AGENDA ITEM: 5
AGENDA DATE: 4/23/2026

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

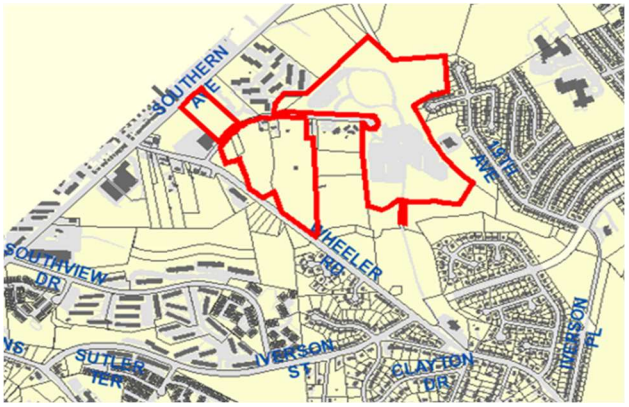
Note: Staff reports can be accessed at https://www.mncppc.org/883/Watch-Meetings

Conceptual Site Plan Southern Hills

CSP-24001

REQUEST	STAFF RECOMMENDATION
A mixed-use development consisting of 980 multifamily dwelling units, 150 senior housing units, 168 townhouse units, and approximately 45,000square feet of commercial/retail and medical office space, along with a change to the list of allowed uses to permit multifamily and townhouse uses within the portions of the subject property zoned Multifamily Medium Density Residential (R-18) and One-Family Detached Residential (R-55), to be developed according to the Mixed Use-Transportation Oriented (M-X-T) Zone regulations	With the conditions recommended herein: • APPROVAL of Conceptual Site Plan CSP-24001 • APPROVAL of Type 1 Tree Conservation Plan TCP1-001-2025 • APPROVAL (in part) and DENIAL (in part), of a Variance to Section 25-122(b)(1)(G)

Location: On the south side of Southern Avenue and the north and south sides of Wheeler Hills Road	
Gross Acreage:	85.4
Zone:	RMF-20/RSF-65
Prior Zone:	M-X-T/R-18/ R-55/D-D-O
Reviewed per prior Zoning Ordinance:	Section 27-1900
Dwelling Units:	1,298
Gross Floor Area:	1,917,200 sq. ft.
Planning Area:	76A
Council District:	07
Municipality:	None
Applicant/Address: Southern Hills LLC 4341 Montgomery Avenue, Bethesda, MD 20814	
Staff Reviewer: Te-Sheng (Emery) Huang **Phone Number:** 301-952-4534 **Email:** Tesheng.Huang@ppd.mncppc.org	



Planning Board Date:	04/23/2026
Planning Board Action Limit:	Indefinite
Staff Report Date:	04/09/2026
Date Accepted:	02/13/2025
Informational Mailing:	02/19/2024
Acceptance Mailing:	01/15/2025
Sign Posting Deadline:	03/24/2026

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

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Conceptual Site Plan CSP-24001
Type 1 Tree Conservation Plan TCP1-001-2025
Variance to Section 25-122(b)(1)(G)
Southern Hills

The Urban Design Section has reviewed the subject application and presents the following evaluation and findings leading to a recommendation of APPROVAL, with conditions, as described in the Recommendation section of this technical staff report.

EVALUATION

The property is within the Residential, Multifamily-20 (RMF-20) and Residential, Single-Family-65 (RSF-65) Zones. However, this application is being reviewed and evaluated in accordance with the provisions of the Prince George's County Zoning Ordinance effective prior to April 1, 2022 (prior Zoning Ordinance). Pursuant to Section 27-1900 *et. seq.* of the Zoning Ordinance, until April 1, 2025, an applicant may elect to apply for a conceptual site plan (CSP) pursuant to the requirements of the prior Zoning Ordinance. The subject CSP was accepted prior to April 1, 2025 and, therefore, qualifies for review under the prior Zoning Ordinance. The applicant has elected to have this application reviewed under the provisions of the prior Zoning Ordinance, and the property's prior Mixed Use-Transportation Oriented (M-X-T), Multifamily Medium Density Residential (R-18), One-Family Detached Residential (R-55), and Development District Overlay (D-D-O) Zones. Pursuant to Section 27-276(c)(2) of the prior Zoning Ordinance, on March 20, 2025, the applicant provided a letter to waive the 70-day review requirements. Staff considered the following in reviewing this CSP:

a. The 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment*;

b. The prior Prince George's County Zoning Ordinance in the Mixed Use-Transportation Oriented (M-X-T), the Multifamily Medium Density Residential (R-18), the One-Family Detached Residential (R-55), and the Development District Overlay (D-D-O) Zones and the site design guidelines;

c. The Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;

d. Referral comments; and

e. Community feedback.

FINDINGS

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

1. **Request:** This conceptual site plan (CSP) is for a mixed-use development consisting of 980 multifamily dwelling units, 150 senior housing units, 168 townhouse units, and approximately 45,000 square feet of commercial/retail and medical office space. Pursuant to Section 27-548.26(b) of the prior Prince George's County Zoning Ordinance, the applicant also requests an amendment to the Development District Overlay (D-D-O) Zone use table to permit multifamily and townhouse uses within the Multifamily Medium Density Residential (R-18)/D-D-O and One-Family Detached Residential (R-55)/D-D-O Zones, to be developed according to the Mixed Use-Transportation Oriented (M-X-T) Zone regulations.

2. **Development Data Summary:**

	EXISTING	**EVALUATED**
Zone(s)	RMF-20/RSF-65	M-X-T/R-18/R-55/D-D-O
Use(s)	Solar array, single-family detached residential, and vacant	Residential, commercial/retail, and medical office
Gross Tract Acreage	85.4	85.4*
Floodplain Acreage	0.56	0.56
Net Tract Acreage	84.84	84.84*
Total Gross Floor Area (sq. ft.)	-	1,917,200**
Nonresidential GFA	-	45,000***
Residential GFA	-	1,872,200**
Total Residential Dwelling Units	-	1,298
Multifamily Units	-	1,130****
Townhouse Units	-	168

Notes: *A condition is included herein requiring the applicant to revise the gross tract area and net tract area of the subject site, in General Note 2. Approximately 1.43 acres were zoned R-55/ Development District Overlay (D-D-O), and 0.2 acre was zoned R-18/D-D-O.

**A condition is included herein requiring the applicant to add the square footage of the residential use and the total development to the general notes.

***Since the proposed uses will include a "medical office," a condition is included herein requiring the applicant to revise General Note 12 to reflect the gross floor area (GFA) for all nonresidential uses, rather than commercial/retail uses only.

****Among the 1,130 multifamily units, 150 units will be intended for senior housing units.

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

Base Density Allowed:	0.40 FAR
Residential Optional	1.00 FAR
Total FAR Permitted:	1.40*
Total FAR Proposed:	0.52**

Notes: *Pursuant to Section 27-545(a)(1) of the prior Zoning Ordinance, under the optional method of development, greater densities shall be granted in increments of up to a maximum floor area ratio (FAR) of 8.0 for each of the uses, improvements, and amenities (listed in Subsection (b)) which are provided by the developer, and are available for public use. Section 27-545(b)(4) of the prior Zoning Ordinance states that an additional GFA (equal to a FAR of 1.0) shall be permitted where 20 or more dwelling units are provided. The subject application proposes 1,298 dwelling units. Utilizing the residential optional method, the total FAR permitted is 1.40.

**The total proposed GFA of the project is 1,917,200 square feet, which results in a FAR of approximately 0.52.

3. Location: The subject site is in Planning Area 76A and Council District 7. Geographically, it is located on the south side of Southern Avenue, and the north and south sides of Wheeler Hills Road.

4. Surrounding Uses: The subject property is bounded on the west by a vacant building with a surface parking area and vacant properties located in the Residential, Multifamily-20 (RMF-20) Zone (formerly the M-X-T and D-D-O Zones). To the north are rental apartment buildings and a senior apartment building in the RMF-20 (formerly the M-X-T, R-18, and D-D-O) Zone, as well as vacant properties in the Neighborhood Activity Center (NAC) Zone (formerly the M-X-T and D-D-O Zones). To the east of the subject property are a church and single-family detached dwellings in the Residential, Single-Family-65 (RSF-65) Zone (formerly the R-55 Zone). To the south are a rehabilitation center in the RSF-65 (formerly R-55) Zone and open space owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC), located in the Reserved Open Space (ROS) Zone (formerly the R-O-S and D-D-O Zones).

5. Previous Approvals: Preliminary Plan of Subdivision (PPS) 4-92057 was approved by the Prince George's County Planning Board on October 15, 1992 (PGCPB Resolution No. 92-265), for two parcels and two outlots in support of development of a 10,000-seat church. However, the church was never developed, and the two parcels were ultimately platted as one parcel (Parcel A). Since the subject CSP application represents a change from nonresidential to residential development, the approval of PPS 4-92057 cannot be utilized to support the new proposed development, and its 18 conditions of approval are not relevant to the review of this CSP.

The majority of the property is within the prior M-X-T and D-D-O Zones, as designated by the 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment* (sector plan and SMA), as adopted in Prince George's County Council Resolution CR-10-2014. The same sector plan and SMA maintained the portions of the property

referred to as Parcel 9, Parcel 50, and Lot 1 in the R-18, R-55, and R-55 Zones, respectively, but also placed these properties in the D-D-O Zone.

Mandatory Referral MR-1909F was reviewed by the Planning Board on July 25, 2019, for development of a solar array on a portion of the subject property.

6. **Design Features:** The subject property is located along Wheeler Hills Road, which runs in an east–west direction through the center of the site, with the property encompassing land on both the north and south sides of the roadway. A portion of the subject property, which fronts Southern Avenue, is proposed for commercial uses and multifamily dwelling units for senior housing. A condition is included herein requiring the applicant to label the location of medical office use on the plan because it is one of the proposed uses. Access to the uses on this portion of the property will be from both Southern Avenue and Wheeler Hills Road.

The remaining portion of the subject property will be accessed from Wheeler Hills Road, until the future roadway connections to Southern Avenue Metro Station to the north and Wheeler Road to the south are developed. The submitted CSP shows two portions of the property, located south of Wheeler Hills Road, are proposed for a mix of multifamily units and townhouses, and two portions of the property, located north Wheeler Hills Road, are proposed for multifamily units only.

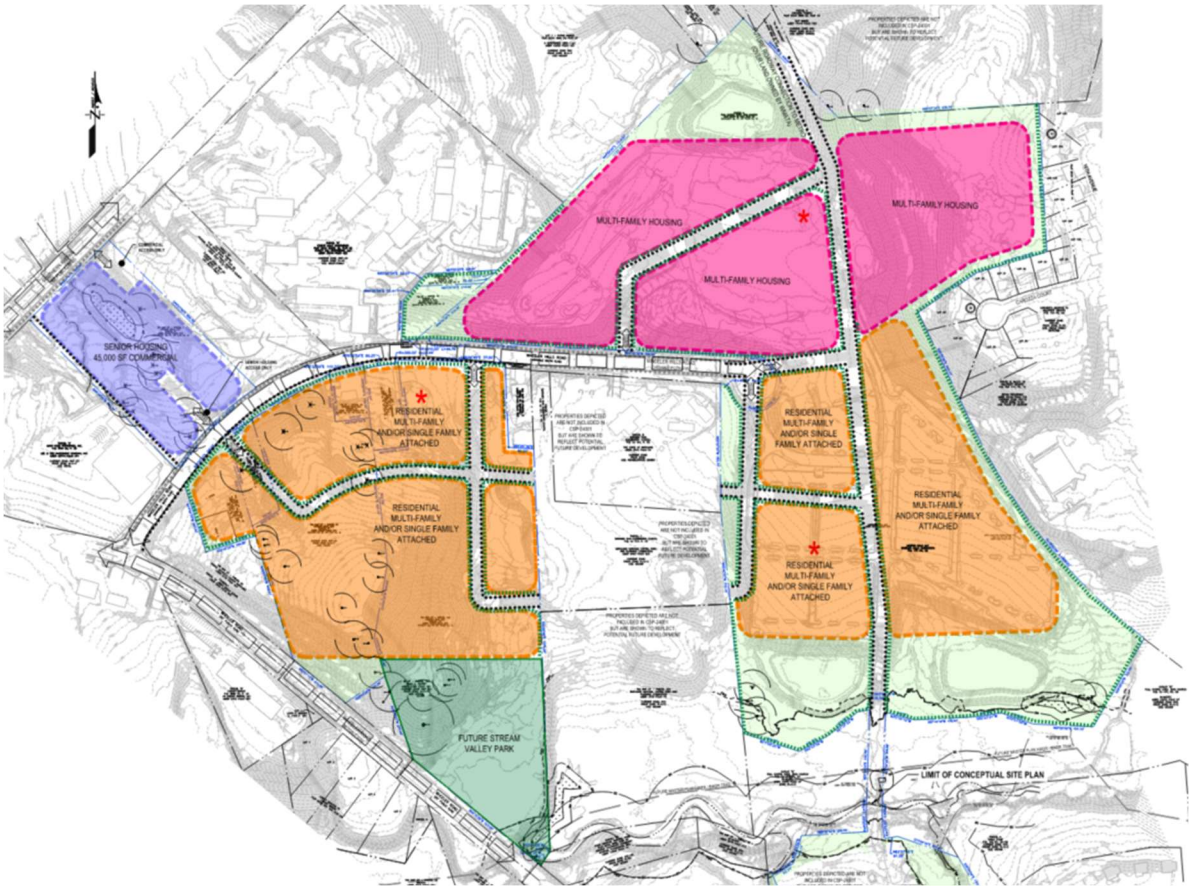


Figure 1: Conceptual Site Plan

COMPLIANCE WITH EVALUATION CRITERIA

7. 2014 Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment and the standards of the Development District Overlay (D-D-O) Zone: The sector plan and SMA recommends Residential-Medium, Residential-High, Flexible and Public and Private Open Space land uses on the subject property (Figure 16, Future Land Use Plan, page 42). The sector plan describes the use as: "Flexible is a new future land use category that allows for office or high-density residential or storefront retail forms and uses. Flexible is distinguished from mixed use in that it can be a single land use of the three allowed uses, rather than a vertical or horizontal mix, or it can be mixed if the market supports it" (page 41).

The vision for the sector plan is, "Strong demand for transit-accessible and walkable neighborhoods brings new development to the Southern Green Line in Prince George's County…The substantial infill development within walking distance of the stations changes the atmosphere to one safer for pedestrians. Sidewalks are the focus of neighborhood life. A dedicated public works program is started to improve and construct pedestrian and trail facilities in older post-war neighborhoods near the stations. The program helps bring Complete Street amenities and new vibrant streetscapes to the area's commercial corridors. This important first step to creating real transit-oriented development (TOD) would be accomplished through the sustained effort of County, state, and federal partners. Placemaking urban design amenities, including small urban parks and plazas near the stations, help to create new space for community life organized around walking" (page 37).

A portion of the subject site is located in the half-mile buffer of the Southern Avenue Metro Station (Figure 4, Sector Plan Boundary-2009 Aerial, page 11). Portions of the site are identified as both Major and Secondary TOD Opportunity Sites (Figure 14, page 38). Figure 88, Southern Avenue TOD Opportunities and Challenges (page 169), identifies all of the parcels in the CSP except for those zoned R-55 as "Existing Opportunities." The Southern Avenue Illustrative Development Concept (Figure 89, page172) envisions residential land uses on major portions of the subject property, the parkway connection from Southern Avenue to Wheeler Road, and parks and trails on environmentally sensitive slopes and streams adjacent to or on the subject property. The Southern Avenue Districts and Illustrative Development Program Concept (Figure 90, page 174) envisions "Hilltop Village," "Wheeler Corner," and "Wheeler Park" districts on portions of the subject property. Although the D-D-O Zone was imposed by the Prince George's County District Council through the SMA (CR-10-2014), no specific development standards are provided for the subject property.

8. Prince George's County Zoning Ordinance: The subject CSP has been reviewed for compliance with the requirements of the M-X-T, R-55, R-18, and D-D-O Zones and the site design guidelines of the prior Zoning Ordinance.

a. The uses permitted at the subject property are the same as those permitted in the M-X-T, R-55, and R-18 Zones, except as modified by the D-D-O Zone use table adopted with CR-10-2014. The proposed residential, commercial/retail, and medical office uses comply with the M-X-T, R-55, and R-18 Zones, as modified by the use table adopted with CR-10-2014; however, the proposed "townhouses" and "multifamily dwelling" uses are not permitted on the R-55/D-D-O zoned portion of the property. Pursuant to Section 27-548.26(b) of the prior Zoning Ordinance, the

applicant requests a change to the list of allowed uses, to permit townhouses and multifamily dwellings and to modify the development standards applicable to the area zoned R-55/D-D-O and R-18/D-D-O, which is discussed below. According to the submitted CSP, the small area zoned R-18/D-D-O is proposed for open space use only.

Section 27-547(d) of the prior Zoning Ordinance requires at least two out of the following three categories of uses be present in every development in the M-X-T Zone:

Section 27-547(d)

(1) Retail businesses;

(2) Office, research, or industrial uses;

(3) Dwellings, hotel, or motel.

The subject development will include commercial/retail, office, and residential uses because the applicant proposes 1,298 residential dwelling units (including 980 multifamily dwelling units, 150 senior housing units, 168 townhouse units) and approximately 45,000 square feet of commercial/retail and medical office space. The subject development meets the requirement for the provision of at least two categories.

b. The subject CSP is in conformance with Section 27-548.26(b), which addresses the property owner's right to request a change to the list of allowed uses for the subject property:

(b) Property Owner.

(1) Notwithstanding the provisions of subsection (a), above, a property owner may request that the District Council amend development requirements for the owner's property, as follows:

(B) An owner of property in the Development District may request changes to the underlying zones or the list of allowed uses, as modified by the Development District Standards.

(i) A request for changes to the underlying zone or list of allowed uses may include requested amendments to the applicable Development District Standards for the applicable D-D-O Zone.

(ii) In determining whether to approve such amendments to the Development District Standards, the District Council shall find that the amended standards will benefit the proposed development, will further the purposes of the

applicable Development District, and will not substantially impair implementation of any applicable Master Plan or Sector Plan.

The applicant filed this CSP to request an amendment to the D-D-O Zone use table for Parcel 50 (0.42 acre), Lot 1 (0.67 acre), and a small portion of Parcel A (0.34 acre) zoned R-55/D-D-O, along with Parcel 9 zoned R-18/D-D-O, in order to permit both multifamily and townhouse uses. Since there are no development guidelines or regulations under the R-18/D-D-O and R-55/D-D-O Zones for multifamily and townhouse uses, the applicant also requests to amend the use table to state that townhouses and multifamily dwellings in the R-18/D-D-O and R-55/D-D-O Zones may be developed according to the regulations of the M-X-T Zone.

Section 27-548.26(b)(5) of the prior Zoning Ordinance states that, in approving an application to change the allowed uses as modified by development district standards, the District Council must find that "the proposed development conforms with the purposes and recommendations for the Development District, as stated in the Master Plan, Master Plan Amendment, or Sector Plan, meets applicable site plan requirements, and does not otherwise substantially impair the implementation of any comprehensive plan applicable to the subject development proposal."

As discussed in Finding 7 above, the D-D-O Zone has no development standards or guidelines for the Southern Avenue Metro Station area. Nonetheless, the sector plan and SMA envisions a small-grid, complete streets road and block structure for the majority of the subject property that is to be developed with residential land uses (Figure 92: Southern Avenue Illustrative Urban Design Concept, page 176).

The applicant provided a statement of justification (SOJ), dated January 7, 2026, with information demonstrating that the requested use conforms with the purposes and recommendations of the sector plan and noted that the area in which the uses are requested comprises less than two percent of the land assembled by this CSP (pages 42–46). Page 33 of the sector plan notes, "[T]he primary goal of the plan is to promote a pattern of TOD at the four Metro stations on the Southern Green Line." The higher population density promoted by townhouses and multifamily dwellings, as opposed to single-family dwellings, within the R-18 and R-55 Zones, will advance the sector plan's goals, including increased transit ridership and a diverse mix of housing types that appeal to young families, senior citizens, and professionals. Furthermore, applying M-X-T Zone regulations to these uses will facilitate a cohesive and integrated development that aligns with the sector plan's overall vision for the subject property. As such, staff find that the requested changes to the use table satisfy the goals of the sector plan, will benefit the proposed development, will further the purposes of the D-D-O Zone, and will not substantially impair implementation of the sector plan.

c. Section 27-548 of the prior Zoning Ordinance, M-X-T Zone Regulations, establishes additional standards for development in this zone. The CSP's conformance with the applicable provisions is discussed as follows:

Section 27-548. – M-X-T Zone.

(a) Maximum floor area ratio (FAR):

(1) Without the use of the optional method of development—0.40 FAR; and

(2) With the use of the optional method of development—8.0 FAR.

The subject CSP application proposes an approximately 0.52 FAR, which is discussed in Finding 2 above. However, this project can be developed up to the maximum allowed 1.40 FAR, in accordance with Section 27-545(b)(4) of the prior Zoning Ordinance, Optional Method of Development, which allows an additional FAR of 1.0 on top of the base 0.4 FAR to be permitted, where 20 or more dwelling units are proposed. The subject CSP includes 1,298 residential dwelling units and approximately 45,000 square feet of commercial/retail and medical office space, and the proposed FAR is in conformance with the maximum allowed.

(b) The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.

The subject development includes residential, commercial/retail, and medical office uses in multiple buildings, on more than one parcel and lot, as permitted.

(c) Except as provided for in this Division, the dimensions for the location, coverage, and height of all improvements shown on an approved Detailed Site Plan shall constitute the regulations for these improvements for a specific development in the M-X-T Zone.

This requirement is not applicable, since this application is for a CSP. Subsequent detailed site plan (DSP) approvals will provide regulations for development on this property.

(d) Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land use.

The development is subject to the requirements of the 2010 *Prince George's County Landscape Manual*. The submitted conceptual landscape plan (Sheet L-1) shows the location of the proposed landscaping, which will be further evaluated at the time of DSP. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone, and to protect the character of the M-X-T Zone from adjoining and interior incompatible land uses, at the time of DSP.

(e) In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.

The total GFA of the subject development is 1,917,200 square feet on the 85.4-acre property. Therefore, the FAR for the development is approximately 0.52. This will be refined further at the time of DSP, relative to the final proposed GFA of the development, in conformance with this requirement.

(f) Private structures may be located within the air space above, or in the ground below, public rights-of-way.

This requirement is not applicable to the subject CSP because there are no private structures within the air space above, or in the ground below public rights-of-way, as part of this development.

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

The submitted CSP (Sheet C-3) shows the overall development is accessed by Southern Avenue, Wheeler Road, Wheeler Hills Road, and a proposed network of public streets. Individual single-family attached (townhouse) residential lots will be served by future proposed private streets. At the time of PPS, the use of private streets, as well as appropriate frontage and vehicular access for all lots and parcels, will be analyzed in accordance with prior Subtitle 24 of the Prince George's County Code.

(h) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand two hundred (1,200) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total

number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

This regulation is not applicable because the subject application is a CSP. At the time of PPS and DSP, conformance with these specific townhouse requirements will be further reviewed when more detailed information is available.

(i) The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone, designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.

This requirement is not applicable because the subject application is a CSP. The maximum height of multifamily buildings will be further evaluated at the time of DSP, to ensure compliance with this regulation.

(j) As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance).

This regulation is not applicable to the subject property. Although the site was rezoned to the M-X-T Zone after October 1, 2006 (Council Resolution CR-10-2014), there was no comprehensive land use planning study conducted by technical staff prior to initiation.

d. The subject application has been reviewed for conformance with the requirements of Section 27-546(d) of the prior 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 the purposes of the M-X-T Zone, as stated in Section 27-542(a) of the prior Zoning Ordinance, as follows:

Section 27-542. Purposes.

(1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;

The CSP promotes the orderly development of land through a proposed mix-used development that is located in the vicinity of the Southern Avenue Metro Station. The development will contribute to a desirable living opportunity for County residents.

(2) To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;

The sector plan and SMA recommends "Residential-Medium, Residential-High, Flexible and Public and Private Open Space" land uses on the subject property (Figure 16, Future Land Use Plan, page 42). The applicant seeks a mixed-use development consisting of a range of residential dwellings, commercial/retail and medical office space, and open space. The submitted conceptual layout shows the location of the proposed residential and nonresidential uses and pedestrian and vehicular circulation within the subject site that connects to the regional roadway network. The proposal conforms to the vision of the sector plan and takes advantage of the proximity to the Southern Avenue Metro Station.

(3) To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;

The subject CSP application takes full advantage of the development potential inherent in the M-X-T Zone by proposing a mixed-use development with multifamily dwelling units, senior housing units, townhouse units, and commercial/retail and medical office space. In addition, the development is located less than one mile from the Southern Avenue Metro Station.

(4) To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;

The subject CSP seeks to create a compact, mixed-use, walkable community enhanced by a mixture of nonresidential and residential uses on the site, with associated open spaces. The development is also located in proximity to United Medical Center along Southern Avenue, a small shopping area at the intersection of Southern Avenue and Southview Drive, and less than one mile from the Southern Avenue Metro Station. The location of the proposed development, in proximity to nearby uses, will support the reduction of auto use. Existing bus stops, in the vicinity of the subject property, further promote optimum and effective use of transit; thereby, reducing reliance on private vehicles. A condition is included herein requiring the applicant to label the location of the existing bus stops around the subject site on the site plan.

(5) To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;

The applicant proposes to introduce a mix of nonresidential and residential uses on the property. Future residents of the development are expected to generate on-site activity during morning, afternoon, and evening peak hours and are anticipated to support local businesses both during and after the workday. A recently approved development, known as The Promise, under DSP-25006, will further contribute new housing and commercial uses to the area, helping to initiate a transit-oriented, active residential community with a functioning retail component. Collectively, these developments will support a vibrant, 24-hour environment.

(6) To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;

The CSP proposes a horizontal mix of land uses within several buildings. The submitted CSP indicates that the parcel fronting Southern Avenue will be developed with nonresidential uses and senior housing units, while multifamily dwellings will be located near the Southern Avenue Metro Station. A mix of multifamily and townhouse units is proposed for areas farther from Southern Avenue and the Metro station. Therefore, staff do not recommend a vertical mix of land use for the subject development.

(7) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;

The mixture of nonresidential and residential uses proposed with this CSP intends to create dynamic, functional relationships among individual uses within the subject site. The housing types include

senior housing, multifamily dwellings, and townhouse units to support the different needs of County residents. The details of functionality, visual character, and identity will be further evaluated at the time of DSP, when more information and details are available.

(8) To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;

The CSP promotes optimal land use planning by concentrating proposed multiuse development near existing and planned roadways and in close proximity to the Southern Avenue Metro Station. In doing so, the CSP preserves significant sensitive environmental areas along Barnaby Run. The stormwater management (SWM) concept plan also indicates that the subject development will be designed with environmental site design strategies, including submerged gravel wetlands, swales, rainwater harvesting, and micro-bioretention facilities. This will be further evaluated at the time of PPS and DSP, when the adequacy of public facilities is evaluated and more information and details of the proposed development are available.

(9) To permit a flexible response to the market and promote economic vitality and investment; and

The M-X-T Zone is one of the mixed-use zones that was created to allow flexibility to respond to the changing market. This project is in line with that purpose. Specifically, the proposed mixture of nonresidential and residential uses will not only bring new residents, but also promotes economic vitality and additional investment to the area.

(10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.

This CSP includes a mix of uses and dwelling types that are conducive to allowing varied architecture and planning. When architectural elevations and details are available at the time of DSP, architectural design for this development will be further evaluated.

(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;

The subject property was placed in the M-X-T Zone by the approval of the sector plan, after October 1, 2006. However, the sector plan and SMA has no standards or guidelines for the Southern Avenue Metro Station area, but includes policy statements and recommendations for this area (pages 173 through 176).

Policy Statements 1 and 2, regarding streets, blocks, and urban design features, and which are relevant to the subject development, "Encourage the design of a high-value master planned residential neighborhood off Wheeler Hills Road based on small blocks, an interconnected grid of streets, and complete street principles," and "Work with a private master developer to create two boulevard streets using the existing Wheeler Hills Road right-of-way, and a spur connecting north to Southern Avenue," respectively. Policy Recommendation 2, for future land use, states "Designate undeveloped property to the north and south of Wheeler Hills Road for medium-density residential use, including the immediate frontage to a depth of 100 feet on the south side and at the bottom of steep slopes from Wheeler Road to the edge of M-NCPPC property and a recommended roadway." The submitted CSP includes small blocks with an interconnected grid of streets, as well as future connections to Southern Avenue to the north, and Wheeler Road to the south. While a mixture of commercial/retail, medical office, and senior housing uses is located in the portion of the site fronting Southern Avenue, the medium-density residential use (i.e., multifamily dwellings and townhouses units) is located to the north and south of Wheeler Hills Road. The proposed development conforms to these recommendations and will be further evaluated, at the time of DSP review, when more detailed information is required.

(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 submitted CSP shows the conceptual location of commercial/retail space, a medical office, and a mixture of residential units across the site that are either physically or visually integrated with existing adjacent development, via the proposed roadway system. Commercial/retail space and a medical office, along with senior housing, are located along Southern Avenue, while multifamily dwellings and townhouse units are located on the north and south sides of Wheeler Hills Road. In this manner, the proposed development will have outward orientation towards existing and proposed streets. At the time of DSP, the applicant must provide details of building materials, architectural design, and landscaping to address and evaluate the relationship between the proposed development and the streets, neighboring development, and other urban design considerations.

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

The existing and proposed development in the surrounding area includes a range of housing types (including owner-occupied housing, rental units, and

senior housing) and some commercial/retail space. The proposed development, which includes a mixture of commercial/retail space, a medical office, multifamily dwellings, and townhouse units, will be compatible with the surroundings.

(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 subject CSP includes a mix of nonresidential and residential uses. The arrangement and design of buildings, associated improvements, and the provision of public amenities are intended to reflect a cohesive development capable of sustaining a high-quality, stable, and independent environment over time. The submitted CSP also identifies the location of multiple potential recreation areas to serve the proposed residential units. The uses included in the CSP are designed to be complementary, supporting one another while providing services to the surrounding area. Specific details regarding the arrangement and design of buildings will be further evaluated at the time of DSP.

(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 timing of the proposed development and the sequencing of uses will be further evaluated at the subsequent applications. To the extent that development is anticipated to be implemented in phases, each phase will be designed to function as a self-sufficient entity.

