519	Pass	Pass
<b>MD 223 and SB MD 4 ramps (standards for passing are shown in parentheses)</b>				
Delay Test (50 seconds or less)	503.8*	+999*	Fail	Fail
Minor Street Volume Test (100 or fewer)	223	805	Fail	Fail
CLV Test (1,150 or fewer)	1,277	1,281	Fail	Fail
<b>MD 223 and Marlboro Pike</b>				
	1,005	1,433	B	D
<b>MD 223 and Marlboro Pike Relocated (standards for passing are shown in parentheses)</b>				
Delay Test (50 seconds or less)	337.7*	112.0*	Fail	Fail
Minor Street Volume Test (100 or fewer)	49	31	Pass	Pass
<b>MD 223 and Dower House Road</b>				
	1,381	1,401	D	D
<b>MD 223 and Rosaryville Road</b>				
	880	1,008	A	B
<b>MD 223 and site access</b>				
	17.0*	12.5*	--	--
<b>Marlboro Pike and site access</b>				
	28.1*	32.6*	--	--
*In analyzing unsignalized intersections with all-way stop control, 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.				

It is found that all critical intersections operate acceptably under total traffic in both peak hours except for the southbound MD 4 ramp junction with MD 223. 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, 96 AM and 82 PM peak-hour vehicle trips is recommended.

**Master Plan and Site Access**

MD 223 is a master plan arterial facility with a minimum proposed width of 120 feet and a variable right-of-way, which is acceptable as shown on the PPS. C-605/ Marlboro Pike Relocated is a master plan collector facility with a proposed width of 80 feet. While C-605 as presented on the CSP is different from PGAtlas, during review of the CSP the Planning Board found that the alignment shown on the CSP was in substantial conformance with the master plan. The alignment shown on the PPS is consistent with the CSP.

Two private streets are proposed to be conveyed to a business owners association. The right-of-way for these private streets is acceptable as shown. The roadways within these rights-of-way shall be constructed at the time of building permit.

CSP-18007 was approved by the Planning Board on February 6, 2020 (PGCPB Resolution No. 2020-19). The Planning Board approved the CSP with two traffic-related conditions which merit discussion at this time, as follows:

3. **Prior to issuance of any building permits within the subject property, unless modified at the time of preliminary plan of subdivision, pursuant to Section 27-546(d)(9) of the Prince George's County Zoning Ordinance:**
  - a. **The following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency (with improvements designed, as deemed necessary, to accommodate bicycles and pedestrians):**

**MD 4 (Pennsylvania Avenue) at Dower House Road:**

- (1) **Provide two additional through lanes along both eastbound and westbound MD 4 to the east and west of Dower House Road.**
- (2) **On the northbound approach, provide four approach lanes with two left turn lanes, one through lane, and a right-turn lane.**

**If the above-listed improvements are to be provided pursuant to the "MD 4 Pennsylvania Avenue" project in the current Prince George's County Capital Improvement Program, the applicant shall, in cooperation with the Prince George's County Department of Permitting, Inspections and Enforcement and/or the Prince George's County Department of Public Works and Transportation, demonstrate the construction and/or financial participation. This information shall be supplied to the Transportation Planning Section at the time of preliminary plan of subdivision.**

This condition is being modified at the time of this PPS, pursuant to Section 27-546(d)(9) of the Prince George's County Zoning Ordinance, to be implemented as a phased condition. As noted earlier, this PPS is for a small portion of the overall property covered by CSP-18007, and it was determined during scoping that the impact of the use proposed would have a minimal impact on the MD 4 and Dower House Road intersection. This condition will become enforceable when Outparcel 1 of the subject PPS is subdivided at a later time.

- b. **The following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency (with improvements designed, as deemed necessary, to accommodate bicycles and pedestrians):**

**MD 223 (Woodyard Road) at Dower House Road:**

- (1) On the eastbound Dower House Road approach, provide a dedicated right-turn lane.**

**MD 223 at Marlboro Pike:**

- (1) Modify the traffic signal to provide east/west split-phased operations.**

The MD 223 and Dower House Road intersection is programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation “Consolidated Transportation Program.” The project is for the widening of eastbound Dower House Road to include a dedicated right-turn lane and is included in the list of minor SHA projects. At this time, the first portion of the condition is deemed to be satisfied.

With regard to the second portion of the condition, this condition regarding MD 223 and Marlboro Pike is being modified at the time of this PPS, pursuant to Section 27-546(d)(9). The condition may be needed in the future, but it is not recommended to be implemented at this time because the intersection operates acceptably under total traffic with improvements that are bonded and being constructed by Norbourne Property.

- 4. Prior to approval of the initial detailed site plan proposing development within the site, unless modified at the time of preliminary plan of subdivision, pursuant to Section 27-546(d)(9) of the Prince George’s County Zoning Ordinance:**

**The applicant shall submit an acceptable traffic signal warrant study to the Maryland State Highway Administration (SHA) for signalization at the intersection of MD 223 (Woodyard Road) at the MD 4 (Pennsylvania Avenue) southbound ramps. 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 SHA. If signalization or other traffic control improvements are deemed warranted at that time, the applicant shall bond the improvements with SHA prior to release of any building permits within the site and complete installation at a time when directed by SHA.**

This condition is being carried forward. The intersection fails the three-tier test for unsignalized intersections. No evidence has been provided that signalization is bonded and scheduled for implementation at this location.

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

- 8. Schools—**This PPS was reviewed for impact on school facilities, in accordance with Section 24-122.02 of the Subdivision Regulations and Prince George’s County Council Resolutions CR-23-2001 and CR-38-2002, and it is concluded that the property is exempt from a review for schools because it is a nonresidential use.

**9. Public Facilities**—In accordance with Section 24-122.01 of the Subdivision Regulations, water and sewerage, police, and fire and rescue facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section, dated November 16, 2020 (Perry to Heath), provided in the backup of this technical staff report and incorporated by reference herein.

**10. Public Utility Easement (PUE)**—Section 24-122(a) of the Subdivision Regulations requires that, when utility easements are required by a public utility 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 public utility easements (PUEs) is 10 feet wide along both sides of all public rights-of-way. The required PUE is delineated on the PPS along the subject site frontage on the public rights-of-ways of Marlboro Pike and MD 223. The subject site also proposes two internal private streets. Section 24-128(b)(12) of the Subdivision Regulations requires that 10-foot-wide PUEs be provided along one side of all private streets. This required PUE is also shown along both private Streets A and B.

**11. Historic**—A Phase I archeological survey was conducted on the subject property in April 2020 on the three acres where the Royal Farms is proposed to be constructed within the larger 37-acre parcel. A pedestrian survey was conducted across the entire three-acre property. The pedestrian survey did not identify any above ground or exposed cultural resources. A grid was placed over the subject property and shovel test locations were spaced at a 50-foot interval. Thirty-four of the 41 test locations were excavated. The test pits exhibited a plow zone of varying thickness over subsoil. No artifacts were recovered from any of the test pits and no cultural features were identified. Based on the results of the shovel test pit survey, no further work was recommended. Staff concurs that no additional archeological investigations are necessary on the three-acre Royal Farms site. This proposal will not impact any historic sites or resources or known archeological sites.

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

**Background**

Review Case Number	Associated Tree Conservation Plan Number	Authority	Status	Action Date	Resolution Number
SE-4553	N/A	County Council	Dormant	2/25/2008	
NRI-164-2006	N/A	Staff	Approved	4/30/2019	N/A
CSP-18007	TCP1-015-2019	Planning Board	Approved	2/6/2020	20-19
4-20003	TCP1-015-2019-01	Planning Board	Pending	Pending	Pending

**Proposed Activity**

The applicant is requesting approval of a PPS and a Type 1 Tree Conservation Plan (TCP1-015-2019-01) for Phase 1 (4,650 square feet of commercial development) of a mixed-use development consisting of residential lots, commercial/retail space, and institutional use.

**Grandfathering**

This project is not grandfathered with respect to the environmental regulations contained in Subtitles 24 and 27 that came into effect on September 1, 2010 because the application is for a new PPS.

**Master Plan Conformance**

The site is located within the Environmental Strategy Area 2 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map, as designated by Plan 2035, and within the Established Communities of the General Plan Growth Policy (Plan 2035).

**Conformance with Subregion 6 Master Plan**

In the Subregion 6 Master Plan, the 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 restore the identified green infrastructure network and areas of local significance within Subregion 6 in order to protect critical resources and to guide development and mitigation activities.**

Approximately 60 percent of the site is within the Green Infrastructure Network and contains Regulated, and Evaluation areas. No network areas or regulated environmental features areas are within Phase 1 covered by this PPS.

