



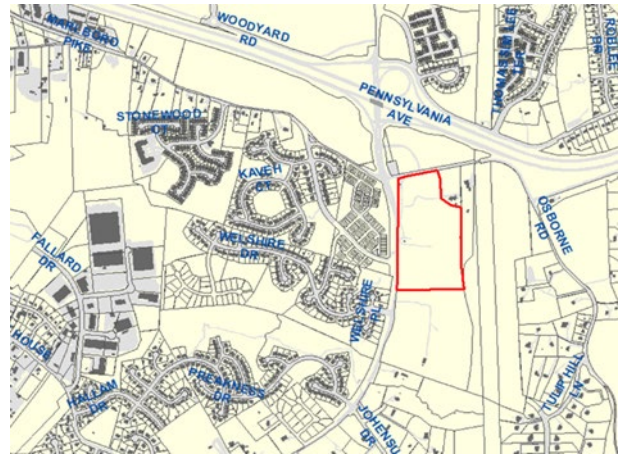
The Maryland-National Capital Park and Planning Commission  
 Prince George's County Planning Department  
 Development Review Division  
 301-952-3530

# Conceptual Site Plan Hope Village Center

## CSP-18007

REQUEST	STAFF RECOMMENDATION
A mixed-use development with 38 single-family attached residential units and 181,950 square feet of commercial and institutional uses.	APPROVAL with conditions

<b>Location:</b> In the southeast quadrant of the intersection of MD 223 (Woodyard Road) and Marlboro Pike.	
Gross Acreage:	37.59
Zone:	M-X-T/M-I-O
Dwelling Units:	38
Gross Floor Area:	276,950 sq. ft.
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 Blvd., Suite 360 Cleveland, OH 44124	
<b>Staff Reviewer:</b> Jeremy Hurlbutt <b>Phone Number:</b> 301-952-4277 <b>Email:</b> Jeremy.Hurlbutt@ppd.mncppc.org	



Planning Board Date:	02/06/2020
Planning Board Action Limit:	02/12/2020
Staff Report Date:	01/21/2020
Date Accepted:	11/19/2019
Informational Mailing:	05/31/2018
Acceptance Mailing:	11/08/2019
Sign Posting Deadline:	01/07/2020

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THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION  
PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Conceptual Site Plan CSP-18007  
Type 1 Tree Conservation Plan TCP1-015-2019  
Hope Village Center

The Urban Design staff has completed the review of the subject application and appropriate referrals. The following evaluation and findings lead to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this report.

**EVALUATION**

This conceptual site plan application was reviewed and evaluated for compliance with the following criteria:

- a. The requirements of the Prince George's County Zoning Ordinance in the Mixed Use-Transportation Oriented (M-X-T) Zone and the site design guidelines;
- b. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- c. The requirements of other site-related regulations; and
- d. Referral comments.

**FINDINGS**

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

- 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>PROPOSED</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, as recommended by the Transportation Planning Section, 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 Transportation Planning Section 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:

<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 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. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:
- a. **Historic Preservation**—In a memorandum dated January 7, 2020 (Stabler to Hurlbutt), the Historic Preservation Section provided comments on this application, adopted herein by reference and 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 form in 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 recommended on the subject property at the time of PPS. 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**—In a memorandum dated January 6, 2020 (Irminger to Hurlbutt), the Community Planning Division provided comments on the submitted CSP, adopted herein by reference and summarized, 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**—In a memorandum dated January 8, 2020 (Masog to Hurlbutt), the Transportation Planning Section provided comment on the submitted CSP, adopted herein by reference, and incorporated in 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, staff 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, if approved as conditioned herein.

- d. **Subdivision Review**—In a memorandum dated January 7, 2020 (Diaz-Campbell to Hurlbutt), the Subdivision Review Section provided an analysis of the CSP, adopted herein by reference and summarized, 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**—In a memorandum dated January 2, 2020 (Smith to Hurlbutt), the trails planner provided comments on the CSP, adopted herein by reference, and 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. Staff recommends 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**—In a memorandum dated January 9, 2020 (Schneider to Hurlbutt), the Environmental Planning Section provided the following summarized comments on the subject application, adopted herein by reference:

**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.

Staff 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)**—In a memorandum dated January 10, 2020 (Zyla to Hurlbutt), DPR provided comments, adopted herein by reference and 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. DPR recommends safe 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**—At the time of the writing of this technical staff report, the Fire/EMS 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 December 26, 2019 (Giles to Hurlbutt), 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**—In a memorandum dated December 6, 2019 (Yuen to Hurlbutt), the Police Department provided comments, adopted herein by reference, that will be addressed at the time of DSP.
  - k. **Prince George's County Health Department**—At the time of the writing of this technical staff report, the Health Department did not offer comments on the subject application.
  - l. **Maryland State Highway Administration (SHA)**—At the time of the writing of this technical staff report, SHA did not offer 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, if approved with the proposed conditions below, 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 LOD shown on the TCP1, the SOJ 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.

## **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 Conceptual Site Plan CSP-18007 and Type 1 Tree Conservation Plan TCP1-015-2019 for Hope Village Center, 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.
  - 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.
  2. Prior to acceptance of the preliminary plan of subdivision, the following information shall be provided or shown on the plans:
    - a. Submit a Phase 1 noise analysis.
    - b. Submit an approved Phase I archeology report.
    - c. Submit an approved stormwater management concept plan and approval letter showing the stormwater facilities, master-planned roadway, and proposed buildings, to allow for a full analysis of the proposed impacts 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 entire property frontage of MD 223 (Woodyard Road) consistent with the standards of the Maryland State Highway Administration.
    - 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. Provide safe 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.
  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, 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.



ITEM: 7

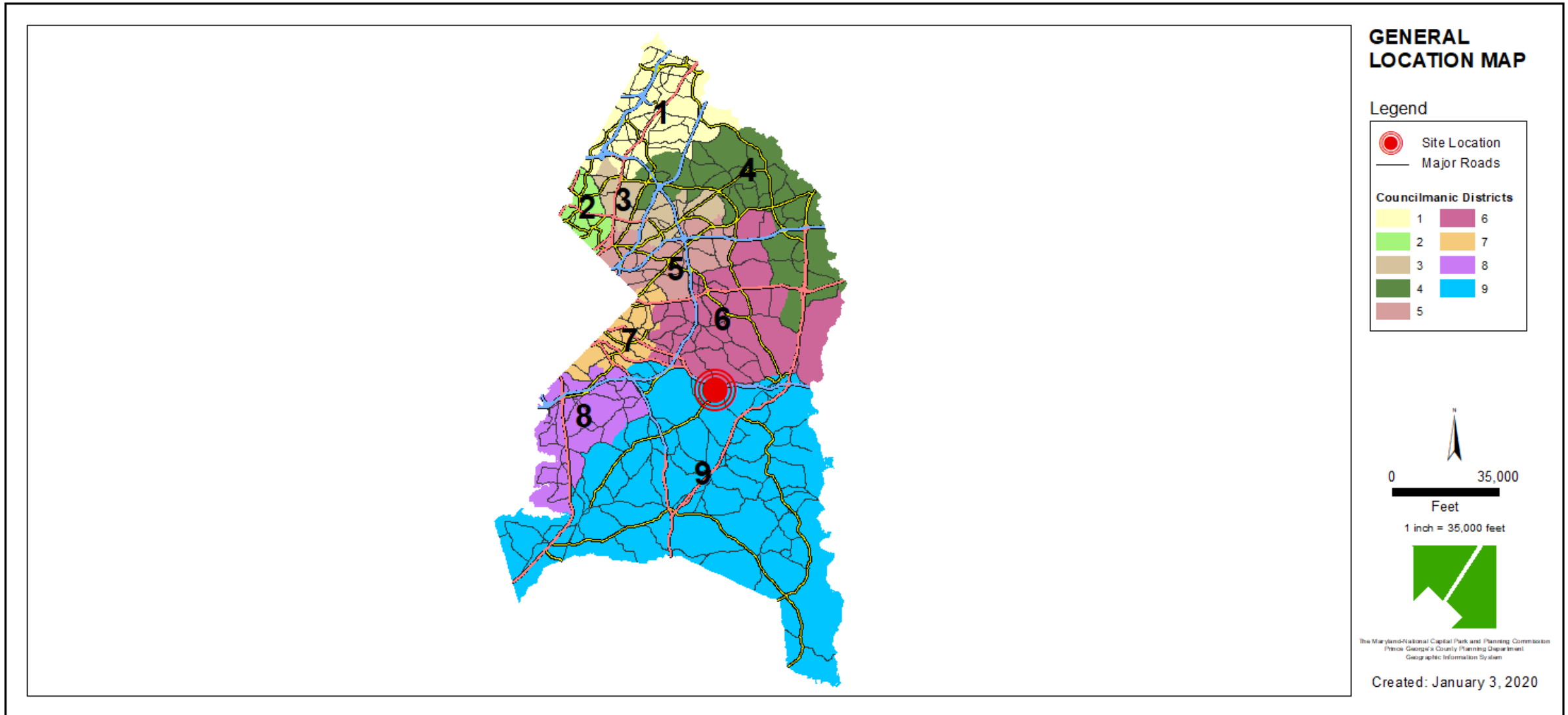
CASE: CSP-18007

# HOPE VILLAGE CENTER

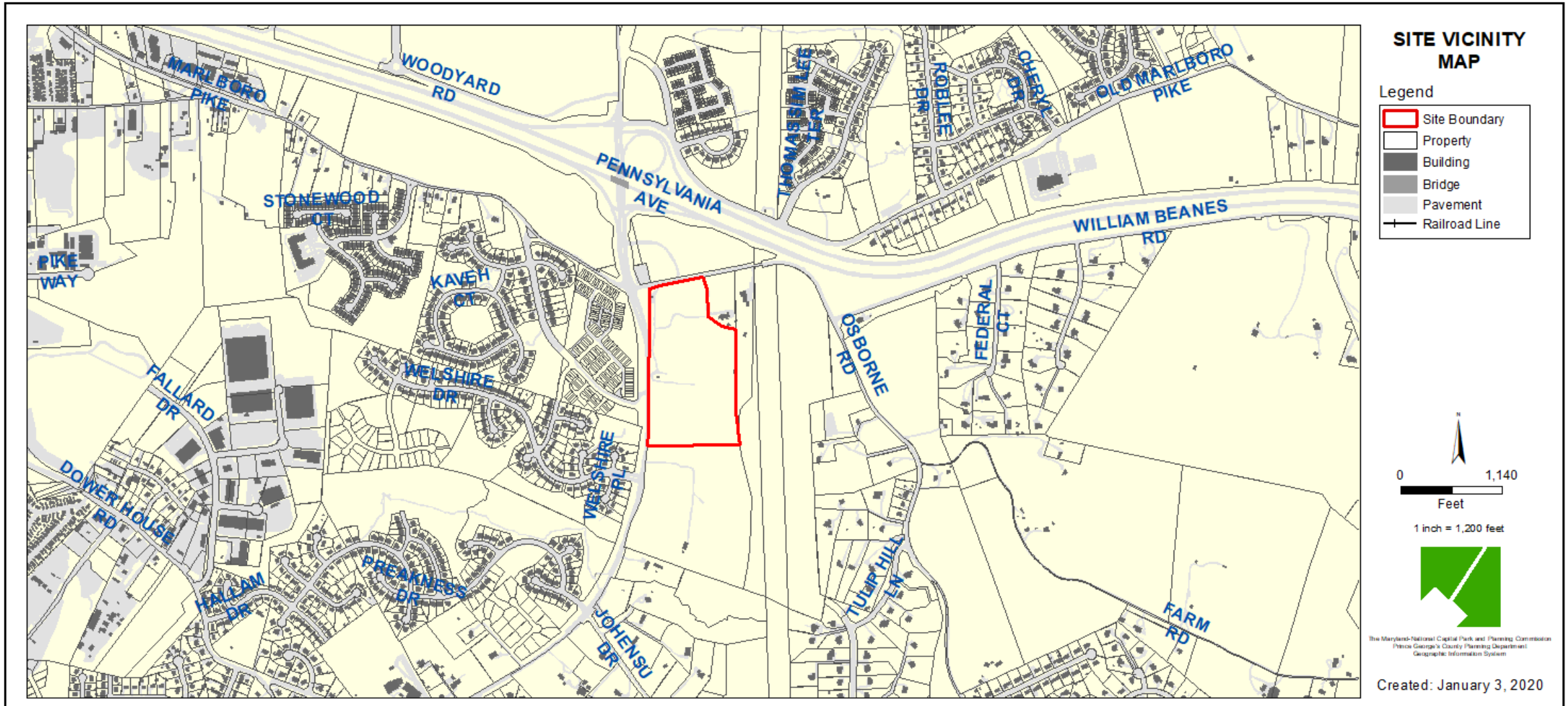
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