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

The conceptual circulation plan submitted with this CSP shows sidewalks on both sides of the existing and proposed roads, which form a pedestrian network throughout the site. Per page 29 of the SOJ, the applicant also intends to provide pedestrian connectivity directly to the Metro station through continued collaboration with Washington Metropolitan Area Transit Authority (WMATA). Staff find the conceptual circulation to be sufficient and meets the required findings per Section 27-546(b)(7) of the prior Zoning Ordinance, which examines "physical and functional relationship of the project uses and components" within the M-X-T Zone.

(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

This requirement is not applicable because the subject application is a CSP. It will be reviewed 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.

The subject property was rezoned to the M-X-T Zone, through a sectional map amendment (Council Resolution CR-10-2014). A full traffic impact study, dated November 10, 2025, was submitted with the subject CSP application. The traffic study was referred to the Prince George's County Department of Public Works and Transportation and the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE).

The subject property is located within Transportation Service Area 1, as defined in the 2014 *Plan Prince George's* 2035 *Approved General Plan* (Plan 2035). As such, the subject property is evaluated according to the following standards:

Links and Signalized Intersections
Level of Service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better.

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

For two-way stop-controlled intersections, a three-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if the delay exceeds 50 seconds; (c) if the delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed and the standard of CLV is 1,150 or less.

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 the delay exceeds 50 seconds, the CLV is computed and the standard of CLV is 1,150 or less.

Trip Generation
The table below summarizes new trip generation for each peak period that will be used in reviewing site traffic generated impacts and developing a trip cap for the site.

Trip Generation Summary								
			AM Peak Hour			PM Peak Hour		
Land Use	**Quantity**	**Metric**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Shopping Plaza	45,000	Sq. ft.	45	27	72	105	109	214
		40% pass-by	-18	-11	-29	-42	-44	-86
		Primary Retail Trips	**27**	**16**	**43**	**63**	**65**	**128**
Senior Adult Housing - Multifamily	150	units	8	12	20	15	9	24
Apartments	980	units	102	408	510	382	206	588
Townhouses	168	units	24	94	118	87	47	134
		Total Residential Trips	**134**	**514**	**648**	**484**	**262**	**746**
		-15% transit credit	-20	-77	-97	-73	-39	-112
		Primary Residential Trips	**114**	**437**	**551**	**411**	**223**	**634**
		Trip Cap Recommendation	**594**			**762**		

The traffic generated by the proposed application will impact the following intersections in the transportation system:

1. Southern Avenue and Wheeler Road (signalized)
2. Wheeler Road and Wheeler Hills Road (unsignalized)
3. Wheeler Road and Iverson Street (unsignalized)
4. Wheeler Road and Iverson Place (signalized)
5. Wheeler Road and Owens Road (unsignalized)
6. Wheeler Road and St Barnabas Road (signalized)
7. Southern Avenue and 13th Street SE (signalized)

Existing Traffic
The critical intersections identified above, when analyzed with existing traffic and existing lane configurations, operate as follows:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
1. Southern Avenue and Wheeler Road (signalized)	1028	993	B	A
2. Wheeler Road and Wheeler Hills Road (unsignalized)	33.2 sec	35.4 sec	Pass	Pass
3. Wheeler Road and Iverson Street (unsignalized) *Step 2 – minor street volume* *Step 3 – CLV test*	116.8 sec >100 veh 910	61.8 sec <100 veh	Pass	Pass
4. Wheeler Road and Iverson Place (signalized)	1111	929	B	A
5. Wheeler Road and Owens Road (unsignalized) *Step 2 – minor street volume* *Step 3 – CLV test*	>500 sec >100 veh 1183	239.7 sec <100 veh	Fail	Pass
6. Wheeler Road and St. Barnabas Road (signalized)	1532	1142	E	D
7. Southern Avenue and 13th Street SE (signalized)	515	504	A	A
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

The traffic analysis identified one background development whose impact would affect study intersections. In addition, an annual growth of one percent over six years was applied. The analysis revealed the following results:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
1. Southern Avenue and Wheeler Road (signalized)	1179	1162	C	C
2. Wheeler Road and Wheeler Hills Road (unsignalized)	41.5 sec	46.6 sec	Pass	Pass
3. Wheeler Road and Iverson Street (unsignalized) *Step 2 – minor street volume* *Step 3 – CLV test*	178.4 sec >100 veh 981	99.3 sec <100 veh	Pass	Pass
4. Wheeler Road and Iverson Place (signalized)	1175	1008	C	B
5. Wheeler Road and Owens Road (unsignalized) *Step 2 – minor street volume* *Step 3 – CLV test*	>500 sec >100 veh 1254	392.3 sec <100 veh	Fail	Pass
6. Wheeler Road and St. Barnabas Road (signalized)	1556	1469	E	E
7. Southern Avenue and 13th Street SE (signalized)	602	589	A	A
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.				

Total Traffic

The study intersections, when analyzed with total developed future traffic, operate as shown below:

TOTAL TRAFFIC CONDITIONS					
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)		Adequacy Met
1. Southern Avenue and Wheeler Road (signalized)	1440	1558	D	E	Yes
2. Wheeler Road and Wheeler Hills Road (unsignalized) *Step 2 – minor street volume* *Step 3 – CLV test* *With Westbound Lane improvement*	>500sec >100 veh 1400 921	>500 sec >100 veh 1080 1080	Fail	Pass	Mitigated
3. Wheeler Road and Iverson Street (unsignalized) *Step 2 – minor street volume* *Step 3 – CLV test*	>500 sec >100 veh 1051	437.4 sec <100 veh	Pass	Pass	Yes
4. Wheeler Road and Iverson Place (signalized)	1238	1094	C	B	Yes
5. Wheeler Road and Owens Road (unsignalized) *Step 2 – minor street volume* *Step 3 – CLV test*	>500 sec >100 veh 1389	>500 sec <100 veh	Fail	Pass	Mitigated
6. Wheeler Road and St. Barnabas Road (signalized) *With improvements*	1631 1499	1553 1462	Fail Pass	E E	Mitigated
7. Southern Avenue and 13th Street SE (signalized)	737	757	A	A	Yes

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 analysis shows that all critical intersections will operate at acceptable levels, except Intersection No. 2, Wheeler Road and Wheeler Hills Road; Intersection No. 5, Wheeler Road and Owens Road; and Intersection No. 6, Wheeler Road and St. Barnabas Road, which indicate failing levels in all conditions.

The applicant recommends the following mitigation:

1. Intersection No. 2, Wheeler Road and Wheeler Hills Road:

    a. Conduct signal warrant analysis per the 2022 *Transportation Review Guidelines*.

    b. As an alternative, construct an additional westbound lane to serve as a thru/right lane.

2. Intersection No. 5, Wheeler Road and Owens Road:

    a. Conduct signal warrant analysis per the 2022 *Transportation Review Guidelines*.

3. Intersection No. 6, Wheeler Road and St. Barnabas Road:

a. Construct an additional lane along the eastbound approach to serve as a thru/left lane, resulting in a double left movement.

The proposed improvements and signal warrant analysis meet the requirements of adequacy and will be subject to approval by the permitting and operating agencies. With the applicant's recommended mitigation, staff find that transportation facilities will be adequate to carry anticipated traffic for the proposed development.

(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).

This requirement is not applicable because the subject application is a CSP. It 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 approximately 85.4 acres and does not meet the above acreage requirement. Furthermore, this CSP is not being developed as a mixed-use planned community. Therefore, this requirement is not relevant to the subject project.

e. Section 27-274(a) of the prior Zoning Ordinance provides the design guidelines related to CSPs, as follows:

(1) General.

(A) The Plan should promote the purposes of the Conceptual Site Plan.

The proposed development is in conformance with the general and specific purpose of a CSP, in accordance with Section 27-272 of the prior Zoning Ordinance. Specifically, the mixed-use development will be based on the underlying zone, the site design guidelines, and the

principles for orderly, planned, efficient, and economic development contained in Plan 2035, the sector plan, and other applicable plans.

The subject CSP application shows the relationship between residential and nonresidential uses within the proposed development, as well as the relationship between on-site uses and adjacent properties, while also taking advantage of the site's proximity to the Southern Avenue Metro Station. The CSP also illustrates approximate locations of the proposed commercial/retail space, medical office, and a range of housing types and other physical features. The associated plans, including Type 1 Tree Conservation Plan TCP1-001-2025 and Natural Resources Inventory NRI-037-2024, illustrate general grading, woodland conservation areas, preservation of regulated environmental features (REF), planting, sediment control, and SWM concepts to be employed in any final design for the site. The submitted CSP also shows a potential location for recreational facilities. These details will be further evaluated at the time of DSP.

(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. As a means of achieving these objectives, the following guidelines should be observed:

(i) Parking lots should generally be provided to the rear or sides of structures;

(ii) Parking spaces should be located as near as possible to the uses they serve;

(iii) Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;

(iv) Large, uninterrupted expanses of pavement should be avoided or substantially mitigated by the location of green space and plant materials within the parking lot, in accordance with the Landscape Manual, particularly in parking areas serving townhouses; and

(v) Special areas for van pool, car pool, and visitor parking should be located with convenient pedestrian access to buildings.

The submitted CSP shows the potential location of residential and nonresidential uses within the subject site. However, precise parking locations are not required to be shown at the time of CSP. Parking

will be designed to minimize any conflict with pedestrians and to be located as near as possible to the uses they serve. Conformance to this regulation will be further evaluated at the time of DSP.

(B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians. To fulfill this goal, the following guidelines should be observed:

(i) Loading docks should be oriented toward service roads and away from major streets or public view; and

(ii) Loading areas should be clearly marked and should be separated from parking areas to the extent possible.

This regulation will be evaluated at the time of DSP when information related to the exact location and screening of loading areas is available.

(C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:

(i) The location, number and design of driveway entrances to the site should minimize conflict with off-site traffic, should provide a safe transition into the parking lot, and should provide adequate acceleration and deceleration lanes, if necessary;

(ii) Entrance drives should provide adequate space for queuing;

(iii) Circulation patterns should be designed so that vehicular traffic may flow freely through the parking lot without encouraging higher speeds than can be safely accommodated;

(iv) Parking areas should be designed to discourage their use as through-access drives;

(v) Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;

(vi) Drive-through establishments should be designed with adequate space for queuing lanes that do not conflict with circulation traffic patterns or pedestrian access;

(vii) Parcel pick-up areas should be coordinated with other on-site traffic flows;

(viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;

(ix) Pedestrian and vehicular circulation routes should generally be separated and clearly marked;

(x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and

(xi) Barrier-free pathways to accommodate the handicapped should be provided.

The submitted CSP illustrates both the existing and proposed streets, each featuring pedestrian sidewalks on both sides. Exhibit 3, submitted with this CSP, further depicts how vehicular and pedestrian circulation within the subject site connects to the surrounding area, including the properties bisecting the site that are owned by the State of Maryland and M-NCPPC, the adjacent development approved with DSP-25006 known as The Promise, and a planned future connection to the Southern Avenue Metro Station. Page 22 of PGCPB Resolution No. 2025-108 for DSP-25006 notes, "In alignment with the Sector Plan goals above, the Planning Board finds that Hillspire Way shall continue to a 'stub' along the southeast side of the site, to allow for a future vehicular and pedestrian connection between these two mixed use communities, along with any necessary easement or covenants." To that end, the Planning Board conditioned approval of DSP-25006 on the provision of "a cross-access easement or covenant and crosswalk establishing pedestrian cross-access" to the subject property. A condition is included herein requiring the applicant to depict a bicycle and pedestrian connection on the site plan that coincides with the approved alignment for said connection in DSP-25006. Based on the foregoing, the CSP also demonstrates a clear separation between vehicular and pedestrian circulation, to minimize potential conflicts between the two. Conformance to this regulation will be further evaluated at the time of DSP.

(3) Lighting.

(A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the site design's character. To fulfill this goal, the following guidelines should be observed:

(i) If the development is used at night, the luminosity, orientation, and location of exterior light fixtures should enhance user safety and minimize vehicular/pedestrian conflicts;

(ii) Lighting should be used to illuminate important on-site elements such as entrances, pedestrian pathways, public spaces, and property addresses. Significant natural or built features may also be illuminated if appropriate to the site;

(iii) The pattern of light pooling should be directed on-site;

(iv) Light fixtures fulfilling similar functions should provide a consistent quality of light;

(v) Light fixtures should be durable and compatible with the scale, architecture, and use of the site; and

(vi) If a variety of lighting fixtures is needed to serve different purposes on a site, related fixtures should be selected. The design and layout of the fixtures should provide visual continuity throughout the site.

Conformance with this regulation will be evaluated at the time of DSP, when a photometric plan with light details is available, to ensure adequate illumination throughout the entire development.

(4) Views.

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

The submitted conceptual landscape plan shows the layout will accommodate the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) throughout the site. Landscaping is planned to be provided along the subject site's Wheeler Hills Road frontage and proposed streets. This concept will be evaluated at the time of DSP, when more details are available to ensure site design techniques are incorporated to preserve, create, or emphasize scenic views from public areas.

(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. To fulfill this goal, the following guidelines should be observed:

(i) Green area should be easily accessible in order to maximize its utility and to simplify its maintenance;

(ii) Green area should link major site destinations such as buildings and parking areas;

(iii) Green area should be well-defined and appropriately scaled to meet its intended use;

(iv) Green area designed for the use and enjoyment of pedestrians should be visible and accessible, and the location of seating should be protected from excessive sun, shade, wind, and noise;

(v) Green area should be designed to define space, provide screening and privacy, and serve as a focal point;

(vi) Green area should incorporate significant on-site natural features and woodland conservation requirements that enhance the physical and visual character of the site; and

(vii) Green area should generally be accented by elements such as landscaping, pools, fountains, street furniture, and decorative paving.

The submitted CSP illustrates green area located along the perimeter of the site, to provide screening and privacy, as well as enhance the physical and visual character of the site. In particular, the sensitive environmental areas along Barnaby Run are being preserved and will remain wooded. Multiple recreational areas and open spaces are incorporated throughout the subject property to support the proposed residential development. These areas are designed to be visible and accessible and will be buffered with landscaping. A condition is included herein requiring the applicant to add a location of recreational facilities within the area proposed for senior housing on the site plan. The requirement will be further evaluated at the time of DSP.

(B) The application 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).

The subject property contains regulated environmental features (REF) in the form of streams, wetlands, and their associated buffers, as defined in Section 24-101(b)(27) of the prior Prince George's County Subdivision Regulations. The REF on the subject property have been preserved and/or restored, to the fullest extent possible, as discussed in the Referral Comments section 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. To fulfill this goal, the following guidelines should be observed:

(i) The design of light fixtures, benches, trash receptacles, bicycle racks and other street furniture should be coordinated in order to enhance the visual unity of the site;

(ii) The design of amenities should take into consideration the color, pattern, texture, and scale of structures on the site, and when known, structures on adjacent sites, and pedestrian areas;

(iii) Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;

(iv) Amenities should be functional and should be constructed of durable, low maintenance materials;

(v) Amenities should be protected from vehicular intrusion with design elements that are integrated into the overall streetscape design, such as landscaping, curbs, and bollards;

(vi) Amenities such as kiosks, planters, fountains, and public art should be used as focal points on a site; and

(vii) Amenities should be included which accommodate the handicapped and should be appropriately scaled for user comfort.

The submitted CSP shows multiple locations of recreational facilities and open spaces to be proposed for a range of residential dwellings. These areas will be visible and accessible to future residents and will not obstruct pedestrian circulation. The design and type of amenities, however, will be discussed and evaluated at the time of DSP, to ensure the visual unity of the site, as well as to accommodate individuals with disabilities, and should be appropriately scaled for user comfort.

(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. To fulfill this goal, the following guidelines should be observed:

(i) Slopes and berms visible from streets and other public areas should appear as naturalistic forms. Slope ratios and the length of slopes should be varied if necessary to increase visual interest and relate manmade landforms to the shape of the natural terrain;

(ii) Excessive grading of hilltops and slopes should be avoided where there are reasonable alternatives that will preserve a site's natural landforms;

(iii) Grading and other methods should be considered to buffer incompatible land uses from each other;

(iv) Where steep slopes cannot be avoided, plant materials of varying forms and densities should be arranged to soften the appearance of the slope; and

(v) Drainage devices should be located and designed so as to minimize the view from public areas.

The subject property includes areas of steep slopes in several locations and will require grading to support the proposed development. Information related to grading will be further evaluated in the subsequent review processes, to minimize environmental impacts to the extent practicable.

(8) Service Areas.

(A) Service areas should be accessible, but unobtrusive. To fulfill this goal, the following guidelines should be observed:

(i) Service areas should be located away from primary roads, when possible;

(ii) Service areas should be located conveniently to all buildings served;

(iii) Service areas should be effectively screened or enclosed with materials compatible with the primary structure; and

(iv) Multiple building developments should be designed to form service courtyards which are devoted to parking and loading uses and are not visible from public view.

Service areas often refer to loading spaces and dumpsters. The intent of the subject development is to locate these areas away from

primary roads, while remaining conveniently accessible to all buildings served. These areas should be designed to be effectively screened or enclosed with materials compatible with the primary structure. This requirement will be further evaluated at the time of DSP.

(9) Public Spaces.

(A) A public space system should be provided to enhance a large-scale commercial, mixed use, or multifamily development. To fulfill this goal, the following guidelines should be observed:

(i) Buildings should be organized and designed to create public spaces such as plazas, squares, courtyards, pedestrian malls, or other defined spaces;

(ii) The scale, size, shape, and circulation patterns of the public spaces should be designed to accommodate various activities;

(iii) Public spaces should generally incorporate sitting areas, landscaping, access to the sun, and protection from the wind;

(iv) Public spaces should be readily accessible to potential users; and

(v) Pedestrian pathways should be provided to connect major uses and public spaces within the development and should be scaled for anticipated circulation.

The submitted CSP shows a range of urban blocks arranged in a connected street grid and the distribution of the proposed commercial/retail space, medical office, and a mixture of multifamily dwellings, townhouse units, and senior housing units. Several open spaces are incorporated throughout the site. Specific details related to building locations and associated improvements will be further evaluated at the time of preliminary plan of subdivision (PPS) and DSP to ensure the proper provision, design, and placement of public spaces.

(10) Architecture.

(A) When architectural considerations are referenced 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.

Architectural details and building design of the proposed development will be examined at the time of DSP when more detailed information is available.

(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.

Conformance with these guidelines will be evaluated at the time of PPS and DSP when the layout of townhouse units and their architectural design and materials are available.

f. In accordance with Section 27-574 of the prior 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. Detailed information regarding the methodology and procedures to be used in determining the parking ratio is outlined in Section 27-574(b) of the prior Zoning Ordinance. At the time of DSP review, the demonstration of the sufficiency of proposed parking will be required for the development.

9. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance: The site 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 and requires a tree conservation plan. This project is also subject to the 2018 *Environmental Technical Manual* (ETM). Pursuant to Section 25-119(c)(5)(A) of the WCO, the notification letter for this tree conservation plan application was sent on January 9, 2026.

A Type 1 Tree Conservation Plan, TCP1-001-2025, was submitted with this CSP. The total acreage of the CSP limits is approximately 85.4 acres. A 15.63-acre portion of Parcel A, located south of Barnaby Run, is not zoned M-X-T and the applicant has chosen not to include it in the CSP limits. However, tree conservation plans must consider the entire legal limits of properties. The entirety of Parcel A is included in the scope of the TCP1. The total area of the TCP1 is 101.03 acres. Based on the acreage of the prior zoning designations (M-X-T/D-D-O, R-18/D-D-O, and R-55/D-D-O), the properties have a combined minimum woodland conservation threshold of approximately 15.85 percent, or 15.69 acres, which is proposed to be met on-site. The total proposed clearing is 31.25 acres of woodland. The total woodland conservation required is 46.94 acres, which is proposed to be met with 18.93 acres of on-site woodland preservation, 11.99 acres of reforestation, and 16.02 acres of off-site woodland conservation credits. Portions of woodland around existing Stormwater Ponds 2 and 3 are identified as non-credited. These areas shall be revised to be included in the provided on-site woodland conservation. While they lack the minimum width required for conservation areas, they abut areas of primary management area (PMA) which are protected. When considered together, they meet the qualifications to be counted towards meeting the woodland conservation requirement, in accordance with Section 25-122(b)(1)(K) of the WCO. As such, these areas will meet the minimum of 50 feet in width. Technical revisions to the TCP1 are required and are identified in the Recommendation section of this technical staff report.

The TCP1 is in conformance with "the Countywide Green Infrastructure Plan and subsequent area master plan or sector plan revisions," per Section 25-121(a)(5) of the WCO, as follows:

2014 Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment

The sector plan contains recommendations in the Environmental Quality and Sustainability section that are applicable to this proposal. The text in **bold** is from the applicable sector plan, and the plain text provides comments on plan conformance.

- **Seeking opportunities to reduce overall energy and resource consumption by promoting the use of more effective, energy efficient indoor and outdoor lighting and air movement systems, and orienting buildings to maximize the potential for solar energy generation, in new development.** (page 52)

  The use of green building and energy conservation techniques should be encouraged and implemented to the greatest extent possible. This recommendation will be reevaluated at the time of PPS and DSP, when lotting and development details are available.

- **Continuing to develop stream valleys as a resource for trail connections.** (page 52)

  A master-planned trail is identified along Barnaby Run stream valley; however, only a small portion of this trail overlaps with the boundaries of the CSP. No trail development is currently proposed. Therefore, this strategy is not relevant at this stage of the project. This recommendation will be further evaluated by the Prince George's County Department of Parks and Recreation (DPR) with subsequent development reviews.

- **Improving water quality using a variety of approaches appropriate to an urban setting. These should include, but should not be limited to, comprehensive streetscape plans using extensive tree planting, linear urban parks, and median planting; green rooftops; and using site designs that reduce surface runoff and maximize infiltration in all new and redeveloped sites.** (page 52)

  Details of landscape plantings are not required at this stage of the project. This development proposal has an approved stormwater management (SWM) concept plan which demonstrates conformance with this recommendation. The approved plan shows that the proposed environmental site design (ESD) techniques used will be submerged gravel wetlands, swales, rainwater harvesting, and micro-bioretention facilities. Facilities such as green roofs and underground storage facilities are not included. It is of note that the approved SWM plan proposes a SWM pond in the vicinity of potential land dedication to DPR. Prior to acceptance of the PPS, a revised SWM concept plan shall be approved that reflects no development on land proposed to be dedicated to DPR.

- **Coordinating land development to reduce or mitigate the effects of noise pollution.** (page 52)

  This strategy is not relevant at this stage of the project. Noise standards will be further evaluated at the time of PPS and DSP.

- **Protecting, preserving, and enhancing the green infrastructure network and enhancing environmental corridors by focusing development outside the network.** (page 52)

  The CSP primarily focuses development outside of regulated area elements of the green infrastructure network. Impacts to regulated areas on Parcel 7 are proposed; however, this parcel contains isolated environmental features that do not comprise the PMA. The impacts to REF on Parcel 7 are discussed in the Referral Comments section of this technical staff report. The CSP proposes to use the green infrastructure network as a guide by developing the subject property. Through this design guidance, areas associated with Barnaby Run can be protected. Greater detail regarding the green infrastructure network is discussed below.

The 2000 Approved Master Plan and Sectional Map Amendment for the Heights and Vicinity (Planning Area 76A)

The limits of the TCP1 include the entirety of Parcel A. The southern portion of the parcel, which is not subject to the CSP, is subject to the master plan. Since the CSP proposes no development on this portion of the property, conformance to this master plan is not discussed at this time.

The 2017 Green Infrastructure Plan

The *Countywide Green Infrastructure Plan* (GI Plan) was approved with the adoption of the *Approved Resource Conservation Plan: A Countywide Functional Master Plan* (Prince George's County Council Resolution CR-11-2017) on March 7, 2017. The site contains regulated and evaluation areas of the GI Plan. The text in **bold** is from the GI Plan, and the plain text provides comments on plan conformance.

> **POLICY 1: Preserve, enhance, and restore the green infrastructure network and its ecological functions while supporting the desired development pattern of Plan 2035.** (page 49)
>
> The proposed M-X-T development utilized Strategies 1.1(a) and 1.2(b) to meet Policy 1. Strategy 1.1(a) is to use "the designated green infrastructure network as a guide to decision-making and using it as an amenity in the site design and development review processes" (page 49). The project contains designated evaluation and regulated areas. Impacts to REF and regulated areas are proposed and addressed in the Referral Comments section of this technical staff report. This impact is supported by staff. The CSP proposes development largely, besides Parcel 7, outside of regulated areas of the GI Plan. Using Strategy 1.2(b), the Barnaby Run stream system in the south of the property is identified as a critical ecosystem,

which is proposed to be protected by concentrating development closer to Wheeler Hills Road.

POLICY 2: Support implementation of the GI Plan throughout the planning process. (page 50)

The site is subject to the WCO. As such, mitigation for woodland clearing is required with this application. The woodland conservation requirement is proposed to be met with a combination of woodland preservation, reforestation, and off-site woodland conservation credits. In accordance with Strategy 2.4 (page 51), no network gaps will be generated and proposed woodland conservation contiguous with the Barnaby Run stream valley will provide protection and enhancement to this component of the green infrastructure network.

POLICY 5: Improve water quality though stream restoration, stormwater management, water resource protection, and strategic conservation of natural lands. (page 53)

The approved SWM concept plan shows the use of submerged gravel wetlands, micro-bioretention devices, swales, and rainwater harvesting to meet the current requirements of ESD to the maximum extent practicable. With potential of land swap discussed in DPR's referral in the Referral Comments section of this technical staff report, an updated SWM concept plan will need to be refined and further evaluated by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). No stream restoration is proposed with this CSP. The applicant has utilized Strategy 5.8 (page 54) to meet Policy 5 by placing stormwater structures outside of regulated environmental areas. In addition, water quality will be maintained through the provided areas of on-site woodland conservation in the vicinity of Barnaby Run.

POLICY 7: Preserve, enhance, connect, and restore forest and tree canopy coverage. (page 55)

This site was previously partially cleared and developed for a solar facility. The CSP proposes to meet the required woodland conservation requirement through a combination of woodland conservation, reforestation, and off-site woodland conservation credits. The planting of native species, as part of landscaping, is required by the Landscape Manual, in accordance with Strategy 7.2 of the GI Plan (page 55). On-site woodland conservation and landscape plantings can count toward the tree canopy coverage (TCC) requirement for the development; however, TCC requirements will be evaluated with the DSP review.

Specimen Trees

Section 25-122(b)(1)(G) of the WCO requires that "Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree's condition and the species' ability to survive construction as provided in the Technical Manual." The code, however, is not inflexible.

The authorizing legislation of Prince George's County's WCO is the Maryland Forest Conservation Act, which is codified under Title 5, Subtitle 16 of the Natural Resources Article of the Maryland Code. Section 5-1611 of the Natural Resources Article requires the local jurisdiction to provide procedures for granting variances to the local forest conservation program. The variance criteria in Prince George's County's WCO are set forth in Section 25-119(d). Section 25-119(d)(6) clarifies that variances granted under Subtitle 25 are not considered zoning variances.

A Subtitle 25 variance, dated January 21, 2025, was submitted for review with this application. The approved NRI identifies a total of 52 specimen trees on-site and up to 100-feet off-site. The SOJ requests the removal of 19 specimen trees (ST-1 through ST-3, ST-18 through ST-31, and ST-48 through ST-49) and three off-site trees (ST-32 through ST-34) whose critical root zones (CRZ) are impacted. The location of the trees proposed for removal is identified on the submitted TCP1.

Staff support the removal of ST-1 through ST-3 and ST-18 through ST-31, as requested by the applicant. Staff does not support the removal of ST-48 and ST-49, as request by the applicant. Staff does not support CRZ impacts to ST-32 through ST-34, as request by the applicant. Section 25-119(d) contains six required findings, listed in **bold** below, to be made before a variance from the WCO can be granted. An evaluation of this variance request, with respect to the required findings, is provided below.

(A) Special conditions peculiar to the property have caused the unwarranted hardship;

The applicant's SOJ provides that the property's topography necessitates extensive grading where the specimen trees requested for removal are located to develop the proposed transit-oriented mixed-use project. It further notes that certain trees will need to be removed because they are in locations needed for stormwater management facilities.

Staff find that special conditions peculiar to the property would cause an unwarranted hardship were the applicant required to retain specimen trees ST-1 through ST-3, ST-18 through ST-21, ST-22 through ST-31. The special conditions present at the subject property are the property's hilly topography, as well as the extensive PMA and REF associated with the Barnaby Run Stream Valley. The PMA and REF are located on the southern portion of the subject property and the overall parcels included in the NRI, totaling 5.7 acres. As shown on the TCP1, the applicant proposes to concentrate the proposed development away from the PMA and REF and along existing public roads to avoid the need for additional woodland clearing and grading.

ST-1 through ST-3 and ST-18 through ST-21 are located on Parcels 49 and 51, which front on Wheeler Hills Road. These trees are located towards the road frontage of the property and away from REF and PMA. They are proposed to be removed for a multifamily and/or single family attached dwellings within the mixed-use development. Staff find that the multifamily and/or single family attached dwellings of the proposed development is a

significant and reasonable use that cannot be achieved elsewhere on the subject property.

The proposed multifamily and/or single family attached dwellings of the development is a significant and reasonable use. Specifically, given the proximity of the property to transit, the sector plan recommends that the subject property be developed with "Residential-Medium, Residential-High, Flexible and Public and Private Open Space land uses." The proposed multifamily and/or single family attached dwellings are in line with this recommendation int that they contribute to the residential medium to high density recommended for the subject property.

The multifamily and/or single family attached dwellings cannot be moved elsewhere on the subject property without additional variances. Developing the townhomes along Wheeler Hills Road allows for the use of existing roads and infrastructure for access. Conversely, pushing the development deeper into the property, away from the existing roads and utilities would require additional woodland clearing, including woodlands located in closer proximity to REF and PMA. In addition, a large grouping of nine specimen trees is located in the rear of Parcel 51 which limits the space available to develop without requiring a variance. Accordingly, requiring the applicant to retain ST-1 through ST-3 and ST-18 through ST-21 specimen trees on the site would cause the applicant an unwarranted hardship.

ST 22 through ST-31 are all located on Parcel 7, which fronts on both Southern Avenue and Wheeler Hills Road. Parcel 7 is proposed to be developed with multifamily dwelling units (age-restricted) and commercial uses. This is a significant and reasonable use that cannot be achieved elsewhere on the subject property. The ability to access the Parcel 7 and develop it as a mixed-use development is significant and reasonable request, particularly the site's proximity to mass transit and the above-cited master plan recommendations.