**Policy 2: Restore and enhance water quality in degraded areas and preserve water quality in areas not degraded.**

This development proposal is to construct 4,650 square feet of a commercial development with parking and infrastructure. The application area does have an approved SWM concept plan and letter. The SWM concept plan shows eight micro-bioretenion facilities throughout this phase of the development. This application meets the environmental site design to the maximum extent practicable and is in conformance with Policy 2.

**Policy 4: Protect, restore, and enhance the Chesapeake Bay Critical Area.**

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

**Policy 6: Increase awareness regarding air quality and greenhouse gas (GHG) emissions and the unique role that the Developing and Rural Tiers in Subregion 6 have to play in this effort.**

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

**Policy 7: Encourage the use of green building techniques and community design that reduce resource and 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 to reduce overall energy consumption. The use of green building techniques and energy conservation techniques are encouraged to the greatest extent possible.

**Policy 8: Reduce energy usage from lighting, as well as light pollution and intrusion into residential, rural, and environmentally sensitive areas.**

Phase 1 of the overall Hope Village Center is adjacent to undeveloped areas to the north and east, on-site natural areas to the south, and existing adjacent residential uses to the west of MD 223. Light intrusion into the on-site natural areas should be directed away and the adjacent off-site residential areas should be protected. Lighting details will be further evaluated with the DSP.

**Policy 9: Reduce adverse noise impacts to meet acceptable state noise standards.**

The project proposes to construct a commercial facility with associated parking and SWM facilities. No residential uses are proposed. A noise analysis and mitigation plans are not required at this time.

**Countywide Green Infrastructure Plan**

Approximately 60 percent of the overall site is within the *Countywide Green Infrastructure Network* and contains Regulated, and Evaluation areas. No network areas are within Phase 1 of the PPS nor will any network areas be impacted as part of this phase of the development.

**Environmental Review**

**Natural Resources Inventory Plan/Existing Features**

A Natural Resource Inventory, NRI-164-2006, was approved on April 30, 2019, and provided with this application. The overall site contains floodplain, wetlands, streams, and their associated buffers which comprise the primary management area (PMA). Ephemeral streams are also located on-site but are not considered regulated environmental features. There are specimen trees scattered throughout the property. This PPS application is for Phase 1 of the development, which does not contain any regulated environmental features. 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**

This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance 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 (TCP1-015-2019-01) was submitted with this PPS application.

Based on the TCP1 submitted with this application, the overall site is 37.59 acres in size with 0.39 acre of 100- year floodplain area and 0.03 acre of previously dedicated area for a net tract area of 37.17 acres. The phased woodland conservation worksheet shows that the 2.30 acres application area contains 0.12-acre net tract woodlands, no wooded floodplain, and all 0.12 acre of woodlands will be removed as part of the development. The cumulative woodland conservation requirement for this phase of the development is 5.61 acres. Currently, the worksheet shows that the site will reforest 0.12 acre on this phase. How the remaining 5.49 acres of the woodland conservation requirement for this phase needs to be demonstrated on the plan. None of the 24 on-site specimen trees will be removed as part of this phase of development.

Currently, the TCP1 shows all proposed improvements on-site and off-site. At this time, minor changes are required on the TCP1.

### **Specimen Trees**

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

The overall site contains 24 on-site specimen trees with the ratings of Excellent (specimen tree 23 and 24), good (specimen trees 4, 8, 9, 15, 16, and 21), fair (specimen trees 2, 5, 6, 10, 14, 18, 19, 20, 25, 26, and 27), and poor (specimen trees 1, 3, 11, 17, and 22). Phase 1 of the Hope Village Center subdivision does not contain any specimen trees nor does the application’s limit of disturbance. The other phases of Hope Village Center do contain specimen trees. No Subtitle 25 variance application or statement of justification were submitted with this PPS application.

### **Regulated Environmental Features**

The overall site contains regulated environmental features including floodplain, wetlands, streams, and their associated buffers which comprise the PMA. Phase 1 of the overall Hope Village Center subdivision does not contain any regulated environmental features or PMA areas nor does the phase 1 limit of disturbance. The other phases of Hope Village Center do contain regulated environmental features and PMA areas. No impacts to regulated environmental features or PMA were requested as part of this PPS application.

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

#### **Conformance with the Zoning Requirements**

DSP review is required in the M-X-T Zone. The proposed development will be required to demonstrate conformance with the applicable requirements of the Zoning Ordinance, at the time of DSP review, including but not limited to, the following;

- M-X-T Zone requirements in Sections 27-542 through 548;
- Part 11, Off-street Parking and Loading; and,
- Part 12, Signs.

### **Conformance with the 2010 Prince George’s County Landscape Manual**

This development in the M-X-T Zone will be subject to the requirements of the Landscape Manual at the time of DSP. Specifically, the site is subject to Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements.

### **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 37.59 acres in size and will be required to provide a minimum of 3.759 acres of the tract area in TCC. Conformance with this requirement will be evaluated at the time of DSP.

## **RECOMMENDATION**

**APPROVAL**, subject to the following conditions:

1. Any residential development on the subject property shall require approval of a new preliminary plan of subdivision, prior to issuance of any permits.
2. Development of this site shall be in conformance with the approved Stormwater Management Concept Plan (21659-2019-0) and any subsequent revisions.
3. The final plat of subdivision shall grant 10-foot-wide public utility easements along the public rights-of-way abutting the site, in accordance with the approved preliminary plan of subdivision.
4. Prior to certification of the preliminary plan of subdivision, the Type 1 tree conservation plan (TCP1) shall be revised as follows:
  - a. Add TCP1 information to the approval block from the Conceptual Site Plan: 00 approval line - “C. Schneider”, “11/20/2020”, and “CSP-18007” 01 approval line – “4-20003” in the DRD approval column.
  - b. Add a “retain/remove” column to the specimen tree chart.
  - c. Remove the current standard woodland conservation worksheet and add the phased woodland conservation worksheet from the original TCP1.
  - d. Show how the remaining woodland conservation requirement will be met for this phase of the development.
  - e. Have the revised plan signed and dated by the qualified professional who prepared it.



5. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2013 *Approved Subregion 6 Master Plan and Sectional Map Amendment*, the applicant and the applicant's heirs, successors, and/or assigns shall provide, and depict in the detailed site plan prior to its certification, the following facilities:
  - a. Bikeway signage and shared lane markings (e.g. "sharrow") along the subject site's frontage of Marlboro Pike, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
  - b. A minimum eight-foot-wide shared-use path along the subject site frontage of MD 223, unless modified by the Maryland State Highway Administration, with written correspondence.
  - c. Standard sidewalks along both sides of all internal roads, public or private, excluding alleys, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
  - d. A separated and marked pedestrian connection connecting the entrance of the future development on the subject site with sidewalks of all frontage roads, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
  - e. A minimum of two bicycle parking racks near the entrance of the future development on the subject site.
6. Total development within the subject property shall be limited to uses that would generate no more than 96 AM and 82 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 the site, the applicant shall submit an acceptable traffic signal warrant study to the Maryland State Highway Administration (SHA) for signalization at the intersection of MD 223 (Woodyard Road) at the MD 4 (Pennsylvania Avenue) southbound ramps. 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 SHA. If signalization or other traffic control improvements are deemed warranted at that time, the applicant shall bond the improvements with SHA prior to release of any building permits within the site and complete installation at a time when directed by SHA.
8. Prior to approval of the final plat, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that a business owners association has been established. The draft covenants shall be submitted to the Subdivision Section to ensure the rights of the Maryland-National Capital Park and Planning Commission are included. The liber and folio of the declaration of covenants shall be noted on the final plat prior to recordation.

9. Prior to approval of building permits, the applicant and the applicant's heirs, successors, and/or assignees, shall submit a copy of the recorded deed of conveyance to business owners association for the land as identified on the approved preliminary plan of subdivision.
10. The roadways within the private rights-of-way shown on this preliminary plan of subdivision shall be constructed at the time of building permit.

**STAFF RECOMMENDS:**


- Approval of Preliminary Plan of Subdivision 4-20003
- Approval of Type 1 Tree Conservation Plan TCP1-015-2019

Countywide Planning Division  
Transportation Planning Section

301-952-3680

January 22, 2021

**MEMORANDUM**

TO: Adam Bossi, Urban Design Review Section, Development Review Division  
FROM:  Tom Masog, Transportation Planning Section, Countywide Planning Division  
SUBJECT: **DSP-20008: Hope Village Royal Farms**

**Proposal**

The applicant proposes a gas station and a food and beverage store. This is a revised referral that replaces the January 14, 2021 referral.