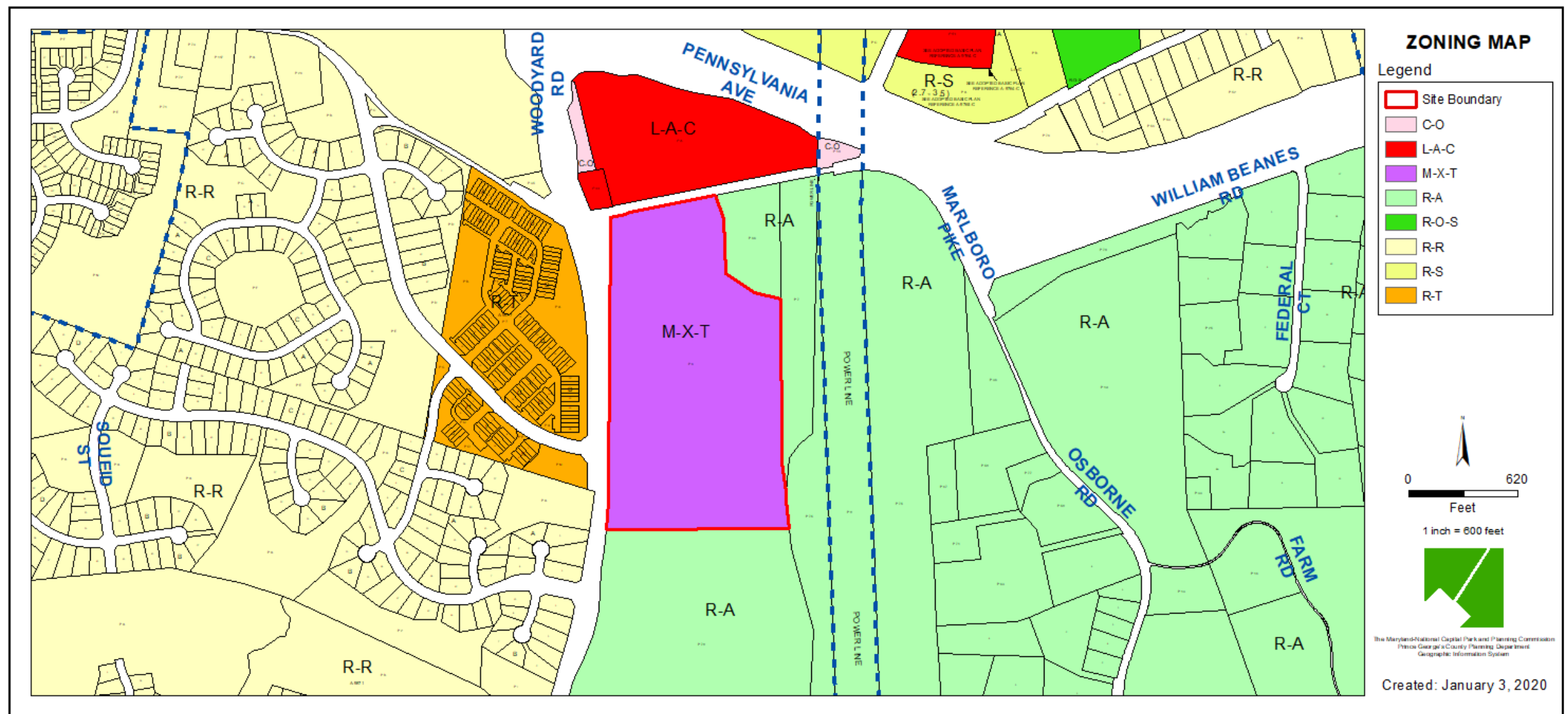
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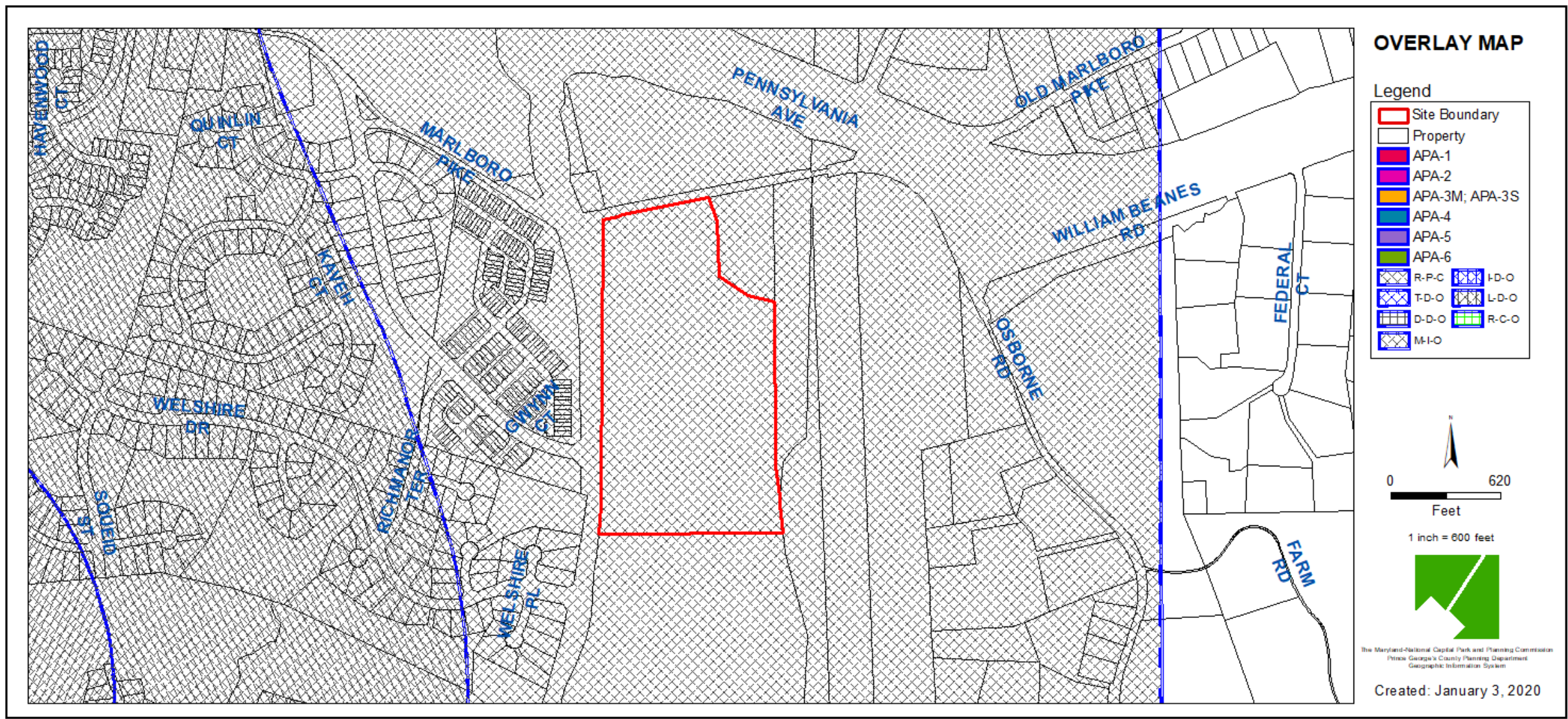
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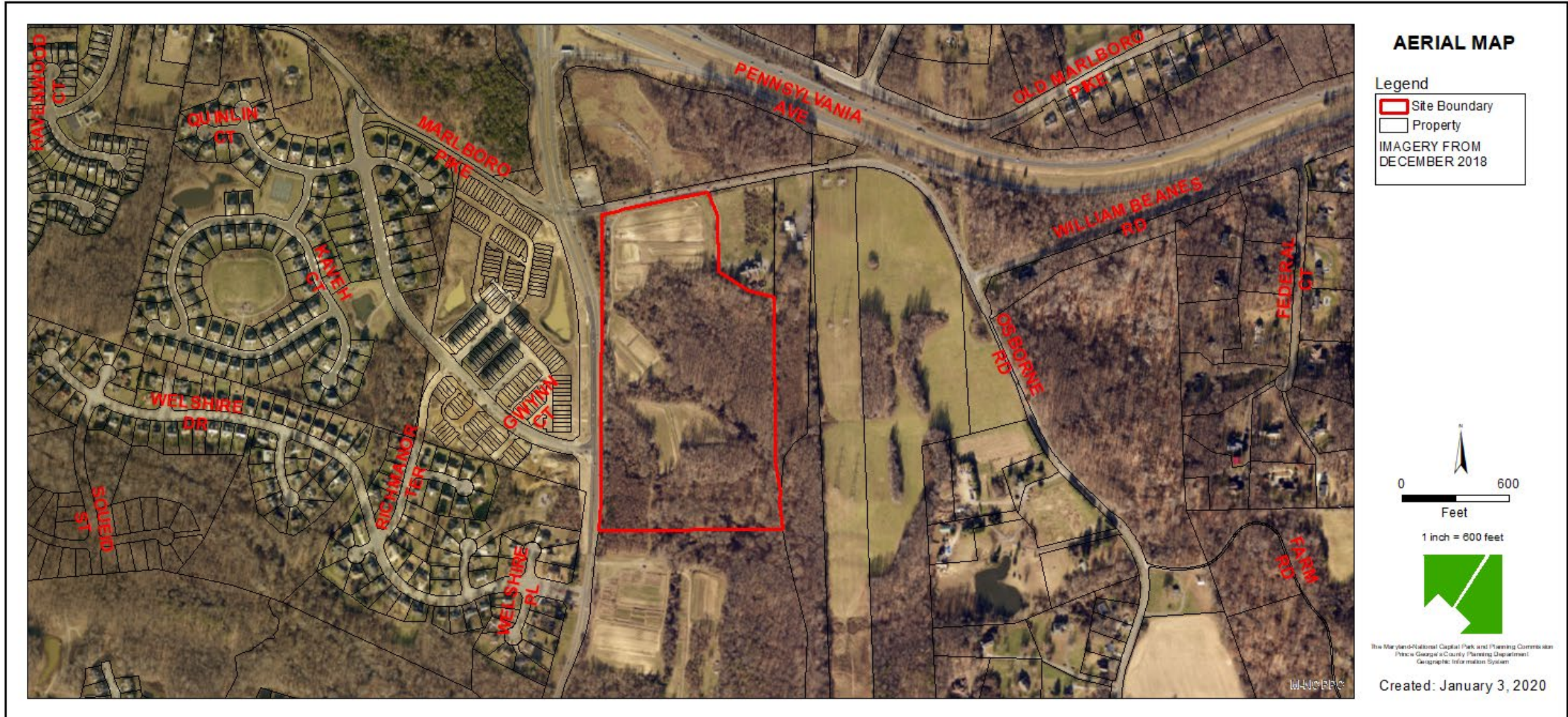
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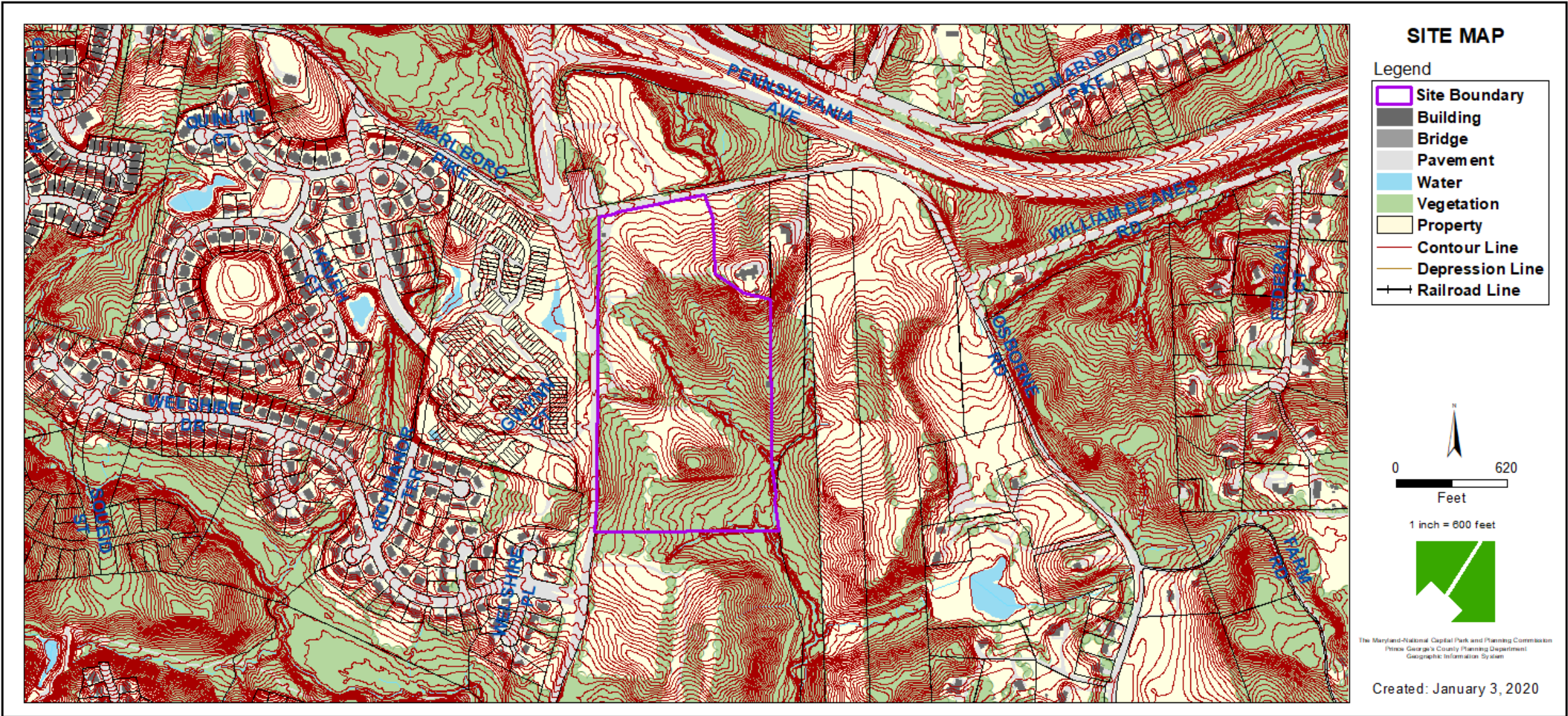
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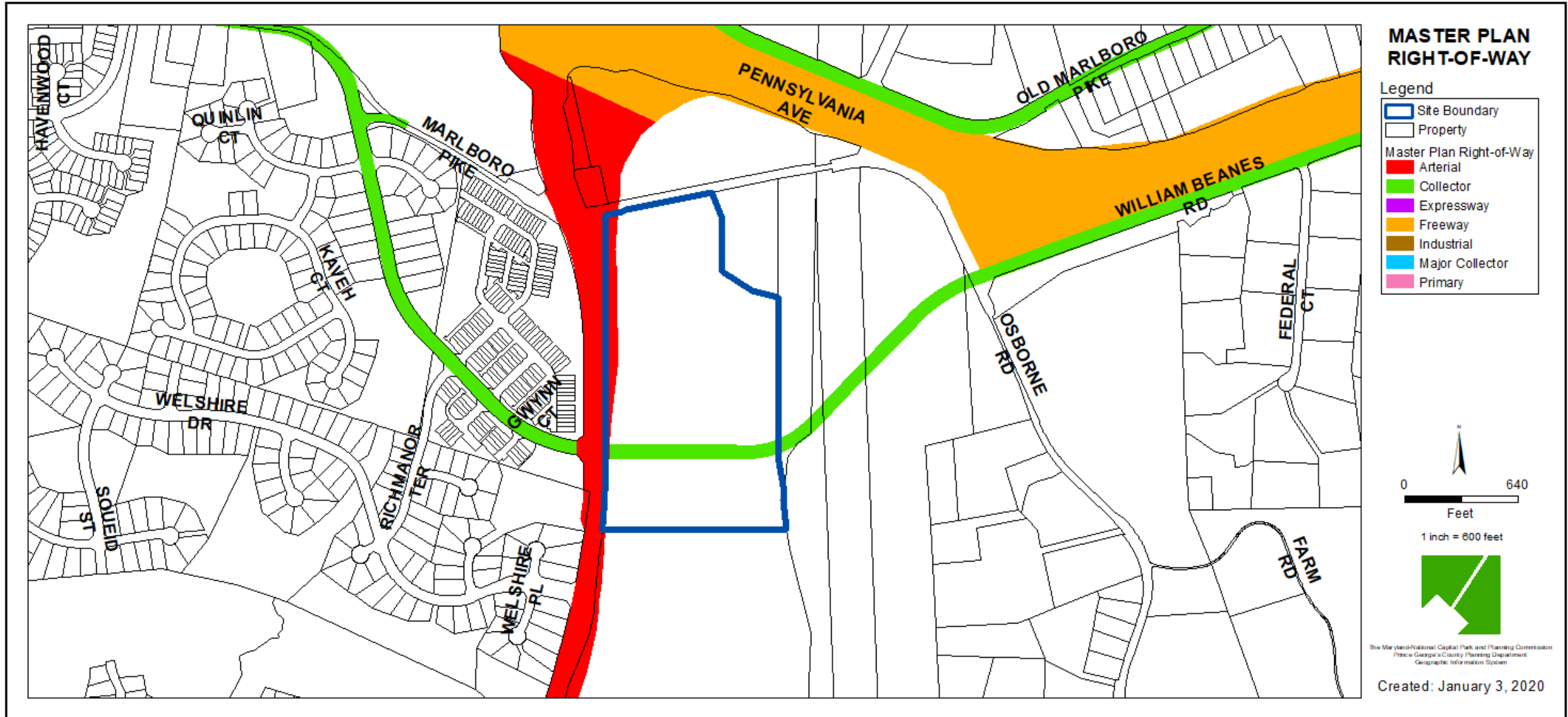
# AERIAL MAP