The proposed multifamily dwelling units (age-restricted) and commercial uses cannot be achieved elsewhere on the subject property. Parcel 7 consists of approximately 5.34 acres and is isolated from the protected woodlands and the Barnaby Run stream valley. In addition, the trees are clustered in the center of Parcel 7 and along the frontage of Wheeler Hills Road. The trees are not connected to the protected woodlands along the Barnaby Run stream valley; however, the area does have an isolated wetland. This isolated wetland is identified by the applicant as the result of a clogged pipe beneath Southern Avenue which has been exacerbated by additional water flow runoff from neighboring properties. Additionally, developing multifamily dwelling units and commercial uses on Parcel 7 is optimal because of the existing roads and infrastructure for access. Conversely, pushing the development onto another parcel of the CSP, away from existing roads and utilities, would require additional woodland clearing, including woodlands located in closer proximity to REF and PMA.

As identified in the applicant's SOJ, the existing topography is another special condition peculiar to the property. This topography prevents the applicant from retaining the specimen trees while developing Parcel 7. Specifically, the elevation along Southern Avenue is approximately 150 feet and slopes significantly up towards Wheeler Hills Road, with over 30 feet of elevation gain. The elevation of Wheeler Hills Road is approximately 180 feet. To access the site, grading is required to meet the right-of-way elevation. The grades across the parcel require significant grading to comply with Section 32-151, Site Grades, of the County Code. For example, the maximum slope for parking facilities is seven percent. Due to the unique topographical changes, any development on the site, including required site infrastructure like parking, requires significant grading to prepare the land for development. Requiring the applicant to retain these ten specimen trees on the site would further limit the area of the site available for development to the extent that it would cause the applicant an unwarranted hardship.

However, staff find that special conditions peculiar to the property would not cause an unwarranted hardship were the applicant required to reduce the CRZ impact and retain ST-32 through ST-34. The CRZ of these trees are at the edge of the development, away from proposed buildings. The limits of disturbance can reasonably be revised in a way to remove the CRZ impact. As noted in the applicant's SOJ a potential trail connection to the Southern Avenue Metro Station is proposed in this area; however, this is a conceptual location, and the details and final alignment are not available at this time. The applicant did not indicate any other special condition present at the property that would create a hardship as it pertains to these trees. In summary there are no special conditions at this time that would prevent the development from being reconfigured to avoid the variance request to remove ST-32 through ST-34.

In addition, staff find that there are no special conditions peculiar to the property that would cause an unwarranted hardship were the applicant required to retain specimen trees ST-48 and ST-49. These trees are located outside the scope of the CSP. As noted in the applicant's SOJ the trees are requested for the master plan right-of-way of Iverson Street; however, the location of Iverson Street is conceptual at this time. The applicant does not identify any special condition at the subject property requiring Iverson Street to be aligned in a manner that requires removal of ST-48 and ST-49. Furthermore, the final alignment of the road has not been determined, and the applicant is not proposing to construct road, thus the development can be reconfigured to avoid the variance without causing an unwarranted hardship.

(B) Enforcement of these rules will deprive the applicant of rights commonly enjoyed by others in similar areas;

Enforcement of the requirement that all specimen trees be preserved, along with an appropriate percentage of their CRZ, would deprive the applicant of rights commonly enjoyed by others in similar areas. Specifically, the subject property is located approximately one mile from the Southern Avenue

Metrorail Station. Due to its location, applicable sector plan recommends that the subject property be developed with flexible mix of uses, including medium to high density residential uses. The property further has been placed in a zone that allows for such development. The proposed development is in line with these master plan and zoning recommendations, while preserving the most environmental sensitive areas of the site. Property in similar transit-oriented areas would be permitted to develop in conformance with the applicable sector plan recommendations, creating a development that balances the need for density around mass transit with ecological concerns.

However, denying the applicant's request to remove specimen trees ST-48 and ST-49 and CRZ impacts to ST 32 through ST-34 would not deprive the applicant rights commonly enjoyed by others in similar areas. Specifically, the applicant has not adequately demonstrated that it would not be able to achieve the proposed development or some key aspect thereof without removing these trees.

(C) Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants;

In the submitted variance statement, the applicant states that the applicant is not seeking a special privilege and is intending to proceed with the proposed use as allowed by the M-X-T Zone on the property. The necessary site access, access to utilities, and grading required to develop Parcels 49, 51, and 7 is consistent with the rights of other applicants and will not confer on the applicant a special privilege. Not granting the variance would prevent the project from being developed in a functional and efficient manner like other developments of similar size and use. This is not a special privilege that would be denied to other applicants. When other properties contained specimen trees of this species in a similar condition and location on a site, the same considerations were provided during the review of the required variance application.

However, approving the applicant's request to remove specimen trees ST-48 and ST-49 and CRZ impacts to ST 32 through ST-34 would grant a special privilege that would be denied to other applicants. Specifically, at this phase of design, the applicant has not presented adequate evidence that it would not be able to achieve the proposed development or some key aspect thereof without removing these trees.

(D) The request is not based on conditions or circumstances which are the result of actions by the applicant;

In the submitted variance statement, the applicant states that the unique circumstances impacting the project are a result of previous land uses and natural physical constraints. The request to remove the trees on Parcels 49, 51, and 7 are based solely on the existing topography and the location of the specimen trees in relation to developable portions of the properties which

are near the existing street frontage and away from areas of PMA and land protected by Department of Parks and Recreation (DPR).

(E) The request does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property; and

The applicant's request to remove the specimen trees does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property. Rather, it is based on natural conditions at the subject property.

(F) Granting of the variance will not adversely affect water quality.

The applicant is required to provide SWM controls which will be evaluated by the Department of Permitting Inspection and Enforcement (DPIE), with erosion and sediment controls established by the Prince George's County Soil Conservation District (SCD). Granting this variance request will not violate State water quality standards nor cause measurable degradation in water quality. Both SWM and sediment and erosion control requirements are to be met in conformance with State and local laws to ensure that the quality of water leaving the site meets the State's standards. State standards are set to ensure that no degradation occurs. This development proposal has an approved stormwater management (SWM) concept plan which proposes the Environmental Site Design (ESD) techniques with submerged gravel wetlands, swales, rainwater harvesting, and micro-bioretention facilities. It is of note that the approved SWM plan proposes a stormwater management pond in the vicinity of potential land dedication to DPR. Prior to the acceptance of the PPS a revised SWM concept plan shall be approved that reflects no development on the land proposed to be dedicated to DPR.

The required findings of Section 25-119(d) of the WCO have been adequately addressed for the removal of 17 specimen trees on Parcels 49, 51, and 7. Staff recommend that the Planning Board APPROVE the variance for the removal of ST-1 through ST-3, and ST-18 through ST-31, DENY the variance for the removal of ST-48 and ST-49, and DENY the variance for CRZ impact to off-site ST-32 through ST-34.

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

a. **Community Planning**—In a memorandum dated March 20, 2026 (Sams to Huang), the Community Planning Division noted that, pursuant to Part 10, Division 2, Subdivision 1, Section 27-546(d)(2) of the prior Zoning Ordinance, master plan conformance is required for this application because the subject property was rezoned to the M-X-T Zone through a sectional map amendment approved after October 1, 2006. Conformance with the applicable sector plan is discussed in the findings above.

b. **Subdivision**—In a memorandum dated March 23, 2026 (Bartlett to Huang), the Subdivision Section noted that Parcel A has an automatic certificate of adequacy (ADQ) associated with PPS 4-92057. Pursuant to Section 24-4503 of the current Subdivision Regulations, this automatic ADQ became effective on April 1, 2022, and is valid for a period of 12 years, subject to the expiration provisions of Section 24-4503(c). However, the proposed subdivision shall require a new PPS and final plat in accordance with Section 24-107(b) of the prior Subdivision Regulations, and a new ADQ in accordance with Section 24-4502(a) of the current Subdivision Regulations.

c. **Transportation Planning**—In a memorandum dated March 19, 2026 (Smith to Huang), the Transportation Planning Section provided comments on this CSP, as follows:

Master Plan Right-of-Way
The site is subject to the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the sector plan.

- Wheeler Road (C-703); 80-foot right-of-way

Both the MPOT and sector plan recommend Wheeler Road as a collector and 80-foot right-of-way, which is properly identified on the site plan.

Master Plan Pedestrian and Bike Facilities

- Wheeler Road: Planned bicycle lane

Both the MPOT and sector plan recommend a bicycle lane and signage be provided along the property frontage of Wheeler Road.

The Complete Streets element of the MPOT reinforces the need for multimodal transportation and includes the following policies regarding the accommodation of pedestrians and bicycles:

> **Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.** (page 9)
>
> The submitted CSP shows sidewalks provided along both sides of all internal roads. Staff recommend sidewalks be provided along both sides of all internal roads where feasible, and that Americans with Disabilities Act (ADA) curb ramps and marked crosswalks be incorporated throughout the site for continuous connections, at the time of DSP.
>
> **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.** (page 10)

The submitted CSP includes a comprehensive sidewalk network throughout the site, to facilitate pedestrian movement. Staff recommend sidewalks be provided along the property frontage of Wheeler Road and Southern Avenue, in addition to the planned bicycle lanes along Wheeler Road. This will be further evaluated at the time of DSP.

Policy 3: Small area plans within the Developed and Developing Tiers should identify sidewalk retrofit opportunities in order to provide safe routes to school, pedestrian access to mass transit, and more walkable communities. (page 10)

The submitted CSP includes a comprehensive sidewalk network throughout the site to facilitate pedestrian movement. Staff recommend multimodal pathways be provided to the nearby transit station and convenient connections to adjacent properties. This will be further evaluated at the time of DSP.

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 *AASHTO Guide for the Development of Bicycle Facilities*. (page 10)

The submitted CSP includes a comprehensive sidewalk network throughout the site, to facilitate pedestrian movement. Staff recommend a bicycle lane be provided along the frontage of Wheeler Road.

The sector plan and SMA recommends the following goals and policies related to Transit Oriented Development (page 33):

Transit Oriented Development Goals for Land Use and Urban Design (page 35)

3. Design mixed-use walkable communities near each station that allow residents to access basic daily needs without requiring the use of a private automobile.

Staff recommend sidewalks or multi-use shared paths be provided along both sides of all internal roads, as appropriate, and connecting to adjacent properties to accommodate access via alternative modes of transportation.

8. Create a grid of streets to increase connectivity, allow for pedestrian passage to the station and to increase available frontage.

The submitted CSP illustrates a grid pattern for the proposed development, with pedestrian routes on both sides. The plan also shows a potential future connection to the Southern Avenue Metro Station. Staff recommend the internal streets incorporate a grid pattern to allow for connectivity and pedestrian pathways to the Southern Avenue Metro Station.

Transit Oriented Development Goals for Mobility and Access (page 35)

1. **Provide a safe, convenient, and accessible transportation system that meets the basic need for travel via motorized and non-motorized modes.**

   Staff recommend sidewalks be provided along both sides of all internal roads, including marked crosswalks and ADA curb ramps, to create separate vehicular and pedestrian circulation through the site. To further promote non-motorized modes, staff recommend the provision of long-term and short-term bicycle parking areas.

3. **Promote pedestrian access to the station via a connected street grid and seek locations to implement the County's Complete Streets policies, by proving sidewalks and marked bicycle lanes in the station areas.**

   Staff recommend the Complete Streets policies be implemented. The site layout is designed for grid street circulation.

5. **Introduce new off-street trails to improve pedestrian and bicycle access to the Southern Green Line stations and neighborhood destinations.**

   Staff recommend multimodal pathways be provided to the nearby transit station and convenient connections to adjacent properties.

Policy Statements (page 173):

1. **Encourage the design of high-value master planned residential neighborhood off Wheeler Hills Road based on small blocks, an interconnected grid of streets and complete streets policies.**

   Staff recommend that the site layout reflect the above.

2. **Work with a private master developer to create two boulevard streets using the existing Wheeler Hills Road right-of-way, and spur connecting north to Southern Avenue.**

   Staff recommend the main route of circulation within the site be designed with a boulevard configuration.

d. **Environmental Planning**—In a memorandum dated March 20, 2026 (Meoli to Huang), the Environmental Planning Section provided comments on the subject application, as follows:

Natural Resources Inventory/Existing Conditions
A Natural Resources Inventory (NRI-037-2024) was submitted with the subject CSP, which was approved on October 15, 2024. This NRI includes a 15.63-acre portion of

Parcel A outside of the M-X-T and D-D-O Zones, which is not included in the scope of the CSP. As shown on the NRI, the 101.03-acre area is partially wooded and contains REF, steep slopes, streams, and wetlands and their associated buffers, which comprise the PMA. The 101.03-acre site contains 52 specimen trees, 2.01 acres of 100-year floodplain, 1.44 acres of woodland in the floodplain, 53.91 acres of woodland in the net tract, 5.70 acres of PMA, and 1,085 linear feet of regulated streams.

Regulated Environmental Features

The on-site REF, as defined in Section 24-101 of the prior Subdivision Regulations, includes streams, wetlands, their associated buffers, and areas of PMA.
Section 27-276(b)(4) of the prior Zoning Ordinance states that the Planning Board may approve a CSP if it finds that the REF 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 prior Subdivision Regulations.

Section 24-130(b)(5) states: "Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible consistent with the guidance provided by the Environmental Technical Manual established by Subtitle 25. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required pursuant to Subtitle 27, for the reasonable development of the lot outside the regulated feature. All regulated environmental features shall be placed in a conservation easement and depicted on the final plat."

Impacts to 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 the County Code for reasons of health, safety, or welfare. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with the County Code. Impacts to REF must first be avoided and then minimized.

One impact to REF is proposed with this application, identified as Impact 1, and detailed below. A SOJ and impact exhibit dated February 20, 2026, was submitted with the revised material.

Impact 1 – 0.49 acre (21,649 square feet)

Impact 1 requests the filling of an isolated nontidal wetland, in order to provide adequate SWM on Parcel 7. The isolated nontidal wetland and its buffer on Parcel 7 are located centrally along the parcel's Southern Avenue frontage and extends for about one third of the parcel's depth. This isolated wetland is not connected to other REF and does not comprise the PMA. Table 1 on page 3 of the SOJ incorrectly identifies that there is an impact to the 100-year floodplain, but Impact 1 is only for impacts to the isolated REF. There are no impacts to the 100-year floodplain or PMA requested with the CSP. The applicant's SOJ identifies that the isolated wetland is the result of a

clogged pipe beneath Southern Avenue which has been exacerbated by additional water runoff from neighboring properties.

The ETM provides the following guidance, with respect to isolated nontidal wetlands: "Isolated nontidal wetlands and their associated buffers are also required to be preserved in and/or restored to a natural state to the fullest extent possible. Impacts to isolated nontidal wetlands will be evaluated on a case-by-case basis. High-quality wetlands that provide an infiltration function shall be preserved and, as determined by the [. . .] [Department of Permitting, Inspections and Enforcement], integrated into the site design as part of the stormwater management concept" (page C3). The wetland at issue is not found to be of high quality.

Parcel 7 is approximately 5.34 acres and 350 feet wide. Staff find that impacts to the nontidal wetland cannot be avoided or minimized.

Complete avoidance of the REF would not allow for the reasonable use and orderly and efficient development of the subject property. In addition, the applicant states that avoidance is not feasible since the impact arises from maintenance needs to existing infrastructure and off-site stormwater discharge. Given the location of the isolated REF, minimizing the impact is not feasible since it would impact the ability to locate the development and place required infrastructure. Impact 1 will allow the development to be directed towards Southern Avenue and Wheeler Hill Roads, and away from REF and PMA connected to Barnaby Run. Barnaby Run steam valley connects into the regulated areas of the GI Plan. Development of Parcel 7 is shown on the approved SWM concept plan. The plan identifies that updated stormdrain infrastructure of two submerged gravel wetlands and one micro-bioretention will mitigate drainage issues on the property. Impact 1 is a necessary impact for the orderly development of the property and is supported as proposed.

Stormwater Management

In accordance with Section 27-273(e)(14) of the prior Zoning Ordinance, an approved SWM concept plan or indication that an application for such approval has been submitted for review is required with CSP applications. An approved SWM Concept Plan, 36644-2023-SDC/P00998-2024-SDC, was submitted with the subject CSP which shows the use of micro-bioretention, swales, submerged gravel wetlands, and rainwater harvesting. This SWM concept plan was approved on December 20, 2024, and expires on December 20, 2027.

Development of Parcel 7 will impact on REF and is discussed in the Regulated Environmental Features section of this technical staff report. The stormwater features depicted on the TCP1 are conceptual in nature. As identified on the SWM approval letter, the phased SWM plan will go through further review with the PPS and DSP. It is of note that the approved SWM concept plan proposes a SWM pond in the vicinity of potential land dedication to DPR. Prior to acceptance of the PPS, a revised SWM concept plan shall be provided that reflects no development on land proposed to be dedicated to DPR.

Soils

The predominant soils found to occur, according to the United States Department of Agriculture Natural Resource Conservation Service Web Soil Survey, include the Adelphia-Holmdel complexes, Beltsville silt loam complexes, Beltsville-Urban land complexes, Collington-Wist complexes, Collington-Wist-Urban land complexes, Croom-Marr complexes, Croom-Marr-urban land complexes, Marr-Dodon complexes, Marr-Dodon-Urban land complexes, Potobac-Issue complexes, Russett-Christiana-Urban land complexes, Sassafras-Urban land complexes, Sassafras and Croom soils, Udorthents, loamy, Urban land-Collington-Wist complex, Westphalia and Dodon soils, and Woodstown sandy loam. According to available mapping information, unsafe soils containing Marlboro clay do not occur on this property. Christiana clay is found on the property, but there are no geotechnical concerns at this time. Further geotechnical reviews will occur with the PPS and DSP.

e. **Historic Preservation**—In a memorandum dated December 22, 2025 (Stabler, Smith, and Chisholm to Huang), the Historic Preservation Section noted that there are no specific applicable requirements outlined in the sector plan for the subject development. This project area has been partially covered by two Phase I surveys for a proposed Metro line, completed in 1980. However, Parcels 7, 48–51, and 192, which were included in the subject site, were not included in the completed Phase I surveys. A Phase I archeological survey will be required on these six parcels.

f. **Prince George's County Department of Parks and Recreation (DPR)**—In a memorandum dated March 20, 2026 (Thompson to Huang), DPR noted that the sector plan recommends the use of land swaps to enable development on feasible land, while protecting REF. The sector plan identifies the land adjacent to Wheeler Road as Parks/Open Space (pages 162–169, page 168 land at SE Wheeler Road and Wheeler Hill Road as Parkland). The proposed land swap offers a potential mechanism to enable feasible development while preserving high-value environmental resources. DPR staff met with the applicant to discuss a possible land swap in support of the proposed development. Although the concept was determined to be viable, it falls outside the scope of the subject CSP. The applicant and DPR staff will continue to explore this option independently of the CSP process.

g. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this technical staff report, DPIE did not offer comments on this application.

h. **Prince George's County Fire/EMS Department**—In a memorandum dated February 13, 2024 (Reilly to Myerholtz), the Fire/EMS Department notes that the applicant should direct their site-civil team to reach out to the Office of the Fire Marshal, to coordinate the delineation of fire lanes required by Section 11-277 of Prince George's County Fire Safety Regulations. The delineated fire lanes should be shown on the DSP to include curbs to be marked, as well as sign details and locations.

i. **Prince George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on this application.

j. **Prince George's County Health Department**—In a memorandum dated December 17, 2025 (Adepoju to Huang), the Health Department offered comments addressing noise and dust during the construction phases, to not adversely impact adjacent properties. The Health Department also recommended to include open spaces and "pet friendly" amenities for pets and their owners within the subject development. Designated park areas may consist of appropriate safe playing grounds, signage, and fencing. Pet refuse disposal stations and water sources are strongly recommended at strategic locations in the designated outdoor play/picnic areas. These recommended amenities will be addressed at the time of DSP, when more detailed information is available.

k. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this technical staff report, WSSC did not offer comments on this application.

11. **Community Feedback:** At the time of the writing of this technical staff report, staff did not receive any inquiries from the community regarding the subject CSP.

12. Based on the foregoing, and as required by Section 27-276(b)(1) of the prior Zoning Ordinance, the CSP, if approved with the proposed conditions below, represents a reasonable alternative for satisfying the site design guidelines of prior Subtitle 27, Part 3, Division 9, of the County Code, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

13. Section 27-276(b)(2) of the prior Zoning Ordinance does not apply to this CSP because it is not for a mixed-use planned community.

14. Section 27-276(b)(3) of the prior Zoning Ordinance does not apply to this CSP because it is not for a regional urban community.

15. As required by Section 27-276(b)(4) of the prior Zoning Ordinance, based on the level of design information currently available, this CSP demonstrates the preservation and/or restoration of REF in a natural state, to the fullest extent possible, in accordance with the requirement of Section 24-130(b)(5), as shown on the TCP1. Staff find that REF Impact 1 is necessary for the reasonable, orderly, and efficient development of the subject property.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Prince George's County Planning Board adopt the findings of this report, and further recommend APPROVAL of this application to the Prince George's County District Council, as follows:

A. APPROVAL of the property owner's request to permit the use of townhouses and multifamily dwellings within the One-Family Detached Residential (R-55) and Development District Overlay (D-D-O) Zones, and Multifamily Medium Density Residential (R-18) and Development District Overlay (D-D-O) Zones on the subject property to be developed according to the Mixed Use-Transportation Oriented (M-X-T) and Development District Overlay (D-D-O) Zone regulations.

B. APPROVAL of Conceptual Site Plan CSP-24001, Type 1 Tree Conservation Plan TCP1-001-2025, and a Variance to Section 25-122(b)(1)(G) for the removal of Specimen Trees ST-1 through ST-3, and ST-18 through ST-31, for Southern Hills, subject to the following conditions:

1. Prior to certification, the applicant and the applicant's heirs, successors, and/or assignees shall revise the conceptual site plan as follows, or provide the specified documentation:

    a. Revise the gross tract area and net tract area of the subject site in General Note 2 on the coversheet.

    b. Add the gross floor area of the residential uses and the total development to the general notes on the coversheet.

    c. Revise General Note 12 to reflect the gross floor area for all nonresidential uses, rather than commercial/retail uses only.

    d. Depict a bicycle and pedestrian connection on the site plan that coincides with the approved alignment for said connection on Detailed Site Plan DSP-25006.

    e. Indicate the location of recreational facilities within the area proposed for senior housing on the site plan.

    f. Label the location of the medical office use on the plan.

    g. Label the location of the existing bus stops around the subject site on the site plan.

2. Prior to certification of the conceptual site plan, the Type 1 tree conservation plan shall be revised as follows:

    a. Add the following note to the plan, under the specimen tree table:

        "NOTE: This plan is in accordance with the following variance to the strict requirements of Subtitle 25 (Section 25-122(b)(1)(G)) approved by the Planning Board on (add date) with (add DRD case number) for the removal of (add number) specimen trees, (add specimen tree number), a (add DBH and species name)…"

    b. Revise the informational specimen tree removal worksheet to identify the number of specimen trees and their total diameter at breast height (DBH) approved to be removed.

    c. Revise the following areas of non-credited woodland to be preserved in accordance with Section 25-122(b)(1)(K) of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance, and update the woodland conservation worksheet as necessary: WP-NC 1 (Sheet 7), WP-NC 3 (Sheet 10), and WP-NC 2 (Sheet 11).

d. Revise the plan so that woodland conservation is not proposed within Washington Suburban Sanitary Commission easements, utility easements, rights-of-way, or other areas which would impair the land from being used to meet the woodland conservation requirements of Subtitle 25 of the Prince George's County Code, in accordance with Section 25-122(b)(1)(O) of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance.

e. Update the specimen tree table to show the disposition of ST-48 and ST-49 as "To remain." Update the limits of disturbance to remove critical root zone impacts from ST-32 through ST-34. Revise the symbology for specimen trees ST-48, ST-49, and ST-32 through ST-34 to show that they are to remain.

3. Prior to acceptance of the preliminary plan of subdivision, the applicant and the applicant's heirs, successors, and/or assignees shall:

a. Submit an updated traffic impact study and bicycle and pedestrian impact statement as part of the evaluation of transportation adequacy.

b. Provide a revised stormwater management concept plan that reflects no development proposed on land to be dedicated to the Prince George's County Department of Parks and Recreation, if such dedication is proposed at that time.

4. Prior to issuance of any permits which impact wetlands, wetland buffers, streams, or waters of the United States, the applicant shall submit copies of all required federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.

5. Prior to issuance of a grading permit, a Type 2 tree conservation plan for rough grading shall be approved.

6. Prior to approval of the preliminary plan of subdivision (PPS), or approval of a grading permit, whichever occurs first, a Phase I archeological investigation of Parcels 7, 48, 49, 50, 51, and 192 shall be conducted on the above-referenced property, in accordance with Section 27-544(d) of the prior Prince George's County Zoning Ordinance. According to the Prince George's County Planning Board's 2005 *Guidelines for Archeological Review*, archeological investigations shall be required to determine if any cultural resources are present. Concurrence from a Prince George's County Planning Department staff archeologist on the final Phase I report and its recommendations are required, prior to signature approval of the PPS or approval of a grading permit, whichever comes first.

7. Per Section 24-121(a)(18) of the prior Prince George's County Subdivision Regulations, upon receipt of the report by the Prince George's County Planning Department, if it is determined that potentially significant archeological resources exist on Parcels 7, 48, 49, 50, 51, or 192, prior to Planning Board approval of the final plat or approval of a grading permit, whichever comes first, the applicant shall provide a plan for:

a. Evaluating the resource at the Phase II level, or

b. Avoiding and preserving the resource in place.

8. If a Phase II and/or Phase III archeological evaluation or mitigation is necessary, the applicant and the applicant's heirs, successors, and/or assignees shall provide a final report detailing the Phase II and/or Phase III investigations and provide evidence that all artifacts are curated properly, prior to any ground disturbance or approval of any grading permits.

9. Per Section 24-121(a)(18) of the prior Prince George's County Subdivision Regulations, prior to approval of the first detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide a plan for any interpretive signage to be erected and public outreach measures (based on the findings of Phase I, II, and/or Phase III archeological investigations). The location and wording of the signage and the public outreach measures shall be subject to approval by a Prince George's County Planning Department staff archeologist. The plan shall include the timing for installation of the signage and the implementation of public outreach measures.

10. At the time of detailed site plan (DSP), the applicant and the applicant's heirs, successors, and/or assignees shall:

a. Provide a bicycle and pedestrian connection to the adjacent DSP-25006 development property.

b. Design the street network as a grid pattern to accommodate connectivity with the transit-oriented development.

c. Provide the following facilities and show on a pedestrian and bikeway facilities plan as part of the site plan:

(1) A minimum 5-foot-wide sidewalk along the property frontage of Wheeler Road, unless modified by the permitting agency.

(2) A standard bicycle lane and signage, in accordance with the American Association of State Highway and Transportation Officials (AASHTO) guidelines, along the property frontage of Wheeler Road, unless modified by the permitting agency.

(3) Minimum 10-foot-wide multi-use paths through the site to accommodate connections to adjacent properties and the Southern Avenue Metro. Provide a minimum 5-foot-wide sidewalk along both sides of all internal roadways, where the multi-use path is not provided.

(4) Americans with Disabilities Act-compliant curb ramps and crosswalks crossing all vehicular access points throughout the site.

(5) Designated pathways for pedestrians throughout the site to all uses and through surface parking lots.

(6) Streetscape amenities to be accessible and functional throughout the site, to accommodate the mixed-use community, in accordance with Section 27-274(a)(6), Site and Streetscape amenities, of the prior Prince George's County Zoning Ordinance.

(7) Long-term bicycle parking within the multifamily building and short-term bicycle parking near the building entrance.

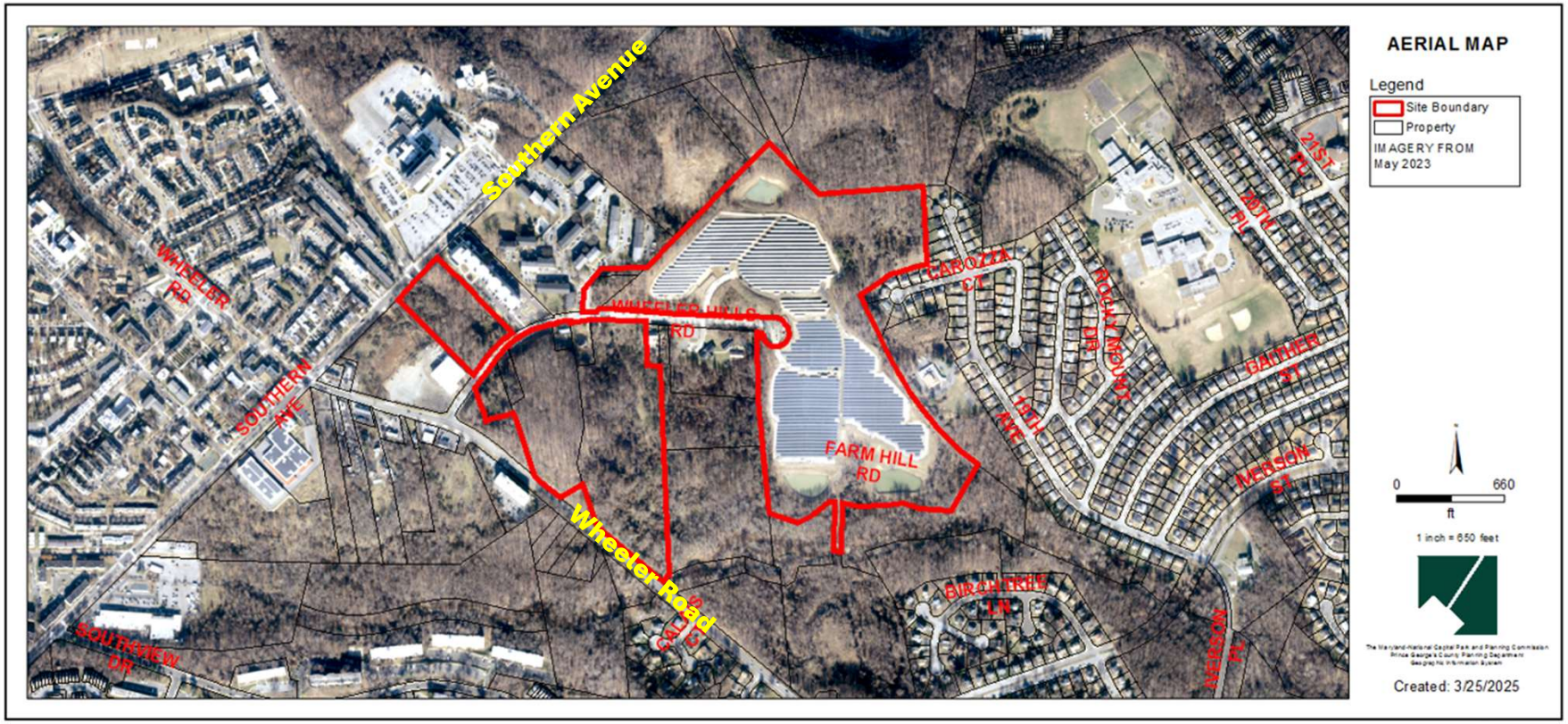
(8) Short-term bicycle parking for commercial or office areas at a location convenient to the buildings.