**Background**

There are no transportation-related findings related to traffic or adequacy associated with a detailed site plan (DSP). The site is on an existing parcel to be created pursuant to Preliminary Plan of Subdivision (PPS) 4-20003, which is pending at the writing of this referral and must be approved prior to approval of this DSP. The transportation conditions of approval that are applicable to this DSP are discussed in a later section of this memo. The plan is also reviewed against prior plan Conceptual Site Plan (CSP)-18007.

The site plan is required for all sites in the M-X-T Zone to address issues related to architecture, building siting, and relationships between the development and any open space. The site plan is also required to address general detailed site plan requirements such as access and circulation. Also, parking within the M-X-T Zone must be analyzed consistent with Section 27-574 of the Zoning Ordinance.

The transportation-related findings are limited to the circumstance in which at least six years have elapsed since a finding of adequacy was made, which is a requirement of the M-X-T Zone within Part 10 of the Zoning Ordinance. In this case, the most recent finding regarding transportation adequacy was made on January 21, 2021 in connection with PPS 4-20003, and so further traffic-related analyses are not required.

**Review Comments**

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

Trip Generation Summary: DSP-20008: Hope Village Royal Farms								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Food and Beverage Store/Gas Station	4,650	Square feet	201	201	402	171	172	343
	16	Fueling positions						
Less Pass-By (76 percent AM and PM)			-153	-153	-306	-130	-131	-261
Net Gas/Food and Beverage Store Trips			<b>48</b>	<b>48</b>	<b>96</b>	<b>41</b>	<b>41</b>	<b>82</b>
<b>Proposed Development: DSP-20008</b>			<b>48</b>	<b>48</b>	<b>96</b>	<b>41</b>	<b>41</b>	<b>82</b>
<b>Trip Cap - 4-20003</b>					<b>96</b>			<b>82</b>

The development shown on this plan is generally consistent with the approved preliminary plan from the standpoint of access and circulation.

MD 223 is a master plan arterial facility with a minimum proposed width of 120 feet and a variable right-of-way, which is acceptable as shown on the PPS. Existing Marlboro Pike is undesignated on the area master plan, and the right-of-way is acceptable as shown.

**Access and Circulation**

Regarding access and circulation, the plan currently shows the site with a private street on the east and south sides of the site, with the private street shown as built only to the driveways into the site (i.e., not completed to connect around the site). For several reasons, the transportation staff believes that the private street needs to be completed to fully connect around the site:

1. Cars on the north and east sides of the site attempting to leave to go north on MD 223 would either have to make a left turn onto Marlboro Pike or funnel into the busiest area of the site between the store and the gas pumps to use the right-out onto MD 223. Completion of the private street would reduce traffic within the site.
2. Likewise, cars on the south and west sides of the site would have to traverse areas with heavy pedestrian traffic in order to exit onto Marlboro Pike. Completion of the private street would reduce this component of traffic within the site.
3. At the proposed access onto Marlboro Pike, from the west the roadway is narrowing from two lanes to one. This creates a hazard for vehicles using Marlboro Pike, and it creates potential hazards for cars exiting and turning left onto Marlboro Pike.
4. The public street access points into the site include a full-movement access onto Marlboro Pike and a right-in right-out access onto MD 223, and while this might be a workable arrangement where feasible options do not exist, this access is improved by having the private street around the site completed. A large food and beverage store combined with a 16-fueling position gas station generates significant traffic: the above table suggests that these uses generate over 400 vehicle trips within the boundaries of this small site during the heaviest peak hour.

The staff believes that the incomplete circulation plan results in a plan that is not safe, efficient, and convenient for both pedestrians and drivers. Given the heavy peak hour trip generation of these uses, the gap in the private street network does detract from the utility of the proposed development. Because the remainder of the property abutting the private streets is shown on the preliminary plan as an outparcel, there is no expectation that the private streets will be completed soon, if ever.

### **Parking**

Regarding parking, Section 27-574 of the Zoning Ordinance provides a methodology for determining parking requirements in the M-X-T Zone. The applicant has submitted a parking analysis. The following are the major points highlighted in the parking analysis:

1. The methodology in Section 27-574 requires that parking be computed for each use in accordance with Section 27-568. Using the parking schedule, it is shown that the uses would require 48 parking spaces. Given that the site does not provide a mix of uses at this time, there is no opportunity for shared parking, and consequently this is the base requirement per Section 27-574.
2. The plan provides 88 parking spaces to serve the proposed gas station and food and beverage store.
3. Given that the provided parking exceeds the required parking, the applicant concludes that the site has adequate parking.

In consideration of the information provided in the applicant's parking study, it is agreed that the site plan provides adequate parking for the proposed uses in accordance with Section 27-574 of the Zoning Ordinance.

### **Prior Approvals**

CSP-18007 was approved by the Planning Board on February 6, 2020 (PGCPB No. 2020-19). The Planning Board approved the CSP with two traffic-related conditions which merit discussion at this time, as follows:

3. **Prior to issuance of any building permits within the subject property, unless modified at the time of preliminary plan of subdivision, pursuant to Section 27-546(d)(9) of the Prince George's County Zoning Ordinance:**
  - a. **The following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency (with improvements designed, as deemed necessary, to accommodate bicycles and pedestrians):**

**MD 4 (Pennsylvania Avenue) at Dower House Road:**

- (1) Provide two additional through lanes along both eastbound and westbound MD 4 to the east and west of Dower House Road.**
- (2) On the northbound approach, provide four approach lanes with two left-turn lanes, one through lane, and a right-turn lane.**

**If the above-listed improvements are to be provided pursuant to the “MD 4 Pennsylvania Avenue” project in the current Prince George’s County Capital Improvement Program, the applicant shall, in cooperation with the Prince George’s County Department of Permitting, Inspections and Enforcement and/or the Prince George’s County Department of Public Works and Transportation, demonstrate the construction and/or financial participation. This information shall be supplied to the Transportation Planning Section at the time of preliminary plan of subdivision.**

This condition has been proposed to be modified at the time by PPS 4-20003, pursuant to Section 27-546(d)(9) of the Prince George’s County Zoning Ordinance, to be implemented as a phased condition. During review of the PPS, it was proposed that this condition would become enforceable when Outparcel 1 of the subject PPS is subdivided at a later time.

- b. The following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency’s access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency (with improvements designed, as deemed necessary, to accommodate bicycles and pedestrians):**

**MD 223 (Woodyard Road) at Dower House Road:**

- (1) On the eastbound Dower House Road approach, provide a dedicated right-turn lane.**

**MD 223 at Marlboro Pike:**

- (1) Modify the traffic signal to provide east/west split-phased operations.**

The MD 223 and Dower House Road intersection is programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation “Consolidated Transportation Program.” The project is for the widening of eastbound Dower House Road to include a dedicated right-turn lane and is included in the list of minor State Highway Administration projects. At this time, the first portion of the condition is deemed to be satisfied.

With regard to the second portion of the condition, this condition regarding MD 223 and Marlboro Pike has been proposed to be modified at the time by PPS 4-20003, pursuant to Section 27-546(d)(9) of the Prince George’s County Zoning Ordinance. The condition may be needed in the future, but it was not recommended to be implemented at this time

because the intersection was shown during the PPS review to operate acceptably under total traffic with improvements that are bonded and being constructed by Norbourne Property.

**4. Prior to approval of the initial detailed site plan proposing development within the site, unless modified at the time of preliminary plan of subdivision, pursuant to Section 27-546(d)(9) of the Prince George's County Zoning Ordinance:**

**The applicant shall submit an acceptable traffic signal warrant study to the Maryland State Highway Administration (SHA) for signalization at the intersection of MD 223 (Woodyard Road) at the MD 4 (Pennsylvania Avenue) southbound ramps. 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 SHA. If signalization or other traffic control improvements are deemed warranted at that time, the applicant shall bond the improvements with SHA prior to release of any building permits within the site and complete installation at a time when directed by SHA.**

This is a condition of the CSP and is contained within the staff report of the PPS, but was deleted with the agreement of staff prior to the PPS hearing. Evidence was provided shortly in advance of the hearing that signalization is bonded and scheduled for implementation at this location by the developer of Westphalia Town Center as a part of \$16 million in improvements to the MD 4 and MD 223 interchange. As such, and in accordance with the "Transportation Review Guidelines, Part 1," privately-bonded improvements have the same status as improvements in an agency's capital program when all three criteria cited in the "Guidelines" are met. During review of the preliminary plan of subdivision, it was determined that:

- A. The bonding is sufficient to cover 100 percent of the construction cost of the improvements assumed in the traffic analysis, including the signalization.
- B. The construction permit was approved by the Maryland State Highway Administration (SHA).
- C. A construction schedule was included in the permit package.