# SITE MAP



# MASTER PLAN RIGHT-OF-WAY MAP





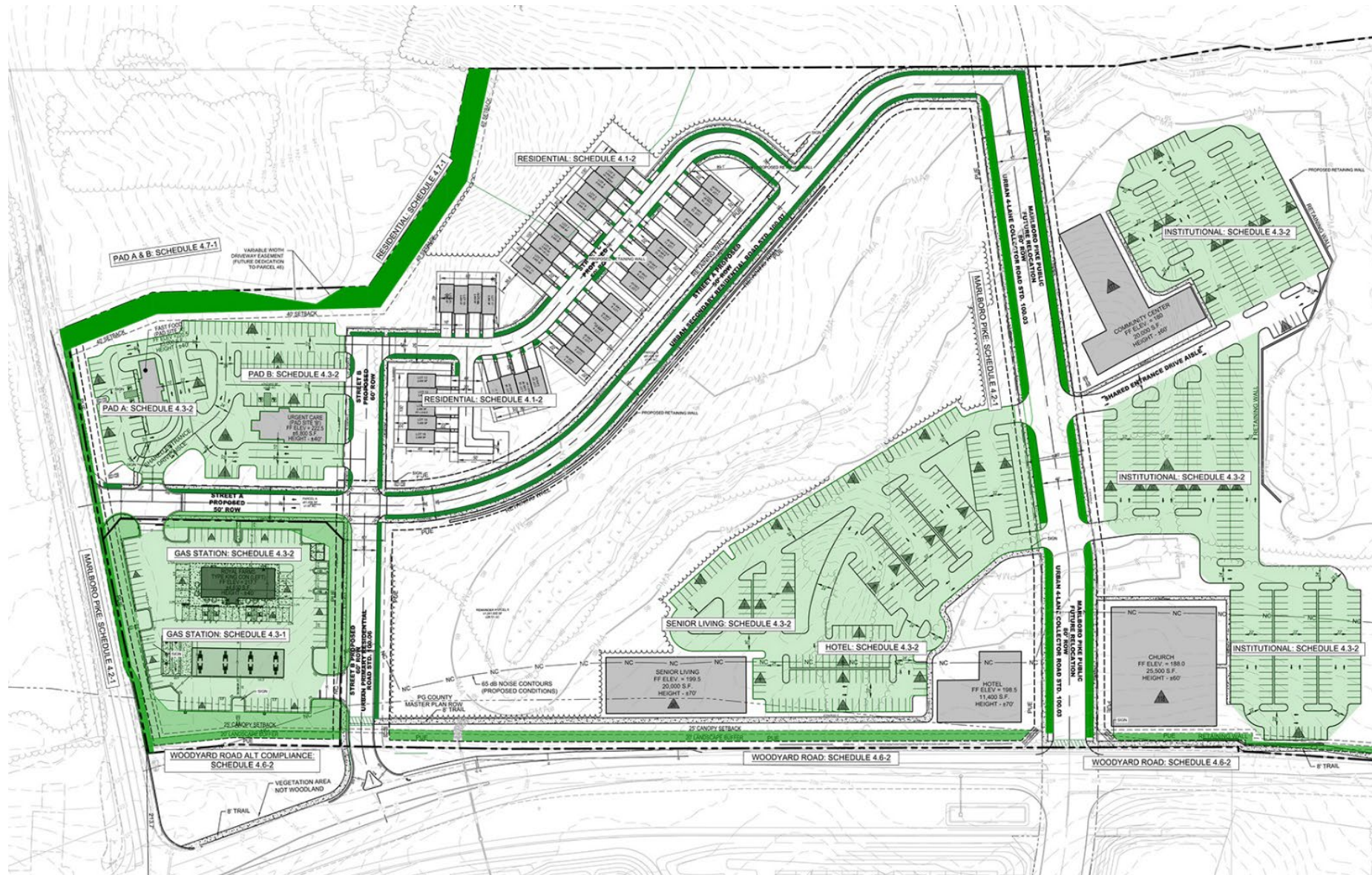
# BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



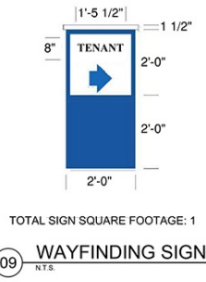
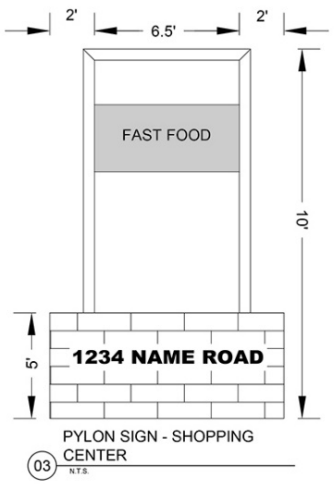
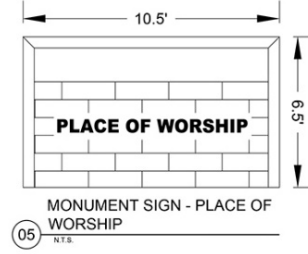
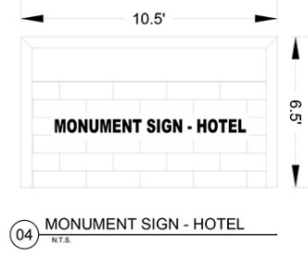
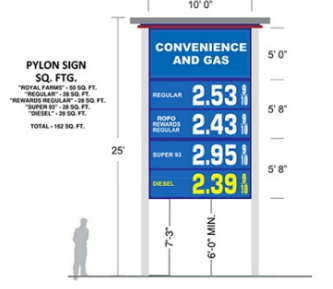
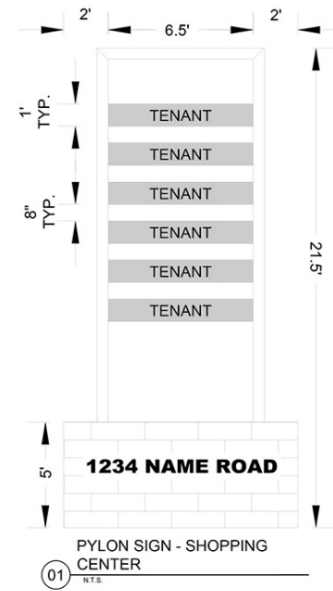
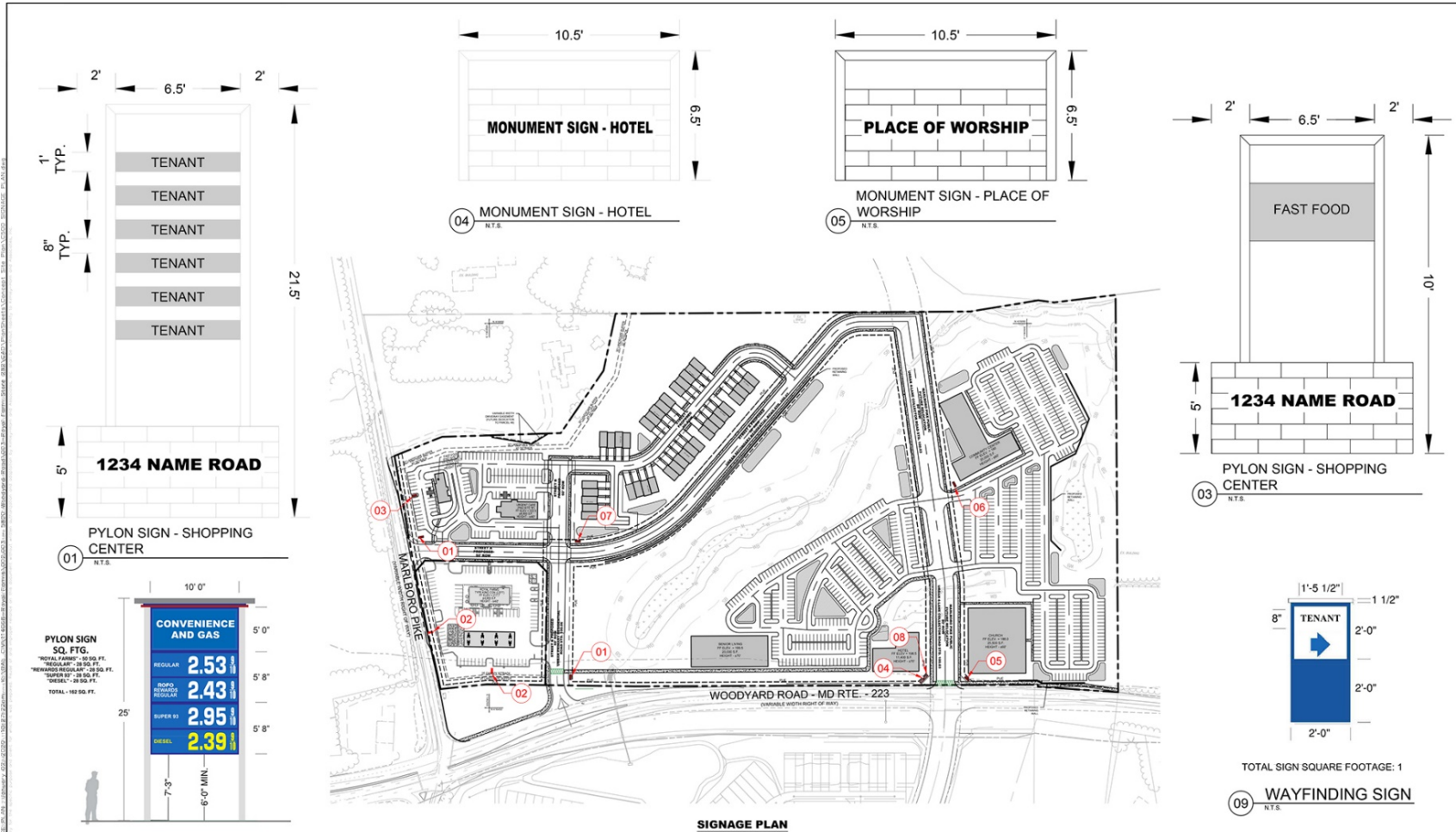




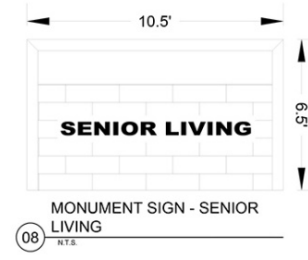
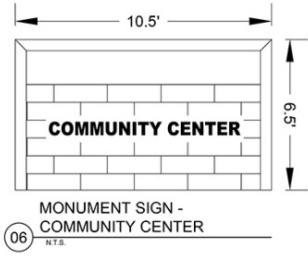
# LANDSCAPE PLAN



# SIGN PLAN



02 2019 GOALPOST W/OUT CAR WASH  
N.T.S.



**NOTE:**  
BUILDING SQUARE FOOTAGE WILL BE REQUIRED TO BE OBTAINED BY THE SUBMITTER OF THIS SIGNAGE PLAN FOR EACH USE.  
FOR OFFICIAL USE ONLY.  
DR label certifies that this plan meets conditions of final approval by the Planning Board, its designee or the District Council.