SOUTHERN HILLS

Conceptual Site Plan

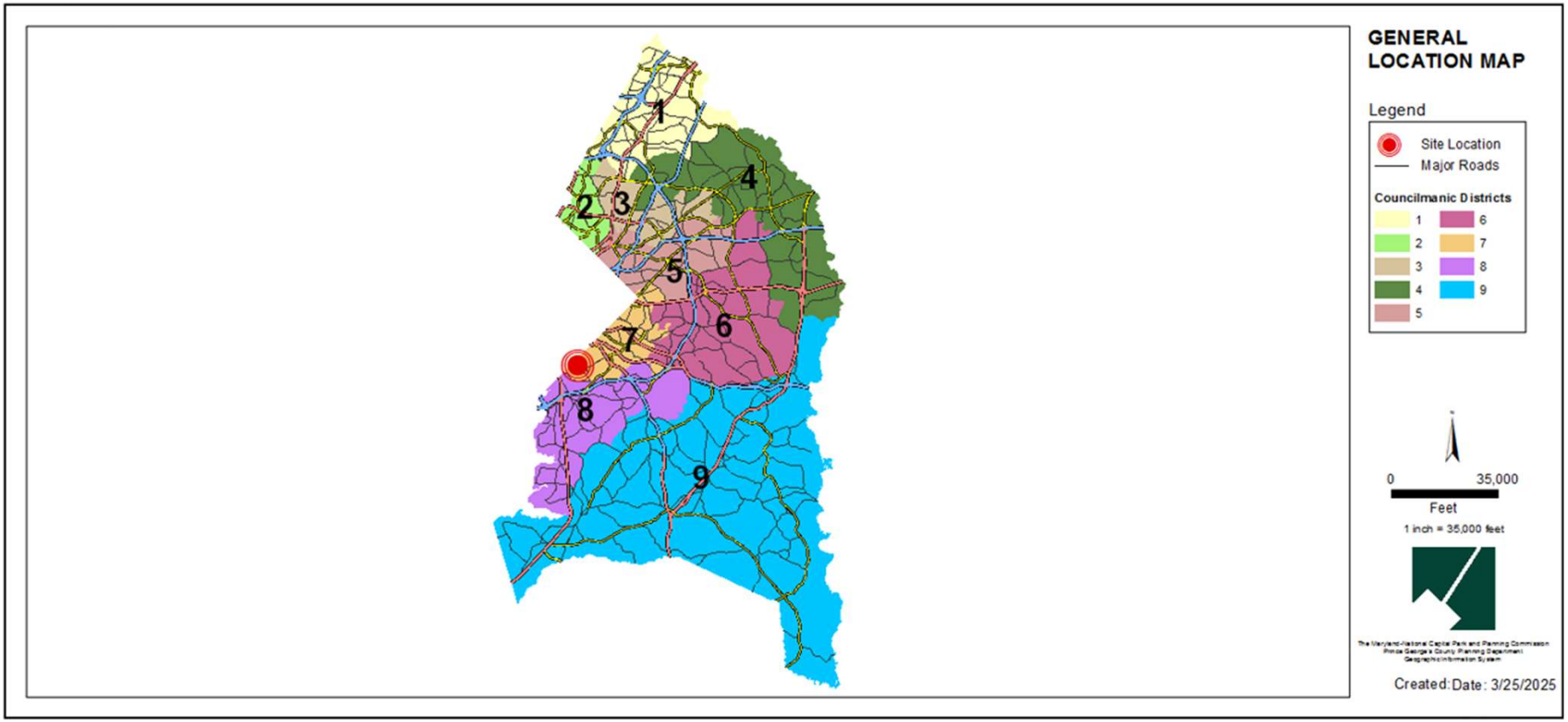
Type 1 Tree Conservation Plan TCP1-001-2025

Staff Recommendation: APPROVAL with conditions

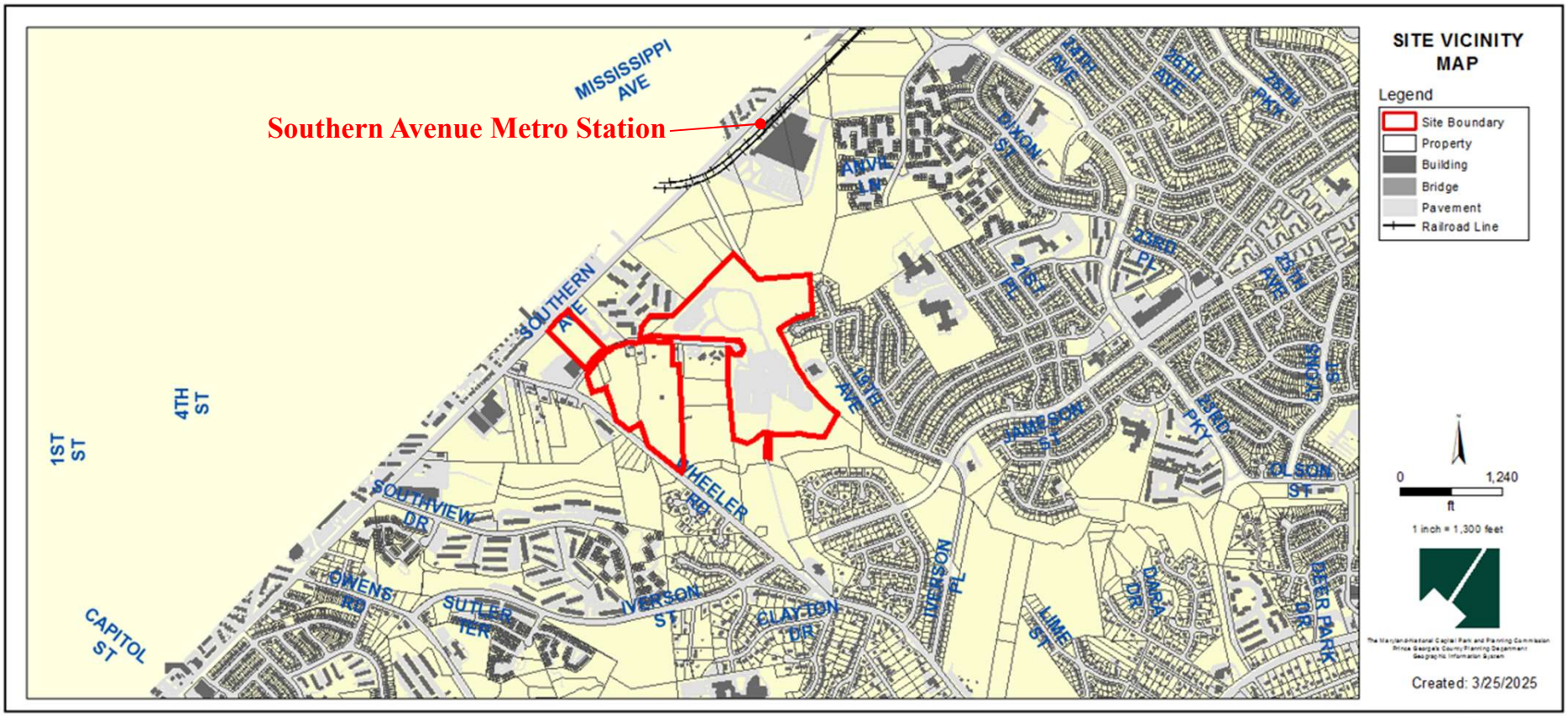


GENERAL LOCATION MAP

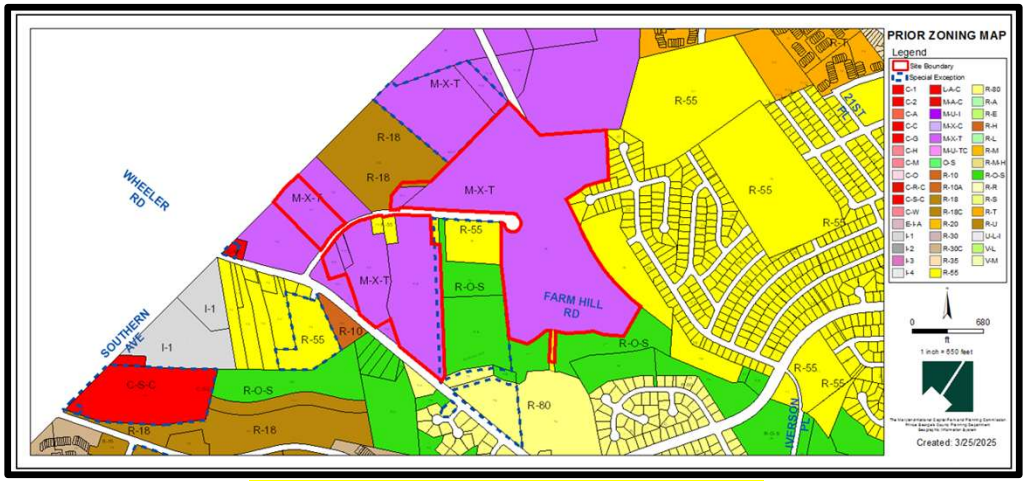
Council District: 07
Planning Area: 76A



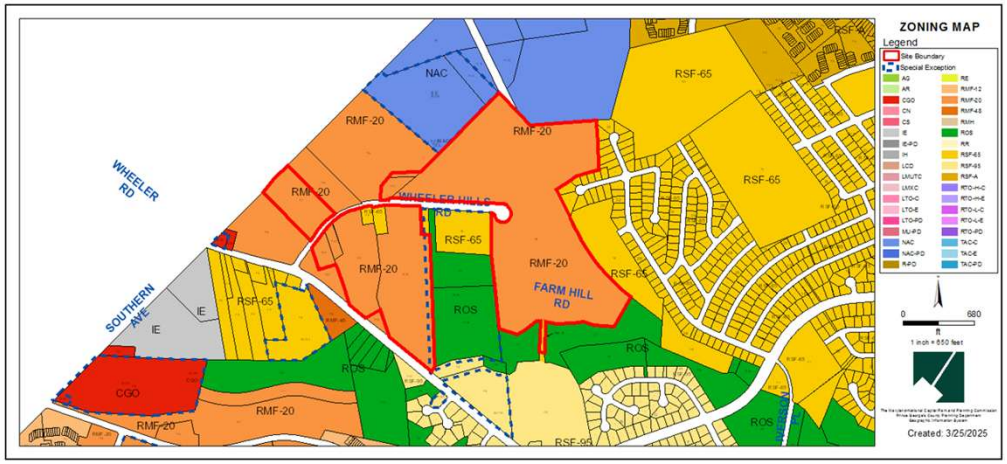
SITE VICINITY MAP



ZONING MAP

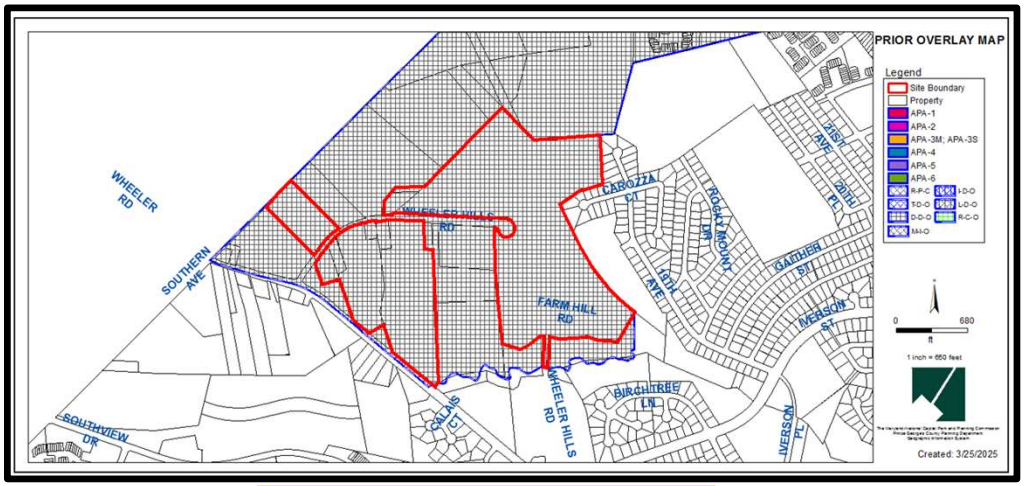


PRIOR ZONING: MXT, R-18, R-55

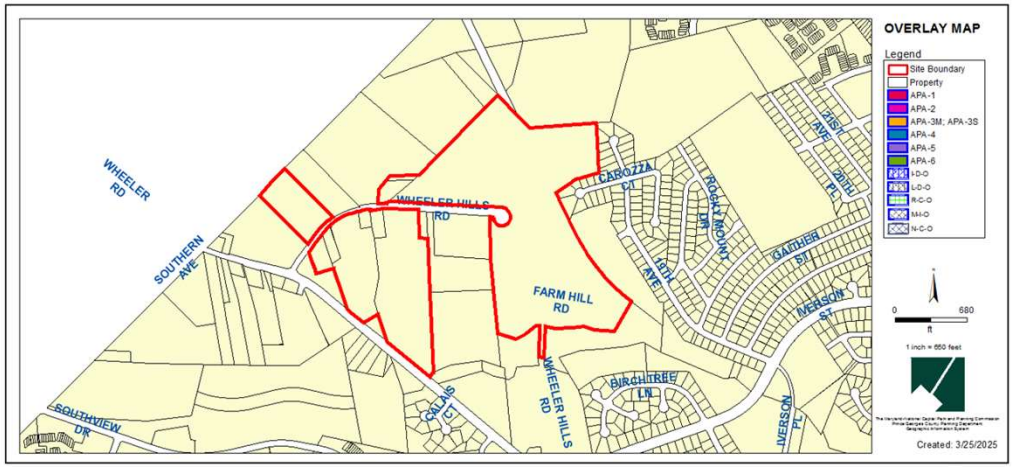


CURRENT ZONING: RMF-20, RSF-65

OVERLAY MAP

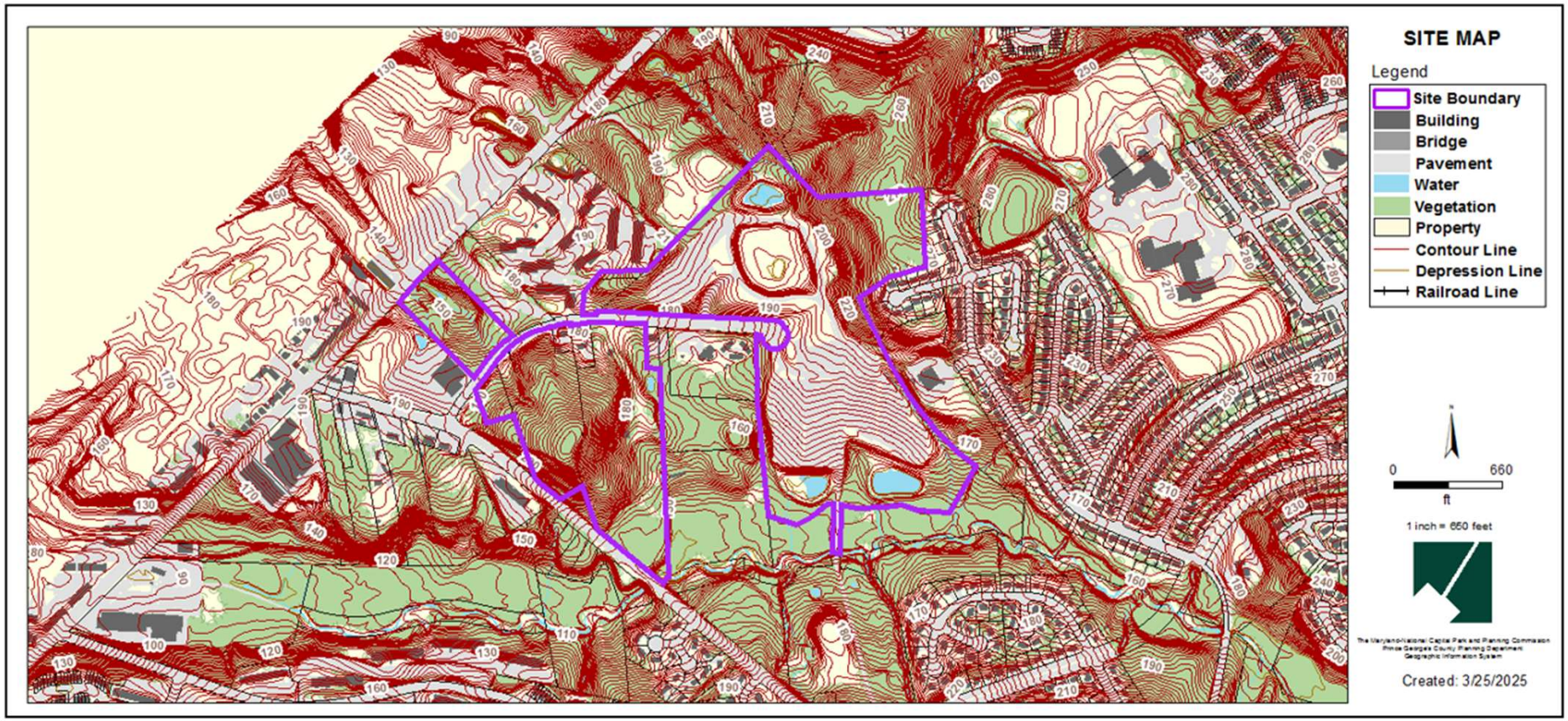


PRIOR OVERLAY MAP: D-D-O

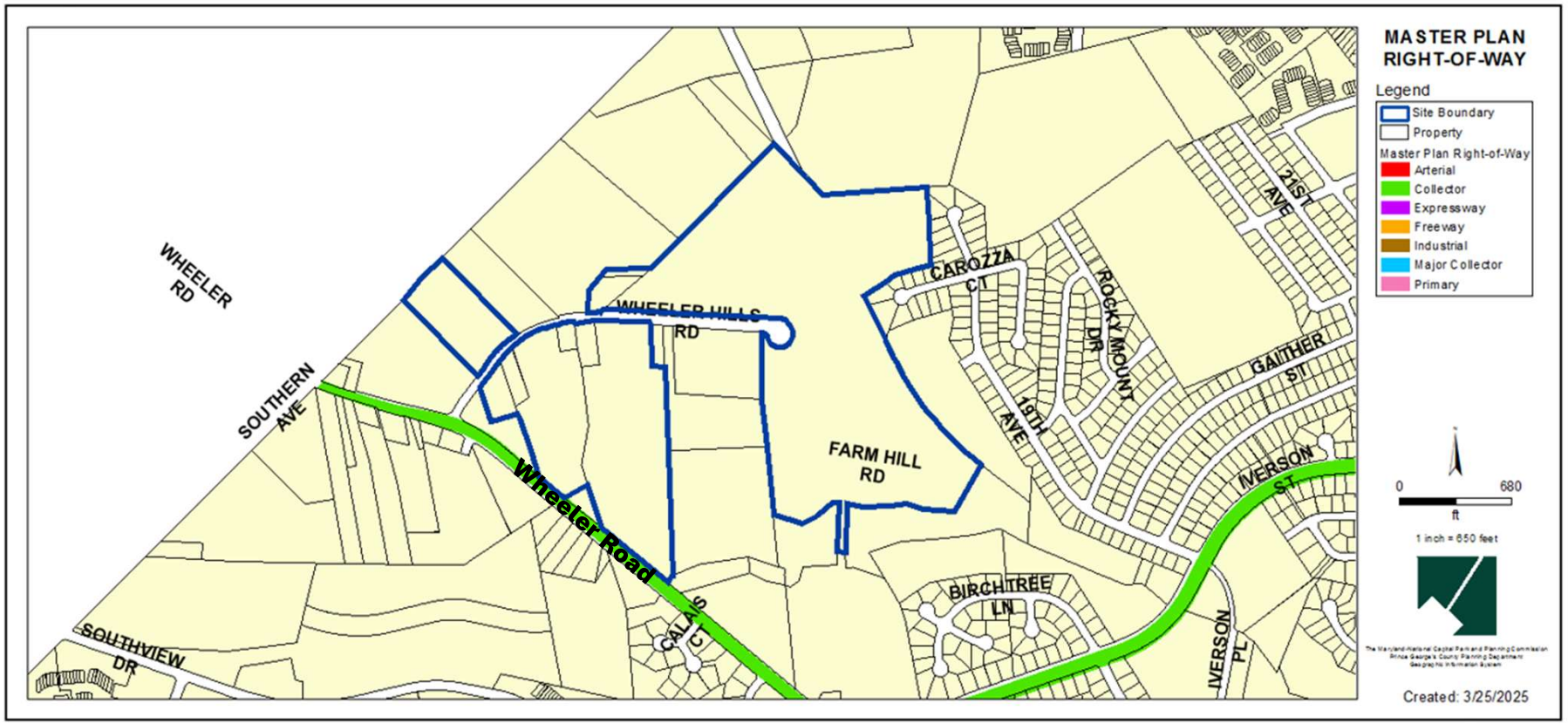


CURRENT OVERLAY MAP: None

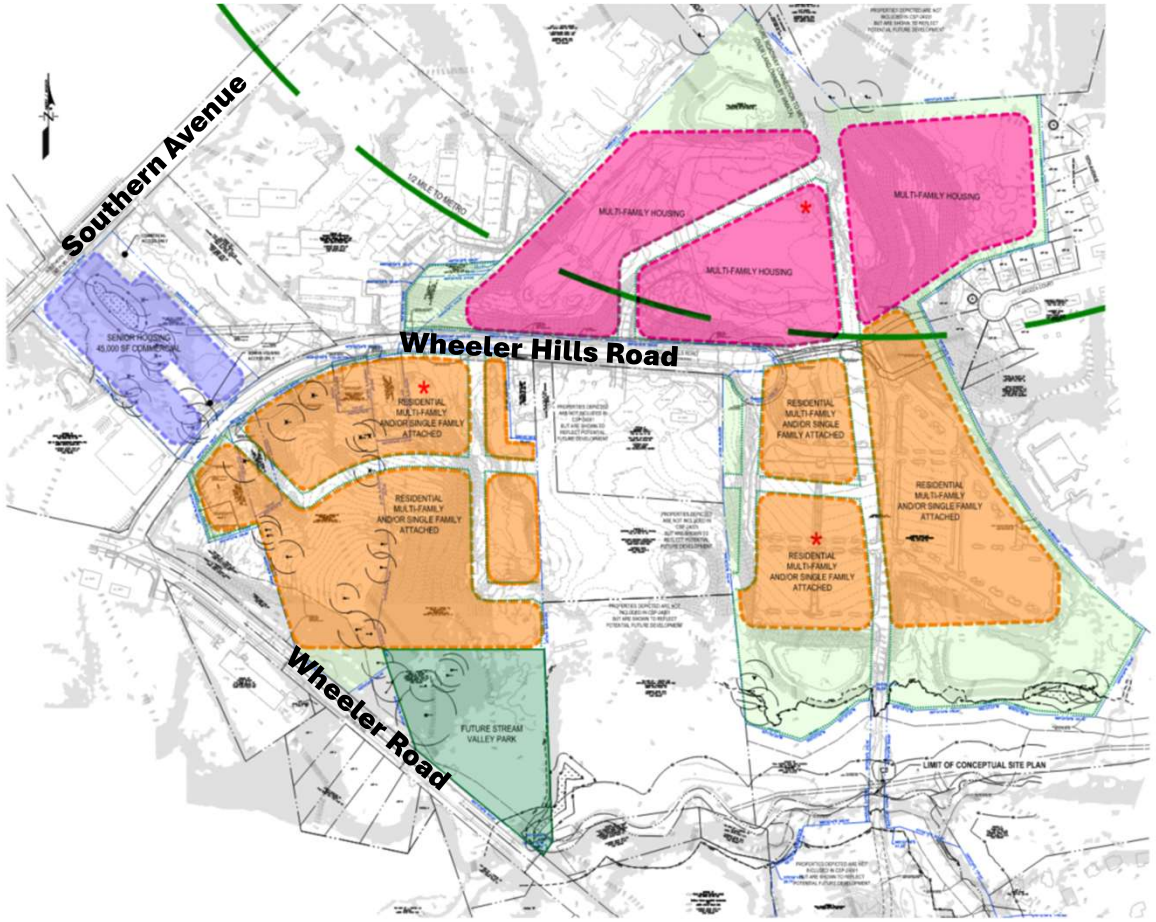
SITE MAP

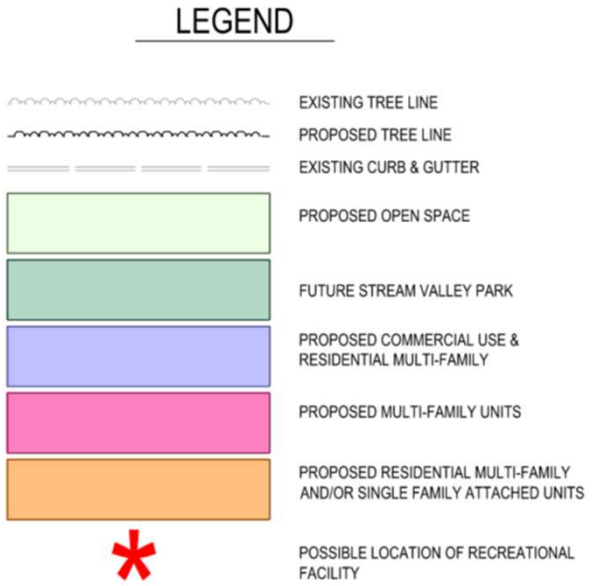

SITE MAP
Legend
Site Boundary
Building
Bridge
Pavement
Water
Vegetation
Property
Contour Line
Depression Line
Railroad Line
0
660
ft
1 inch = 660 feet
Created: 3/25/2025

MASTER PLAN RIGHT-OF-WAY MAP

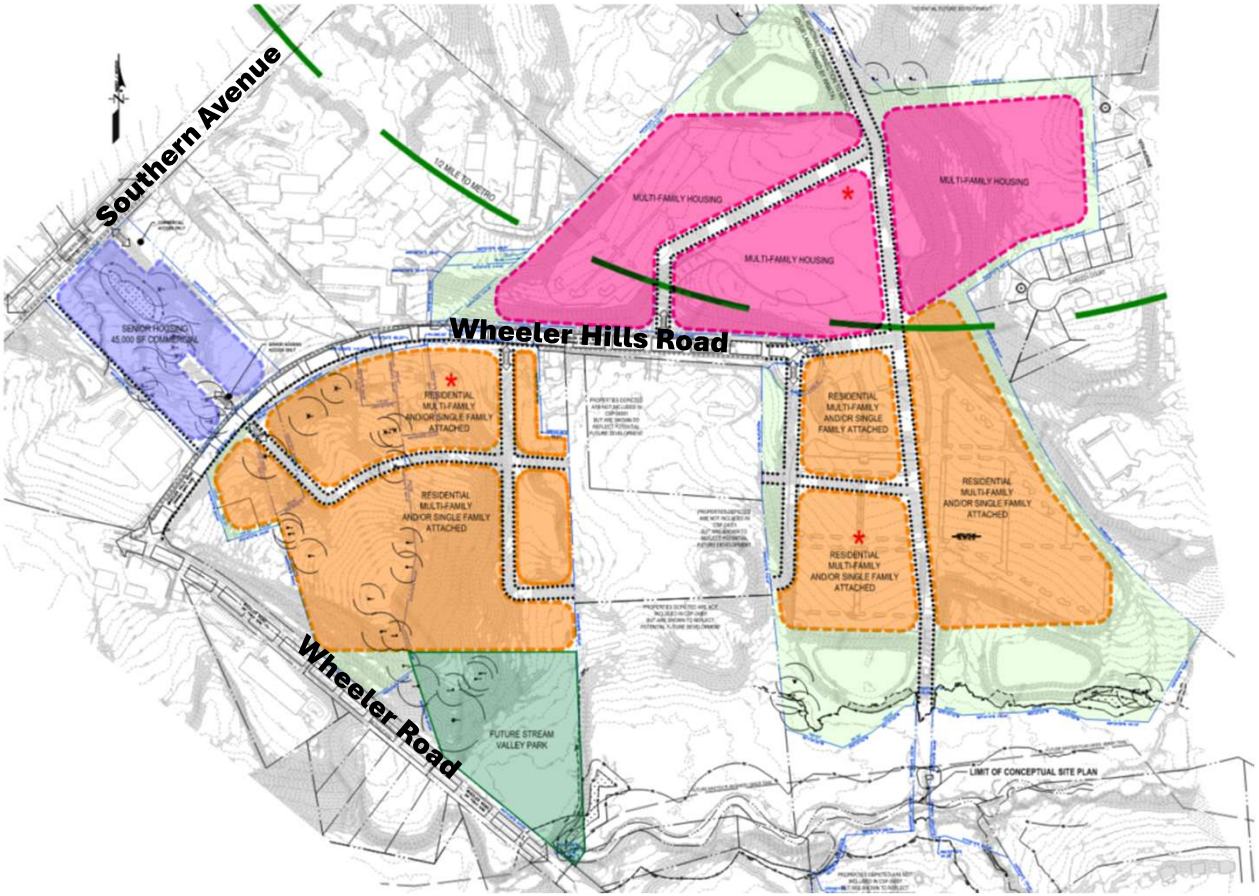


CONCEPTUAL SITE PLAN

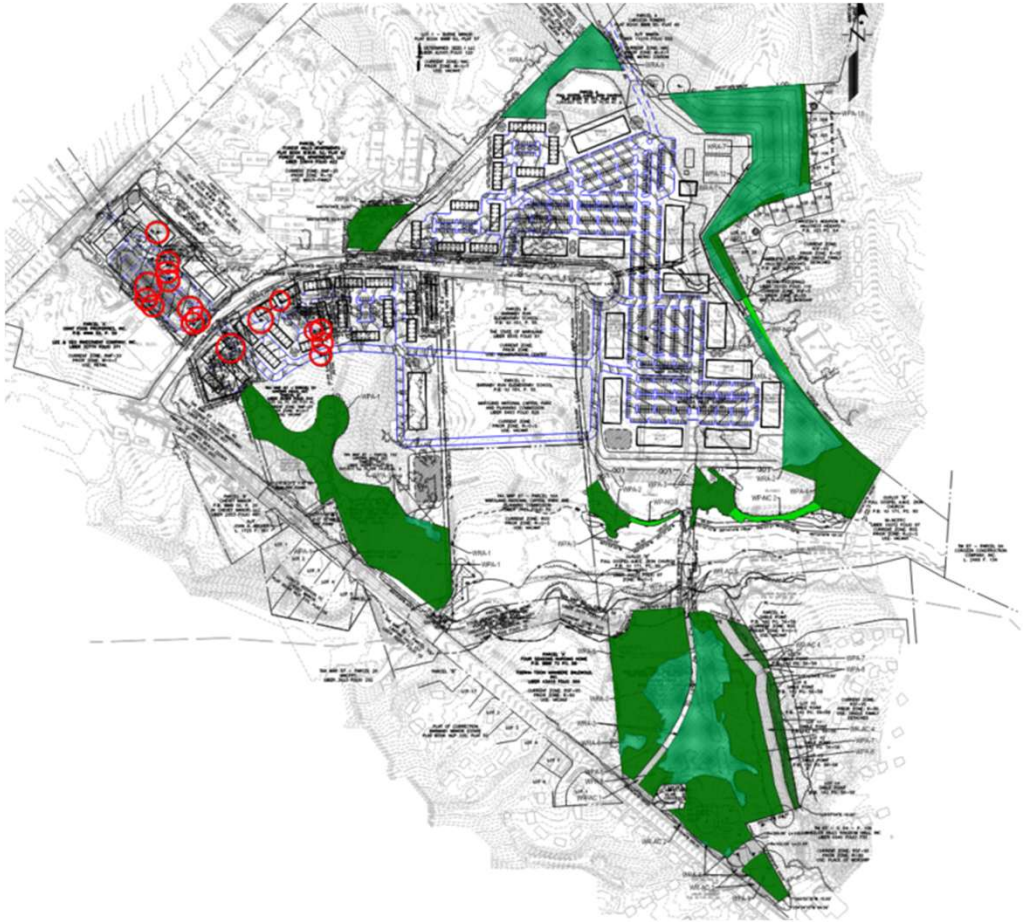




LAND USE & CIRCULATION PLAN



TYPE I TREE CONSERVATION PLAN



LEGEND

- WOODLAND PRESERVATION AREA (WPA)
- WOODLAND REFORESTATION/ AFFORESTATION AREA (WRA)
- WOODLAND PRESERVATION - NOT CREDITED (WP-NC)
- WOODLAND RETAINED - ASSUMED CLEARED (WR-AC)
- NATURAL REGENERATION AREA (NRA)
- SPECIMEN, CchampION, HISTORIC TREE PROPOSED FOR REMOVAL (ST-1)
- SPECIMEN, CHAMPION, HISTORIC TREE TO BE SAVED (ST-1)

STAFF RECOMMENDATION

APPROVAL with conditions

- Conceptual Site Plan CSP-24001
- Type 1 Tree Conservation Plan TCP1-001-2025
- Variance from Section 25-122(b)(1)(G) for the removal of ST-1 through ST-3, and ST-18 through ST-31

Issues:

- None

Applicant Required Mailings:

- Informational Mailing: 2/19/2024
- Acceptance Mailing: 1/15/2025

STATEMENT OF JUSTIFICATION
SOUTHERN HILLS
CONCEPTUAL SITE PLAN CSP-24001
~~REVISED JANUARY 15, 2025~~
REVISED JANUARY 7, 2026

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STATEMENT OF JUSTIFICATION
SOUTHERN HILLS
CONCEPTUAL SITE PLAN CSP-24001
~~**REVISED JANUARY 15, 2025**~~
REVISED JANUARY 7, 2026

1.0 INTRODUCTION/OVERVIEW

Lantian Hills, LLC (the "Applicant") is the owner of approximately 85.4 acres of land located on the south side of Southern Avenue and the north and south sides of Wheeler Hills Road in Oxon Hill, Maryland (the "Subject Property"). The entirety of the Subject Property is located within three-quarters of a mile from the Southern Avenue Metro Station. As described in greater detail herein, the majority of the Subject Property was zoned M-X-T under the prior Zoning Ordinance. The purpose of the Conceptual Site Plan is to preserve the flexibility inherent in the M-X-T zone to facilitate future development of the Subject Property.