Therefore, it has been determined that the CSP condition is met, and it was further determined that this condition would not be carried over to the preliminary plan of subdivision.

PPS 4-20003 was heard by the Planning Board on January 21, 2021 (there is no approved resolution at this time). The technical staff report includes the following traffic-related conditions:

**6. Total development within the subject property shall be limited to uses that would generate no more than 96 AM and 82 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.**

Consistent with the table presented earlier in this memorandum, this condition is met. The proposal is consistent with this trip cap.

9. **The roadways within the private rights-of-way shown on this preliminary plan of subdivision shall be constructed at the time of building permit, unless otherwise modified at the time of DSP.**

Per the discussion earlier in this memorandum, this condition is proposed to be carried forward. The streets within the private rights-of-way are believed to be essential in serving a use that generates more than 400 entering and exiting trips during its heaviest peak hour.

It is therefore determined that all prior conditions are either met or can be met by means of conditions.

### **Conclusion**

From the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a detailed site plan as described in the Zoning Ordinance.

1. The roadways within the private rights-of-way shown on this detailed site plan shall be constructed at the time of building permit.



Countywide Planning Division  
Environmental Planning Section

301-952-3650

January 11, 2021

**MEMORANDUM**

TO: Jeremy Hurlbutt, Supervisor, Zoning Section, DRD

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

FROM: Chuck Schneider, Planner Coordinator, Environmental Planning Section, CWPD CS

SUBJECT: **Hope Village Center – Royal Farms -Phase 1; DSP-20008 and TCP2-043-2020**

The Environmental Planning Section (EPS) has reviewed the above referenced Detailed Site Plan (DSP-20008) and a Type 2 Tree Conservation Plan (TCP2-043-2020) stamped as received on November 20, 2020. Comments were provided in a Subdivision Development Review Committee (SDRC) meeting on December 11, 2020. Revised plans were received on January 7, 2021. The Environmental Planning Section recommends approval of DSP-20008 and TCP2-043-2020 based on the conditions listed at the end of this memorandum.

**Background**

Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
SE-4553	N/A	County Council	Dormant	2/25/2008	
NRI-164-2006	N/A	Staff	Approved	4/30/2019	N/A
CSP-18007	TCP1-015-2019	Planning Board	Approved	2/6/2020	20-19
4-20003	TCP1-015-2019-01	Planning Board	Pending	Pending	Pending
DSP-20008	TCP2-043-2020	Planning Board	Pending	Pending	Pending

**Proposed Activity**

The applicant is requesting approval of a Detailed Site Plan and a Type 2 Tree Conservation Plan (TCP2-043-2020) for Phase 1 (4,650 square feet of commercial development) of a mixed-use development consisting of residential lots, commercial/retail space, and institutional use.

**Grandfathering**

This project is subject to the current regulations of Subtitles 24, 25, and 27 that came into effect on September 1, 2010 and February 1, 2012, because the application has a recently approved preliminary plan of subdivision.

### **Site Description**

The overall 37.59-acre Hope Village Center site is zoned M-X-T and is located on the east side of Woodyard Road just south of Marlboro Pike in Upper Marlboro. A review of the available information indicates that the overall site contains Regulated Environmental Features (REF) and Primary Management Areas (PMA) such as streams, wetlands, associated buffers, and steep slopes. The soil types found on-site according to the United States Department of Agriculture Natural Resources Conservation Services (USDA NRCS) Web Soil Survey (WSS) are Dodon fine sandy loam, Marr-Dodon complex, Westphalia and Dodon soils, and Widewater and Issue soils. Marlboro and Christiana clays do not occur on or in the vicinity of this site. According to the Sensitive Species Project Review Area (SSPRA) map received from the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP), there are no Rare, Threatened, or Endangered (RTE) species found to occur on or near this property. There is a level high location in the middle of the property and the on-site stormwater drains to the east and west of the high flat area towards the adjacent subdivision and commercial area. This overall site contains two watersheds (Western Branch and Charles Branch) which flow into the Patuxent River. The site has frontage on Woodyard Road and Marlboro Pike. Woodyard Road is identified as a Master Plan Arterial Roadway and a historic roadway. A master planned roadway is proposed on-site across from Marlboro Pike, 1,350 feet south of the first Woodyard Road and Marlboro Pike intersection and continues in an easterly direction connecting back to Marlboro Pike. The site is located within the Environmental Strategy Area 2 of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan*.

The 2.30-acre Royal Farms application area is located along Marlboro Pike, just east of the Woodyard Road intersection. This area is comprised mostly of agricultural fields and contains 0.12 acres of woodlands. No REF and PMA were identified in the subject area. The soil types located within this area are three types of Marr-Dodon complex.

### **Review of Previously Approved Conditions**

The following text addresses previously approved environmental conditions applicable that need to be addressed with this application. The text in **BOLD** is the actual text from the previous cases or plans. The plain text provides the comments on the plan's conformance with the conditions.

**Conceptual Site Plan CSP-18007, approved by the Planning Board on February 6, 2020:** The environmental conditions of approval found in PGCPB No. 2020-19 have been addressed.

**Preliminary Plan of Subdivision Plan 4-20003:** This case is currently scheduled to be heard by the Planning Board on January 21, 2020. The Environmental Planning Section recommended one condition of approval for this case regarding technical TCP1 Woodland and Wildlife Habitat Conservation Ordinance (WCO) compliance. The TCP2 technical compliance evaluation for the current application is discussed in detail in the Woodland Conservation section of this memo.

### **Environmental Review**

#### **Natural Resource Inventory Plan/Existing Features**

A Natural Resource Inventory, NRI-164-2006, was approved on April 30, 2019 for the overall 37.59-acre site and provided with this application. The overall site contains floodplain, wetlands, streams, and their associated buffers which comprise the PMA. Ephemeral streams are also located on-site but are not considered REF. There are specimen trees scattered throughout the property. 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**

This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because it has previously approved Tree Conservation Plans. A Type 2 Tree Conservation Plan (TCP2-043-2020) was submitted with the detailed site plan application.

Based on the TCP2 submitted with this application, the overall site is 35.59 acres in size with 0.39 acres of 100- year floodplain area and 0.03 acres of previously dedicated area for a net tract area of 35.17 acres. The phased woodland conservation worksheet shows that the 2.30-acre application area contains 0.12 acres net tract woodlands, no wooded floodplain, and all 0.12 acres of woodlands will be removed as part of the development for this phase. The woodland conservation requirement for this phase of the development is 0.47 acres. Currently, the worksheet shows that the site will only reforest 0.12 acres on-site and 0.33 acres of specimen tree credit. The proposed specimen tree credit must be removed because credit for saving specimen trees can only be granted when the trees are located outside of preservation areas. The remaining 0.35 acres of the woodland conservation requirement needs to be met with off-site woodland bank credits. None of the 24 on-site specimen trees are proposed to be removed as part of this phase of development.

Currently, the TCP2 shows all proposed improvements on-site and off-site. At this time, minor changes are required of the TCP2.

### **Specimen Trees**

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

The overall site contains 24 on-site specimen trees with the ratings of Excellent (specimen tree 23 and 24), good (specimen trees 4, 8, 9, 15, 16, and 21), fair (specimen trees 2, 5, 6, 10, 14, 18, 19, 20, 25, 26, and 27), and poor (specimen trees 1, 3, 11, 17, and 22). Phase 1 of the Hope Village Center subdivision does not contain any specimen trees nor does the applications limit of disturbance. The other phases of Hope Village Center do contain specimen trees. No Subtitle 25 variance application or statement of justification were submitted with this Detailed Site Plan of Subdivision application.

### **Preservation of Regulated Environmental Features (REF)/Primary Management Area (PMA)**

The overall site contains regulated environmental features (REF) including floodplain, wetlands, streams, and their associated buffers which comprise the Primary Management Area (PMA). Phase 1 of the overall Hope Village Center subdivision does not contain any REF or PMA areas nor does the phases limit of disturbance. The other phases of Hope Village Center do contain REF and PMA areas. No impacts to REF or PMA were requested as part of this Detailed Site Plan of Subdivision application.