GRAPHIC SCALE IN FEET  
0 50 100 200

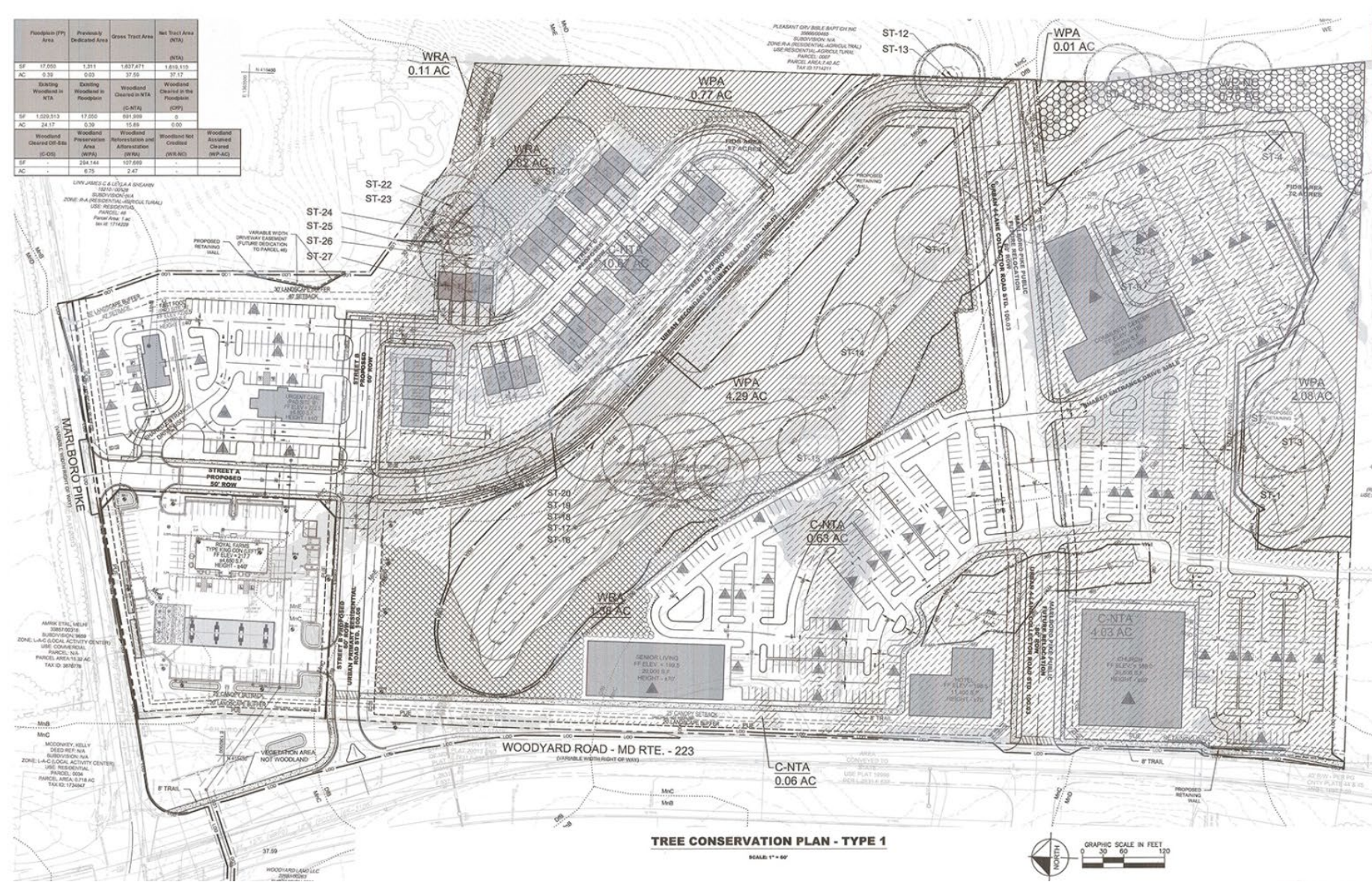
TOP-1 NUMBER	TCP1-015-2019
MADPC APPROVAL	
PROJECT NAME	
PROJECT NUMBER	

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet  
Amendment numbers must be included in the Project Number

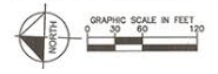
DATE	
REVISIONS	
<b>Kimley»Horn</b>	
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SIGNAGE PLAN TAX MAP: 100-0000-0000 PARCEL: 0000 LIBER: 2127 FOLIO: 364 ZONE: M-2	MARYLAND PRINCE GEORGES COUNTY
SHEET NUMBER	C500



# TREE CONSERVATION PLAN



TREE CONSERVATION PLAN - TYPE 1  
SCALE: 1" = 60'



**STATEMENT OF JUSTIFICATION  
CSP-18007**

**Hope Village Center**

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

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

**ATTORNEY/AGENT:** Matthew C. Tedesco, Esq.  
McNamee, Hosea, Jernigan, Kim, Greenan & Lynch, P.A.  
6411 Ivy Lane, Suite 200  
Greenbelt, Maryland 20770  
(301) 441-2420 Voice  
(301) 982-9450 Fax

**CIVIL ENGINEER:** Kimley-Horn  
Attn: Jennifer Leonard  
1801 Porter Street, Suite 401  
Baltimore, Maryland 21230  
(443) 743-3470

**REQUEST:** A Conceptual Site Plan (CSP-18007) pursuant to Sections 27-274, 27-276(b), and 27-546(d) of the Zoning Ordinance in order to develop a mixed-use development of Residential, Commercial and Institutional uses.

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**I. DESCRIPTION OF PROPERTY**

1. Location – East side of Woodyard Road at the southeast quadrant of its intersection with Marlboro Pike.
2. Use – Mixed-use development consisting of approximately: +/-38 townhouse dwelling units; +/-210 bed senior assisted living dwelling units; 150 room hotel; +/-14,450 square feet of commercial/retail space; and +/-47,900 square feet for a church use.
3. Incorporated Area – None.
4. Council District – 9.

5. Parcel – Parcel 6.
6. Total Area – 37.59 acres.
7. Tax Map/Grid – 100/B-3.
8. Zoned: M-X-T.
9. Zoning Map – 208NE09.

## II. APPLICANT’S PROPOSAL

The applicant is requesting the approval of a Conceptual Site Plan (CSP-18007) for the property located at 5800 Woodyard Road, Upper Marlboro, Maryland 20772. The application proposes a mixed use development with residential, institutional and commercial uses.

CSP-18007 proposes a mixed use development consisting of the following approximate ranges: +/-38 townhouse dwelling units; +/-210 bed senior assisted living dwelling units; 150 room hotel; +/-14,450 square feet of commercial/retail space; and +/-47,900 square feet for a church use.

The proposed Development Summary for CSP-18007 is as follows:

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone	M-X-T	M-X-T
Use(s)	Agricultural	Residential & Commercial/Retail
Acreage	37.59	37.59
Dwelling Units	0	Townhouses +/- 38 Senior Assisted Living +/- 210
Lots	0	To Be Determined
Parcels	1	To Be Determined
Square Footage/GFA	0	Commercial 14,450 Church 47,900
Floor Area Ratio		See Table Below

RESIDENTIAL: GROSS FLOOR AREA:  
38 TOWNHOMES 95,000 SF

COMMERCIAL: GROSS FLOOR AREA: 14,450 SF

CHURCH: GROSS FLOOR AREA: 47,900 SF

TOTAL GROSS FLOOR AREA +/- 71,850 SF TOTAL



FLOOR AREA RATIO BASE DENSITY

0.044 FAR BASE DENSITY

The proposed Development Standards are as follows:

	<b>SFA</b>	<b>Commercial</b>
Lot Size	1,600 sf	N/A
Minimum front setback	10 feet	10 feet
Minimum side setback	None	None
Minimum rear setback	10 feet	None

The applicant requests that variations to the development standards may be permitted on a case-by-case basis by the Planning Board at the time of detailed site plan.

### III. COMMUNITY

Hope Village Center consists of approximately 37.59 acres of land in the M-X-T Zone, and is within the Military Installation Overlay Zone for height limitations. CSP-18007 is bounded to the west by Woodyard Road and beyond by existing single family detached homes in the R-R (Rural Residential) Zone and developing single family attached residences in the R-T (Townhouse) Zone; to the south and east by undeveloped land and single family detached residences in the R-A (Residential-Agriculture) Zone; and to the north by Marlboro Pike and beyond by undeveloped land and a contractors storage yard in the L-A-C (Local Activity Center).

The subject property is located in the 2013 *Approved Subregion 6 Master Plan and Sectional Map Amendment*. The property 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.

### IV. PREVIOUS APPROVALS

CSP-18007 was the subject of prior review SE-4553, for a planned retirement community, which is currently dormant.

### V. CRITERIA FOR APPROVAL OF A CONCEPTUAL SITE PLAN & DESIGN GUIDELINES

The following Sections of the Prince George's County Zoning Ordinance are applicable to this application.

#### **Sec. 27-276. Planning Board procedures.**

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

**(1) The Planning Board may approve a Conceptual Site Plan if it finds that the Plan represents a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility**

**of the proposed development for its intended use. If it cannot make this finding, the Planning Board may disapprove the Plan.**

COMMENT: Based on the points and reasons provided herein, in addition to the evidence filed in conjunction with this application, the applicant contends that the CSP represents the most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for the intended uses.

**(2) The Planning Board may approve a Conceptual Site Plan for a Mixed-Use Planned Community in the E-I-A or M-X-T Zone if it finds that the property and the Plan satisfy all criteria for M-X-T Zone approval in Part 3, Division 2; the Plan and proposed development meet the purposes and applicable requirements of the M-X-T Zone; the Plan meets all requirements stated in the definition of the use; and the Plan shows a reasonable alternative for satisfying, in a high-quality, well-integrated mixed-use community, all applicable site design guidelines.**

COMMENT: Not applicable. Hope Village Center is not a Mixed-Use Planned Community, as that term is defined in Section 27-107.01(a)(151.1) of the Zoning Ordinance.

**(3) The Planning Board may approve a Conceptual Site Plan for a Regional Urban Community in the M-X-T Zone if it finds that proposed development meet the purposes and applicable requirements of the M-X-T Zone and the Plan meets all requirements stated in the definition of the use and Section 27-544 of this Code.**

COMMENT: Not applicable. Hope Village Center is not a Regional Urban Community as that term is defined in Section 27-107.01(a)(197.1) of the Zoning Ordinance.

**(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).**

COMMENT: The site has an approved NRI-164-06. Therefore, regulated environmental features that are subject to the regulations of Subtitle 25 and/or subject to the Woodland Conservation Ordinance will be met.

**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 CSP-18007 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.

**(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 development mix proposed in CSP-18007 is in conformance with this finding.

**(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: CSP-18007 envisions a mix of uses that conceptually include single family attached and multifamily residential dwelling units, commercial, and institutional development. The commercial/retail development is proposed to front on Marlboro Pike, which is directly across from undeveloped property in the L-A-C Zone, and contemplates that a church will front on Woodyard Road. Both locations provide an outward orientation and will physically and visually integrate the site with existing and proposed development by creating a shopping destination and a church/community/institutional connection for the residents of the community. The proposed multifamily residential assisted living facility and townhouses are envisioned to be oriented to the interior of the property, but within close proximity to the church and retail uses.

**(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 CSP. 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 residential component of the development by providing convenient service oriented shopping in a walkable setting. Sidewalks will connect the development to Marlboro Pike and the Master Planned right-of-way C-605. The specifics of the arrangement and design of the buildings will be further examined at the time of Detailed Site Plan. 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 this CSP will be staged and developed as separate entities, with separate plans of development moving forward as the project is marketed/developed. Currently the applicant proposes seven (7) phases, beginning with the commercial component. Regardless, 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: The proposed CSP contemplates upwards of four distinct neighborhoods (i.e., commercial/retail; single-family attached units; hotel and assisted living multifamily units; and institutional uses). Each of these areas will include and provide convenient accessible pedestrian systems. The interconnectivity of the development to the shopping area, residential, and church facilities will significantly benefit this community.

**(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: At the time of DSP, it is expected that the areas of the development 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).

**(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 has been submitted with this application, and is incorporated and adopted by reference herein.

**(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: Not applicable. The subject review is for a conceptual site plan. Findings of adequacy will be made again at the time of Preliminary Plan of Subdivision.

**(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.

#### **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 and church uses 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 Conceptual 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. 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 a conceptual illustration as to the approximate 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: The proposed Conceptual Site Plan 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 retail/commercial buildings; the hotel, assisted living multifamily and townhouse residences, and church uses will be broken up through the use of internal planting islands. CSP-18007 proposes surface parking for residents, visitors and patrons of Hope Village Center 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: This Conceptual Site Plan anticipates at least some activities taking place in the evening and will provide adequate lighting levels for safe vehicular and pedestrian movements. The site lighting will provide the new residents and future patrons of the commercial component as well as the church activities 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. Although a specific detail of all residential and commercial lighting has not yet been identified, some possible examples of public lighting may include the following:



**(4) Views.**

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

COMMENT: This Conceptual Site Plan 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. All buildings will be designed to provide a modern, clean and strong presence along road frontages. Other views and public areas will be emphasized through the anticipated use of trails and sitting areas along with sidewalks to collectively connect the various components of the project. Possible examples of these views and use of public areas are provided below in subpart 9.



**(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 Tree Conservation Plan, this Conceptual Site Plan intends to retain/provide forest conservation areas, provide green space in environmental areas, and provide a wooded buffer along the eastern boundary. Finally, existing protected green areas will be preserved and will further help define the different areas and uses. The applicant's proposed features of the recreational facilities may include amenities similar to the ones depicted below:



**(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: The Conceptual Site Plan and Landscape Plan submitted with this application comply 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 residents and patrons. Some possible examples of site fixtures and anticipated streetscape are provided below.



**(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: This Conceptual Site Plan 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, resident and parishioners. 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. Where possible, service areas serving multiple buildings will be designed so that the number of service areas can be limited.

**(9) Public Spaces.**

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

COMMENT: The overall massing of buildings and attention to scale for this project, which are mixed uses consisting of residential, commercial/retail, and institutional uses, will help create pedestrian and public areas that will be convenient to the future residents and patrons. Other public spaces to create pedestrian and public areas that will be convenient to the residents and patrons may also include something similar to those depicted below:



**(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 not required at the time of CSP and none have been prepared with this application. However, the Conceptual Site Plan complies with the design guidelines outlined in sub-part (10). At the time of Detailed Site Plan, the applicant will endeavor to ensure that all architecture for the residential, commercial, and institutional uses will provide a high quality of building materials and provide a variety of architectural elements. Further, although it is dependent upon the ultimate builder for the project, where possible, the applicant will endeavor to provide sustainable construction techniques, improve energy efficiency, and resource conservation. It will be the goal of the Hope Village Center, where possible, to reduce material waste and improve energy efficiency while at the same time creating enhanced value and savings for the future patrons, residents, and parishioners.

**(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: The layout of the townhouses units for Hope Village Center has been conceptually designed in an effort to, as much as possible, minimize the views of the rear of the units along the roads. The majority of units adjacent to Master Plan Collector C-605, William Beans Road Extended, have initially been designed to be accessed through secondary roads so the backs of units do not front on the roads. Landscaping will be provided in common areas which, along with street trees, will further screen and/or soften the units from the right-of-way. It is anticipated and expected that the future builder of the residential units will provide high quality architecture that will provide a variety of architectural elements to promote individuality or aesthetically pleasing appearances with offsets of buildings.