2.0 PROPERTY DESCRIPTION

The Subject Property is more particularly identified as Parcels 7, 9, 10, 48-51 and 192 on Tax Map 87, Lot 1 as depicted on a subdivision plat entitled "Wheeler Hills", which plat is recorded among the land records of Prince George's County at Plat Book WWW 68 Plat No. 82, and part of Parcel "A" as depicted on a subdivision plat entitled "Full Gospel A.M.E Zion Church", which plat is recorded among the land records of Prince George's County at Plat Book VJ 171 Plat No. 90.

The Subject Property is currently zoned RMF-20 and RSF-65 and RSF-95. Under the prior Zoning Ordinance, the vast majority of the property was zoned M-X-T/DDO. Approximately 1.43 acres was zoned R-55/DDO and .2 acres was zoned R-18/DDO. The R-55/DDO property included three parcels, Parcel 50 (.42 acres) and Lot 1, Wheeler Hills Subdivision (.67 acres) and a small portion of Parcel A (.34 acres). The R-18/DDO property included Parcel 9 on Tax Map 87. These parcels comprise approximately 2% of the land area within the CSP. The parcels zoned R-55/DDO and R-18/DDO are included in the CSP Application pursuant to the provisions of Section 27-548.26(b) for the purpose of requesting an amendment to the list of allowed uses to allow either townhouses or multifamily dwellings and/or to modify the development standards applicable to the parcels. Since these small parcels are surrounded by land in the M-X-T zone, excluding them would interrupt the natural flow of development of the surrounding land. In addition, it is noted that Parcel A, as platted, contains 70.342 acres. However, approximately 15.63 acres of Parcel A is zoned RSF-95 (formerly R-80) and RSF-65 (formerly 55) but were not within the boundaries of the development district overlay zone. As a result, this portion of Parcel A will not be included in the CSP (although it will need to be included in a future preliminary plan).

3.0 SUMMARY OF DEVELOPMENT HISTORY

Portions of the Subject Property have been the subject of prior development approvals. As noted above, the Subject Property includes a portion of Parcel "A" of the Full Gospel A.M.E Zion Church subdivision. This property was the subject of Preliminary Plan of Subdivision 4-92057. Parcel "A" consists of a total of 70.3420 acres. The property was subdivided for the purposes of constructing a sanctuary for the Full Gospel A.M.E Zion Church. After the approval of the subdivision, substantial work was performed toward constructing the church, as can be seen from the 1998 aerial photo below:

The majority of that portion of Parcel A included this application was cleared and paved for future parking lots. The area of the proposed sanctuary was also excavated. However, the church was never constructed.

The Applicant acquired the Subject Property on October 2, 2014 pursuant to a deed recorded among the Land Records of Prince George's County at Liber 36369 folio 314. The Applicant acquired the property because of its M-X-T Zoning as well as its proximity to the Southern Avenue Metro Station. Most of the property would be less than one-half mile walking distance to the metro station with the completion of a planned road through WMATA's property onto the Applicant's Property from Southern Avenue.

To provide time for the market to mature, the Applicant sought approval to install a solar energy system on the Subject Property as an interim use, which allows it to generate income as the market develops. A Mandatory Referral application, referenced as MR-1909F, was reviewed by the Planning Board in July of 2019 and solar arrays are now installed and operational. The solar array generates 8 megawatts DC of electricity and occupies approximately 22.6 acres of the Subject Property. Given the existing condition of the land, with the site previously cleared for the church and parking lots, the solar energy system was the perfect interim use.

Recently, an abutting M-X-T zoned property, known as The Promise, obtained development approvals (4-19052 and DSP-19071) for a mixed-use development containing 1,014 multifamily dwelling units and 37,810 square feet of commercial space. This project will introduce new construction into the area and will be helpful in guiding the market.

The Applicant has remained in communication with the Washington Metropolitan Area Transit Authority ("WMATA") about establishing future access from the northeast corner of the Subject Property directly to Southern Avenue and the Southern Avenue Metro Station via an existing dedicated public right of way known as the Southeast Expressway, which extends through land owned by WMATA. In late 2023, the Applicant completed the acquisition of 6.6 acres of land from WMATA that abuts the planned road referenced above; this acquisition took over three years, even though the parcels were already subdivided. The Applicant is working with WMATA to acquire the remaining right of way for the road on WMATA parcels that are yet to be subdivided. All these efforts will facilitate the future development of the Subject Property as a transit-oriented site.

4.0 SUMMARY OF DEVELOPMENT PROPOSAL

As conceptually envisioned, the CSP proposes a mix of residential and commercial uses, with up to 45,000 square feet of commercial and up to 1,300 residential dwelling units consisting of multifamily residential and townhouses, including

age restricted units. The frontage of the Subject Property along Southern Avenue is proposed for commercial uses and senior housing. Access to this portion of the Subject Property would be from both Southern Avenue and Wheeler Hills Road. The remainder of the Subject Property, accessed from Wheeler Hills Road, is proposed for residential development with a mix of up to 980 multifamily units and 168 townhouses.

5.0 JUSTIFICATION FOR UTILIZING PRIOR ZONING ORDINANCE

The Applicant has elected to utilize the provisions of the prior zoning ordinance as expressly permitted by Section 27-1900 et. seq. For the reasons set forth below, the proposed development cannot conform to the requirements of Subtitle 27 set forth in the Zoning Ordinance but can conform to the requirements of the prior Zoning Ordinance.

As noted above, the Subject Property is zoned RMF-20 and RSF-95. However, the Subject Property was zone M-X-T by the Southern Green Line Sector Plan and Sectional Map Amendment to allow for flexibility to implement the recommendations of the Sector Plan for property that is less than a mile from the Southern Avenue Metro Station. The RMF-20 Zone does not provide that flexibility. During the adoption of the CMA, the Applicant requested that the Subject Property be placed in the CGO zone based upon a mistake in the application of the M-X-T matrix. However, that request was denied.

The RMF-20 Zone is subject to the Neighborhood Compatibility Standards and other design standards that would not be applicable to the M-X-T Zone. In addition, the RMF-20 Zone does not permit the extensive list of retail uses permitted in the M-X-T Zone. These requirements and use restrictions limit flexibility, inconsistent with the express direction of the Sector Plan recommendations.

6.0 ZONING HISTORY OF SUBJECT PROPERTY

As noted above, the Subject Property was zoned M-X-T/DDO and R-55 under the prior Zoning Ordinance. The majority of the Subject Property was rezoned to the M-X-T Zone pursuant to the adoption of the Green Line Corridor Sector Plan and Sectional Map Amendment. The change in zoning occurred as the result of the approval of Prince George's County Planning Board Resolution PGCPB No. 13-98, which adopted the Green Line Corridor Sector Plan. As noted in that resolution, the purpose of the zoning change was to allow and encourage "Flexible" land use on part of the property and to allow for Medium Density Residential on the remainder of the Subject Property. The Southern Area Greenline Sectional Map Amendment adopted the revisions approved by the Planning Board. In addition, a Development District Overlay Zone was superimposed over all the land within the Sector Plan boundaries. Other than adopting a List of Permitted Uses and specifying a specific list of uses which are not allowed,

specific development district standards were not adopted applicable to the area near the Southern Avenue Metro Station. Specific urban design standards were only established for properties in the vicinity of the Branch Avenue Metro Station and the Naylor Road Metro Station. The regulations applicable to the M-X-T zone will, however, be applicable and will guide future development consistent with the recommendations of the Sector Plan.

7.0 ANALYSIS OF CONFORMANCE WITH THE REQUIREMENTS OF A CONCEPTUAL SITE PLAN

Section 27-546(a) requires that properties in the M-X-T zone obtain approval of a Conceptual Site Plan unless the project qualifies for processing as an Expedited Transit Oriented Development project. In this case, the Subject Property is not located in a TDOZ and a majority of the land area encompassing the Subject Property is not located within one-half mile of the Southern Avenue Metro Station.

The requirements for Conceptual Site Plans are contained in Section 27-272 et. seq. of the prior Zoning Ordinance.

The general purposes of a Conceptual Site Plan are set forth in Section 27-272(b) as follows:

(1) **The general purposes of Conceptual 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 Conceptual Site Plans.**

COMMENT: The proposed development is intended to implement regulations of the Sector Plan which sought to take advantage of the location of the Subject Property in proximity to the Southern Avenue Metro Station. The proposed Conceptual Site Plan proposes the greatest density in proximity to Metro Station and sets for a conceptual vehicular and pedestrian circulation plan which connects the development to the Metro Station in the future. As proposed, the CSP fulfills the purposes of the M-X-T zone and will provide development which conforms to the site design guidelines, which are addressed in detail below.

The specific purposes of a Conceptual Site Plan are set forth in Section 27-272(c) as follows:

(2) **Specific purposes.**

(A) **The specific purposes of Conceptual Site Plans are:**

1. **To explain the relationships among proposed uses on the subject site, and between the uses on the site and adjacent uses;**

2. **To illustrate approximate locations where buildings, parking lots, streets, green areas, and other similar physical features may be placed in the final design for the site;**

3. **To illustrate general grading, woodland conservation areas, preservation of sensitive environmental features, planting, sediment control, and storm water management concepts to be employed in any final design for the site; and**

4. **To describe, generally, the recreational facilities, architectural form of buildings, and street furniture (such as lamps, signs, and benches) to be used on the final plan.**

COMMENT: The proposed Conceptual site plan clearly explains the relationships of the proposed uses on the Subject Property as well as uses on adjacent properties. The approximately location of buildings, streets, parking and other physical facilities are also illustrated. The Conceptual Site Plan is accompanied by a Natural Resources Inventory and Tree Conservation Plan which illustrate the grading and woodland areas on the property. The application also includes a Site Development Concept Plan which addresses stormwater management. Finally, the conceptual location of recreational facilities is also included.

The design guidelines are set forth in Section 27-274 of the Zoning Ordinance. The design guidelines address parking, loading and circulation, lighting, views from public areas, green area, site and streetscape amenities, grading, service areas, public spaces and architecture. Each of these guidelines is addressed below:

Sec. 27-274. Design guidelines.

(a) The Conceptual Site Plan shall be designed in accordance with the following guidelines:

(1) General.

(A) The Plan should promote the purposes of the Conceptual Site Plan.

(B) The applicant shall provide justification for, and demonstrate to the satisfaction of the Planning Board or District Council, as applicable, the reasons for noncompliance with any of the design guidelines for townhouses and three-family dwellings set forth in paragraph (11), below.

COMMENT: The purposes of the Conceptual Site Plan are addressed above. The proposed application promotes these purposes. The Applicant anticipates that the proposed townhouses units will conform to the design guidelines in Paragraph 11, which are addressed below.

(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. As a means of achieving these objectives, the following guidelines should be observed:

(i) Parking lots should generally be provided to the rear or sides of structures;

(ii) Parking spaces should be located as near as possible to the uses they serve;

(iii) Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;

(iv) Large, uninterrupted expanses of pavement should be avoided or substantially mitigated by the location of green space and plant materials within the parking lot, in accordance with the Landscape Manual, particularly in parking areas serving townhouses; and

(v) Special areas for van pool, car pool, and visitor parking should be located with convenient pedestrian access to buildings.

COMMENT: The conceptual design of the site places the buildings close to the streets with parking to the rear of the structures. The parking is designed to be located as near as possible to the uses they serve. Pedestrian access through the site is depicted and will be located to minimize conflicts with vehicles at the time of Detailed Site plan.

(B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians. To fulfill this goal, the following guidelines should be observed:

(i) Loading docks should be oriented toward service roads and away from major streets or public view; and

(ii) Loading areas should be clearly marked and should be separated from parking areas to the extent possible.

COMMENT: The exact location and screening of loading and service areas will be addressed at the time of Detailed Site Plan. However, the conceptual layout provides ample opportunity to provide these areas such that they can be oriented away from major streets or public view.

(C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:

(i) The location, number and design of driveway entrances to the site should minimize conflict with off-site traffic, should provide a safe transition into the parking lot, and should provide adequate acceleration and deceleration lanes, if necessary;

(ii) **Entrance drives should provide adequate space for queuing;**

(iii) **Circulation patterns should be designed so that vehicular traffic may flow freely through the parking lot without encouraging higher speeds than can be safely accommodated;**

(iv) **Parking areas should be designed to discourage their use as through-access drives;**

(v) **Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;**

(vi) **Drive-through establishments should be designed with adequate space for queuing lanes that do not conflict with circulation traffic patterns or pedestrian access;**

(vii) **Parcel pick-up areas should be coordinated with other on-site traffic flows;**

(viii) **Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;**

(ix) **Pedestrian and vehicular circulation routes should generally be separated and clearly marked;**

(x) **Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and**

(xi) **Barrier-free pathways to accommodate the handicapped should be provided.**

COMMENT: The Applicant has provided an exhibit to depict the conceptual pedestrian and vehicular circulation within the proposed development. This conceptual circulation plans depicts how the buildings can be oriented in a grid pattern and encourage

future additional access outside the site boundaries to both property south of the development and to the Metro station north of the development.

(3) Lighting.

(A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the site's design character. To fulfill this goal, the following guidelines should be observed:

(i) If the development is used at night, the luminosity, orientation, and location of exterior light fixtures should enhance user safety and minimize vehicular/pedestrian conflicts;

(ii) Lighting should be used to illuminate important on-site elements such as entrances, pedestrian pathways, public spaces, and property addresses. Significant natural or built features may also be illuminated if appropriate to the site;

(iii) The pattern of light pooling should be directed on-site;

(iv) Light fixtures fulfilling similar functions should provide a consistent quality of light;

(v) Light fixtures should be durable and compatible with the scale, architecture, and use of the site; and

(vi) If a variety of lighting fixtures is needed to serve different purposes on a site, related fixtures should be selected. The design and layout of the fixtures should provide visual continuity throughout the site.

COMMENT: At the time of Detailed Site Plan, a photometric Plan will be provided which is demonstrate that adequate illumination is provided. The lighting will be designed to ensure safe passage from vehicles to the closest building entrance.

(4) Views.

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

COMMENT: The Subject Property has somewhat limited view from public areas. The property has frontage on three existing streets, Southern Avenue, Wheeler Road and Wheeler Hills Road. Topography prevents any views of the proposed development from Wheeler Road. The frontage on Southern Avenue is limited but will be used to access the non-residential component of the proposed development. Wheeler Hills Road is an existing cul-de-sac which currently experiences dumping due to the lack of nocturnal activity. The proposed development will provide a deterrent from this activity by locating the buildings in close proximity to the road.

(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. To fulfill this goal, the following guidelines should be observed:

(i) Green area should be easily accessible in order to maximize its utility and to simplify its maintenance;

(ii) Green area should link major site destinations such as buildings and parking areas;

(iii) Green area should be well-defined and appropriately scaled to meet its intended use;

(iv) Green area designed for the use and enjoyment of pedestrians should be visible and

accessible, and the location of seating should be protected from excessive sun, shade, wind, and noise;

(v) Green area should be designed to define space, provide screening and privacy, and serve as a focal point;

(vi) Green area should incorporate significant on-site natural features and woodland conservation requirements that enhance the physical and visual character of the site; and

(vii) Green area should generally be accented by elements such as landscaping, pools, fountains, street furniture, and decorative paving.

(B) The application 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 proposed development will be surrounded by substantial preserved green area. On site, regulated environmental features are being preserved and will remain wooded. Impacts to the regulated environmental features are addressed within a separate justification statement.

(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. To fulfill this goal, the following guidelines should be observed:

(i) The design of light fixtures, benches, trash receptacles, bicycle racks and other street furniture should be coordinated in order to enhance the visual unity of the site;

(ii) The design of amenities should take into consideration the color, pattern, texture, and scale of structures on the site, and when known, structures on adjacent sites, and pedestrian areas;

(iii) Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;

(iv) Amenities should be functional and should be constructed of durable, low maintenance materials;

(v) Amenities should be protected from vehicular intrusion with design elements that are integrated into the overall streetscape design, such as landscaping, curbs, and bollards;

(vi) Amenities such as kiosks, planters, fountains, and public art should be used as focal points on a site; and

(vii) Amenities should be included which accommodate the handicapped and should be appropriately scaled for user comfort.

COMMENT: The site design guidelines in Section 27-274 are also the site design guidelines which apply to a detailed site plan. Details of the site amenities will be provided on the Detailed Site Plan and architectural plans. All of these features will be addressed at that time.

(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. To fulfill this goal, the following guidelines should be observed:

(i) Slopes and berms visible from streets and other public areas should appear as naturalistic forms. Slope ratios and the length of slopes should be varied if necessary to increase visual interest and relate manmade landforms to the shape of the natural terrain;

(ii) Excessive grading of hilltops and slopes should be avoided where there are reasonable alternatives that will preserve a site's natural landforms;

(iii) Grading and other methods should be considered to buffer incompatible land uses from each other;

(iv) Where steep slopes cannot be avoided, plant materials of varying forms and densities should be arranged to soften the appearance of the slope; and

(v) Drainage devices should be located and designed so as to minimize the view from public areas.

COMMENT: The site does exhibit topography which will require grading. However, the grading will be minimized to the extent possible.

(8) Service areas.

(A) Service areas should be accessible, but unobtrusive. To fulfill this goal, the following guidelines should be observed:

(i) Service areas should be located away from primary roads, when possible;

(ii) Service areas should be located conveniently to all buildings served;

(iii) Service areas should be effectively screened or enclosed with materials compatible with the primary structure; and

(iv) Multiple building developments should be designed to form service courtyards which are devoted to parking and loading uses and are not visible from public view.

COMMENT: As noted above, the conceptual building layout is to locate the buildings close to the street, which provide ample space to screen any service areas from public view. The service areas will be located to minimize conflicts with site traffic and parking.

(9) Public spaces.

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

development. To fulfill this goal, the following guidelines should be observed:

(i) Buildings should be organized and designed to create public spaces such as plazas, squares, courtyards, pedestrian malls, or other defined spaces;

(ii) The scale, size, shape, and circulation patterns of the public spaces should be designed to accommodate various activities;

(iii) Public spaces should generally incorporate sitting areas, landscaping, access to the sun, and protection from the wind;

(iv) Public spaces should be readily accessible to potential users; and

(v) Pedestrian pathways should be provided to connect major uses and public spaces within the development and should be scaled for anticipated circulation.

COMMENT: The conceptual building locations allow the ability to create plazas and courtyards. The Subject Property abuts publicly owned land which also provide the opportunity to provide public spaces which are readily accessible to potential users. The Applicant is willing to provide dedication at the time of Preliminary Plan of Subdivision to expand the existing stream valley park which abuts the southern end of the property included in this Conceptual Site Plan.

(10) Architecture.

(A) When architectural considerations are referenced 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 a 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: There are no architectural considerations which are referenced for review. However, the site does provide the opportunity to provide a mix of market rate and affordable housing options near the Southern Avenue Metro station. The specific architecture of each building will be addressed at the time of Detailed Site Plan.

(11) Townhouses and three-family 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: Each of these provisions will be addressed at the time of Preliminary Plan of Subdivision and Detailed Site Plan. The Applicant does not anticipate that any of these guidelines cannot be adequately addressed at that time.

To approve a Conceptual Site Plan, the Planning Board must make certain findings. First, Section 27-276(b)(1) provides as follows:

"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: The Applicant submits that the proposed CSP for Southern Hill does represent a most reasonable alternative for satisfying the site design guidelines. The Subject Property is near the Southern Avenue Metro Station. A portion of the Subject Property has direct frontage on Southern Avenue south and west of the Metro Station and there is a dedicated public right of way extending from Southern Avenue to the northwest

corner of the Subject Property which may allow a second connection to Southern Avenue immediately adjacent to the Metro Station.

At the same time the Subject Property was placed in the M-X-T Zone, it was also made subject to a Development District Overlay Zone. This is significant in that "the Development District Overlay Zone is intended to ensure that the development of land in a designated development district meets the goals established for the district in a Master Plan, Master Plan Amendment, or Sector Plan, and takes advantage of unique opportunities presented by the district." (See Section 27-548.19) Development districts are used in specific circumstances, including Metro areas. The purposes of establishing a Development District Overlay Zone are also relevant, as stated in Section 27-548.20. These purposes include providing flexibility within a regulatory framework to encourage innovative design solutions, promoting an appropriate mix of uses, encouraging compact development and encouraging compatible development which complements and enhances the character of an area.

For the above reasons, and as will be more fully developed as detailed site planning is completed, the proposed Conceptual Site plan provides a reasonable alternative for meeting the site design guidelines. The proposed CSP includes a mix of uses and

a mix of housing types, including senior housing, to respond to future housing needs near existing transit.

In addition to the above findings, the Planning Board must make the findings set forth in Section 27-546(d)(1)-(11), which are related specifically to the M-X-T zone. Each of the subsections will be set forth below, with a corresponding comment, which provides as follows:

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

COMMENT: The purposes of the M-X-T Zone are set forth in Section 27-542 of the Zoning Ordinance. There are a total of 10 purposes, several of which are promoted by this CSP. Each of the purposes is addressed below:

(1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;

COMMENT: As noted above, the Subject Property is in the vicinity of the Southern Avenue Metro Station. The Applicant is actively working with WMATA to strengthen the physical connection between the Subject Property and the Metro Station to ensure convenient access to Metro. The General Plan, which was adopted approximately two months after the adoption of the Sector Plan, designates the Southern Avenue Metro Station as a Neighborhood Center. The northern end of the proposed development is included within the center boundaries, where future Southeast Expressway

abuts the property. The proposed development is consistent with the vision of the General Plan to create a concentration of predominantly residential land uses in neighborhood centers.

(2) To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;

COMMENT: The Southern Green Line Sector Plan placed the Subject Property in the M-X-T zone and established a Development District Overlay Zone to take advantage of the proximity to the Metro Station. The Subject Property was identified as an "opportunity site" capable of adding additional residential density to an area close to the Metro Station. The property was rezoned in part to increase the likelihood of future development occurring. The Applicant was induced to acquire the property because of the M-X-T zoning.

(3) To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;

COMMENT: Again, the Sector Plan recognized the opportunity to encourage future development of the Subject Property and to add density near transit. The Applicant is working with Metro to maximize the public and private development potential inherent in the location of the Subject Property.

(4) To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;

COMMENT: Placing the M-X-T Zone on the Subject Property creates the ability to optimize the use of transit. Enhancing the connection between the Subject Property and the Metro Station will facilitate walking, biking and transit use. The mix of residential and commercial uses is consistent with the recommendations in the Sector Plan.

(5) To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;

COMMENT: The development of the Subject Property will contribute to the creation of a twenty-four-hour environment. The abutting development known as The Promise will inject new housing an commercial uses into the market and help begin the creation of a transit oriented active residential community with a functioning retail component.

(6) To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;

COMMENT: While a predominantly horizontal mix of uses is envisioned, the opportunity exists for some vertical mixed use on the property abutting Southern Avenue as the project design evolves.

(7) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;

COMMENT: The approval of this conceptual site plan will allow the Applicant to design a neighborhood with Metro access with its own distinctive visual character and identity.

(8) To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;

COMMENT: The Southern Hills project will be designed utilizing the current ESD stormwater management techniques and will utilize the existing infrastructure to create a new community near transit.

(9) To permit a flexible response to the market and promote economic vitality and investment; and

COMMENT: The proposed CSP is designed to give the Applicant flexibility to respond to the market as the area evolves.

(10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.

COMMENT: The M-X-T zone provides the architectural freedom necessary to create a vibrant community near the Metro Station

(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 was placed in the M-X-T zone by a Sector Plan approved after October 1, 2006. The Sector Plan recommended "Flexible" land use on all of the property fronting on Southern Avenue and "medium density residential" along the souths side of Wheeler Hills Road on property owned by the

County and A.M.E. Zion Church. The Subject Property on the south side of Wheeler Hills Road was owned by the A.M.E. Zion Church. Pursuant to this recommendation, the majority of the Subject Property was rezoned to the M-X-T Zone, rather than the R-T zone as initially proposed in the Preliminary Sector Plan. The proposed development is in conformance with the development concept recommended by the Sector Plan and the Sectional Map Amendment Zoning Change.

(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: The majority of the property is accessed from Wheeler Hills Road. The Applicant has the opportunity to create an enclave residential community with close proximity to Metro. The Applicant will continue to work with WMATA to improve access to the Metro Station for future residents. The property which fronts on Southern Avenue will have an outward orientation that integrates with the new community and the existing built environment surrounding it.

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

COMMENT: The proposed development will be compatible with existing and proposed development in the vicinity. Wheeler Hills Road is a largely blank slate for development of a new community. The improved properties on the north side of Wheeler

Hills Road also have access to Southern Avenue and are developed with multifamily residential projects. The Promise, referenced above, is now approved for 1,014 multifamily dwelling units and 37,810 square feet of commercial space. The proposed development, which will include a mix of medium density residential dwelling unit types and commercial development, will be compatible with both existing and proposed development in the vicinity.

(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: It is appropriate to locate the commercial uses on land which is adjacent to a major thoroughfare which serves as the main access to the Metro Station (Southern Avenue). The residential uses will be located on an existing cul-de-sac.

(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: The timing of the proposed development, and the sequencing of the uses will be determined at future stages. To the extent that the project is staged, each building phase will be designed as a self-sufficient entity.

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

COMMENT: The site will be designed with pedestrian connectivity throughout the community. The Applicant also desires to provided pedestrian connectivity directly to the Metro Station through continued collaboration with WMATA.

(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: The current plan is a CSP. This issue will be addressed 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, 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 has been submitted with the application to allow this provision to be evaluated. The traffic study indicates that adequate transportation facilities will exist to serve the development.

(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: This provision is applicable to the detailed site plan and will be addressed at that time.

(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: This provision does not apply to the Subject Property as it does not exceed 250 acres.

8.0 CONFORMANCE WITH THE REQUIREMENTS OF THE M-X-T ZONE

The Mixed-Use Zones are addressed in Part X of the Zoning Ordinance. The provisions related to the M-X-T Zone are addressed in Sections 27-542 through 27-546. The sections address the Purposes, Uses, Regulations, Optional Methods of Development and Site Plans. In addition, the Permitted Use List is set forth in Section 27-547 and the additional regulations are set forth in Section 27-548. Each of these provisions, to the extent applicable to this Conception Site Plan, are addressed below.

Section 27-542. Purposes.

The purposes of the M-X-T Zone are addressed above as Conceptual Site Plans require a finding that the application is

in conformance with the purposes of the zone in which the property is in.