## **Stormwater Management (SWM)**

A Stormwater Management Concept Approval Letter (# 21659-2019-00) and associated plan for this commercial phase only were submitted with the application for this site. The approval was issued on November 21, 2019 with this project from the Prince George’s County Department of Permits, Inspections and Enforcement (DPIE). The plan proposes to construct 8 micro-bioretenion ponds. No SWM fee for on-site attenuation/quality control measures are required.

### **Summary of Recommended Findings and Conditions**

The Environmental Planning Section recommends approval of Detailed Site Plan DSP-20008 and Type 2 Tree Conservation Plan TCP2-043-2020 subject to the following conditions:

#### **Recommended Findings:**

1. No specimen trees were requested to be removed with this phase of the project.
2. No regulated environmental Features or PMA were requested to be impacted with this phase of the project.

#### **Recommended Conditions:**

1. Prior to certification of the Detailed Site Plan, the TCP2 shall be revised as follows:
  - a. On Sheet 1 of 3:
    - i. Label the top left table as “Overall Site Data Table – Phase 1”.
    - ii. Revise the number for “Woodland Clearing in NTA” to 0.12 acres.
    - iii. Revise the number with “Woodland Reforestation and Afforestation” to 0.12 acres.
  - b. On Sheet 2 of 3
    - i. Label the lower left table as “Phase 1 Statistics Table”.
  - c. On Sheet 3 of 3
    - i. Remove the “NRI Site Statistics Table” from the plan.
    - ii. Revise the woodland conservation worksheet to show 0.12 acres of reforestation not 0.29 acres.
    - iii. Revise the woodland conservation worksheet to remove the specimen tree credit of 0.33 acres from the woodland conservation worksheet.
    - iv. The site is required to meet to meet its own requirement. Demonstrate how the remaining woodland conservation requirement will be met.
    - v. Revise the revision blocks with the new updated information and update the qualified professional certification block with a signature and date.
2. The proposed on-site reforestation and any on-site preservation used to meet woodland conservation requirement, the following note is required to be placed under the TCP2 certification block:

“Woodlands preserved, planted, or regenerated in fulfillment of on-site woodland conservation requirements have been placed in a Woodland and Wildlife Habitat Conservation Easement recorded in the Prince George’s County Land Records at Liber \_\_\_\_ Folio\_\_\_\_. Revisions to this TCP2 may require a revision to the recorded easement.”

3. If off-site woodland credits are used to meet woodland conservation requirement the following note is required to be placed on the plan:

**When off-site woodland conservation is proposed:**

Prior to the issuance of the first permit for the development shown on this TCP2, all off site woodland conservation required by this plan shall be identified on an approved TCP2 plan and recorded as an off-site easement in the land records of Prince George's County. Proof of recordation of the off-site conservation shall be provided to the M-NCPPC, Planning Department prior to issuance of any permit for the associated plan.

In accordance with Subtitle 25, Division 2, Sec. 25-122. Methods for Meeting the Woodland and Wildlife Conservation Requirements, if off-site woodland conservation is approved to meet the requirements, then the following locations shall be considered in the order listed: within the same eight-digit sub-watershed, within the same watershed, within the same river basin, within the same growth policy tier, or within Prince George's County. Applicants shall demonstrate to the Planning Director or designee due diligence in seeking out opportunities for off-site woodland conservation locations following these priorities. All woodland conservation is required to be met within Prince George's County.

If you have any questions concerning these comments, please contact me at 301-883-3240 or by e-mail at [Alwin.schneider@ppd.mncppc.org](mailto:Alwin.schneider@ppd.mncppc.org).



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

Countywide Planning Division  
Transportation Planning Section

301-952-3680

December 2, 2020

**MEMORANDUM**

TO: Jeremy Hurlbutt, Urban Design Review, DRD

VIA: Howard Berger, Supervisor, Historic Preservation Section, CWPD **HSB**

FROM: Jennifer Stabler, Historic Preservation Section, CWPD  
Tyler Smith, Historic Preservation Section, CWPD

**SUBJECT: DSP-20008 Royal Farms #282 (Hope Village Center)**

The subject property is located in the southeast quadrant of the intersection of Woodyard Road and Marlboro Pike. The subject application proposes the construction of a 4,650 square-foot food and beverage store and gas station. The subject property is Zoned M-X-T.

A Phase I archeological survey was conducted on the subject property in April 2020 on the 3-acres where the Royal Farms is proposed to be constructed within the larger 37-acre parcel. A pedestrian survey was conducted across the entire 3-acre property. The pedestrian survey did not identify any above-ground or exposed cultural resources. A grid was placed over the subject property and shovel test locations were spaced at a 50-foot interval. Thirty-four of the 41 test locations were excavated. The test pits exhibited a plow zone of varying thickness over subsoil. No artifacts were recovered from any of the test pits and no cultural features were identified. Based on the results of the shovel test pit survey, no further work was recommended. Historic Preservation staff concurs that no additional archeological investigations are necessary on the 3-acre Royal Farms site.

The subject property does not contain and is not adjacent to any Prince George's County Historic Sites or resources. This proposal will not impact any historic sites, historic resources or known archeological sites. Historic Preservation Section staff recommend approval of DSP-20008 Royal Farms #282 (Hope Village Center) without conditions.


Transportation Planning Section  
Countywide Planning Division


301-952-3680

January 11, 2021

**MEMORANDUM**

TO: Jeremy Hurlbutt, Urban Design Section, Development Review Division

VIA: Bryan Barnett-Woods, Transportation Planning Section, Countywide Planning Division 

FROM: Noelle Smith, Transportation Planning Section, Countywide Planning Division 

**SUBJECT: Detailed Site Plan Review for Non-Motorized Transportation Master Plan Compliance**

The following detailed site plan was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation (MPOT)*, the 2013 *Approved Subregion 6 Master Plan and Sectional Map Amendment* and Subtitle 27 to provide the appropriate pedestrian and bicycle transportation recommendations.

Detailed Site Plan Number: DSP- 20008

Development Case Name: Royal Farms

	<u>Type of Master Plan Bikeway or Trail</u>	
Private R.O.W.	<input type="checkbox"/>	Public Use Trail Easement
County R.O.W.	<input checked="" type="checkbox"/>	Nature Trails
SHA R.O.W.	<input checked="" type="checkbox"/>	M-NCPPC - Parks
HOA	<input type="checkbox"/>	Bicycle Parking
Sidewalks	<input checked="" type="checkbox"/>	Trail Access
Add'l Connections	<input checked="" type="checkbox"/>	Bikeway Signage

Subject to 24-124.01: No

Bicycle and Pedestrian Impact Statement Scope Meeting Date: n/a

<b>Development Case Background</b>	
Lot Size	3.268 acres
Building Size	4,650 SF food and beverage store 5,280 SF fuel dispensing canopy
Number of Units (residential)	n/a
Abutting Roadways	Woodyard Road (MD-223), Marlboro Pike
Abutting or Nearby Master Plan Roadways	Woodyard Road (A-53), Marlboro Pike, C-605
Abutting or Nearby Master Plan Trails	Side path along Woodyard Rd (planned), shared

	roadway along Marlboro Pike (planned), shared roadway along C-605 (planned)
Proposed Use(s)	Food, beverage, gas station
Zoning	M-X-T
Centers and/or Corridors	n/a
Prior Approvals on Subject Site	CSP-18007, 4-20003 (pending)
Subject to 24-124.01:	No
Bicycle and Pedestrian Impact Statement Scope Meeting Date	n/a

**Prior Approvals**

The proposed development is subject to the following prior approvals that include conditions related to bicycle and pedestrian transportation:

**CSP-18007**

2. Prior to acceptance of the applicable preliminary plan of subdivision, the following information shall be provided or shown on the plans:

d. Provide continuous standard sidewalks along both sides of all internal roads, excluding alleys, unless modified with written correspondence by the Department of Public Works and Transportation and the Department of Permitting, Inspections and Enforcement.

e. Provide an 8-foot-wide trail along the property frontage or within the right-of-way of MD 223 (Woodyard Road) consistent with the standards of the Maryland State Highway Administration (SHA), unless modified by SHA.

f. Provide an additional pedestrian connection between the residential units and the retail/institutional uses, if feasible. If infeasible, documentation demonstrating why and how the trail cannot be built shall be submitted.

g. A preliminary plan of subdivision that includes development along C-605 shall provide pedestrian crossing of MD 223 (Woodyard Road) and master plan roadway (C-605) to enable access to Windsor Park and the residential developments to the west subject to unless modified by the State Highway Administration.