## **VI. PRIVATE RECREATIONAL FACILITIES**

Although mandatory park dedication will be reviewed in greater detail at the time of Preliminary Plan of Subdivision and Detailed Site Plan for the residential phases of this development, currently, CSP-18007 envisions on-site private recreation facilities for the assisted living multifamily and townhouse dwelling units. Some possible examples of the recreational facilities the applicant could include:




VII. CONCLUSION

Based on the foregoing, as well as all of the development plans filed in conjunction with this application, the applicant respectfully requests the approval of CSP-18007.

Respectfully submitted,

MCNAMEE HOSEA

By:   
Matthew C. Tedesco, Esq.

Date: August 13, 2019

January 02, 2020

**RE: *Hope Village Center – 5800 Woodyard Road  
Upper Marlboro, Maryland  
Concept Site Plan (CSP)- 18007  
Statement of Justification***

**Description and location of the subject property:**

1. Location – South West corner of Marlboro Pike and Woodyard Road
2. Use – Phase 1 Commercial 3.5 acres, Phase 2 Commercial 3.0 Acres, Phase 3 Hotel 3.0 acres, Phase 4 Senior Living 4.3 acres, Phase 5 Residential 38 Townhomes 6.1 acres, Phase 6 Right of Way for master plan relocation of Marlboro Pike 1.8 acres, Phase 7 Instructional 7.3 acres. The remaining area is a combination of Open Space including Storm Water Management facilities, and forest ephemeral stream channel.
3. Incorporated Area – None
4. Council District – 9
5. Lot – Lots 4 and 10 of Maryland Corporate Center, Lots 6 and 8 Goddard Corporate Park, and Parcels 13 and 116
6. Total Area – 1,637,471 SF/ 37.59 acres
7. Tax Map/Grid – 100-B3
8. Zoned: M-X-T

**Description of request:**

This statement of justification is being submitted in support of the applicant's request for approval of an initial Concept Site Plan submission for the Hopewell Village Center, the proposed disturbances to the Primary Management Area (PMA) are in proposed phases 3, 5, 6, and 7. The PMA is disturbed in phase 3 by the right-of-way, wall, and road bed of proposed Street A. The PMA is disturbed in Phase 5 by grading necessary for the Prince Georges County Master Plan Road relocation of Marlboro Pike. In phase 6 the PMA and ephemeral stream valley, as well as an isolated wetland area is disturbed by the proposed Master Plan relocation of Marlboro Pike. In phase 7, a finger of the isolated wetlands and associated PMA is disturbed due to grading for the Masterplan relocation of Marlboro Pike as well and the proposed entrance location for the intuitional.

**Alternatives Analysis:**

Per Prince George's County Code Sec. 27-276(b)(4), a Statement of Justification is required for each proposed disturbance. CSP -18007 is being submitted for approval August 2019. The site is zoned M-X-T and is located in Environmental Strategy area (ESA-2) in accordance with Plan 2035. The regulated 1-percent annual chance (100-year) floodplain information on this plan was approved by the Prince Georges County Department of Permitting, Inspection and Enforcement (DPIE) FPS#201859 on November 27, 2018. The NRI/ FSD NRI -164-06 was approved on April 30, 2019. The PMA and environmental features shown on the plans are in keeping with these approvals.

Phase one and two of the CSP includes a convenience/ gas user, and no disturbances to any environmental areas are proposed.

Phase three currently includes a PMA disturbance of 0.284 acres for proposed Street A. This preferred option was selected as the alignment of Street A and the connection to the Master Plan relocation of Marlboro Pike due to its limited impact on the PMA. The proposed alignment only effects the PMA buffer area. Three options were studied; Alternate Method 1 has a proposed overall disturbance of 0.19 acres. However, this option includes disturbance to the PMA, the ephemeral stream channel, and forest areas. This option is not preferred due to disturbance to the ephemeral stream channel head and forested areas. Alternate Method 2 has a proposed disturbance of 0.426 acres. While this option creates the most direct connection through the site, it has the most significant disturbances to the PMA, the ephemeral stream and associated channel, and the forested areas. Therefore, this option was rejected as well.

The other onsite PMA disturbances are generated for the proposed Prince Georges County Master Plan relocation of Marlboro Pike. The total disturbance area for this proposed extension road is 1.055 acres. The proposed alignment does pass through the onsite ephemeral stream channel and the isolated wetland area and associated PMAs. However, it should be noted that the crossing of the isolated wetland is at its narrowest point and that the same can be said for the crossing of the ephemeral stream channel. Based on this data, the proposed location of the Marlboro Pike relocation has been proposed in a configuration that creates as little disturbance as possible on-site.

**Summary and Conclusion of Request:**

The preferred alignment of Street A was selected, as noted above, due to its limited disturbance in the PMA and having not disturbed the ephemeral stream. Therefore, it has considerably less disturbance associated with it when compared to Alternative Method 1 or 2 alignment. The applicant contends that the preferred alignment of Street A is the preferred alignment due to all of the factors considered as part of this analysis and we have demonstrated that this alignment is more environmentally sensitive and less impactful. Therefore, this is the alignment that is being proposed on the Concept Site Plans (CSP).

The alignment shown for the relocation of Marlboro Pike (extension) was an alternative studied by Prince George's County DPW&T during the visionary process and transportation study period. Our

review of the impacts of this proposed alignment confirms that the proposed alignments cross the stream at its narrowest point and therefore has the least environmental impact. The proposed alignment also crosses the isolated wetlands at their narrowest points, demonstrating the most environmentally sensitive design and fewest impacts. Thus, the alignment proposed in the Prince George's County Master Plans should be approved.

With Kimley-Horn, you should expect more and will experience better. Please contact me at 443-966-1517 or at [Jennifer.Leonard@kimley-horn.com](mailto:Jennifer.Leonard@kimley-horn.com) should you have any questions or if you require additional information.

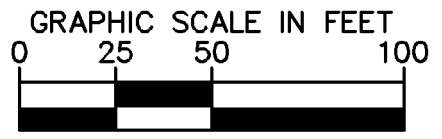
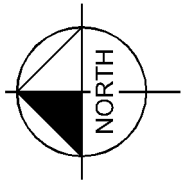
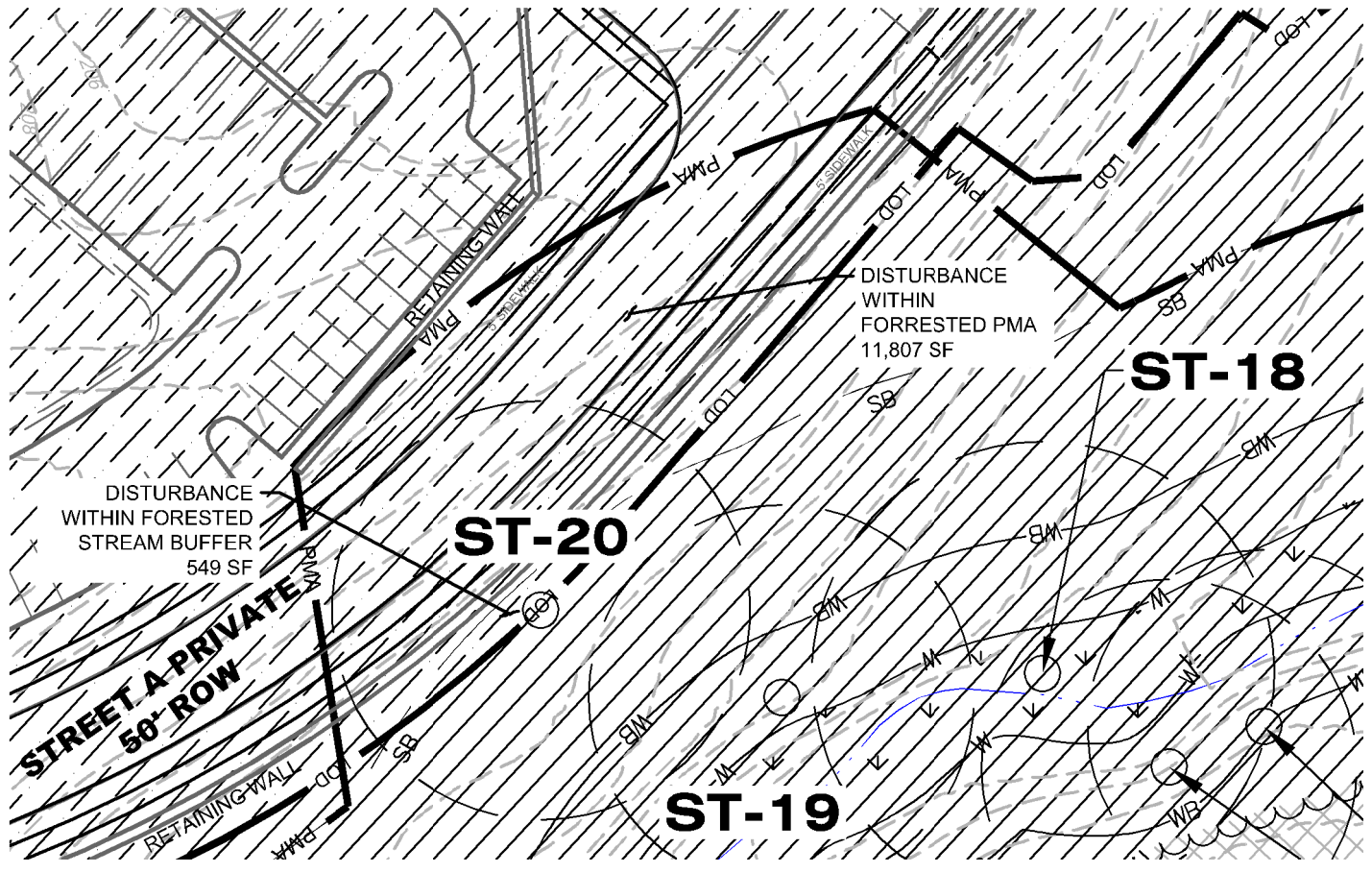
Sincerely,



Jennifer C. Leonard, PLA, LEED AP  
Sr. Project Manager



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<b>PMA IMPACTS</b>	
DESCRIPTION	UNITS
DISTURBANCE WITHIN FORESTED PMA	11,807 SF
DISTURBANCE WITHIN FORESTED STREAM BUFFER	549 SF

**NOTE:**

1. PROPOSED WORK IS TO PRIMARILY BE DONE IN THE PMA EXTENSION DUE TO STEEP SLOPES ADJACENT TO A STREAM BUFFER. A MINOR PORTION ENCROACHES ON THE STREAM BUFFER ITSELF.
2. A RETAINING WALL IS PROPOSED TO MINIMIZE DISTURBANCE WITHIN THE PMS



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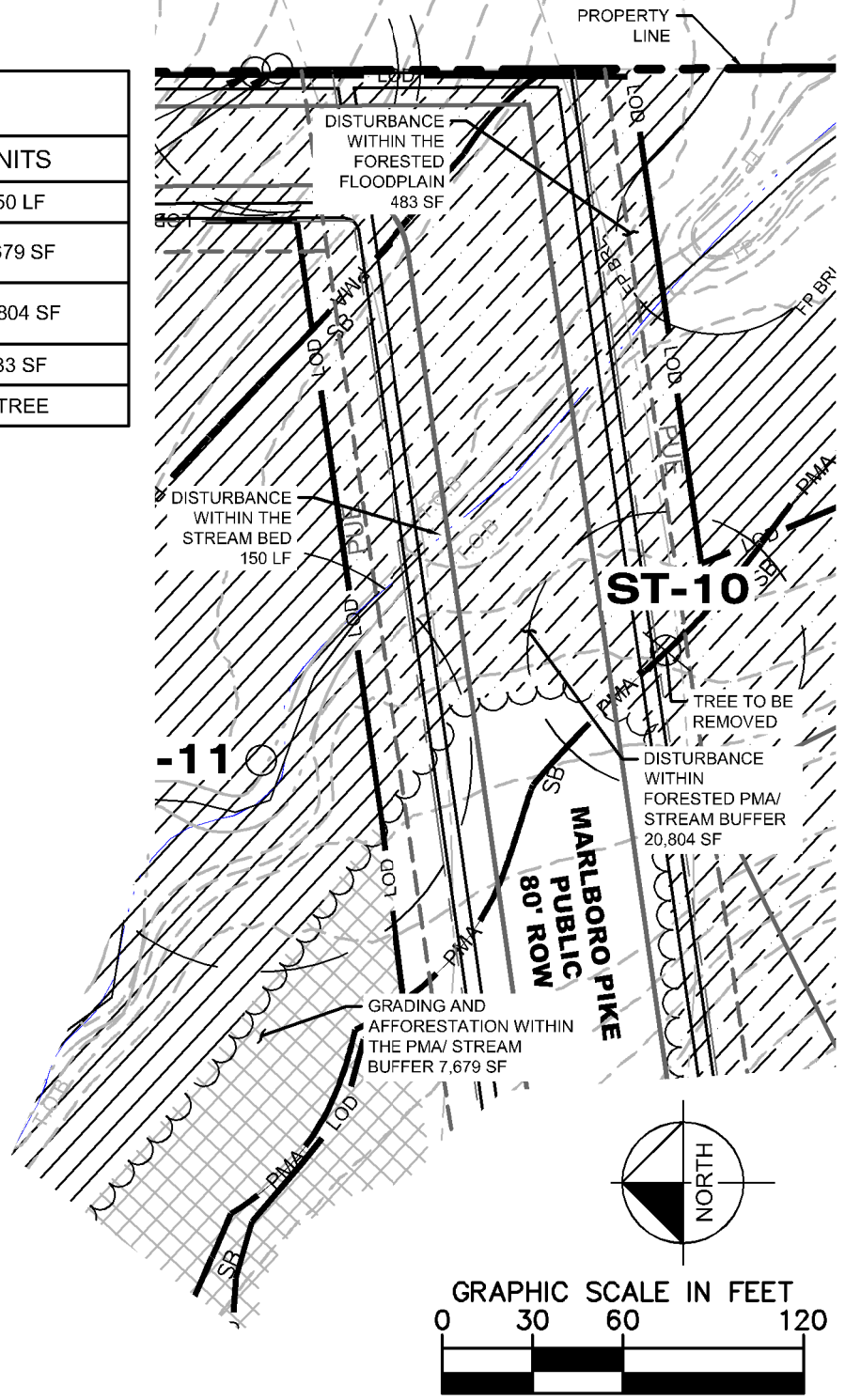
5800 WOODYARD RD  
 PREPARED FOR  
 ROYAL FARMS