Section 27-543. Uses.

The uses allowed in the M-X-T zone are set forth in Section 27-547 of the Zoning Ordinance. However, the Subject Property is in a Development District Overlay Zone which adopted a separate use list. This is notable in that there are certain uses identified in the Southern Green Line Sector Plan which are prohibited. Those uses included adult entertainment, check cashing establishments, liquor stores, pawnshops, nail salons, beauty supply and accessories stores, banquet halls and tattoo parlors, cemeteries, vehicle sale and services, wholesale trade and warehouse distribution, amusement parks, secondhand businesses and industrial equipment sales. None of these uses are proposed in this Conceptual Site Plan.

It is also noted that the list of permitted uses adopted by the Southern Green Line Sector Plan does not include a requirement that a mix of uses be present. This requirement is set forth in Section 27-547(d) of the Zoning Ordinance. Notwithstanding, the Applicant is proposing up to 45,000 square feet of commercial space in conjunction with this development.

Section 27-544. Regulations.

Many of the provisions of this section are not applicable to the Subject Property. Section 27-544(b) notes that where the Conceptual Site Plan imposes regulations related to the

location, density, coverage and height of improvements, such standard will provide guidance at the time of Detailed Site Plan.

Section 27-545. Optional Method of Development.

The maximum FAR proposed in the Conceptual Site Plan is .52. As a result, the Applicant will utilize the Optional Method of Development set forth in Section 27-545(b)(4), which permits additional gross floor area equal to one (1.0) where more than 20 dwelling units are provided.

Section 27-546. Site plans.

Section 27-546(a) requires approval of a Conceptual Site Plan for properties zoned M-X-T. This application fulfills that requirement. Section 27-546(b) requires additional information be provided on the CSP in addition to the information required by Part 3 Division 9. The additional information is addressed below:

(1) A general description of the pedestrian system proposed;

COMMENT: Each of the components of the project will be connected either through sidewalks located within the public right of way or through internal sidewalks and trails. The Applicant continues to have dialogue with WMATA about a future connection, including pedestrians and bicycles, to better access the Metro Station.

(2) The proposed floor area ratio;

COMMENT: As shown on the CSP, the proposed floor area ratio is .52.

(3) The type and location of uses proposed, and the range of square footage anticipated to be devoted to each;

COMMENT: As noted on the CSP, the uses proposed are multifamily residential, townhouses and commercial uses. The commercial uses have not yet been identified but are proposed for the portion of the Subject Property fronting on Southern Avenue. The range of square footage anticipated is also shown on the CSP.

(4) A general description of any incentives to be used under the optional method of development;

COMMENT: If necessary, the Applicant intends to utilize the optional method of development identified in Section 27-545(b)(4), or the provision of twenty (20) or more dwelling units.

(5) Areas proposed for landscaping and screening;

COMMENT: Areas for landscaping and screening are depicted on the Conceptual Land Use and Circulation Plan.

(6) The proposed sequence of development; and

COMMENT: As noted above, a portion of the Subject Property is currently in use as a solar energy system. Thus, should development commence prior to the removal of the solar panels, it would start on the western end of the Subject Property, including the property located on Southern Avenue. Since this

part of the property is envisioned for the commercial uses and senior housing, the timing of this development will be market dependent.

(7) The physical and functional relationship of the project uses and components.

COMMENT: The various components of the project will all be able to function independently from each other. However, each component will be physically interconnected to allow for cross movement between the properties, especially to provide the most convenient access possible to the Metro Station.

(8) Property placed in the M-X-T Zone by a Sectional Map Amendment shall provide supporting evidence which shows whether the proposed development will exceed the capacity of transportation facilities that are existing, are under construction, for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program or within 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 a specific public facilities financing and implementation program.

COMMENT: Since the Subject Property was placed in the M-X-T zone pursuant to a Sectional Map Amendment, a traffic study has been submitted to demonstrate that adequate transportation facilities will be available to serve the proposed development.

Section 27-547. Uses Permitted.

Comment: As noted above in reference to Section 27-543, there is a separate use list for the M-X-T zone which was adopted as part

of the Development District Overlay Zone. There are certain uses, however, which have been prohibited. The Applicant is not seeking permission to locate any of these uses within the project. Section 27, 547(d), which requires a mix of uses be shown in the CSP, is not reproduced in the M-X-T use list adopted by the DDOZ. Thus, it is not clear whether a mix of uses is required. However, the Applicant is proposing the possibility of up to 45,000 square feet of retail uses on the portion of the Subject Property which fronts on Southern Avenue. If it is determined that a mix of uses is not required in this DDOZ, the Applicant would request that a finding to that effect be included in the event it is determined in the future that commercial uses are not viable or desirable.

Section 27-548. M-X-T Zone.

Section 27-548 contains regulations applicable to development in the M-X-T Zone. Each of the specific regulations is addressed below.

(a) **Maximum floor area ratio (FAR):**

(1) **Without the use of the optional method of development — 0.40 FAR; and**

(2) **With the use of the optional method of development — 8.00 FAR.**

COMMENT: As noted on the Conceptual Site Plan, the estimated FAR for the project is .52. In this instance, the Applicant intends to provide twenty or more dwelling units under optional method 27-545(b)(4), which increases the maximum FAR to 1.4. The

proposed development is well below the maximum FAR permitted per Section 27-548(a).

(b) **The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.**

COMMENT: The uses will be located in more than one building and on more than one lot, as permitted by this subsection.

(c) **Except as provided for in this Division, the dimensions for the location, coverage, and height of all improvements shown on an approved Detailed Site Plan shall constitute the regulations for these improvements for a specific development in the M-X-T Zone.**

COMMENT: Noted. The dimensions will be addressed at the time of Detailed Site Plan.

(d) **Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.**

COMMENT: Noted. Landscaping will be addressed at the time of Detailed Site Plan.

(e) **In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.**

COMMENT: Noted. The estimated GFA for the project assumes the application of this regulation. The ultimate GFA will conform to this regulation at the time of Detailed Site Plan.

(f) **Private structures may be located within the air space above, or in the ground below, public rights-of-way.**

COMMENT: No private structures are proposed to be located within the air space above, or in the ground below, public rights-of-way.

(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.**

COMMENT: Acknowledged. Lot frontages will be determined at the time of Preliminary Plan of Subdivision.

(h) **Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand two hundred (1,200) square feet in size, and shall have at least sixty percent (60%) of the full front façades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies**

within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

COMMENT: Noted. The proposed townhouses will be designed to conform to these regulations.

(i) **The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone, designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.**

COMMENT: Noted. None of the multifamily buildings will exceed 110 feet in height.

(j) **As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance). Notwithstanding any other provision of this Code, this regulation shall not apply to property subject to the provisions of Section 27-544(f)(2)(I), above.**

COMMENT: Although the Subject Property was placed in the M-X-T Zone pursuant to a Sectional Map Amendment approved after October 1, 2006, the SMA did not include a comprehensive land use planning study that was conducted by Technical Staff prior to the initiation of a concurrent Master Plan or Sector Plan. Thus, this regulation is not applicable to the subject application.

9.0 CONFORMANCE WITH THE REQUIREMENTS OF SECTION 27-548.26(b)

As indicated above, the Subject Property lies within the boundaries of a DDOZ established by the Southern Green Line Sector Plan. Section 27-548.26(b) of the Prince George's County Zoning Ordinance (the "Zoning Ordinance") contains provisions which address amendments to approved DDOZ's which can be requested by a property owner. Section 27-548.26(b) provides as follows:

> **(b) Property Owner.**
>
> **(1) Notwithstanding the provisions of subsection (a), above, a property owner may request that the District Council amend development requirements for the owner's property, as follows:**
>
> **(A) An owner of property in, adjoining, or separated only by a right-of-way from the Development District may request changes to the boundary of the approved D-D-O Zone.**
>
> **(B) An owner of property in the Development District may request changes to the underlying zones or the list of allowed uses, as modified by the Development District Standards.**
>
> **(i) A request for changes to the underlying zone or list of allowed uses may include requested amendments to the applicable Development District Standards for the applicable D-D-O Zone.**
>
> **(ii) In determining whether to approve such amendments to the Development District Standards, the District Council shall find that the amended standards will benefit the proposed development, will further the purposes of the applicable Development District, and will not substantially impair implementation of any applicable Master Plan or Sector Plan.[1]**

[1] It should be noted that Section 27-1903(b) of the current Zoning Ordinance provides that development proposals within a Development District Overlay Zone (DDOZ) may not include requests to change the boundary of the

In addition to the above, Section 27-548.26(b)(5) states that in approving an application to modify the list of permitted uses and requested amendments to the Development District Standards, the District Council must find that "the proposed development conforms with the purposes and recommendations for the Development District, as stated in the Master Plan, Master Plan Amendment, or Sector Plan, meets applicable site plan requirements, and does not otherwise substantially impair the implementation of any comprehensive plan applicable to the subject development proposal."

Section 27-548.26(b)(2) also provides that any application for such a change must include "a statement showing that the proposed development conforms with the purposes and recommendations for the Development District, as stated in the Master Plan, Master Plan Amendment or Sector Plan" and "a site plan, either the Detailed Site Plan required by Section 27-548.25 or a Conceptual Site Plan." The application submitted herewith includes a Conceptual Site Plan. Set forth below is an analysis for conformance with the purposes and recommendations for the Development District as stated in the Marlboro Pike Sector Plan.

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approved TDOZ or DDOZ or change the underlying zones. This application does not include a request to change the boundary of the DDOZ or a request to change the underlying zoning category.

10.0 STATEMENT OF CONFORMANCE WITH PURPOSES AND RECOMMENDATIONS FOR THE DEVELOPMENT DISTRICT AS STATED IN THE SOUTHERN GREEN LINE SECTOR PLAN

The Applicant is requesting to modify the list of permitted uses as they apply to three parcels and modify the Development District Standards as they apply to four small parcels included in the CSP. The parcels for which the list of permitted uses is to be modified are Parcels 50 on Tax Map 87, containing .42 acres, Lot 1, Wheeler Hills Subdivision, containing .67 acres, and a small portion of Parcel "A", containing .34 acres. These parcels were zoned R-55 under the prior Zoning Ordinance. These parcels, as well as Parcel 9 on Tax Map 87, are the subject of the request to modify the Development District Standards. Parcel 9 was zoned R-18/DDO previously, and the list of permitted uses in the DDO included multifamily and townhouses. Thus, there is no need to modify the list of permitted uses for this parcel.

Regarding the request to modify the list of permitted uses, the three parcels are located on the south side of Wheeler Hills Road and comprise less than 2% of the land assembled by the Applicant. With the adoption of CR-10-2014, the District Council also adopted use lists for properties within the boundaries of the Development District Overlay Zone. The use list for properties in the R-55 Zone subject to the DDOZ did not permit townhouses or multifamily dwellings. The applicant is

requesting an amendment to the list of permitted uses to permit townhouses and/or multifamily dwellings on these properties. As noted in Section 27-548.22(e), "Development District Standards may allow uses prohibited in the underlying zone where the uses are compatible with the goals of the Development District and purposes of the D-D-O Zone."

Parcel 50 and Lot 1 were improved with unoccupied, dilapidated dwellings at the time this application was filed. During the pendency of the application, these structures have been razed, as can be seen on the aerial photograph below:

To create a consistent streetscape and a cohesive entrance to this new community, these properties should not be forced to be retained as single family detached dwellings.

As discussed above, the recommendations for the land use and zoning of the Subject Property were modified from that

recommended in the Preliminary Southern Green Line Station Area Sector Plan and Sectional Map Amendment by the Planning Board Resolution and the District Council. Specifically, the land use recommendation was modified to "medium density residential along the south side of Wheeler Hills Road on property owner by the county and A.M.E Zion Church." These two parcels were, in fact, owned by the A.M.E Zion Church at the time the Sector Plan was adopted. However, the recommended change to the M-X-T zone only applied to "the property fronting on Wheeler Hills Road, "excluding the already developed property on the south side of the road". Since there were other parcels on the south side of Wheeler Hills Road which were developed and not owned by the church, it is not clear that it was understood that the church owned parcels—now recommended for a medium density land use—would be retained in a zone inconsistent with that land use. Notwithstanding, given the fact that the Applicant owns of the land surrounding these two parcels, the land use recommendation can be achieved by permitting uses and modifying the Development District Standards to allow them to be developed in a manner consistent what that designation.

In addition to modifying the list of permitted uses, the Applicant also requests a modification of the Development District Standards for the four parcels referenced above. Section 27-548.23 provides as follows:

> **"Development District Overlay Zone regulations shall be the same as those in the underlying zone in which property is classified, except as modified by Development District Standards approved by the District Council, in a Sectional Map Amendment, in a Military Installation Overlay Zoning Map Amendment, or in a later amendment of adopted standards."**

In this instance, the Southern Green Line Development District Standards do not include standards which modify the regulations of the underlying zone for properties in the Southern Avenue Metro Station area. Thus, permitting multifamily dwellings and townhouse dwellings in the underlying R-55 Zone does not establish standards for such uses, and the standards which would be applicable to Parcel 9 would be the standards applicable to the R-18 Zone.

In this instance, the Applicant proposes that development all of the land included with the CSP in accordance with the regulations applicable to the M-X-T Zone. The Applicant submits that since the land which is zoned R-55 and R-18 is surrounded by land in the M-X-T zone and comprises only about 2% of the land area included in the CSP, applying the same regulations is appropriate. As further set forth in Section 27-548.23(e),

> **"The use of Development District Standards in each Development District Overlay Zone is intended to allow flexibility in the development review process and foster high-quality development through application of design guidelines and standards which promote the purposes of the Master Plan, Master Plan Amendment, or Sector Plan."**

As outlined above, the Sector Plan recommends medium density residential development for the property on Wheeler Hills Drive.

Modifying the list of permitted uses and the Development District Standards to allow development in accordance with the land use recommendation promotes the purposes of the Sector Plan.

Based on the above, the proposed development of the three small parcels zoned R-55 and the small parcel zoned R-18 with the modifications to the use list and Development District Standards as proposed conforms with the purposes and recommendations for the Development District, as stated in the Sector Plan and meets applicable site plan requirements. Incorporating these two small parcels into the overall development will not otherwise substantially impair the implementation of the Sector Plan.

11.0 CONCLUSION

In conclusion, the Applicant submits that the proposed CSP 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. In addition, the other findings required for Conceptual Site Plans in the M-X-T zone can also be made. Finally, the request to modify the list of permitted uses and amend the development district standards for a small part of the land included in the CSP ensures that all the property is developed in a manner which is consistent with the land use recommendations of the Sector Plan. For these

reasons, the Applicant respectfully requests approval of the CSP.

Respectfully submitted,

Thomas H. Haller
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(301) 306-0033

Rev. January, 2025
January 21, 2025
J- A691079538.001
WO-014

Alex Kirchhof
Countywide Planning Division
Prince George's County Planning Department
Maryland National Capital Park
and Planning Commission
1616 McCormick Drive
Largo, Maryland 20774

Re: Southern Hills
Statement of Justification in Support
of a Variance for the Removal
of Specimen Trees

Dear Mr. Kirchhof:

On behalf of Lantian Hills, LLC ("Applicant"), we hereby submit this Statement of Justification in support of the removal of specimen trees for the Subject Property located on the south side of Southern Avenue and the north and south sides of Wheeler Hills Road, in Oxon Hill, Prince Georges County, Maryland (Subject Property). The entirety of the Subject Property is located within three-quarters of a mile from the Southern Avenue Metro Station. The Subject Property consists of a property assemblage covering approximately 101.01 acres that is currently zoned RMF-20 (Residential, Multifamily-20), RSF-65 (Residential, Single-Family-65), and RSF-95 (Residential, Single-Family-95) zoned land. The project is proposed to be developed under the zoning categories of M-X-T, R-55, R-80 and R-18. The Subject Property is described as Parcel A of the Full Gospel A.M.E. Zion subdivision, Lot 1 of the Wheeler Hill subdivision, and Parcels 7, 10, 48-51 and 192 as found on Tax Map 87, Grids C-3, D-2, D-3 and D-4. The Parcel A of the Full Gospel AME subdivision portion of the Subject Property has been previously graded and improved with a solar array and multiple storm water management and sediment control ponds. The applicant has submitted a Conceptual Site Plan (CSP-24001) that seeks to preserve the flexibility inherent in the M-X-T zone to facilitate future mixed-use development of the Subject Property.

This site is subject to the requirements of Subtitle 25 of the Prince George's County Code (The Woodland Conservation Ordinance). In accordance with Subtitle 25, the Type 1 Tree Conservation Plan (TCP1) submitted with the application identifies the locations and conditions of fifty-two (52) specimen trees within the Subject Property or up to 100 feet from its boundaries per the approved Natural Resource Inventory Plan (NRI-037-2024). Specimen trees are defined in Section 25-118 of the Woodland Conservation Ordinance as trees having a diameter of 30-inches or greater at 4.5 feet above the ground. Section 25-122(b)(1)(G), generally provides that specimen trees shall be preserved unless a variance is approved in accordance with Section 25-119(d). The project has an approved Site Development Concept Plan (DPIE Case # 36644-2023) designed for this site and its surroundings. Implementation of this plan would require of the removal of thirty-three (31) specimen trees. The early conceptual stage TCP1 prepared as part of the CSP-24001 application details these trees to be removed (discussed below) and identifies their locations. The project site exhibits substantial topography which requires extensive grading for reasonable development to occur and to provide adequate stormwater management.

Three additional specimen trees identified on the TCP1, which are located off-site, will receive critical root zone impacts from the conceptual project disturbance area. These trees are identified as ST-32 a Tulip Poplar (3,334 sf), ST-33 a Chestnut Oak (857 sf) and ST-34 a Tulip Poplar (594 SF). Tulip Polars are generally considered to have a poor construction tolerance while that of Chestnut Oak's is considered good to moderate. Specimen trees ST-33 and ST-34 will only receive minimal impact at the periphery of their CRZ. Specimen tree ST-32 is currently specified as having approximately half of its CRZ impacted on the TCP1 for the Conceptual Site Plan CSP-24001. A future trail connection is proposed in the area of this tree providing access to the Southern Avenue Metro Station and it should be understood that at the time of final engineering the grading can be re-evaluated and modified to reduce or eliminate impacts. None of the specimen trees indicated to be removed or impacted are located within the Primary Management Area (PMA) or regulated environmental features. This Conceptual Site Plan application herein seeks to provide justification for the future development approach proposed on CSP-

24001 as it may require removal or impact to the specimen trees identified on approved Natural Resource Inventory Plan (NRI-037-2024).

It is noted that as a conceptual site plan, the exact nature of the development has not yet been finalized. As such, in future applications, fine tuning of the development plan will occur. However, at this time, based on the approved Site Development Concept Plan. The Applicant would support a condition which requires, at the time of Preliminary Plan, that additional opportunities to save additional specimen trees will be explored. As this time, and pursuant to Section 25-119(d), it is understood that removal of specimen trees requires that variances be granted where, owing to special features or the site or other circumstances, preservation of the specimen trees would result in an unwarranted hardship to an Applicant. As detailed below, the Applicant submits that such circumstances exist. To approve the variance, the approving authority must make findings in accordance with the following criteria:

A. **Special conditions peculiar to the property have caused the unwarranted hardship.**

Response: The subject application is for CSP-24001 that seeks to preserve the flexibility inherent in the M-X-T zone to facilitate future mixed-use development of the Subject Property. The Subject Property is an assemblage of lots and parcels resulting in a unique layout design to meet the goals of the Applicant and make the most efficient use of this property. A majority of the specimen trees that would be removed by the conceptual development approach presented by CSP-24001 are located in areas that provide necessary access or that support and connect required infrastructure.

If developed as currently presented CSP-24001 would result in the removal of ten (10) specimen trees (ST-22, ST-23, ST-24, ST-25, ST-26, ST-27, ST-28, ST-29, ST-30, and ST-31) from Parcel 7 which extends east from Southern Avenue along the Washington, DC boundary to existing Wheeler Hills Road which is within the project area. This parcel is a critical component of the of the project as it presents the only viable opportunity to provide the commercial component required by the M-X-T zone. The frontage on Southern Avenue

provides the traffic flow to create a viable commercial frontage. Three of the trees, ST- 28, ST-29, and ST-30 are located within the center of the Parcel 7 which would cause unwarranted hardship with road infrastructure layout, development design, and meeting required building standards. Due to the existing site topography, all these trees will be impacted due to grading requirements to allow for the desired buildings and required parking to meet the existing street grades, which are peculiar and unique compared to the adjacent properties. As the development process proceeds towards design phases in future required approvals all efforts will be made to preserve as many high value specimen trees as possible.

An additional twenty-one (21) specimen trees (ST-1, ST-2. ST-3, ST-4, ST-4, ST-5, ST-6, ST-7, ST-8, ST-9, ST-10, ST-11, ST-12, ST-13, ST-14, ST-15, ST-16, ST-17, ST-18, ST-19, ST-20, and ST-21) that will be removed by CSP-24001 are located within Parcels 51 and 192. The development in this portion of Subject Property as currently conceptualized will be designed to utilize the existing topographic conditions to the extent possible and minimize the need for massive fill and grading. However, extensive grading is required due to the extreme topographic conditions along the southern portion of Parcel 192 that will likely require the removal of ST-8, ST-9, ST-10, ST-11, ST-12, ST-13, ST-14, and ST-15. Construction and connection of stormwater management facilities to treat stormwater leaving the site and to facilitate discharge that does not create a hazard for downstream property owners or create conditions that degrade offsite regulated environmental features located along Barnaby Branch result in the likely removal of ST-7, ST-8, ST-9, ST-12, ST-13, ST-14, and ST-15. Because of these unique features, these specimen trees will need to be removed to meet the basic requirements for reasonable development and utilize the site in the most logical way possible. As the development process proceeds towards design phases in future required approvals all efforts will be made to preserve as many high value specimen trees as possible.

Lastly, two (2) additional specimen trees are located within the right-of-way for the future reservation for Iverson Street. CSP-24001 does not propose development of this street. Future development of Iverson Street will require their removal.

B. **Enforcement of these rules will deprive the Applicant of rights commonly enjoyed by others in similar areas.**

Response: The circumstances impacting the development of the Subject Property are unique and do not allow the Applicant to avoid impacting specimen trees as identified on the approved Natural Resource Inventory Plan (NRI-037-2024). Retaining all the specimen trees would create a hardship and use of the Subject Property would be compromised. The unique impacts proposed by CSP-24001 do not materially affect other properties in the vicinity of the subject project. If other properties, similarly zoned, were to encounter trees in a similar condition and at similar locations on a site, the same considerations would be provided during the review of the required variance application. Thus, prohibition of the removing of specimen trees, would result in the Applicant being deprived from utilizing the site in a manner commonly enjoyed by other owners of similarly zoned property.

C. **Granting the variance will not confer on the Applicant a special privilege that would be denied to other Applicants.**

Response: The Applicant in this case is not seeking a special privilege. Rather, the Applicant is merely attempting to proceed with the intended use of the property as currently conceived in CSP-24001 while responding to circumstances which were not created by the Applicant. The granting of the requested variance in this case would not provide a special benefit or privilege which would be denied to other Applicants.

D. **The request is not based on conditions or circumstances which are the result of actions by the Applicant.**

Response: The Applicant submits that the facts set forth above equally apply to this criterion of the variance standard. The unique circumstances impacting this project were the result of previous land uses and natural physical constraints of the property over which the Applicant had no control. Rather, the Applicant seeks to respond to the existing conditions in a balanced manner to proceed with the intended project goals. Thought and strategy was put into the conceptual site layout and design orientation to decrease impacts to natural features. The specimen trees that are retained by CSP-24001 are all located in or adjacent to areas on the site containing healthy and valuable environmental features.

E. The request does not arise from a condition relating to land or building use on the neighboring property; and

Response: While the proposal to remove specimen trees within the project area must be planned and coordinated to be compatible with land or building uses on the neighboring properties. The existence of specimen trees on the project site does not arise from any condition on a neighboring property. The conditions on neighboring properties do not contribute to CSP-24001 resulting in the need remove the specimen trees. It should be noted that the removal of many of these specimen tree located along the project boundary will reduce the risk of hazard from both within and adjacent to the Subject Property. As the development process proceeds towards design phases in future required approvals all efforts will be made to preserve as many high value specimen trees as possible.

F. **Granting the variance will not adversely affect water quality.**

Response: The development proposed by CSP-24001 will result in a mix of residential and commercial uses. The specimen trees that are retained will continue to benefit the water quality due to their location in or adjacent to areas that provide healthy buffers to Barnaby Run and its tributaries. No specimen trees or their critical root zones will be impacted within the PMA. The purpose of this project is to preserve the M-X-T zoning of the Subject Property

and develop a planned mixed-use community with a well thought out layout and supporting infrastructures. The site will be graded not only to accommodate the planned development but also to enhance the surface drainage to convey the water via a storm drain system to multiple storm water management ponds and bio retention facilities. The stormwater management will be provided in accordance with Subtitle 32, Division 3, Stormwater Management, of the Prince George's County Code as reviewed and approved by Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). The project currently has an approved Site Development Concept Plan (DPIE Case # 36644-2023) designed for this site and its surroundings. Implementation of this plan would require of the removal of thirty-three (31) specimen trees. The net result will be water quality, which is as good or better than the existing conditions. Consequently, the granting of this variance will not adversely affect water quality.

In consideration of the above, the Applicant submits that this justification supports issuance of a variance request that meets and satisfies all relevant criteria set forth in Section 25-119(d). Further, the Applicant submits that failure to approve and grant the variance as requested in this instance would in fact result in an unwarranted hardship.

Thank you for your help and attention to this matter.

Respectfully,
D. Hunter Michael
Environmental Technician

ATWELL, LLC
Mitchellville, MD

cc: Michael Alexander
PM: BC

rev. January, 2025
March 22, 2024
J-69107-9538
WO-013

STATEMENT OF JUSTIFICATION IN SUPPORT OF IMPACTS TO REGULATED ENVIRONMENTAL FEATURES
CSP-24001

DESCRIPTION AND LOCATION OF THE SUBJECT PROPERTY

On behalf of Lantian Hills, LLC (the "Applicant"), this Statement of Justification is submitted in support of impacts to the Regulated Environmental Features ("REF") for the subject property located on the south sides of Southern Avenue and the north and south sides of Wheeler Hills Road in Oxon Hill, Maryland (the "Subject Property"). The applicant has submitted a Conceptual Site Plan ("CSP') that seeks to preserve the flexibility inherent in the M-X-T zone to facilitate future mixed-use development of the Subject Property.

The Subject Property is described as Parcel A of the Full Gospel A.M.E. Zion subdivision, Lot 1 of the Wheeler Hill subdivision, and Parcels 7, 10, 48-51 and 192 as found on Tax Map 87, Grids C-3, D-2, D-3 and D-4. The site assemblage of properties fall under the previous zoning categories of M-X-T, R-55, R-80 and R-18. Portions of the Subject Property have been the subject of prior development approvals. A portion of Parcel A of the Full Gospel A.M.E Zion Church subdivision was the subject of Preliminary Plan of Subdivision 4-92057. After the approval of the subdivision, substantial work was performed toward constructing the church. Much of the portion of Parcel A included the CSP-24001 application was cleared and paved for future parking lots. The area of the proposed sanctuary was also excavated. However, the church was never constructed. Most recently a solar energy facility has been approved and installed on a portion of Parcel A.

a) GENERAL DESCRIPTION OF PROPOSED USE AND REQUEST

The Subject Property assemblage covers approximately 101.03 acres. The referenced Conceptual Site Plan CSP-24001 is filed as a prerequisite to the subject property's future development and will be subject to a Tree Conservation Plan Type 1 (TCP1-001-2025). The Applicant acquired the property because of its M-X-T Zoning as well as its proximity to the Southern Avenue Metro Station. Most of the property would be less than one-half mile walking distance to the metro station with the completion of a planned road through WMATA's property onto the Applicant's Property from Southern Avenue. The proposed development will result in impacts to Regulated Environmental Features covering 21,649 square feet, or 0.49 acres. The total REF impacts are depicted on REF Impact Exhibits 1 & 2 (Exhibits) attached hereto and

made a part hereof. The impact is on Parcel 7 of the Subject Property, which extends from Wheeler Hills Road to Southern Avenue, along the Washington, District of Columbia boundary and involves filling an area of isolated wetlands which are the result existing infrastructure in need of maintenance. This parcel is a critical component of the of the project as it is the best opportunity to include a commercial use in the development proposal with its Southern Avenue frontage. Discharge from two off-site storm water management ponds flows across Parcel 7 to a pipe beneath Southern Avenue. This pipe is clogged and blocked with debris and leaves which has caused water to back-up onto a portion of the Subject Property and develop into an isolated wetland area. Stormwater management will be provided in accordance with Subtitle 32, Division 3, Stormwater Management, of the Prince George's County Code and in accordance with approved Site Development Concept Plan (DPIE Case # 36644-2023) reviewed and approved by Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). The net result will be water quality, which is as good or better than the existing conditions.

b) DESCRIPTION OF PROPERTY DEVELOPMENT HISTORY

The Subject Property is shown to have been partially cleared and have in agricultural use in the earlies available aerial photographs from 1938. Parcel A of the property assemblage appears to have had an agricultural use up until the mid-80s. By the time of the 1998 aerial photograph initial clearing and development of the Full Gospel A.M.E Zion Church is evident. The most recent aerial imagery shows initial development of a solar energy system on this portion of the Subject Property as an interim use. Other portions of the property assemblage show a combination of either residential dwellings or undeveloped woodlands over this time span.

c) DESCRIPTION OF REGULATED ENVIRONMENTAL FEATURES ON-SITE

The property contains a regulated stream, Barnaby Run, which traverses the hour glass portion of Parcel A. This stream has a 100-year floodplain associated with it, as well as an area of nontidal wetlands. A Primary Management Area (PMA) is mapped on portions of the Subject Property associated with Barnaby Run. Additional regulated environmental features are found on Parcel 7 which extends between Wheeler Hills Road and Southern Avenue consisting of an area of isolated wetlands that are the result of clogged storm drain pipe beneath Southern Avenue which causes water the pond onto the parcel. The PMA and all REF are depicted on the Natural Resources Inventory prepared for the Subject Property.

d) DESCRIPTION OF APPLICABLE STATUTES AND REGULATIONS

Section 24-130(b)(5) of the Prince George's County Code requires that all plans associated with the application "shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible consistent with the guidance provided by the Environmental Technical Manual established by Subtitle 25."