**Comment:** All conditions were evaluated with the pending preliminary plan 4-20003.

The proposed development is also the subject of a pending preliminary plan of subdivision, 4-20003. The following conditions of approval are recommended for the preliminary plan of subdivision application but are subject to change by the Planning Board at the time of the preliminary plan of subdivision hearing.

1. In conformance with the 2009 *Countywide Master Plan of Transportation* and the 2013 *Approved Subregion 6 Master Plan and Sectional Map Amendment*, the applicant and the applicant's heirs, successors, and/or assigns shall provide, and depict in the detailed site plan prior to its certification, the following facilities:
  - a) Bikeway signage and shared lane markings (e.g., "sharrow") along the subject site's frontage of Marlboro Pike, unless modified by the Department of Permitting, Inspections and Enforcement, with written correspondence.
  - b) A minimum eight-foot-wide shared-use path along the subject site frontage of



- Woodyard Road, unless modified by the Maryland State Highway Administration, with written correspondence.
- c) Standard sidewalks along both sides of all internal roads, public or private, excluding alleys, unless modified by the Department of Permitting, Inspections and Enforcement, with written correspondence.
  - d) A separated and marked pedestrian connection connecting the entrance of the future development on the subject site with sidewalks of all frontage roads, unless modified by the Department of Permitting, Inspections and Enforcement, with written correspondence:
  - e) A minimum of two bicycle parking racks near the entrance of the future development on the subject site.

**Comment:** The submitted plans include all relevant conditions except bikeway signage and shared lane pavement markings along the subject sites frontage of Marlboro Pike stated in condition 1a. Staff maintain this condition, and recommend R4-11, "Bikes may use full lane" bikeway signage and shared-lane pavement markings be provided, unless modified by the Department of Permitting, Inspections and Enforcement with written correspondence.

#### **Review of Proposed On-Site Improvements**

The submitted plans include standard sidewalk along both sides of all internal roadways. Standard crosswalks are shown crossing all access driveways to the site. Additional sidewalk connections and associated ramps and crosswalks are provided connecting the proposed building to the sidewalk frontages along Proposed Street A and Proposed Street B. The submitted response letter (1/7/2021, Dean to staff) indicates that these crosswalks are raised crosswalks, which help ensure slower vehicle speeds and give pedestrians additional visibility when accessing the proposed use. Staff recommend that these two crosswalks be labeled on the plan. Moreover, crosswalks are also included crossing both entrances from Marlboro Pike and Woodyard Road (MD 223) to the subject site. An eight-foot-wide shared-use-path is shown along the site's frontage of Woodyard Road (MD 223). Lastly, designated space for bicycle parking, using inverted-u style bicycle racks accommodating six bicycles, is provided and locate near the building entrance.

These improvements support separating pedestrian and vehicular transportation routes within the site, pursuant to Sections 27-283 and 27-274. Staff find that with the proposed improvements, vehicular, pedestrian, and bicyclist circulation on the site to be safe, efficient, and convenient, pursuant to Sections 27-283 and 27-274(a)(2), the relevant design guidelines for pedestrian and bicycle transportation.

Proposed Streets A and B are both depicted ending directly after the respective vehicular entrances, and do not surround the subject property as they are shown in the pending preliminary plan. These shortened streets create driveways into the proposed use from Marlboro Pike and Woodyard Road. Staff recommend that when these sections are built, sidewalks are provided along both sides of these streets.

#### **Review of Connectivity to Adjacent/Nearby Properties**

The subject site is adjacent to residential areas and a designated local activity center with no current pedestrian or bicycle connections. The subject site will include an eight-foot shared-use path along the frontage of Woodyard Road to facilitate future connections.

#### **Proposed Improvements and conformance with Mixed-Use-Transportation Zoning**

The subject site is located within the Mixed-Use-Transportation (M-X-T) Zone. Section 27-256, Site Plans, provides additional requirements for a detailed site plan.

The submitted site plan proposes multimodal access that includes designated space for bicycle parking located at the building entrance. The bicycle parking is an important component needed to encourage alternative modes of transportation.

**Comment:** Staff find that the multimodal transportation circulation and access of the submitted site plan reflect the purposes of the M-X-T zone.

The submitted site plan proposes a pedestrian system that includes standard sidewalk along both sides of all internal roadways, and crosswalks throughout the site providing continuous pathways for pedestrians and bicyclist. The plans also include a sidewalk along the frontage of Woodyard Road (MD 233) to encourage future connections.

**Comment:** Staff find that the pedestrian system is convenient and comprehensively designed to encourage pedestrian activity within the development.

The submitted site plan proposes an outdoor eating area to accommodate users.

**Comment:** Staff find that the pedestrian activity areas pay adequate attention to human scale and high-quality urban design.

### **Review Master Plan of Transportation (MPOT) Compliance**

This development case is subject to 2009 *Approved Countywide Master Plan of Transportation* (MPOT). Two master plan trail facility impacts the subject site, a planned shared roadway facility along Marlboro Pike and a planned shared path along Woodyard Road (MD 223). 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 sides of all new road construction within the Developed and Developing Tiers.

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

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

**Comment:** Staff had initially recommended a sidewalk facility along the frontage of Marlboro Pike. Per the Department of Permitting and Inspection Enforcement (DPIE), a waiver was granted to build an acceleration/deceleration lane without sidewalk along the frontage of Marlboro Pike. The sidewalk was deemed infeasible, currently due to right-of-way constraints and therefore will not be included in this application. The recommended side path along Woodyard Road (MD 223) is provided and satisfies prior approval conditions. Designated space for three bicycle racks is also provided near the building entrance and is a very important component to a bicycle friendly roadway.

### **Review Area Master Plan Compliance**

This development is also subject to 2013 *Approved Subregion 6 Master Plan and Sectional Map Amendment* which includes the following recommendations for pedestrian and bicyclist facilities (pg. 105):

Policy 7: Expand, encourage, and promote hiker/biker/equestrian recreational activities.

Policy 8: Promote and encourage cycling and walking as an alternative to the car for commuting and recreational purposes.

Policy 9: Provide multiuse trails accommodating hikers, bikers, and equestrians along major stream valley corridors.

**Comment:** The subject application includes amenities and facilities that encourage a walking and bicycling environment. These improvements fulfill the intent of the policies above and create a convenient pedestrian system that meet the findings pursuant to Sec. 27-546(d)(7).

**Recommended Conditions of Approval**

Based on the findings presented above, staff conclude that the pedestrian and bicycle access and circulation for this plan is acceptable, consistent with the site design guidelines pursuant to Section 27-283, and meets the findings required by Section 27-285(b) for a detailed site plan for Pedestrian and bicycle transportation purpose and conforms to the prior development approvals and the 2013 *Approved Subregion 6 Master Plan and Sectional Map Amendment*, if the following condition is met:

1. Prior to certification of the detailed site plan, the applicant, or the applicant's heirs, successors, and/or assigns shall revise the plans to provide:
  - a) Bikeway signage and shared lane markings (e.g., "sharrow") along the subject site's frontage of Marlboro Pike, unless modified by the Department of Permitting, Inspections and Enforcement, with written correspondence.
  - b) Label the crosswalk crossing the drive aisle from Street A to the building as a "raised crosswalk."
  - c) Label the crosswalk crossing the drive aisle from Street B to the building as a "raised crosswalk."

January 11, 2021

**MEMORANDUM**

**TO:** Adam Bossi, Planner Coordinator, Urban Design Section *AH*  
**VIA:** Mridula Gupta, Planner Coordinator, Subdivision and Zoning Section *MG*  
**FROM:** Antoine Heath, Senior Planner, Subdivision and Zoning Section  
**SUBJECT:** DSP- 20008, Hope Village Phase 1 - Royal Farms #282

The subject property is known as Parcel 6 located on Tax Map 100 in Grid B3 and is recorded in the Land Records by deed in Liber 21377 folio 394. The property which is the subject of this detailed site plan (DSP) is shown as proposed Parcel 1 and Parcel A on the underlying and pending Preliminary Plan of Subdivision (PPS) 4-20003 applying to the site. The subject property is a currently vacant 3.26-acre parcel and is within the M-X-T (Mixed Use-Transportation Oriented) Zone.