PMA IMPACT EXHIBIT -  
 IMPACT 1

KHA PROJECT	114068003
DATE	10/02/2019
SCALE	AS SHOWN
DESIGNED BY	JHN
DRAWN BY	JHN

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PMA IMPACTS	
DESCRIPTION	UNITS
DISTURBANCE WITHIN STREAM BED	150 LF
DISTURBANCE WITHIN PMA/ STREAM BUFFER	7,679 SF
DISTURBANCE WITHIN FORRESTED PMA/ STREAM BUFFER	20,804 SF
DISTURBANCE WITHIN THE FLOODPLAIN	483 SF
TREE TO BE REMOVED	1 TREE



**NOTE:**

1. PROPOSED WORK PER PRINCE GEORGE'S COUNTY MASTER PLAN FOR MALBORO PIKE



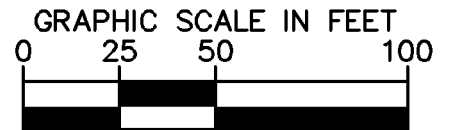
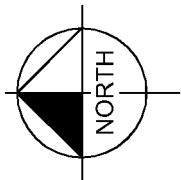
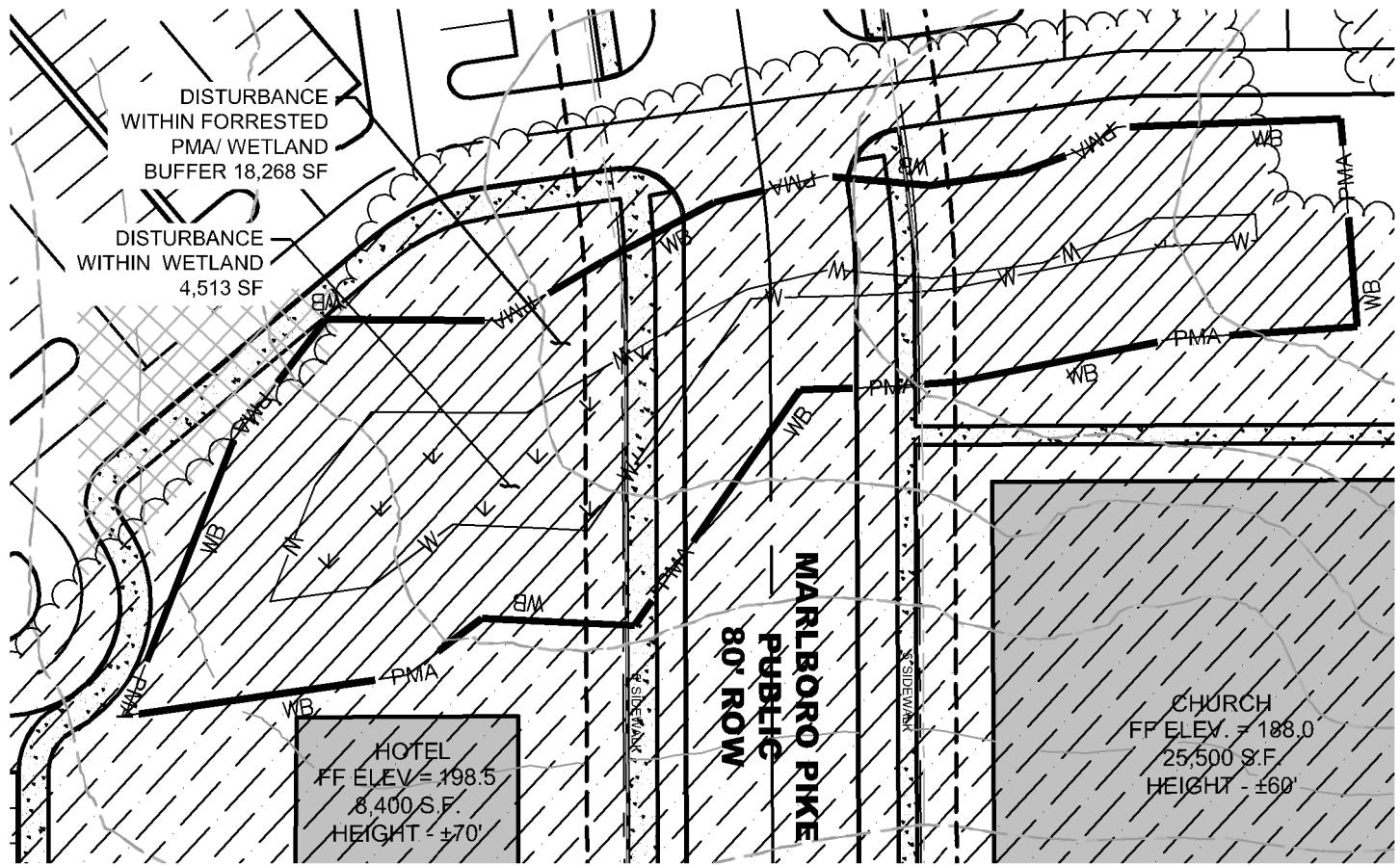
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PMA IMPACT EXHIBIT -  
 IMPACT 2

KHA PROJECT	114068003
DATE	10/02/2019
SCALE	AS SHOWN
DESIGNED BY	JHN
DRAWN BY	JHN

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PMA IMPACTS	
DESCRIPTION	UNITS
DISTURBANCE WITHIN PMA	18,268 SF
DISTURBANCE WITHIN WETLAND	4,513 SF
DISTURBANCE WITHIN FORRESTED PMA/ WETLAND BUFFER	22,781 SF

**NOTE:**

1. PROPOSED WORK PER PRINCE GEORGE'S COUNTY MASTER PLAN FOR MALBORO PIKE



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PREPARED FOR  
ROYAL FARMS

PMA IMPACT EXHIBIT -  
IMPACT 3


KHA PROJECT	114068003
DATE	10/02/2019
SCALE	AS SHOWN
DESIGNED BY	JHN
DRAWN BY	JHN
CHECKED BY	JCL


301-952-3972

January 6, 2020

**MEMORANDUM**

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

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

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

**SUBJECT:** **CSP-18007 Hope Village Center**

**FINDINGS**

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

**BACKGROUND**

**Application Type:** Conceptual Site Plan outside of an overlay zone

**Location:** On the east side of MD 223 (Woodyard Road), south of Marlboro Pike

**Size:** 37.59 acres

**Existing Use:** Undeveloped, woodland, ephemeral stream valley, isolated wetland

**Proposal:** Mixed-use development consisting of townhouses, assisted living, retail space (gas station, fast food, urgent care), hotel, church and community center.

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

**General Plan:** This application is in the Established Communities. The vision for the Established Communities is context-sensitive infill and low- to medium-density development.

**Master Plan:** The 2013 *Approved Subregion 6 Master Plan* 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. See Figure 1, below.) The proposed mixed-use development substantially conforms to these recommendations.

Transportation recommendations in the Master Plan (page 91) are reinforced by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) recommendations that include a realignment, extension or improvements to MD 223 (Woodyard Road), C-604 (Old Marlboro Pike), C-605 (William Beanes Road Extended) and C-606 (Osbourne Road).

**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.

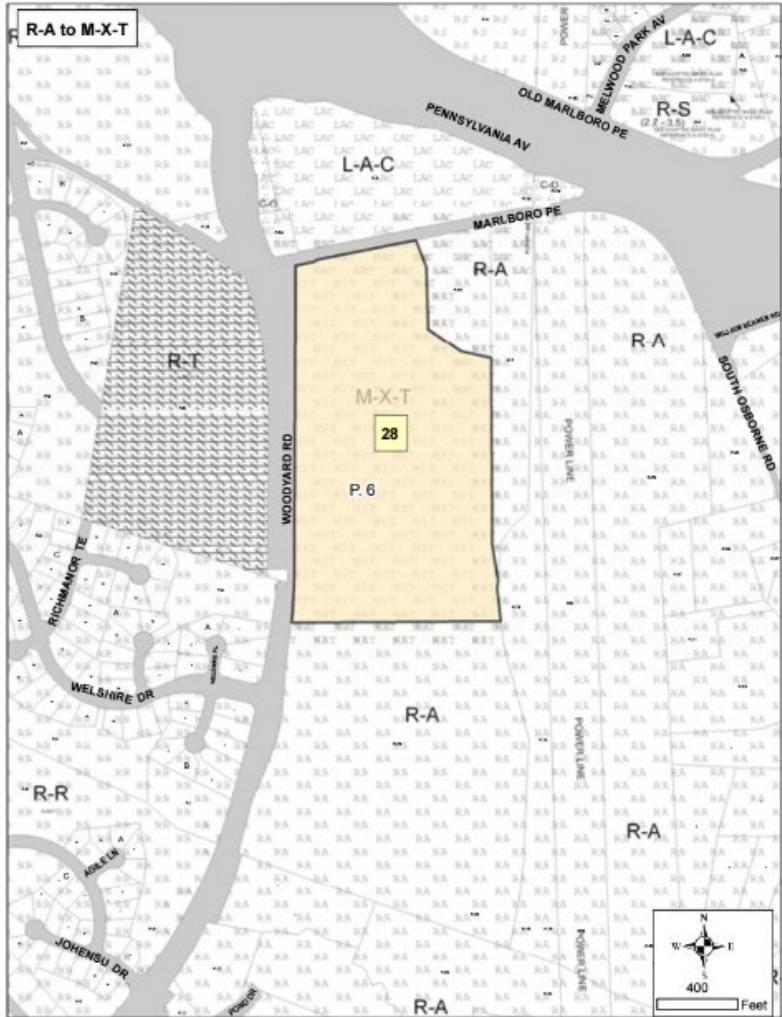
Figure 1. Definitions of Future Land Use, Master Plan, page 39:

TABLE 7: FUTURE LAND USE MAP DESIGNATIONS

Land Use Designation	Intent/Types of Land Uses
Commercial	Retail and business areas, including employment uses such as office and service uses.
Residential Low	Residential areas of up to 3.5 dwelling units per acre. Primarily single-family detached dwellings.
Institutional	Uses such as large military installations, colleges, schools, and churches.

Figure 2. 2013 Approved Subregion 6 SMA, Change # 28 (Revision 3)

Change Number	Zoning Change	Area of Change	Approved SMA/ZMA/SE		200 Ft. Scale Index Map
			Number	Date	
28	R-A to M-X-T	37.61 Ac.	SMA	5/24/94	208SE09
Use and Location: Undeveloped land SE quadrant MD 223 and South Osborne Road, 5800 Woodyard Road (PA 82A; Tax Map 100 B-3; Parcel 6).					
Discussion: Revision #3 CR-83-2013 (DR-2)					
Tax ID: 1716299					



Cc: Long-range Agenda Notebook

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

January 7, 2020

**MEMORANDUM**

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

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

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

**SUBJECT: CSP-18007 Hope Village Center**

**Findings**

The subject property comprises 37.59 acres located in the southeast quadrant of the intersection of MD 223 (Woodyard Road) and Marlboro Pike, in Upper Marlboro. The subject application proposes a mixed-use development with residential, commercial, and institutional uses. The subject property is Zoned M-X-T (Mixed Use Transportation Oriented).

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 (MIHP) form in 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.

According to the 1878 Hopkins map, William B. Bowie owned this tract and the tract on the west side of Woodyard Road. At that time, no houses appear on this portion of the property. The 1894 Hopkins map shows two houses on the east side of Melwood Road on the subject property. Those houses are also noted on the 1899 Patuxent US Geological Survey (USGS) map. The 1944 USGS map shows the two houses and the two barns closest to Woodyard Road. Between 1984 and 1994, both houses were demolished and only one of the barns along Woodyard Road remained. Since the Bowie family resided in the house on the west side of Woodyard Road, known as the Norbourne Farm (77-003), the houses on the subject property were likely occupied by tenants of the Bowie family.

The subject property was once part of Stephen West’s Woodyard Plantation, which at its largest extent in the 18th century contained approximately 2,400 acres. The subject property was likely farmed by West’s enslaved laborers under an overseer. A total of 15 “negro houses” and 142 enslaved laborers were listed in the 1798 Federal Direct Tax on the property belonging to Stephen West’s heirs.

After the deaths of Stephen West in 1790, and his wife, Hannah West in 1815, the Woodyard Plantation was divided between their sons, Stephen and Richard West. Stephen West received the portion containing the subject property. In 1820, Stephen West held 59 enslaved laborers.

Benjamin Oden, owner of the Bellefields Historic Site (82A-026), acquired the subject property in 1825. Benjamin Oden willed the land including the subject property to his son-in-law, William D. Bowie in 1836 for the use of his daughter, Sarah Margaret Mullikin. The portion of Oden's farm willed to his daughter was called the "Charles Branch Farm" in the inventory of his personal property. In 1836 there were 46 enslaved laborers enumerated on the Charles Branch Farm comprising 600 acres. Through an 1851 equity case, William B. Bowie was awarded the land that includes the subject property. William B. Bowie died in 1888 and he bequeathed his "Charles Branch Place," which includes the subject property, to his son Richmond Irving Bowie.

Richmond I. Bowie constructed a house that he named "Norbourne" (77-003) on the west side of Woodyard Road in the 1880s. He and his family resided at Norbourne until his death in 1923. In 1924, his descendants sold the portion of his land on the east side of Woodyard Road to John A. Coale. John Coale constructed a house on this tract shortly after purchasing the property. Coale likely resided in the house until his death in 1971. His heirs sold the property after his death in 1971.

### **Conclusions**

A Phase I archeology survey will be recommended on the subject property at the time of preliminary plan of subdivision (PPS). 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 preliminary plan of subdivision.

In accordance with the Planning Board's directives, as described in the *Guidelines for Archeological Review*, May 2005, and consistent with Subtitle 24-104, 121(a)(18), and 24-135.01, the subject property should be the subject of a Phase I archeological investigation to identify any archeological sites that may be significant to the understanding of the history of human settlement in Prince George's County, including the possible existence of slave quarters and slave graves, as well as archeological evidence of the presence of Native American people.

Prior to acceptance of the preliminary plan, 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 & Planning Commission (M-NCPPC) concurrence with the final Phase I report and recommendations is requested prior to approval of the preliminary plan.



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 detailed site plan, the applicant should provide a plan for:

- i.) Evaluating the resource at the Phase II level, or
- ii.) 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.

#### **Recommendation**

Historic Preservation staff recommends approval of CSP-18007 Hope Village without conditions.