The Environmental Technical Manual ("ETM") sets forth the procedure for ensuring that the Regulated Environmental Features are preserved and/or restored to the "fullest extent possible". This procedure is a three-step process which starts with the avoidance of impacts. If

impacts are unavoidable and necessary to the overall development of the site, the impacts must be minimized. Finally, if the cumulative impacts are significant and above the designated threshold, then mitigation may be required in certain circumstances. The ETM also acknowledges that certain impacts such as those related to infrastructure and access, or resulting from County Code for reasons of health, safety or welfare are necessary. Impacts solely associated with increasing the development envelope where reasonable alternatives exist are typically not permitted.

e) SPECIFIC DESCRIPTION OF THE PROPOSED IMPACTS TO REGULATED ENVIRONMENTAL FEATURES AND JUSTIFICATION OF AVOIDANCE AND MINIMIZATION

As stated above, the Subject Property contains REF and PMA.

The Applicant proposes to impact a total of 21,649 square feet, or 0.49 acres of REF on site consisting of an isolated wetland, as depicted on Exhibits 1 and 2. There are no impacts proposed to the 100-year floodplain or PMA. The proposed impact is to an area of isolated wetlands not associated the PMA or a regulated stream. This wetland area results from a storm drainpipe beneath Southern Avenue that is need of routine maintenance and which has caused storm water to back up onto Parcel 7 of the Subject Property. This REF, while present, is the result existing infrastructure in need of maintenance which happens routinely. As such the isolated area of wetlands does not exist in a completely natural state. Development of the project site will involve a storm drain system that will pick up stormwater from off-site and convey it to the existing storm pipe. Onsite stormwater will be treated in two ponds. The Subject Property impacts are to regulated environmental features which are the result from existing infrastructure structures in need of maintenance which has caused a small area of isolated wetlands to develop. For the reasons outlined above, the requested impact is justified.

TABLE 1: REF IMPACTS SUMMARY TABLE

Impact ID	Impact Type and Duration	Total Acreage or Square footage of REF Impact	Linear feet of Stream Bed Impact	Area of Wetland and Buffer Impact	Area of 100 floodplain Impact
1	Off-site Stormwater Discharge Conveyance	21,649 SF 0.49 Ac	0	0	21,649 SF 0.49 Ac
Total		**21,649 SF 0.49 Ac**	0	0	**21,649 SF 0.49 Ac**

f) MITIGATION

As stated in the ETM, "mitigation" means the design and installation of measures to enhance, restore, or stabilize existing environmentally degraded streams and/or wetlands to compensate for proposed impacts. Mitigation is required for significant impacts to regulated streams, wetlands, and 100-year floodplains. Significant impacts are defined as cumulative impacts that result in the disturbance on one site of 200 or more linear feet of stream beds or one-half acre of wetland and wetland buffer area. There are no PMA, stream of floodplain impacts proposed. The impacts proposed as disturbance to regulated environmental features is to an area of isolated nontidal wetland and buffer resulting from existing storm drain infrastructure in need of maintenance. Conveying existing off-site stormwater in a storm drain system will result in a 21,649 square foot (0.49 acre) impact to REF. In order to convey existing off-site stormwater across the Subject Property in a storm drain system and discharge it into an existing storm drain pipe, it is necessary to impact the REF. The identified REF impact is less than the threshold amounts, and therefore, no mitigation is required at this time.

CONCLUSION

Based upon the above, The Applicant submits that the proposed disturbances to REF result from a reasonable approach to developing this site, and conveying off-site stormwater across the property in a storm drain system to an existing storm drain pipe. The total amount of the proposed REF impact covers an area 21,649 square feet, or 0.49 acres acres of the Subject Property. The proposed impacts satisfy the criteria for approval in the ETM. Total avoidance of the site regulated environmental features is not feasible given the impact area results from existing storm water conveyance infrastructure in need of maintenance and offsite stormwater discharge on the project site. The need to convey offsite stormwater across the Subject Property in a storm drain system and maintain existing storm drain infrastructure results in the impacts to the REF. The impacts proposed are the minimum necessary to achieve development of the Subject Property and mitigation is not required. For these reasons, the Applicant submits that the requirements of Section 24-130(b)(5) have been satisfied and that the Planning Board can find that the plans associated with the subject application demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible, consistent with the guidance provided by the Environmental Technical Manual.

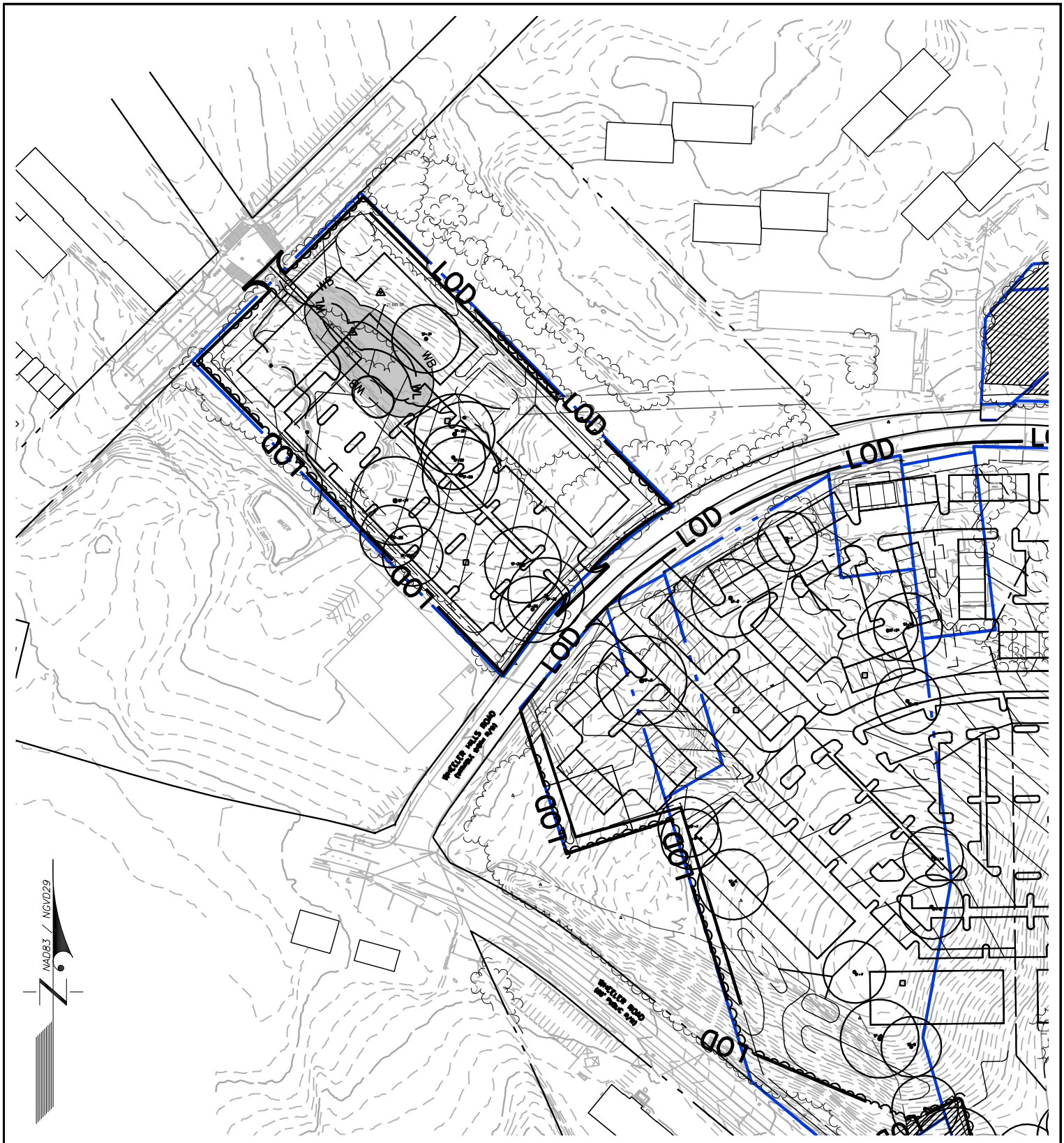
Atwell, LLC

Michael A. Petrakis
Associate Director

Attachments:

- PMA Exhibits "1" and "2"

PM:BC



IMPACT AREA= 21,649 SF

REGULATED ENVIRONMENTAL FEATURE IMPACT EXHIBIT 1
PART OF PARCEL A, PARCELS 7, 10, 48-51, & 192 & LOT 1
WHEELER HILLS SUBDIVISION

SOUTHERN HILLS

OXON HILL DISTRICT No. 12
PRINCE GEORGE'S COUNTY, MARYLAND

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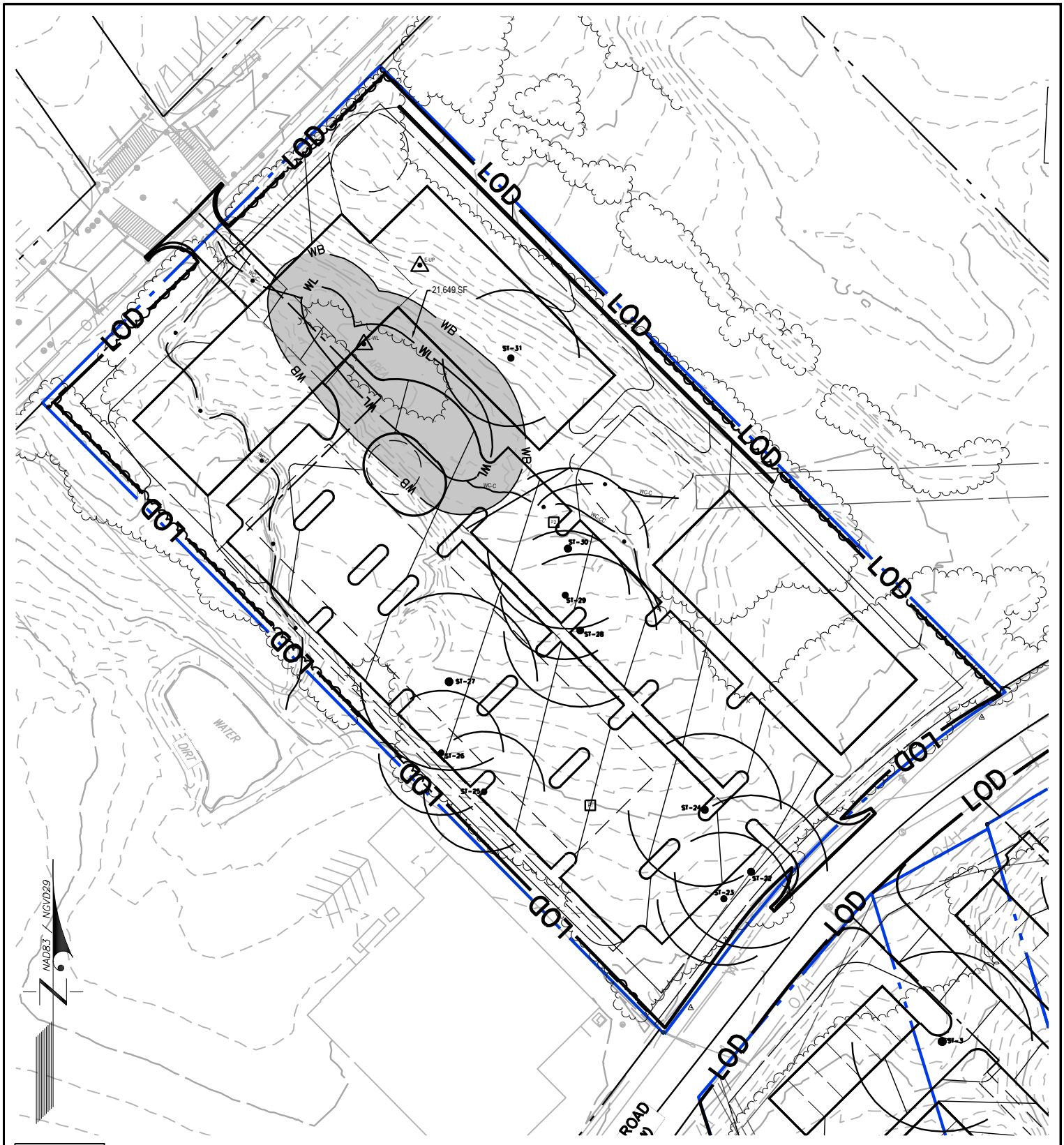
DATE: MARCH 2024			54.051-L



IMPACT AREA= 21,649 SF

REGULATED ENVIRONMENTAL FEATURE IMPACT EXHIBIT 2
PART OF PARCEL A, PARCELS 7, 10, 48-51, & 192 & LOT 1
WHEELER HILLS SUBDIVISION

SOUTHERN HILLS

OXON HILL DISTRICT No. 12
PRINCE GEORGE'S COUNTY, MARYLAND

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DATE: MARCH 2024			54.052-L

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

March 20, 2026

MEMORANDUM

TO: Te-sheng (Emery) Huang, Planner IV, Urban Design Section,
Development Review Division

VIA: Thomas E. Lester, III, Acting Supervisor, Long-Range Planning Section,
Community Planning Division

VIA: N. Andrew Bishop, Planner IV, Long-Range Planning Section,
Community Planning Division

FROM: Daniel Sams, Planner IV, Neighborhood Revitalization Section, D. E. F. Sams
Community Planning Division

RE: **CSP-24001, Southern Hills**

FINDINGS

§27-546(d)(2) Pursuant to Part 3, Division 9, Subdivision 2 of the prior Zoning Ordinance, Master Plan conformance is required for parcels in the subject application rezoned to the M-X-T Zone with the 2014 *Approved Southern Green Line Station Area Sectional Map Amendment* and are discussed below.

§ 27-548.26 Community Planning Division staff find that, pursuant to Section 27-548.26, Amendment of Approved Development District Overlay Zone (b)(1)(B) and (b)(5) of the prior Zoning Ordinance , the proposed amendment to the Southern Green Line Station Area Development District Overlay Zone Table of Uses conforms to the purposes and recommendations for the Development District, as stated in the Sector Plan and is discussed in detail below.

BACKGROUND

Application Type: Conceptual Site Plan including amendment to the table of uses in the DDOZ to permit townhouse and/or multifamily dwellings in the R-55 Zone and develop all property in accordance with the regulations applicable to the M-X-T Zone.

Planning Area: 76

Community: The Heights

Location: South side of Southern Avenue and the north side of Wheeler Hills Road in Oxon Hill (4700 Full Gospel Boulevard; 4540 Wheeler Road; 4530 Wheeler Hills Road, Oxon Hill, MD, 2074)

Size: 85 acres

Existing Uses: Woodland, residential, solar farm

Future Land Use: Residential-Medium, Residential-High, Flexible and Public and Private Open Space

Proposal: A mix of residential and commercial uses, with up to 45,000 square feet of commercial and up to 1,300 residential dwelling units consisting of multifamily residential and townhouses, including age-restricted units.

Zoning: Residential Multifamily – 20 (RMF-20), Residential Single Family - 65 (RSF-65) and Residential Single Family – 95 (RSF-95) Zones

Prior Zoning: Mixed Use-Transportation Oriented/Development District Overlay (M-X-T/ D-D-O); One Family Detached/Development District Overlay (R-55/D-D-O) and Multifamily Medium Density Residential/Development District Overlay (R-18/D-D-O).

Applicable Zoning Ordinance: Prior

Community Planning Division staff find that, pursuant to Section 27-546 (d)(2), The majority of the properties proposed under the CSP were reclassified to the M-X-T Zone with the approval of the *Southern Green Line Station Area Sectional Map Amendment* in 2014 (CR-10-2014).[1] For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the Planning Board must find "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," (Section 27-546(d)(2), prior Zoning Ordinance). The proposed development does not include a major employment use or center. The sector plan has no D-D-O (Design District Overlay) Zone guidelines or standards outside of the Branch Avenue Urban Design Standards and the Naylor Road Urban Design Standards Subareas. The Suitland LMUTC (Legacy Mixed-Use Town Center) Zone is located in the sector plan boundary, and has design standards and guidelines, but the application is not located in the LMUTC Zone. The sector plan has no standards or guidelines for the Southern Avenue Metro Station Area**. To seek conformance, this memorandum applies Policy Statements and Policy Recommendations in the Southern Avenue Metro Station Area (pp. 173-176) of the 2014 *Approved Southern Green Line Station Area Sector Plan*.**

Streets, Blocks, and Urban Design Features Policy Statement 1 states, "Encourage the design of a high-value master planned residential neighborhood off Wheeler Hills Road based on small blocks, an interconnected grid of streets, and complete street principles,[2]" (p. 173). Streets, Blocks, and Urban Design Features Policy Statement 2 for in the Southern Avenue Metro Station area states, "Work with a private master developer to create two boulevard streets using the existing Wheeler Hills Road right-of-way, and a spur connecting north to Southern Avenue, (p.173). **The large blocks and lack of**

[1] CR-10-2014, as amended by CR-1-2016, CR-2-2016, and CR-97-2016.

[2] Complete streets include sidewalks, bicycle routes, low impact development (LID) stormwater best management practices and street trees.

boulevards proposed by the application do not conform to Streets, Blocks, and Urban Design Features Policy Statements 1 and 2.

Future Land Use Policy Recommendation 2 states, "Designate undeveloped property to the north and south of Wheeler Hills Road for medium-density residential use, including the immediate frontage to a depth of 100 feet on the south side and at the bottom of steep slopes from Wheeler Road to the edge of M-NCPPC property and a recommended roadway," (p. 176). **High-density residential land uses proposed by the application to the north of Wheeler Hills Road do not conform to Future Land Use Policy Recommendation 2.**

The "Wheeler Corner" illustrative development program concept shows an urban park (p. 172) on M-X-T-Zoned Parcel 7;[3] however, development for housing and commercial uses is proposed by the application. **This does not conform to Future Land Use Policy Recommendation 4** which states**, "**Consider environmental constraints created by steep slopes and streams and plan for conservation and passive park space on lands that should not be developed," (p. 176).[4]

Community Planning Division staff find that, pursuant to Section 27-548.26, Amendment of Approved Development District Overlay Zone (b)(1)(B) and (b)(5) of the prior Zoning Ordinance, the proposed amendment to the Southern Green Line Station Area Development District Overlay Zone Table of Uses conforms to the purposes and recommendations for the Development District, as stated in the Sector Plan **(specifically, Zoning Policy Statement 2 which directs, "Rezone property along the south and north sides of Wheeler Hills Road from One-Family Detached Residential (R-55) to M-X-T,**" **p. 176);** meets applicable site plan requirements, and does not otherwise substantially impair the implementation of any comprehensive plan applicable to the subject. Because the plan recommends rezoning R-55-Zoned parcels (on which townhouses are not permitted) to the M-X-T Zone (on which townhouses are permitted) amending the Table of Uses in the DDOZ to permit townhouse dwellings in the R-55 Zone and to develop all the land (including Parcel 9 zoned R-18) in the application in accordance with the M-X-T Zone regulations will benefit the proposed development, will further the purposes of the applicable Development District, and will not substantially impair implementation of the sector plan. The parcels proposed for rezoning (4551 and 4567 Wheeler Hills Road) represent 1.4 percent of the land area in the CSP.

Although the 2014 *Approved Southern Green Line Station Area Sectional Map Amendment* rezoned 4525, 4531, and 4601 Wheeler Hills Road from the R-55 Zone to the M-X-T Zone, it retained 4551 and 4567 Wheeler Hills Road in the R-55 Zone, and applied a D-D-O (Development District Overlay) allowing the table of uses to be amended. CR-10-2014 (n.p.) states, "The Development District Overlay Zone (DDOZ)

[3] Tax Account 1234871; 4530 Wheeler Hills Road. "A small park between the retail and housing functions as a stormwater management area,"(p. 171).

[4] The applicant's Statement of Justification in Support of Impacts to Regulated Environmental Features notes, "proposed impact is to an area of isolated wetlands not associated the PMA or a regulated stream. This wetland area results from a storm drainpipe beneath Southern Avenue that is need of maintenance, and which has caused stormwater to back up onto Parcel 7 of the Subject Property." However, the parcel is in a Regulated Area of the Green Infrastructure Plan and is prioritized for woodlands retention (PGAtlas.com).

is superimposed over the Southern Green Line to ensure that the development of land meets goals and objectives of the sector plan." The 2014 *Approved Southern Green Line Station Area Sector Plan* states, *"*...the primary goal of the plan is to promote a pattern of TOD [transit-oriented development] at the four Metro stations on the Southern Green Line," (p. 33), TOD Goals for Land Use and Urban Design include, "1. Encourage future land use patterns at each station that support and benefit from rail and bus transit; 2. Support land uses that generate increased ridership, such as high-density residential for in-bound commuters to the District of Columbia, and office or other employment uses that promote reverse commutes, out-bound from the District of Columbia; 3. Design mixed-use walkable communities near each station that allow residents to access basic daily needs without requiring the use of a private automobile; 4. Locate higher-intensity land uses closest to the station; and 5. Plan for a mix of housing types that are attractive to a wide spectrum of existing and potential residents, including young families, professionals and entrepreneurs, and senior citizens," (p. 35).

> ***Analysis****: The increased population density encouraged by townhouses (rather than single-family dwellings) in the R-55 Zone will further the above-referenced goals of the sector plan such as increased ridership and a mix of housing types attractive to young families, senior citizens, and professionals. The density provided by townhouses (greater than that of single-family dwellings) is a land use pattern that supports and benefits from rail and bus transit (TOD Goal 1). The density provided by townhouses is land use that would generate Metro ridership greater than that of single-family dwellings, supporting TOD Goal 2. Supporting TOD Goal 5 "a mix of housing types that are attractive to a wide spectrum of existing and potential residents," townhouse ownership can be attractive to homeowners with less time (young families and professionals) and/or fewer or fixed resources (seniors) or anyone seeking greater housing affordability and/or fewer housing maintenance responsibilities and costs.*

GENERAL PLAN

General Plan: This application is located primarily in the **Established Communities.** "Plan 2035 classifies existing residential neighborhoods and commercial areas served by public water and sewer outside of the Regional Transit Districts and Local Centers, as Established Communities. Established communities are most appropriate for context-sensitive infill and low- to medium-density development. Plan 2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries, schools, parks, and open space), and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met," (p. 20).

A portion of the property associated with Tax Accounts 2929784 and 2929776 is located in the S**outhern Avenue Metro Neighborhood Center (Local)**. Neighborhood Centers (Local) are "Primarily residential areas that are often lower in density. These areas generally have fewer transit options and offer neighborhood-serving retail and office uses." Plan 2035 recommends a new housing mix of mid-rise and low-rise apartments and condos and townhouses. (Table 16, p. 108). Applicable policies include:

Natural Environment Policy 3: Implement green building techniques and green neighborhood design to reduce energy use, stormwater runoff, the heat island effect, improve air and water quality, and increase opportunities to reduce, reuse, and recycle construction waste, (p. 173).

Natural Environment Policy 5: Preserve and enhance existing forest and tree canopy coverage levels, (p. 176).

Housing and Neighborhoods Policy 1: Concentrate medium- to high-density housing development in Regional Transit Districts and Local Centers with convenient access to jobs, schools, childcare, shopping, recreation, and other services to meet projected demand and changing consumer preferences, (p. 187).

Housing and Neighborhoods Policy 4: Expand housing options to meet the needs of the County's seniors who wish to age in place, (p. 189).

Housing and Neighborhoods Policy 5: Increase the supply of housing types that are suitable for, and attractive to, the County's growing vulnerable populations. These include the elderly, the homeless, and residents with special needs, (p. 190).

Housing and Neighborhoods Policy 7: Integrate green building practices and achieve LEED® or equivalent certification in housing construction and rehabilitation to enhance indoor air quality, health, energy efficiency, and water quality, among other factors, (p. 192).

> ***Analysis:*** *The conceptual site plan is consistent with* Plan 2035*'s Established Communities Growth Policy and Neighborhood Centers (Local) designations because the proposed multifamily buildings, senior housing and townhouses are aligned with the recommended new housing mix and are context-sensitive infill: the vacant properties are adjacent to the Forest Hill Apartments at 1405 Southern Avenue, and the new affordable housing multifamily project Homes at Oxon Hill (1313 Southern Avenue). To better conform to applicable* Plan 2035 *Natural Environment and Housing and Neighborhoods policies, the site plan should be adjusted to preserve and enhance existing forest and tree canopy coverage levels, especially on Parcels 7, 48, 49, 51 and 192, offer housing options for the elderly, the homeless, and residents with special needs, and employ green building practices and achieve LEED® or equivalent certification in housing construction.*

SECTOR PLAN

The 2014 *Approved Southern Green Line Station Area Sector Plan* **recommends Residential-Medium, Residential-High, Flexible and Public and Private Open Space** land uses on the subject application (Figure 16, Future Land Use Plan, p. 42). The sector plan describes Flexible thus: "Flexible is a new future land use category that allows for office or high-density residential or storefront retail forms and uses. Flexible is distinguished from mixed use in that it can be a single land use of the three allowed uses, rather than a vertical or horizontal mix, or it can be mixed if the market supports it."

For Tax Account 1208586, Parcel 48, 4525 Wheeler Hills Road the recommended future land use is Residential Medium along Wheeler Hills Road and Public and Private Open Space in the southwest corner. For Tax Account 1234871, Parcel 7,4530 Wheeler Hills Road the recommended future land use is Flexible. For Tax Account 1239250, Parcel 50, 4551 Wheeler Hills Road the recommended future land use is Residential Medium. For Tax Account 1266915, Parcel 49, 4531 Wheeler Hills Road the recommended future land use is Residential Medium along Wheeler Hills Road, and the remainder is Public and Private Open Space. For Tax Account 1335595, Parcel 9, Wheeler Road the

recommended future land use is Residential-High. For Tax Account 1369297, Parcel 51, 4540 Wheeler Road the recommended future land use is Residential Medium along Wheeler Hills Road, and the remainder is Public and Private Open Space. For Tax Account 1373901 Lot 1, 4567 Wheeler Hills Road the recommended future land use is Residential Medium along Wheeler Hills Road, and the remainder is Public and Private Open Space. For Tax Account 1373919, Parcel 192, 4601 Wheeler Hills Road the recommended future land use is Residential Medium along Wheeler Hills Road, and the remainder is Public and Private Open Space. For Tax Accounts 2929784 and 2929776, Parcel A, 4700 Full Gospel Boulevard the recommended future land use is Residential-High in the northeast corner, Residential Medium along Wheeler Hills Road and Public and Private Open Space between Residential-High and Residential-Medium.

The Vision for the Sector Plan is, "Strong demand for transit-accessible and walkable neighborhoods brings new development to the Southern Green Line in Prince George's County during the first decades of the 21st century. Once growth pressure along the Green Line in the District of Columbia spanned the Anacostia River with the opening of the new Homeland Security Headquarters near the Congress Heights Metro Station, a new generation of federal employees find the convenience of living within an easy walk or bicycle ride of the Southern Avenue, Naylor Road, Suitland and Camp Springs (Formerly known as Branch Avenue Metro Station) Metro Stations a reason to call communities centered on those stations home. The substantial infill development within walking distance of the stations changes the atmosphere to one safer for pedestrians. Sidewalks are the focus of neighborhood life. A dedicated public works program is started to improve and construct pedestrian and trail facilities in older post-war neighborhoods near the stations. The program helps bring Complete Street amenities and new vibrant streetscapes to the area's commercial corridors. This important first step to creating real transit-oriented development (TOD) would be accomplished through the sustained effort of County, state, and federal partners. Placemaking urban design amenities, including small urban parks and plazas near the stations, help to create new space for community life organized around walking. Singles just starting their careers are attracted to new garden apartment communities, with the Naylor Triangle becoming something of a hot locale for those seeking an urban-suburban hybrid lifestyle. New families continue to renovate older houses in Hillcrest Heights and Suitland, while the post-war and baby boom generations fill new senior housing closest to the Metro stations. A partnership forms to open up the many hundreds of acres of open space to active and passive recreational uses along Suitland Parkway and contiguous Maryland-National Capital Park and Planning Commission lands. Some developers even start to brand the area with new developments referencing 'Suitland Park.' Residents have found it possible to live car free on many days, both by using transit and also because their neighborhood satisfies their employment and shopping needs...."[5]

The portion of the property associated with Tax Accounts 2929784 and 2929776 (Parcel A) is located in the Half Mile Buffer of the Southern Avenue Metro Station (Figure 4, Sector Plan Boundary-2009 Aerial, p. 11.) "Based on their locations relative to the Metro station entrances; stated or known intentions of current owners; ease of development or redevelopment; and community context," portions of the property are identified as both Major and Secondary TOD (Transit-Oriented Development) Opportunity Sites (Figure 14, p. 38). Figure 88, Southern Avenue TOD Opportunities and Challenges (p. 169) identifies all of parcels in the CSP except for those zoned R-55 as "Existing Opportunities." Specifically, "A.M.E. Zion

[5] The remainder of the Vision considers the Camp Springs Metro Station.

Church is working to sell the largest opportunity site in the sector plan area, 72 vacant acres at the end of Wheeler Hill Road. The church also owns an additional 28 acres in the area, but with steep slopes and streams, this land may prove difficult to develop," (p. 40). Key Elements of the Plan (p. 170) applicable to the CSP are, "New residential neighborhood off Wheeler Hill Road," and "Parkway connection from Southern Avenue to Wheeler Road." The Southern Avenue Illustrative Development Concept (Figure 89, p.172) envisions residential land uses on major portions of the subject property, the parkway connection from Southern Avenue to Wheeler Road, and parks and trails on environmentally sensitive slopes and streams adjacent to or on the subject property. The Southern Avenue Districts and Illustrative Development Program Concept (Figure 90, p. 174) envisions "Hilltop Village," "Wheeler Corner" and "Wheeler Park" districts on portions of the subject property.

> ***Analysis:*** *Although some elements of the vision, such as dedicated public works programs and a new Homeland Security Headquarters near the Congress Heights Metro Station, may occur in the future, the vision for the sector plan can still be realized today by quality urban design. The sector plan envisions a small-grid, complete streets road and block structure for the majority of the subject property (Figure 92: Southern Avenue Illustrative Urban Design Concept, p. 176.) rather than the widely spaced suburban streets proposed by the application. The conceptual site plan should mimic the approach of the Southern Avenue Illustrative Urban Design Concept—a grid of streets nestled in urban parks and green spaces. Surface parking should be kept to a minimum, streets should be complete and green with room for pedestrians and non-motorized vehicles, and include sidewalks and abundant street trees.*

TOD (Transit-Oriented Development)

The "primary goal of the [2014 *Approved Southern Green Line Station Area Sector*] plan is to promote a pattern of TOD at the four Metro stations on the Southern Green Line," (p. 33). TOD (transit-oriented development) is defined by the Institute for Transportation & Development Policy as "an approach to urban development designed to bring people, services, and activities together with quality public transport supported by walking and cycling conditions to facilitate shorter trips, better lifestyles, and more efficient use of city resources."[6] Increasing the population density by allowing townhouses and multifamily dwellings in R-55 Zoned-lands and developing the land in all zones in accordance with the regulations applicable to the M-X-T Zone works toward the primary goal of the 2014 *Approved Southern Green Line Station Area Sector Plan* because it will bring more people (by increasing density) together and closer to services, activities, and public transport (by providing a mix of uses). The following TOD Goals for Land Use and Urban Design (p. 35) are applicable: "3. Design mixed-use walkable communities near each station that allow residents to access basic daily needs without requiring the use of a private automobile; 8. Create a grid of streets to increase connectivity, allow for pedestrian passage to the station and to increase available frontage; 12. Meet state and County regulations on stormwater management through environmental site design, and 13. Conserve critical environmental corridors along streams and steep slopes."