The underlying PPS 4-20003 will be heard by the Planning Board on January 21, 2021, for the subdivision of the existing Parcel 6 (37.59 acres) into two parcels and one outparcel for the development of a 4,650 square-foot food and beverage store with gas station, and will be subject to approval with 10 recommended conditions. Of the 10 recommended conditions of approval, the following are applicable to this DSP review:

**1. Any residential development on the subject property shall require approval of a new preliminary plan of subdivision, prior to issuance of any permits.**

This application does not include any residential development and is therefore in conformance with this Condition.

**2. Development of this site shall be in conformance with the approved Stormwater Management Concept Plan (21659-2019-0) and any subsequent revisions.**

The DSP does not reflect the proposed stormwater management (SWM) facilities as per the approved SWM Concept Plan. Staff recommends that the Urban Design Section coordinate the applicability and conformity to this condition further with the Environmental Planning Section.

3. **The final plat of subdivision shall grant 10-foot-wide public utility easements along the public rights-of-way abutting the site, in accordance with the approved preliminary plan of subdivision.**

The submitted DSP delineates the required public utility easements.

5. **In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2013 *Approved Subregion 6 Master Plan and Sectional Map Amendment*, the applicant and the applicant's heirs, successors, and/or assigns shall provide, and depict in the detailed site plan prior to its certification, the following facilities:**
  - a. **Bikeway signage and shared lane markings (e.g. "sharrow") along the subject site's frontage of Marlboro Pike, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.**
  - b. **A minimum eight-foot-wide shared-use path along the subject site frontage of MD 223, unless modified by the Maryland State Highway Administration, with written correspondence.**
  - c. **Standard sidewalks along both sides of all internal roads, public or private, excluding alleys, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.**
  - d. **A separated and marked pedestrian connection connecting the entrance of the future development on the subject site with sidewalks of all frontage roads, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.**
  - e. **A minimum of two bicycle parking racks near the entrance of the future development on the subject site.**

The submitted plans address Conditions 5.a., 5.(b), and 5.c. The applicant has not addressed Conditions 5.d. and 5.e. Staff recommends that the Urban Design Section coordinate the applicability and conformity to this condition further with the Transportation Planning Section.

6. **Total development within the subject property shall be limited to uses that would generate no more than 96 AM and 82 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.**

Conformance to this condition should be further reviewed by the Transportation Planning Section.

7. **Prior to approval of the initial detailed site plan proposing development within the site, the applicant shall submit an acceptable traffic signal warrant study to the Maryland State Highway Administration (SHA) for signalization at the intersection of**

**MD 223 (Woodyard Road) at the MD 4 (Pennsylvania Avenue) southbound ramps. 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 SHA. If signalization or other traffic control improvements are deemed warranted at that time, the applicant shall bond the improvements with SHA prior to release of any building permits within the site and complete installation at a time when directed by SHA.**

Conformance to this condition should be further reviewed by the Transportation Planning Section.

### **Plan Comments**

1. General Note 5 incorrectly states the proposed number of lots as 1. General Note 6 incorrectly states the proposed number of parcels as 1. Both notes should be updated to indicate that 0 lots and 2 parcels are being proposed.
2. The DSP delineates the proposed public road right-of-way dedication along Woodyard Road (MD 223) frontage in conformance with the PPS. However, the acreage of dedication and the proposed right-of-way width of Woodyard Road are not labeled.

### **Recommended Conditions**

1. Prior to certificate approval, the following revisions shall be made to the detailed site plan:
  - a. Correct General Note 5 to indicate that 0 lots are proposed.
  - b. Correct General Note 6 to indicate that 2 parcels are proposed.
  - c. Label the acreage of proposed public right-of-way dedication and right-of-way width along Woodyard Road (MD 223).

The referral is provided for the purposes of determining conformance with any pending subdivision approvals for the subject property and Subtitle 24. The DSP has been found to be in substantial conformance with the pending preliminary plan of subdivision with recommended conditions. All bearings and distances must be clearly shown on the DSP and must be consistent with the record plat, or permits will be placed on hold until the plans are corrected. There are no other subdivision issues at this time.

December 21, 2020

**MEMORANDUM**

TO: Jeremy Hurlbutt, AICP, Master Planner, Urban Design Section, Development Review Division

VIA: David A. Green, MBA, Master Planner, Community Planning Division *DAG*

FROM: Wendy Irminger, Planner Coordinator, Neighborhood Revitalization Section, Community Planning Division *WI*

SUBJECT: **DSP-20008, Royal Farms (Hope Village Center)**

**DETERMINATION:**

Pursuant to Part 3, Division 9, Subdivision 2 of the Zoning Ordinance, Master Plan conformance is not required for this DSP application.

**BACKGROUND**

**Application Type:** Detailed Site Plan

**Location:** 5800 Woodyard Road, southwest quadrant of the intersection of MD 223 and Old Marlboro Pike

**Size:** 3.26 acres

**Existing Uses:** Undeveloped land

**Proposal:** Gas station with 16 fuel pumps and food or beverage store with indoor and outdoor seating, 88 parking spaces

**GENERAL PLAN, MASTER PLAN, AND SMA**

**General Plan:** Plan 2035 places this application in the Established Communities Growth policy area. Established Communities are most appropriate for context –sensitive infill and low- to medium-density development. (Page 20)

DSP-20008, Royal Farms (Hope Village Center)

**Master Plan:** The 2013 *Approved Subregion 6 Master Plan* (CR-82-2013) recommends Residential Low future land use for the subject property.

**Planning Area:** 82A  
**Community:** Rosaryville

**Aviation/MIOZ:** This application is located within the Military Installation Overlay Zone (MIOZ) for height: Conical Surface for the right runway of 20:1. The subject property is located approximately 9,350 feet from the runway. Therefore, structures up to 467.5 in height could be constructed at this location without becoming an obstacle to air navigation. The subject property is not located within safety or noise MIOZs.

**SMA/Zoning:** The 2013 *Approved Subregion 6 Master Plan* (Council Resolution CR-83-2013, Revision 3) rezoned the subject property from the R-R (Rural-Residential) Zone to the M-X-T (Mixed Use-Transportation Oriented) Zone via Revision 3, SMA change 28. (See Figure 2.)

#### **MASTER PLAN CONFORMANCE AT SUBDIVISION**

The Community Planning Division finds that, pursuant to Section 24-121(a)(5), at the time of submittal of the preliminary plan of subdivision, conformance to the approved master plan may be required.

c: Long-range Agenda Notebook

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

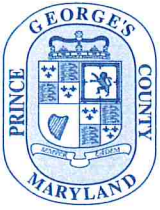


January 11, 2021

**MEMORANDUM**

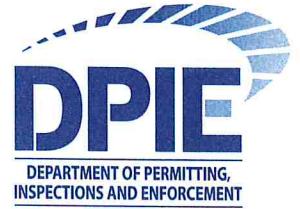
TO: Adam Bossi, Planner Coordinator, Urban Design Section  
FROM: Alice Jacobs, Principal Planning Technician, Permit Review Section  
SUBJECT: DSP-20008 – Royal Farms #282

1. Property is zoned M-X-T and all standards are set by the Planning Board.
2. Add the height to the blade signs (#7), they do not appear to be square in shape and only the length is shown.
3. Note proposed freestanding signs (#1) are 2 feet higher than what is typically allowed.
4. Add the setbacks of the proposed freestanding gas signs (#1) to the site plan.
5. Exact dimensions of the building should be shown on the site plan including the front area, not just the general building dimensions.
6. No further comments are offered at this time.



Angela D. Alsobrooks  
County Executive

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



MEMORANDUM

January 19, 2021

**TO:** Jeremy Hurlbutt, Urban Design Section  
Development Review Division, M-NCPPC

**FROM:** Mary C. Giles, P.E., Associate Director, Site/Road Plan Review Division, DPIE *Mary C. Giles* 1/25/2021

**RE:** Hope Village Center – Royal Farms #282  
Detailed Site Plan, DSP-20008

**CR:** Woodyard Road (MD 223)  
**CR:** Marlboro Pike

In response to the Detailed Site Plan, DSP-20008, referral for the Phase 1 development of a convenience store and fuel station, the Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The property is located on the southeast quadrant of the intersection of Woodyard Road (MD 223) and Marlboro Pike.
- MD 223 is a State-maintained roadway; therefore, right-of-way dedication and roadway improvements are to be coordinated with the Maryland State Highway Administration (SHA) as determined necessary.
- The existing/proposed roadway layout is to be constructed in accordance with the County roadway standards. These roadways are to be consistent with the approved Master Plan for this area.
- Right-of-way dedication and frontage improvements along Marlboro Pike are required to comply with Urban Commercial and Industrial Road standards of the Department of Public Works and Transportation (DPW&T) and/or for any additional rights-of-way that may be required.
- An eastbound acceleration lane at the site access along Marlboro Pike is required.