January 8, 2020

**MEMORANDUM**

TO: Jeremy Hurlbutt, Urban Design Review Section, Development Review Division  
FROM:  Tom Masog, Transportation Planning Section, Countywide Planning Division  
SUBJECT: **CSP-18007 Hope Village Center**

**Proposal**

The applicant is seeking a conceptual site plan (CSP) approval for the purpose of developing a mixed-use commercial, institutional, and residential development.

**Background**

The site is subject to the general conceptual site plan findings included in Section 27-276; this section contains no specific transportation-related finding but does require that general access and circulation be reviewed as a part of the site design guidelines.

The site is also subject to findings related to the M-X-T Zone in Section 27-546. 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 preliminary plan of subdivision (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 Transportation Planning Section 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 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 Department of Public Works and Transportation (DPW&T) and the Department of Permitting, Inspections and Enforcement (DPIE), as well as the Maryland State Highway Administration (SHA). The subject property is located within Transportation Service Area (TSA) 2, as defined in the *Plan Prince George's 2035 Approved General Plan*. As such, the subject property is evaluated according to the following standards:

**Links and Signalized Intersections:** Level of Service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better.

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

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

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

### **Analysis of Traffic Impacts**

The application is a conceptual site plan 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
<b>Net Commercial Trips</b>			<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>

The fast food use is based on Land Use 934 from *Trip Generation* (Institute of Transportation Engineers) with a pass-by rate of 49 percent in the AM peak hour and 50 percent in the PM peak hour. The super convenience market and gas station is based on Land Use 960 from *Trip Generation* (Institute of Transportation Engineers) with a pass-by rate of 76 percent in both peak hours.

A June 2019 traffic impact study (TIS) 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)	
	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 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 "Transportation Review Guidelines, Part 1" (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 at Old Marlboro Pike/MD 4 On-Ramp (standards for passing are shown in parentheses)</b>				
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
<b>MD 223 at MD 4 Off-Ramp (standards for passing are shown in parentheses)</b>				
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
<b>MD 223 at MD 4 southbound ramps (standards for passing are shown in parentheses)</b>				
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
<b>MD 223 at Marlboro Pike Relocated/C-605 (standards for passing are shown in parentheses)</b>				
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 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 the Prince George's County Department of Permitting, Inspections and Enforcement and/or the Prince George's County Department of Public Works and Transportation, and supplied at the time of preliminary plan of subdivision. 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, the Maryland State Highway Administration).

### **Plan Comments**

Woodyard Road (MD 223) is a master plan arterial facility with a minimum proposed width of 120 feet and a variable right-of-way. The right-of-way is acceptable as shown on the conceptual site plan. 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, we believe 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 offsite. 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 PEPCO towers to the east of the site.

The conceptual plan is acceptable as shown. There are no prior underlying plans having transportation-related conditions.

### **Conclusion**

From the standpoint of transportation, it is determined that this plan is acceptable and meets the findings required for a conceptual site plan as described in the Zoning Ordinance if approved with the following conditions:

1. Prior to the issuance of any building permits within the subject property, unless modified at the time of PPS pursuant to Section 27-546(d)(9):



- 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 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 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.

2. 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 at the MD 4 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.



**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

14741 Governor Oden Bowie Drive  
 Upper Marlboro, Maryland 20772  
 www.mncppc.org/pgco

January 2, 2020

**MEMORANDUM**

TO: Jeremy Hurlbutt, Development Review Division

VIA: Fred Shaffer, Transportation Planning Section, Countywide Planning Division

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

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

The following conceptual site plan (CSP) of subdivision was reviewed for conformance with the *Approved Countywide Master Plan of Transportation (MPOT)* and the *2013 Approved Subregion 6 Master Plan* to provide the appropriate pedestrian and bicycle transportation recommendations.

Conceptual Site Plan Number: CSP-18007

Development Case Name: Hope Village Center

Type of Master Plan Bikeway or Trail

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

Subject to 24-124.01: No

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

<b>Preliminary Plan Background</b>	
Building Square Footage (non-residential)	178,760 square feet
Number of Units (residential)	38 Single-Family Attached
Abutting Roadways	Woodyard Road (MD 223), Marlboro Pike
Abutting or Nearby Master Plan Roadways	C-605 (Williams Beanes Road)
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)	Residential, Hotel, Retail, Assisted Living, Institutional
Zoning	M-X-T
Centers and/or Corridors	n/a
Prior Approvals on Subject Site	n/a

**Previous Conditions of Approval:**

There are no prior approvals on the subject property.

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

The subject site is adjacent to residential properties with no current connection. The site fronts Woodyard Road (MD 223) on the east side of the roadway, across from the Norbourne Property (DSP-08035), with no current connection.

**Review of Area and Master Plan of Transportation (MPOT) Compliance:**

The site is impacted by three master plan trails including a side path along Woodyard Road (MD 223) and share the road bikeways along Marlboro Pike and the master plan roadway C-605 (William Beanes Road). Trail and sidewalk construction and the provision of bikeway signage is recommended and will be further evaluated at the time of preliminary plan and detailed site plan (DSP).

The 2009 *Approved Countywide Master Plan of Transportation* includes several policies related to pedestrian access and the provision of sidewalks. The Complete Streets Section includes the following policies regarding sidewalk construction, accommodation of pedestrians, and provision of Complete Streets:

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.

**Comment:** Sidewalks will be required along both sides of all internal roads, excluding alleys. The submitted plans do not include sidewalk on the south side of proposed Street B. Staff recommends sidewalk 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 preliminary plan and DSP. Approved DSP-08035 (Norbourne Property) shows an eight-foot wide trail along the property frontage of Woodyard Road per the standards of the State Highway Administration (SHA). Consistent treatments should be provided on the subject site and will be evaluated at the time of preliminary plan and DSP. Continuous sidewalks should be implemented throughout the site connecting the commercial property to the residential, and proposed community center.

**Comment:** Pedestrian crossing treatments should be provided at Woodyard Road and master plan roadway (C-605). Crosswalks, Americans with Disabilities Act (ADA) ramps, pedestrian signals and other appropriate treatments will be evaluated at the time of preliminary plan 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.

**Recommended Conditions of Approval:**

1. In conformance with the *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 the following:
  - a. Provide continuous standard sidewalks along both sides of all internal roads, excluding alleys, unless modified with written correspondence by the Department of Public Works & Transportation (DPW&T) and the Department of Permitting, Inspections and Enforcement (DPIE).
  - b. Provide an eight-foot wide trail along the entire property frontage of Woodyard Road consistent with the standards of the SHA.
  - c. Provide one "Share the Road with a Bike" signage assembly along Marlboro Pike and two "Share the Road with a Bike" signage assemblies along William Beanes Road (C-605).
  
2. An additional pedestrian connection shall be evaluated between residential units and the retail/institutional uses. Prior to acceptance of the PPS, the following information shall be provided or included:
  - a. If the connection is feasible, the trail shall be shown on the PPS. If infeasible, documentation demonstrating why and how the trail cannot be built shall be submitted.

Countywide Planning Division  
Environmental Planning Section

301-952-3650

January 9, 2020

**MEMORANDUM**

TO: Jeremy Hurlbutt, Master Planner, Urban Design Section

VIA: Megan Reiser, Acting Supervisor, Environmental Planning Section *MKR*

FROM: Chuck Schneider, Planner Coordinator, Environmental Planning Section *MKR for CS*

SUBJECT: **Hope Village Center; CSP-18007 and TCP1-015-2019**

The Environmental Planning Section (EPS) has reviewed the above referenced Conceptual Site Plan (CSP) and a Type 1 Tree Conservation Plan (TCP1) stamped as received on November 19, 2019. Verbal comments were provided in a Subdivision Development Review Committee (SDRC) meeting on December 13, 2019. A revised CSP and TCP1 were received on January 2, 2020. The Environmental Planning Section recommends approval of CSP-18007 and TCP1-015-2019 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	Pending	Pending	Pending

**Proposed Activity**

The applicant is requesting approval of a Conceptual Site Plan and a Type 1 Tree Conservation Plan (TCP1-015-2019) for the construction of a mixed-use development consisting of residential lots, commercial/retail space and an 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 there are no previous approvals. This project is subject to the *2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO)* and the *2018 Environmental Technical Manual (ETM)*.

## **Environmental Review**

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

A Natural Resource Inventory, NRI-164-2006, was approved on April 30, 2019, and provided with this application. The 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 (REF). There are specimen trees scattered throughout the property. The TCP1 and the CSP 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 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 acres of wooded floodplain and 0.03 acres 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 NRI states that there is 0.39 acres of wooded floodplain and the Woodland Conservation Worksheet states that there is 0.76 acres. The worksheet needs to be corrected to show 0.39 acres 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. The Forest Stand Delineation (FSD) has identified 26 specimen trees on-site. This application proposes the removal of 11 specimen trees.

Currently, the TCP1 shows all proposed improvements except stormwater management structures. At this time, minor changes are required of 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."

No Subtitle 25 variance application or statement of justification were submitted with the CSP application.

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, 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 the *Approved Countywide Master Plan of Transportation* (November 2009) roadway alignment. A full evaluation regarding specimen tree removal should be provided at a later stage of development review when more detailed information is available.

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

The site contains regulated environmental features (REF) including floodplain, wetlands, streams and their associated buffers which comprise the Primary Management Area (PMA). An isolated wetland is located on-site which is a REF and an ephemeral stream channel is located on-site which is not considered a REF but is typically regulated by the US Army Corps of Engineers.

Section 27-273(e)(15) of the Zoning Ordinance requires that all CSP applications include: "A statement of justification describing how the proposed design preserves and restores the regulated environmental features to the fullest extent possible." A statement of justification (SOJ) dated January 2, 2020 was submitted on January 2, 2020 and has been reviewed for the proposed impacts to the PMA and isolated wetland.

Impacts to the REF 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 stormwater management (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 REF. Stormwater management (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.

As indicated in staffs written comments provided to the applicant at SDRC on December 13, 2019, additional information was requested; specifically, a revised SOJ and alternatives analysis to in order to fully evaluate the proposed impacts. In the applicant's submittal received on January 2<sup>nd</sup> 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 statement of justification 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 of impacts.

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 Marlboro Pike on 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 the extension of Marlboro Pike is not shown at 90 degrees. A stream crossing for the extension of this Master Planned roadway is generally supported; however, the proposed alignment does not appear to minimize impacts.

PMA Impact 3 is proposed for the extension of Marlboro Pike 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.

Staff 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 REF 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 REF will be further reviewed as part of the PPS application when more detailed information and an approved stormwater management concept plan are available. The SOJ submitted with the PPS must include a full alternatives analysis and follow the EPS template.

### **Stormwater Management (SWM)**

No Stormwater Management (SWM) Concept plan or approval letter was submitted with the subject application.

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

The Environmental Planning Section recommends approval of Conceptual Site Plan CSP-18007 and TCP1-015-2019 subject to the following conditions:

#### **Recommended Findings:**

1. A Subtitle 25 variance application, and a statement of justification 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.
2. Based on the level of design information currently available, the LOD 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. The application will need to be revised as such. This finding does not preclude requests for impacts with a future PPS or DSP application.



3. At the time of the acceptance of the Preliminary Plan, an approved SWM concept plan and approval letter showing the stormwater facilities, master planned roadway and proposed buildings shall be submitted.

**Recommended Conditions:**

1. Prior to certification of the Conceptual Site Plan (CSP), the NRI and the TCP1 shall be revised, as needed, to show a consistent floodplain area.
2. Prior to certification of the CSP, the TCP1 shall be revised as follows:
  - a. Add "TCP1-015-2019" to the required TCP1 approval block and woodland conservation worksheet
  - b. Revise the approval block to current format on both sheets
  - c. Add the owner notification blocks on both sheets
  - d. Add the specimen tree table to Sheet 2
  - e. Remove the symbol for woodland cleared from the plan and the legend
  - f. Show the ephemeral stream channel as shown on the NRI
  - g. Add the name of the street across Woodyard Road from the proposed extension of Marlboro Pike on the western boundary of the site
  - h. Revise the woodland conservation worksheet wooded floodplain number to match the NRI, and
  - i. Have the revised plan signed and dated by the qualified professional who prepared it.
3. Prior to certification of the CSP, the CSP and TCP1 shall be revised to remove all proposed impacts to the regulated environmental features.

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).

January 7, 2020

MEMORANDUM

**TO:** Jeremy Hurlbutt, Master Planner, Urban Design Section  
**VIA:** Sherri Conner, Supervisor, Subdivision and Zoning Section *SC*  
**FROM:** Eddie Diaz-Campbell, Senior Planner, Subdivision and Zoning Section *EDC*  
**SUBJECT:** Hope Village Center, CSP-18007

The subject property is located within the area of the 2013 *Approved Subregion 6 Master Plan and Sectional Map Amendment* and is located on Tax Map 100 in Grid B-3. The property is 37.61 acres and is known as Parcel 6, recorded in the Prince George's County Land Records in Liber 21377 folio 394. The site has not previously been the subject of any preliminary plan of subdivision (PPS) or final plat. This conceptual site plan (CSP) proposes 38 single-family attached townhouse units, a 210-bed assisted living facility, 178,760 square feet of floor area for non-residential uses including institutional, commercial/retail, and hotel uses. The property is zoned M-X-T. The proposed development will require the approval of a PPS in accordance with Subtitle 24.

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 Planning Board approved 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.

Because a PPS will be required to follow this CSP, the Planning Board's approval of this application will not perpetuate the illegal division of land. Corrective action to legally subdivide Parcel 6 will be initiated by the applicant and approved by the Planning Board through the PPS.

No broad, conceptual changes are needed to the property's development pattern as currently proposed. According to the plan's general notes, 38 residential and 5 commercial/institutional lots are proposed, as well as 12 parcels; the use of the parcels is not yet specified. The Conceptual Site Plan does not show the boundaries of these lots and parcels, nor is it required to; the street and lotting pattern will be reviewed with the PPS.

## Plan Comments

1. A preliminary plan of subdivision is required.
2. 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.
3. Prior to acceptance of a PPS, a Phase 1 Noise Analysis will be required, due to the adjacent arterial MD 223. No outdoor recreation 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.
4. 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.
5. Master Plan dedication for both the C-605 right-of-way and the A-53 ROW will be required at the time of Preliminary Plan. The plan currently shows site improvements, including stormwater management, parking, and buildings, within the A-53 ROW. These should be moved out of the ROW, and appropriate buffers, setbacks, and easements should be established along the ultimate ROW line within the property.
6. 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 (PUEs) will be determined once the disposition of the streets is known.
7. An exemption from mandatory dedication of parkland cannot be claimed under Section 24-134(3), because the property is zoned M-X-T only, not a combination of M-X-T and residential.
8. There is no existing plat for the property; a final record plat will be required prior to permitting.