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

- Provide a second eastbound through-lane along Marlboro Pike within the limit of the frontage of the property. Additionally, a 12-foot wide eastbound right turn lane onto Marlboro Pike is required. The minimum length of the right turn lane shall be 150 feet with a 100-ft taper. This lane shall be proposed as the third eastbound lane along Marlboro Pike.
- The full length and alignment of roadway construction for Private Street A and Private Street B within Parcel A is required.
- Right-of-way dedication and construction is required for the future relocation of Marlboro Pike passing through the site and shall comply with the 4-lane collector roadway standard.
- Conformance with DPW&T street tree and street lighting standards is required.
- Full-width, 2-inch mill-and-overlay for all existing County, roadway frontages are required.
- Compliance with DPW&T's Utility Policy is required. Based upon the plans submitted, proper temporary and final patching and the related mill and overlay in accordance with "DPW&T Policy and Specifications for Utility Installation and Maintenance Permits" is required.
- Existing utilities may require relocation and/or adjustments. Coordination with the various utility companies is required by the applicant.
- All improvements within the public right-of-way as dedicated to the County are to be in accordance with the County Road Ordinance, DPW&T's Specifications and Standards and the Americans with Disabilities Act (ADA).
- The internal subdivision streets' centerline radii are to be designed and constructed in accordance with DPW&T's Table I-2 design criteria.
- Sidewalks are required along all roadways within the property limits in accordance with Sections 23-105 and 23-135 of the County Road Ordinance. Any new sidewalk installation is to match existing sidewalks in the area. In addition, sidewalks must always be kept open for pedestrians.
- Street construction permits and/or site development fine grading permits are required for improvements within public roadway rights-of-way, and for the proposed private internal roadways. Maintenance of private streets is not the responsibility of Prince George's County.

Jeremy Hurlbutt  
January 19, 2021  
Page 3

- Detailed Site Plan, DSP-20008, with regards to the limit of disturbance and layout of both proposed site impervious areas and stormwater management facilities, is inconsistent with the Site Development Concept Plan No. 21659-2019-00 approved by DPIE on November 21, 2019.
- All stormwater management facilities/drainage systems, including recreation features, visual amenities and facilities are to be constructed in accordance with DPW&T's Specifications and Standards. Approval of all facilities is required, prior to permit issuance.
- A soil investigation report, which includes subsurface exploration and a geotechnical engineering evaluation is required. The soils investigation report shall be signed and sealed by a registered professional engineer, licensed to practice engineering in the State of Maryland.

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

MA:TJ:AG

cc: Rene' Lord-Attivor, Chief, Traffic Engineering, S/RPRD, DPIE  
Mariwan Abdullah, P.E., District Engineer, S/RPRD, DPIE  
Salman Babar, CFM, Engineer, S/RPRD, DPIE  
MJ Labban, Engineer, S/RPRD, DPIE  
Yonas Tesfai, P.E., Engineer, S/RPRD, DPIE  
Ted Jeong, E.I.T, Engineer, S/RPRD, DPIE  
VMD - Upper Marlboro, LLC, 30050 Chagrin Boulevard, Suite 360, Cleveland, OH  
44124  
McNamee Hosea, 6411 Ivy Lane, Suite 200, Greenbelt, MD 20770

# **Additional Back-up**

**For**

## **Detailed Site Plan DSP-20008 Royal Farms, #282 (Hope Village Center)**

**HOPE VILLAGE – PHASE 1  
DSP-20008**

**(5) The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;**

In approving CSP-18007, the Planning Board found the arrangement of buildings, and other improvements and amenities will relate to the surrounding development and produce a cohesive development capable of sustaining an independent environment of continuing quality and stability. The subject DSP proposes the first phase of development of the CSP and will provide services that will help sustain the development in the surrounding area. However, the incomplete development of the private roadway shown on Parcel A of the DSP inhibits the capability of the project to sustain an independent environment of continuing quality and stability. As further detailed in Finding 13.b, the lack of full development of these streets will yield unacceptable vehicular traffic and circulation problems on and surrounding the site. A condition has been included in the Recommendation section, for the full development of the private roadway on Parcel A to be shown on the DSP, which shall be approved and have full financial assurances and constructed at the time of prior to the issuance of a building permit.

**RECOMMENDATION**

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-20008 and Type 2 Tree Conservation Plan, TCP2-043-2020, for Hope Village – Phase 1 Royal Farms #282 subject to the following condition:

1. Prior to certification, the detailed site plan (DSP) shall be revised, or additional information shall be provided, as follows:
  - m. Label the crosswalk shown on the drive aisle from Street A to the building as a “raised painted crosswalk.”
  - n. Label the crosswalk shown on the drive aisle from Street B to the building as a “raised painted crosswalk.”
3. Prior to approval of a building permit, the construction of roadways within Parcel A shall be have full financial assurances and have an agreed-upon timetable for construction with the appropriate operating agency. constructed along the entirety of the frontage of Parcel  
±

**From:** chrstnhough@aol.com <chrstnhough@aol.com>  
**Sent:** Tuesday, February 9, 2021 11:49 AM  
**To:** PGCPB <PGCPB@MNCPPC.ORG>  
**Cc:** Hunt, James <James.Hunt@ppd.mncppc.org>; Bossi, Adam <Adam.Bossi@ppd.mncppc.org>; hesterdl1@gmail.com; kimmcgriff1@gmail.com; rmmmb4@gmail.com; bookread57@yahoo.com; charmayne51@msn.com  
**Subject:** Submission for Case DSP-20008 ----- Feb 11, 2021 Hearing (Agenda Item 7)

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

Attached, and listed below, is the Marwood Home Owners Association's submission for the Feb 11, 2021 hearing on Hope Center Village, Case DSP-20008.

Thank you.

Christine Hough  
Chair, Legislative and Community Concerns Committee  
Marwood Home Owners Association  
Upper Marlboro, MD 20772

[chrstnhough@aol.com](mailto:chrstnhough@aol.com)  
(240) 350-5052 cell

**Input for Hope Village Center Forum**  
from the Marwood Home Owners Association

The Marwood Community, an active adult, senior independent living community located in close proximity to the proposed Hope Village Center, is strenuously opposed to the development project known as Hope Village Center, Case DSP-20008. Marwood residents anticipate that the commercial development of this property would have numerous adverse effects on our residents and the safety/quality of life that we are currently experiencing in our home base. As such, the Marwood Home Owner's Association wants to go on record as vehemently opposing the development project referred to in the county records as Case DSP-20008. Listed below are some, but not all, of the specific reasons for our opposition to this development project:

1. The intersection at Marlboro Pike and Woodyard Rd. is insufficient to handle the development/building that has been proposed.

2. Also, it is a very dangerous intersection. There have been many very serious, as well as deadly, accidents at the intersection.
3. The Royal Farm Service Station that is proposed to be built on this property is located approximately 2 miles from another Royal Farms store that is presently under construction and near completion at the intersection of Marlboro Pike and Ritchie Road. These two Royal Farms stores would be located too close to each other.
4. Royal Farm Stores appear to be a place for people to hang out, loiter, buy food, sit, and eat all day at the lunch counter and throw paper cups, wrappers, and bottles all along the road.
5. Younger children are going to get hurt trying to cross the road to get to the proposed Royal Farms from the new town house development located at the same intersection. This is going to happen because there is a lot of traffic at this location and vehicles run the lights at that intersection all the time.
6. There is also a second merging turning lane going left which will be right in front of the proposed Royal Farms. That will be horrible with heavy traffic, especially during morning and evening rush hours.
7. Fried chicken usually smells good but smelling it constantly can be a problem, even disgusting, and that is the smell coming from a Royal Farms store and the smell permeates the surrounding community.
8. There are other developments in the planning stages visualized as being in close vicinity to Marwood, a retirement community farther back on Marlboro Pike. This will cause too much traffic for residents who live in Marwood to try to safely exit out of the development. The road is not wide enough for all the development, and hence traffic, that is proposed and it's going to mean more accidents and more people getting hurt or killed.
9. Additional traffic congestion for Marwood, if a four-lane highway is formed, to accommodate Hope Village. Presently, it is difficult to turn on Marlboro Pike in the morning and afternoon, and it will be more difficult once traffic increases due to the higher volume.



10. There will be a significant increase in air pollutants due to increased traffic for Marwood Senior Community residents who may have, due to their age, disabilities such as: COPD, Asthma, and CHF.