## Recommended Conditions

1. Prior to certification, the Conceptual Site Plan shall be revised to address the following:
  - a. Revise General Note #18 to state that mandatory dedication of parkland requirements will be determined at the time of PPS.
  - 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.
2. Prior to acceptance of the preliminary plan of subdivision, a Phase 1 Noise Analysis shall be submitted.

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals on the subject property and Subtitle 24. All bearings and distances must be clearly shown on the CSP and must be consistent with the legal descriptions of the properties. There are no other subdivision issues at this time.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

*Department of Parks and Recreation*

6600 Kenilworth Avenue Riverdale, Maryland 20737

**MEMORANDUM**

DATE: January 10, 2020

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

VIA: Alvin McNeal, Acting Director  
Administration and Development  
Department of Parks and Recreation

*AMC 1/14/2020*

FROM: Thomas Zyla, Landscape Architect  
Land Acquisition/Management & Development Review Section  
Park Planning and Development Division  
Department of Parks and Recreation

*TZ*

SUBJECT: **CSP-18007, Hope Village Center**

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The staff of the Department of Parks and Recreation (DPR) has reviewed and evaluated the above-referenced Conceptual Site Plan (CSP) for conformance with the requirements and recommendations of the 2013 Approved Subregion 6 Master Plan and Sectional Map Amendment, County Council Resolution CR-83-2013, the Land Preservation, Parks and Recreation Plan (LPPRP) for Prince George's County, and the Formula 2040 Functional Master Plan for Parks, Recreation and Open Space; as they pertain to public parks and recreational facilities.

**FINDINGS:**

The subject property is located in the southeast quadrant of the Old Marlboro Pike and Woodyard Road (MD Route 233) intersection in Upper Marlboro, Maryland. It is a wooded and farm field 37.59-acre parcel zoned M-X-T (Mixed Use Transportation Oriented). The applicant proposes a mixed-use development consisting of approximately

38 residential townhomes, a 20,000 square foot (sf) senior living facility, 11,400 sf hotel, 20,000 sf community center, 25,500 sf church building, 4,650 sf Royal Farms gas station, 3,000 sf fast food establishment and 6,800 sf urgent care facility. The property is bisected on a northwest/southeast axis by a stream and associated Patuxent River Primary Management Area (PMA) buffer, which is proposed with this development to remain as open space.

M-NCPPC owns parkland on both the east and west sides of the subject property. Windsor Park is located across Woodyard Road to the west. This existing developed park contains a parking lot, open play field and a playground. DPR recommends safe pedestrian crossing of Woodyard Road 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) of the Prince George's County Zoning Ordinance, at the time of Preliminary Plan of Subdivision (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 onsite recreational facilities are appropriate for the residential portion of this development. The DPR need analysis indicates a high need for outdoor recreational facilities in this park community SH. 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 recreation 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 Detailed Site Plan review and approval.

### **RECOMMENDATION:**

The staff of the Park Planning & Development Division of DPR recommends to the Planning Board approval of the above referenced Concept Site Plan CSP-18007, subject to the following recommendations:

- 1) At the time of Preliminary Plan of Subdivision (PPS), the applicant, their successors, heirs and/or assigns should allocate areas for on-site recreation facilities to meet the mandatory dedication of parkland requirement and to serve the recreational needs of the residents within this proposed community.

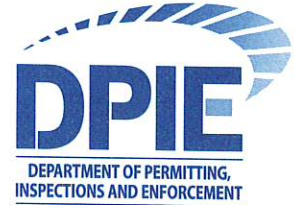
2) At the time of PPS, the applicant, their successors, heirs and/or assigns should provide safe pedestrian crossing of Woodyard Road to enable access to Windsor Park for the residents of this proposed community.

3) At the time of PPS, the applicant, their successors, heirs and/or assigns should provide the master plan trail within the relocated Marlboro Pike right-of-way per the appropriate Prince George's County Department of Public Works and Transportation (DPW&T) section, standards and details.



Angela D. Alsobrooks  
County Executive

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



MEMORANDUM

December 26, 2019

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

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

RE: Hope Village Center  
Conceptual Site Plan No. CSP-18007

CR: Woodyard Road (MD 223)

CR: Marlboro Pike

In response to Conceptual Site Plan No. CSP-18007 referral for mixed use development with residential, commercial and institutional, 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 the Urban Commercial and Industrial Road standards of the Department of Public Works and Transportation (DPW&T) and/or for any additional right-of-way that may be required.
- The following improvements are to be provided at the site access along Marlboro Pike:
  - a. A westbound Bypass lane.
  - b. An eastbound Acceleration lane.

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

- c. A 12-foot wide eastbound right turn lane (this lane is an addition to the lanes proposed by the Norborne Property development). The minimum length of the right turn lane should be 150 feet with a 100 feet taper.
- d. Right-of-way dedication and construction is required for the future relocation of Marlboro Pike passing through the site, to comply with the 4-lane Collector Roadway standard.
- e. Conformance with DPW&T street tree and street lighting standards is required.
- f. Full-width 2-inch mill and overlay along the said roadway frontage limits is required.
- g. 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.
- h. Existing utilities may require relocation and/or adjustments. Coordination with the various utility companies is required by the applicant.
- i. 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).
- j. The internal subdivision streets centerline radius is to be designed and constructed in accordance with DPW&T's Table I-2 Design Criteria.
- k. 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.



- l. 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.
- m. The proposed site development concept plan case is cancelled. The applicant shall apply for a new case that covers the entire site.
- n. 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.
- o. 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:SJ:csw

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  
Selam Jena, Engineer, S/RPRD, DPIE  
Mcnamee Hesea, 6411 Ivy Lane, Suite 200, Greenbelt,  
Maryland 20770  
VMD-Upper Marlboro, LLC, 30050 Chagrin Boulevard, Suite  
360, Cleveland, Ohio 44124



**INTER-OFFICE MEMORANDUM  
PRINCE GEORGE'S COUNTY  
POLICE DEPARTMENT**



**M E M O R A N D U M**

DATE: December 6, 2019  
TO: Planning Coordinator, Urban Design Application Section  
Development Review Division  
FROM: Major Steve Yuen, Planning/Research Division  
Prince George's County Police  
SUBJECT: CSP-18007 Hope Village Center

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Upon review of these site plans, I did not see any discussion of access control along the property boundaries, specifically:

- along Woodyard Road to the rear of the townhouses
- along Marlboro Pike at the proposed site boundary and the private residence

Fencing or strategically planted landscaping can regulate unwanted pedestrian traffic away from the private residence and the roadway.

Natural Access Control is a principle of CPTED (Crime Prevention Through Environmental Design) that addresses controlled access to appropriate areas of a property.

DEVELOPMENT REVIEW DIVISION (DRD)

EXHIBIT'S LIST

Regular Planning Board Meeting

FEBRUARY 6, 2020

Exhibits Transmitted to Development Review Division & Legal Department

AGENDA ITEM #7 – CONCEPTUAL SITE PLAN

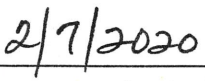
CSP-18007 HOPE VILLAGE CENTER

The following exhibits were accepted and entered into the record:

Proposed Revisions to Condition	Applicant's Exhibit #1	2-pages
Business Entity' Affidavit	Applicant's Exhibit #2	2-pages

**MARIE PROCTOR**

  
SIGN AND DATE

  
FEBRUARY 6, 2020

Item 7 AEG

REC'D BY PGCPB ON 2-6-2020  
ITEM # 7 CASE # CSP-18007  
EXHIBIT # Applicant's Exhibit #1

HOPE VILLAGE CENTER  
CSP-18007

\* \* \* \* \*

*Applicant's Proposed Amended Conditions:*

**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 Conceptual Site Plan CSP-18007 and Type 1 Tree Conservation Plan TCP1-015-2019 for Hope Village Center, 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.

\* \* \* \* \*

f. The Type 1 tree conservation plan (TCP1) shall be revised, as follows:

\* \* \* \* \*

10. Revise 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.

\* \* \* \* \*

e. Provide an 8-foot-wide trail along the **entire** 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.

\* \* \* \* \*

- g. A preliminary plan of subdivision that includes development along C-605, shall  
~~P~~provide ~~safe~~ 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 and unless modified by the State Highway Administration.

\* \* \* \* \*

- 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.

KEY:

Underscoring indicates language added to conditions.

~~Strikethrough~~ indicates language deleted from conditions.

Asterisks \*\*\* indicate intervening existing conditions that remain unchanged.

REC'D BY PGCPB ON 2-6-2020  
FM # 7 CASE # [handwritten]  
TRIT # Applicants Exhibit 8  
# 2

STATE ETHICS COMMISSION  
45 CALVERT STREET, 3<sup>RD</sup> FLOOR  
ANNAPOLIS, MD 21401  
410-260-7770  
1-877-669-6085

This Form Is To Be Filed With:  
CLERK OF THE COUNTY COUNCIL  
COUNTY ADMINISTRATION BUILDING  
ROOM 2198  
UPPER MARLBORO, MD 20772  
301-952-3600

**Business Entity<sup>1</sup> Affidavit**  
(Form PG 2)

General Information

The Prince George's County land use ethics law (General Provisions Article, §§ 5-833 to 5-839, Annotated Code of Maryland) ("Public Ethics Law") requires this affidavit to be filed where a business entity is deemed to be an applicant in an application filed with the District Council. This can occur, for example, when a business entity is a title owner or contract purchaser of land that is the subject of an application, a trustee having an interest in the land (except those described in a mortgage or deed of trust), or the holder of 5 percent or more interest in an entity having an interest in the land (provided that it has substantive involvement in the disposition of the land, or substantive activities pertaining specifically to land development in Prince George's County). Applicant can also include a business entity in which a 5 percent or greater interest is held by another applicant.

In completing this form, you should also review §§ 5-833 to 5-839 of the Public Ethics Law. These provisions include the affidavit requirement, define applicants and agents, set out District Council member disqualification requirements, and specify ex parte disclosure procedures. Please note that there may be situations where there is more than one applicant involved, requiring one or more submissions of this form (or Form PG 1 Individual Applicant Affidavit). You may direct questions about the affidavit or other requirements of the Law to the State Ethics Commission office by phone, at 410-260-7770, or in writing, at the above address. Copies of the Public Ethics Law may be obtained at the Commission's website <http://ethics.maryland.gov/public-ethics-law/>. Additionally, there is a Special Ethics Law Memo on the Prince George's County land use ethics law at <http://ethics.maryland.gov/download/local-gov/local-gov-forms/PG%20County%20Zoning%20Memo.pdf>, that contains additional filing information, including timing requirements.

If the applicant business entity is a corporation listed on a national stock exchange or regulated by the Securities Exchange Commission, then its officers, its directors, or its shareholders having a 5 percent or greater interest in the corporation are required to file an affidavit **only** if these persons have made a payment or have solicited a payment as outlined in the Public Ethics Law **and** if the corporation itself completes Part B of the affidavit. If required to file, these persons will file the Individual Applicant Affidavit, Form PG 1.

Filing Deadline

You must file a signed original of this affidavit with the Clerk of the County Council no later than 30 days prior to the District Council's consideration of the application. You must file a supplemental affidavit as expeditiously as possible whenever a payment/contribution is made after the original affidavit was filed and prior to Council's consideration. Please note that under § 5-835(a) of the Public Ethics Law, payments/contributions during the pendency of an application are generally prohibited.

**PART A. Business Entity Applicant**

Identifying Information

Name of Applicant VMD-Upper Marlboro, LLC Case No. (where applicable) CSP-18007

Address of Applicant 30050 Chagrin Boulevard, Suite 360, Pepper Pike, OH 44124

Identity of the Property/  
Subject of Application Parcel 6 Type of Application Conceptual Site Plan  
(see § 5-833(d))

<sup>1</sup>Section 5-833 of the Public Ethics Law defines a business entity as a corporation, a general partnership, a joint venture, a limited liability company, a limited partnership or a sole proprietorship.

Applicant Payment/Contribution to Member Information (check or complete applicable blanks)

1. Was a payment/contribution made by the applicant to a treasurer or a continuing committee, either directly or through a political action committee (PAC), during the 36 months before the application was filed or during the pendency of the application?  Yes  No

If the answer to #1 above is yes, list below the name of the member or members and the date or dates of the payment/contribution:

<u>Name of Member</u>	<u>Date</u>
_____	_____
_____	_____
_____	_____

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_____	_____
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_____	_____	_____
_____	_____	_____
_____	_____	_____

**PART B. Directors, Officers and Stockholders (see § 5-838(b)) (For Corporations Only)**

\*Note: For a corporation's application to be processed, this section must be completed in full (place a check at the beginning of each question to indicate the action has been completed).

1.  All directors, officers, and stockholders with a 5 percent or greater interest have been notified of the disclosure requirement as provided in the Law and are identified as follows (list name and title – if the corporation has no directors, officers or stockholders with a 5 percent or greater interest, so state):  
Dominic A. Visconsi, Jr., Manager  
Anthony Visconsi II, Manager
2.  Affidavits (Form PG 1 Individual Applicant Affidavit) from those individuals identified in question #1 above, who have made or solicited contributions and are therefore required to disclose, are either attached or on file with the Clerk of the County Council OR there are no individuals required to file affidavits.

I hereby make oath or affirmation that the contents of this affidavit are true and correct to the best of my knowledge, information and belief.

Dominic A. Visconsi Jr  
Signature (original to be filed with the Clerk)  
DOMINIC A VISCONSI JR  
Printed Name of Signer  
Manager  
Title of Signer (Authorized to sign for the business entity)

2/4/2020  
Date

DEVELOPMENT REVIEW DIVISION (DRD)

EXHIBIT'S LIST

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FEBRUARY 6, 2020

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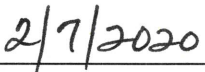
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I hereby make oath or affirmation that the contents of this affidavit are true and correct to the best of my knowledge, information and belief.

Dominic A. Visconsi Jr  
 Signature (original to be filed with the Clerk)  
DOMINIC A VISCONSI JR  
 Printed Name of Signer  
Manager  
 Title of Signer (Authorized to sign for the business entity)

2/4/2020  
 Date