> ***Analysis:*** *To conform to TOD Land Use and Urban Design Goals, the conceptual site plan should show street and sidewalk connectivity to 1501 Southern Avenue ("The Promise;" DSP-25006) at its*

[6] https://tod.itdp.org/what-is-tod.html

northwest boundary. Pedestrian pathways to the station should be added from Wheeler Park. Parking should be limited to encourage residents to access basic needs without the use of their own cars.

In addition, the sector plan makes the following recommendations and observations that affect the subject application:

Hilltop Village (D)[7]

"Development Program: Multifamily residential; Potential Units: 300-600 apartments. Surrounded by steep slopes, the recommended Hilltop Village development fills a narrow strip of relatively level land at the top of the bluff that rises between the Oxon Run and Barnaby Run stream valleys. Two mid-rise towers are aligned at the top of the bluff visible from the station offering great views toward the monuments in downtown Washington, D.C. Access is provided from Southern Avenue along a consistent contour line, with the option to bring a second road up from the Metro access road (if deemed feasible given the steep slope), with a switchback climb up the hilltop. Deep ravines and intermittent stream beds are conserved as open space, with natural trails as an amenity. Design of a stairway down to the station is an important element of the plan," (p. 173; map p. 174).

Analysis: *The Illustrative Development Program Concept (p. 174) envisions a portion of Parcel A with mid-rise towers as this is the portion of the parcel closest to the Metro Station. Although this portion of Parcel shows high-density residential uses in the site plan it should be reconceptualized to include pedestrian connections to the station through lands owned by WMATA.*

Wheeler Corner (B)[8]

"Development Program: Retail and multifamily residential; Potential Space and Units: Up to 50,000 square feet of retail and 125 apartment units. Commercial development at the corner of Wheeler Road and Southern Avenue can serve the growing number of households recommended in the area. Two retail buildings can offer up to 50,000 square feet of space and surface parking accessed from Wheeler Road. New apartment buildings developed on land owned by the County Department of Housing and Community Development (DHCD) offer 120 units in three story structures. A small park between the retail and housing functions as a stormwater management area," (pp. 171; 174).

Analysis: *The Illustrative Development Program Concept (p. 174) envisions Parcel 7 as a park rather than for multifamily uses. On the parcel to the north of Parcel 7 are the Homes at Oxon Hill Senior Apartments, and farther north are the Forest Hill Apartments. On the parcel to the south of Parcel 7 is a vacant grocery store. Parcel 7 is located in the Oxon Run watershed and contains Regulated Green Infrastructure and Evaluation Area. The Sector Plan states, "Regulated areas shown as part of the network are conceptual in nature and include known streams and wetlands with their associated buffers, regulated slopes, and the 100-year floodplain. While these environmental resources are protected by regulations at the County, state, or federal level and should not be disturbed, they can play an important role as amenities to high-intensity land uses…. Environmental regulations require that ecological resources on a site must be evaluated during*

[7] A printing error on Figure 90, "Southern Avenue Districts and Illustrative Development Program Concept" (p. 174) misidentifies Wheeler Corner as both district B and D. The district "Hilltop Village" is actually represented by D.
[8] Ibid.

the land development process. Field work is needed to specifically identify locally significant areas for addition to the green infrastructure network and delineate the regulated features and their associated environmental protection buffers before development applications can be approved. These areas may include larger areas than the conceptual regulated areas mapped as part of the designated countywide network" (p. 23). The proposed commercial development does not conform to Future Land Use Policy Recommendation 4 which states, "Consider environmental constraints created by steep slopes and streams and plan for conservation and passive park space on lands that should not be developed," (p. 176).[9]

Wheeler Park

"Development Program: Single-family attached residential; Potential Units: Up to 575 townhouse units. The recommended planned townhouse development nearly stretching from Wheeler Road to Southern Avenue is a new neighborhood in Hillcrest Heights and the station area. Combining two large properties, previously owned by religious organizations, the Wheeler Park development has a buildout of 575 townhouse units on urban-sized blocks. Two parkways provide the framework: Wheeler Hills Road is redesigned with landscaped medians and crossed by the recommended Barnaby Parkway, which extends from Southern Avenue across Barnaby Run stream on a decorative bridge to Wheeler Road. A street connection to 19th Avenue allows better local and regional access from the older parts of Hillcrest Heights," (pp. 171; 174).

Analysis: *Except for the lands north of Wheeler Hill Road conceptualized for high-density residential uses and the lands at the corner of Wheeler Hill Road and Wheeler Road for medium density residential uses, the conceptual site plan largely conforms to the Illustrative Development Program Concept on page 174). The two non-conforming portions of the site plan should be reconceptualized for medium-density residential uses and an urban park, respectively.*

Transportation Improvements

Analysis: *C-703 (Wheeler Road) is a collector road that runs adjacent to the south of the "Wheeler Park" district of parcels in this application. A bike plan is planned for Wheeler Road. See Table 31: Southern Avenue Recommended Bicycle and Pedestrian Facilities, item number 14 (p. 184). The Barnaby Run Stream Valley Park protects the stream corridor on both sides of Wheeler Road (p. 19). The Barnaby Run Trail is a planned hard surface trail through the tip of Parcel 192.*

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

[9] The applicant's Statement of Justification in Support of Impacts to Regulated Environmental Features notes, "proposed impact is to an area of isolated wetlands not associated the PMA or a regulated stream. This wetland area results from a storm drainpipe beneath Southern Avenue that is need of maintenance, and which has caused stormwater to back up onto Parcel 7 of the Subject Property." However, the parcel is in a Regulated Area of the Green Infrastructure Plan and is prioritized for woodlands retention (PGAtlas.com).

SMA/Zoning: The 2014 *Approved Southern Green Line Station Area Sectional Map Amendment* (CR-010-2014) has been amended by the Countywide Map Amendment (CR-136-2021).

CR-010-2014: On February 25, 2014, the District Council approved CR-010-2014, approving the 2014 *Approved Southern Green Line Station Area Sectional Map Amendment*, which:

reclassified 4525 Wheeler Hills Road (Parcel 48) from the R-55 (One-Family Residential) Zone to the M-X-T/D-D-O (Mixed-Use Transportation Oriented/Development District Overlay) Zone.

reclassified 4530 Wheeler Hills Road (Parcel 7) from the C-O (Commercial, Office) Zone to the M-X-T/D-D-O (Mixed-Use Transportation Oriented/Development District Overlay) Zone.

maintained 4551 Wheeler Hills Road (Parcel 50) in the R-55 (One-Family Residential) Zone and applied a Development District Overlay Zone.

reclassified 4531 Wheeler Hills Road (Parcel 49) from the R-55 (One-Family Residential) Zone to the M-X-T/D-D-O (Mixed-Use Transportation Oriented/Development District Overlay) Zone.

maintained Parcel 9 on Wheeler Road in the R-18 (Multifamily Medium Density Residential) Zone and applied a Development District Overlay Zone.

reclassified 4540 Wheeler Road (Parcel 51) from the R-55 (One-Family Residential) Zone to the M-X-T/D-D-O (Mixed-Use Transportation Oriented/Development District Overlay) Zone.

reclassified 4601 Wheeler Hills Road (Parcel 192) from the R-55 (One-Family Residential) Zone to the M-X-T/D-D-O (Mixed-Use Transportation Oriented/Development District Overlay) Zone.

maintained 4567 Wheeler Hills Road on Wheeler Road (Lot 1) in the R-55 (One-Family Residential) Zone and applied a Development District Overlay Zone.

maintained a portion of 4700 Full Gospel Boulevard (Parcel A) Zoned R-55 (One-Family Residential) Zone in the R-55 (One-Family Residential) Zone and applied a Development District Overlay Zone.

reclassified a portion of 4700 Full Gospel Boulevard (Parcel A) Zoned R-55 (One-Family Residential) Zone to the M-X-T/D-D-O (Mixed-Use Transportation Oriented/Development District Overlay) Zone.

CR-136-2021: On November 29, 2021, the District Council approved CR-136-2021, the Countywide Map Amendment (CMA) which reclassified:

(Parcel 192) from the M-X-T/D-D-O (Mixed-Use Transportation Oriented/Development District Overlay) Zone to the RMF-20 (Residential Multifamily-20 Zone) effective April 1, 2022.

(Lot 1) from the R-55/D-D-O (One-Family Residential /Development District Overlay) Zone to the RSF-65 (Residential, Single-Family – 65) Zone effective April 1, 2022.

(Parcel 48) from the M-X-T/D-D-O (Mixed-Use Transportation Oriented/Development District Overlay) Zone to the RMF-20 (Residential Multifamily-20 Zone) effective April 1, 2022.

(Parcel 7) from the M-X-T/D-D-O (Mixed-Use Transportation Oriented/Development District Overlay) Zone to the RMF-20 (Residential Multifamily-20 Zone) effective April 1, 2022.

(Parcel 50) from the M-X-T/D-D-O (Mixed-Use Transportation Oriented/Development District Overlay) Zone to the RSF-65 (Residential, Single-Family - 65 Zone) effective April 1, 2022.

(Parcel 49) from the M-X-T/D-D-O (Mixed-Use Transportation Oriented/Development District Overlay) Zone to the RMF-20 (Residential Multifamily-20 Zone) effective April 1, 2022.

(Parcel 9) from the R-18/D-D-O (Multifamily Medium Density Residential Development District Overlay) Zone to the RMF-20 (Residential Multifamily-20 Zone) effective April 1, 2022.

(Parcel 51) from the M-X-T/D-D-O (Mixed-Use Transportation Oriented/Development District Overlay) Zone to the RMF-20 (Residential Multifamily-20 Zone) effective April 1, 2022.

(Portion of Parcel A) from the R-55/D-D-O (One-Family Residential /Development District Overlay) Zone to the RSF-65 (Residential, Single-Family – 65) Zone effective April 1, 2022.

(Portion of Parcel A) from the M-X-T/D-D-O (Mixed-Use Transportation Oriented/Development District Overlay) Zone to the RMF-20 (Residential Multifamily-20 Zone) effective April 1, 2022.

cc: Long-Range Notebook

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • TTY: 301-952-3796 • pgplanning.org

March 23, 2026

MEMORANDUM

TO: Te-Sheng (Emery) Huang, Planner IV, Urban Design Section

VIA: Mridula Gupta, Supervisor, Subdivision Section MG

FROM: Jason Bartlett, Planner II, Subdivision Section JTB

SUBJECT: CSP-24001; Southern Hills

The subject property included in conceptual site plan CSP-24001 is located on Tax Map 87, Grids C2, C3, D2, and D3. It consists of a 85.4 acres of land known as Parcels 7, 9, 10, 48-51, and 192, recorded by deed in the Land Records of Prince George's County in Book 36369 page 314; Lot 1 of the Wheeler Hills Subdivision, recorded in Plat Book WWW 68 plat No. 82 in 1968; and part of Parcel A of the Full Gospel A.M.E. Zion Church, recorded in Plat Book VJ 171 plat No. 90 in 1994. The subject property is zoned Residential, Multifamily-20 (RMF-20), Residential, Single-Family-65 (RSF-65) and Residential, Single-Family-95 (RSF-95). However, this application has been submitted pursuant to the prior Zoning Ordinance and Subdivision Regulations in which the majority of the site lies in Mixed-Use Transportation Oriented (M-X-T) Zone, though lesser portions of the site are in the prior Multifamily Medium Density Residential (R-18) and the One-Family Detached Residential (R-55) zones. The site is further located in the prior development district overlay zone (DDOZ) and subject to the 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment*.

Portions of the property are currently developed with a solar field approved under Mandatory Referral MR-1909F, the remainder is wooded and vacant. This conceptual site plan (CSP) proposes a mixed-use development consisting of 980 multifamily dwelling units, 150 senior housing units, 168 townhouse units, and approximately 45,000 square feet of commercial, retail and medical office use. An amendment to the DDOZ use table to permit multifamily and townhouse uses within the R-55 zoned properties is also proposed.

This application was accepted for review on February 13, 2025, and comments were provided at the SDRC meeting on February 28, 2025. This referral is based on revised plans received on February 26, 2026.

Parcel A is subject to PPS 4-92057, which approved two parcels and two outlots for development of a 10,000-seat church. However, the church was never developed, and the two parcels were ultimately platted as one parcel (Parcel A). Because this CSP application represents a change from nonresidential to residential development, the prior PPS approval cannot be utilized to support the

new proposed development and the 14 conditions of approval of PPS 4-92057 are not relevant to the review of this CSP. Parcel A also has an automatic certificate of adequacy (ADQ) associated with PPS 4-92057. Pursuant to Section 24-4503 of the current Subdivision Regulations, this automatic ADQ became effective on April 1, 2022, and is valid for a period of twelve years, subject to the expiration provisions of Section 24-4503(c). However, the proposed subdivision shall require a new PPS and final plat in accordance with Section 24-107(b) of the prior Subdivision Regulations, and a new certificate of adequacy (ADQ) in accordance with Section 24-1904(c) of the current Subdivision Regulations. In accordance with Section 27-546(a) of the prior Zoning Ordinance, a CSP and a Detailed Site Plan (DSP) shall be approved for all uses and improvements in the M-X-T Zone. In accordance with the order of approvals found in Section 27-270(a), this CSP shall be approved prior to the approval of the new PPS.

Plan Comments:

1. The roadway extending north to south on the CSP should clearly demonstrate a proposed termination to the north, identified as, "future connection to the Southeast Expressway" and to the south as, "future connection to Wheeler Road". This can be somewhat gleaned on Sheets C-2 and L-1, relative to the proposed pedestrian routes provided. However, the intention to continue the road to the south and terminate it to the north for a future connection should be demonstrated on the CSP and will be further evaluated at the time of PPS.

2. Proposed recreation facilities have been centrally located in the 3 development areas for multi-family and single-family attached housing. Staff recommend the plan also include symbology for recreation facilities in the area of senior housing. The adequacy of any on-site recreational facilities to satisfy the mandatory dedication of parkland requirement will be evaluated at the time of PPS. Recreational facilities should include a mix of active and passive recreation, serve a variety interests for various users, and be design for accessibility from pedestrian routes throughout the development.

3. The Promise subdivision, north of the subject site along Southern Avenue, was approved to include a bicycle and pedestrian route connecting to the subject site with Detailed Site Plan DSP-25006. The CSP should be revised to include symbology connecting to this route.

Recommended Conditions:

1. Prior to certification of the conceptual site plan, revise plans to show the following:

    a. Symbology for recreation facilities in the area of senior housing.
    b. Symbology for and bicycle and pedestrian connection aligning with the approved project for The Promise, Detailed Site Plan DSP-25006.

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

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • TTY: 301-952-3796 • pgplanning.org

March 19, 2026

MEMORANDUM

TO: Emery Huang, Development Review Division

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

VIA: Crystal Hancock, Transportation Planning Section, Countywide Planning Division

SUBJECT: CSP-24001, Southern Hills

Prior Approvals
There are no prior approvals applicable to the subject site.

Master Plan Compliance
The site is subject to the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2014 *Approved Southern Green Line Station Area Sector Plan.*

Right-of-Way (ROW)

Wheeler Road (C-703); 80-foot ROW

Comment: Both the MPOT and sector plan recommend Wheeler Road as a collector and 80-foot ROW, to which is properly identified on the site plan.

Pedestrian and Bike Facilities

Wheeler Road: Planned bicycle lane

Comment: Both the MPOT and sector plan recommend a bicycle lane, and signage be provided along the property frontage of Wheeler Road.

Recommendations, Policies and Goals
MPOT Complete Streets Policies:

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

Comment: Staff recommend sidewalks be provided along both sides of all internal roads.

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: Staff recommend sidewalks be provided along the property frontage of Wheeler Road and Southern Avenue, in addition to the planned bicycle lanes along Wheeler Road.

Policy 3: Small area plans within the Developed and Developing Tiers should identify sidewalk retrofit opportunities in order to provide safe routes to school, pedestrian access to mass transit, and more walkable communities.

Comment: Staff recommend multimodal pathways be provided to the nearby transit station and convenient connections to adjacent properties.

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

Comment: Staff recommend a bicycle lane be provided along the frontage of Wheeler Road.

The 2014 *Approved Southern Green Line Station Area Sector Plan* recommend the following goals and policies related to Transit Oriented Development (pg. 33)*:*

Transit Oriented Development Goals for Land Use and Urban Design (pg.35)

3. **Design mixed-use walkable communities near each station that allow residents to access basic daily needs without requiring the use of a private automobile.**

Comment: Staff recommend sidewalks and multi-use shared paths be provided along both sides of all internal roads and connecting to adjacent properties to accommodate access via alternative modes of transportation.

8. **Create a grid of streets to increase connectivity, allow for pedestrian passage to the station and to increase available frontage.**

Comment: Staff recommend the internal streets incorporate a grid pattern to allow for connectivity and pedestrian pathways to the Southern Avenue Metro Station.

Transit Oriented Development Goals for Mobility and Access (pg.35)

1. **Provide a safe, convenient and accessible transportation system that meets the basic need for travel via motorized and non-motorized modes.**

Comment: Staff recommend sidewalks be provided along both sides of all internal roads to include marked crosswalks and ADA curb ramps to create separate vehicular and pedestrian circulation through the site.

3. **Promote pedestrian access to the station via a connected street grid and seek locations to implement the County's Complete Streets policies, by proving sidewalks and marked bicycle lanes in the station areas.**

Comment: Staff recommend the Complete Streets policies be implemented. The site layout is designed for grid street circulation.

5. **Introduce new off-street trails to improve pedestrian and bicycle access to the Southern Green Line stations and neighborhood destinations.**

Comment: Staff recommend multimodal pathways be provided to the nearby transit station and convenient connections to adjacent properties.

Policy Statements (pg. 173):

1. **Encourage the design of high-value master planned residential neighborhood off Wheeler Hills Road based on small blocks, an interconnected grid of streets and complete streets policies.**

Comment: Staff recommend the site layout reflect the above.

2. **Work with a private master developer to create two boulevard streets using the existing Wheeler Hills Road right-of-way, and spur connecting north to Southern Avenue.**

Comment: Staff recommend the main route of circulation within the site be designed with a boulevard configuration.

Transportation Planning Review

The site is subject to Section 27-274 for the design of Conceptual Site Plan applications.

Sec. 27-274(a)(2)

Comment: Staff recommend any proposed surface parking provide efficient vehicular and pedestrian circulation. Loading areas should be located strategically to minimize conflicts. Also provide marked and separated pedestrian and vehicular routes.

Sec.-27-274(a)(6)

Comment: Staff recommend bicycle parking be provided throughout the site.

The site is subject to Sec. 27-546 and the requirements of the Mixed-Use Transportation Zone (MXT):

Sec. 27-546(b)(8)

Comment: A Traffic Impact Study (TIS) and Bicycle Pedestrian Impact Statement (BPIS) was submitted. A full evaluation of adequacy will be conducted at Preliminary Plan of Subdivision.

Sec. 27-546(d)(7)

Comment: Staff recommend multiple pedestrian connections through the site to create a convenient and comprehensive network.

Sec. 27-546(d)(9)

Comment: A Traffic Impact Study (TIS) and Bicycle Pedestrian Impact Statement (BPIS) was submitted. A full evaluation of adequacy will be conducted at Preliminary Plan of Subdivision.

Criteria for Establishing Transportation Adequacy

The subject property is located within TSA 1, 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) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better.

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

For two-way stop-controlled intersections, a three-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if the delay exceeds 50 seconds, (c) if the delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed and the standard of CLV is 1,150 or less.

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 the delay exceeds 50 seconds, the CLV is computed, and the standard of CLV is 1,150 or less.

Trip Generation
The table below summarizes new trip generation for each peak period that will be used in reviewing site traffic generated impacts and developing a trip cap for the site.

Trip Generation Summary								
			AM Peak Hour			PM Peak Hour		
Land Use	**Quantity**	**Metric**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Shopping Plaza	45,000	sqft	45	27	72	105	109	214
40% pass-by			-18	-11	-29	-42	-44	-86
Primary Retail Trips			**27**	**16**	**43**	**63**	**65**	**128**
Senior Adult Housing - Multfam	150	units	8	12	20	15	9	24
Apartments	980	units	102	408	510	382	206	588
Townhouses	168	units	24	94	118	87	47	134
Total Residential Trips			**134**	**514**	**648**	**484**	**262**	**746**
-15% transit credit			-20	-77	-97	-73	-39	-112
Primary Residential Trips			**114**	**437**	**551**	**411**	**223**	**634**
Trip Cap Recommendation			**594**			**762**		

The traffic generated by the proposed application will impact the following intersections in the transportation system:

1. Southern Avenue and Wheeler Road (signalized)
2. Wheeler Road and Wheeler Hills Road (unsignalized)
3. Wheeler Road and Iverson Street (unsignalized)
4. Wheeler Road and Iverson Place (signalized)
5. Wheeler Road and Owens Road (unsignalized)
6. Wheeler Road and St Barnabas Road (signalized)
7. Southern Avenue and 13th Street SE (signalized)

Existing Traffic
The critical intersections identified above, when analyzed with existing traffic and existing lane configurations, operate as follows:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
1. Southern Avenue and Wheeler Road (signalized)	1028	993	B	A
2. Wheeler Road and Wheeler Hills Road (unsignalized)	33.2 sec	35.4 sec	Pass	Pass
3. Wheeler Road and Iverson Street (unsignalized) *Step 2 – minor street volume* *Step 3 – CLV test*	116.8 sec >100 veh 910	61.8 sec <100 veh	Pass	Pass

4. Wheeler Road and Iverson Place (signalized)	1111	929	B	A
5. Wheeler Road and Owens Road (unsignalized) *Step 2 – minor street volume* *Step 3 – CLV test*	>500 sec >100 veh 1183	239.7 sec <100 veh	Fail	Pass
6. Wheeler Road and St Barnabas Road (signalized)	1532	1142	E	D
7. Southern Avenue and 13th Street SE (signalized)	515	504	A	A
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
The traffic analysis identified 1 background developments whose impact would affect study intersections. Additionally, an annual growth of 1% over 6 years was applied. The analysis revealed the following results:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
1. Southern Avenue and Wheeler Road (signalized)	1179	1162	C	C
2. Wheeler Road and Wheeler Hills Road (unsignalized)	41.5 sec	46.6 sec	Pass	Pass
3. Wheeler Road and Iverson Street (unsignalized) *Step 2 – minor street volume* *Step 3 – CLV test*	178.4 sec >100 veh 981	99.3 sec <100 veh	Pass	Pass
4. Wheeler Road and Iverson Place (signalized)	1175	1008	C	B
5. Wheeler Road and Owens Road (unsignalized)	>500 sec	392.3 sec		

Step 2 – minor street volume *Step 3 – CLV test*	>100 veh 1254	<100 veh	Fail	Pass
6. Wheeler Road and St Barnabas Road (signalized)	1556	1469	E	E
7. Southern Avenue and 13th Street SE (signalized)	602	589	A	A
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.				

Total Traffic
The study intersections, when analyzed with total developed future traffic, operate as shown below.

TOTAL TRAFFIC CONDITIONS					
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)		Adequacy Met
1. Southern Avenue and Wheeler Road (signalized)	1440	1558	D	E	Yes
2. Wheeler Road and Wheeler Hills Road (unsignalized) *Step 2 – minor street volume* *Step 3 – CLV test* *With Westbound Lane improvement*	>500sec >100 veh 1400 921	>500 sec >100 veh 1080 1080	Fail	Pass	No/Mitigated
3. Wheeler Road and Iverson Street (unsignalized) *Step 2 – minor street volume* *Step 3 – CLV test*	>500 sec >100 veh 1051	437.4 sec <100 veh	Pass	Pass	Yes
4. Wheeler Road and Iverson Place (signalized)	1238	1094	C	B	Yes
5. Wheeler Road and Owens Road (unsignalized)	>500 sec	>500 sec			No

Step 2 – minor street volume *Step 3 – CLV test*	>100 veh 1389	<100 veh	Fail	Pass	
6. Wheeler Road and St Barnabas Road (signalized) *With improvements*	1631 1499	1553 1462	Fail Pass	E E	Mitigated
7. Southern Avenue and 13th Street SE (signalized)	737	757	A	A	Yes
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 analysis shows that all critical intersections will operate at acceptable levels except intersection #2, Wheeler Road and Wheeler Hills Road, #5, Wheeler Road and Owens Road and intersection #6, St. Barnabas Road and Wheeler Road indicate failing levels in all conditions.

The applicant recommends the following mitigation:

1. #2, Wheeler Road and Wheeler Hills Road:
    i. Conduct signal warrant analysis per the 2022 Transportation Review Guidelines (TRG).
    ii. As an alternative, construct an additional westbound lane to serve as a thru/right.

2. #5, Wheeler Road and Owens Road:
    i. Conduct signal warrant analysis per the 2022 Transportation Review Guidelines (TRG).

3. #6, St. Barnabas Road and Wheeler Road:
    i. Construct an additional lane along the eastbound approach to serve as a thru/left lane, resulting in a double left movement.

The proposed improvements and signal warrant analysis meet the requirements of adequacy and will be subject to the approval of the permitting and operating agencies. At this time, staff find that adequate facilities will exist to serve the proposed development.

Conclusion

Based on the findings presented above, staff concludes that the multimodal transportation facilities will exist to serve the proposed subdivision as required under Subtitle 27, and will conform to the 2009 *Countywide Master Plan of Transportation* and the 2014 *Approved Southern Green Line Station Area Sector Plan* if the following conditions are met:

1. Prior to the acceptance of a preliminary plan of subdivision, the applicant, and the applicant's heirs, successors, and/or assigns shall:
    a. Submit an updated Traffic Impact Study and Bicycle and Pedestrian Impact Statement as part of the evaluation of transportation adequacy as part of the Preliminary Plan of Subdivision application.

2. At the time of detailed site plan, the applicant and the applicant's heirs, successors, and/or assigns shall provide a roadway connection to the adjacent "The Promise" development property.

3. At the time of detailed site plan, the applicant and the applicant's heirs, successors, and/or assigns shall design the street network as a grid pattern to accommodate connectivity with the Transit Oriented Development.

4. At the time of detailed site plan, the applicant and the applicant's heirs, successors, and/or assigns shall construct the following facilities and show these facilities on a pedestrian and bikeway facilities plan as part of the site plan:

    a. A minimum 5-foot-wide sidewalk along the property frontage of Wheeler Road unless modified by the permitting agency, in accordance with any Prince George's County Department of Public Works and Transportation adopted standards, or in accordance with a waiver to said standards approved pursuant to the provisions currently codified in Section 23-105(g)(1) of the Prince George's County Code, with written correspondence.

    b. A standard bicycle lane and signage, in accordance with AASHTO guidelines, along the property frontage of Wheeler Road unless modified by the permitting agency, in accordance with any Prince George's County Department of Public Works and Transportation adopted standards, or in accordance with a waiver to said standards approved pursuant to the provisions currently codified in Section 23-105(g)(1) of the Prince George's County Code, with written correspondence.

    c. Provide a minimum 10-foot-wide multi-use paths through the site to accommodate connections to adjacent properties and the Southern Avenue Metro. Provide a minimum five-foot-wide sidewalk along both sides of all internal roadways, where the multi-use path is not provided.

    d. Provide ADA-compliant curb ramps and crosswalks crossing all vehicular access points throughout the site.

    e. Provide designated pathways for pedestrians throughout the site to all uses and through surface parking lots.

f. Provide streetscape amenities to be accessible and functional throughout the site to accommodate the mixed-use community.

g. Long-term bicycle parking within the multifamily building and short-term bicycle near the building entrance in accordance with Section 27-6309.

h. Short-term bicycle for commercial or office areas at a location convenient to the buildings in accordance with Section 27-6309.

Countywide Planning Division
Environmental Planning Section 301-952-3650

March 20, 2026

MEMORANDUM

TO: Emery Huang, Planner IV, Urban Design Section, DRD

VIA: Suzanne Nickle, Acting Supervisor, Environmental Planning Section, CWPD *SN*

FROM: Christian Meoli, Planner II, Environmental Planning Section, CWPD *CM*

SUBJECT: **Southern Hills: CSP-24001 and TCP1-001-2025**

The Environmental Planning Section (EPS) has reviewed the above-referenced conceptual site plan (CSP) application accepted on February 13, 2025. Comments were provided in a Subdivision and Development Review Committee (SDRC) meeting on February 28, 2025. Revised plans were received on February 20, 2026. The EPS finds the application in conformance with Sections 27-276(b)(4), 27-273(e)(6), 27-273(e)(10), 27-273(e)(14) of the prior Zoning Ordinance, and 24-131 of the prior Subdivision Regulations, and recommends approval of CSP-24001 and TCP1-001-2025 subject to the findings and conditions at the end of this memorandum.

BACKGROUND
The EPS has reviewed this site previously with the review of the following applications:

Development Review Case	Associated TCP(s)	Authority	Status	Action Date	Resolution Number
4-92057	TCP1-034-92	Planning Board	Approved	9/24/1992	92-265
N/A	TCP2-203-92	Staff	Approved	6/28/1993	N/A
N/A	TCP2-203-92-01	Staff	Approved	11/23/1993	N/A
N/A	TCP2-203-92-02	Staff	Approved	12/13/1995	N/A
N/A	TCP2-033-97	Staff	Approved	4/10/1997	N/A
MR-1909F	N/A	Planning Board	Transmitted	7/25/2019	N/A
NRI-017-2021	N/A	Staff	Approved	1/25/2021	N/A
N/A	TCP2-203-92-03	Staff	Approved	10/28/2021	N/A
NRI-037-2024	N/A	Staff	Approved	10/15/2024	N/A
CSP-24001	TCP1-001-2025	Planning Board	Pending	Pending	Pending

PROPOSED ACTIVITY
The current application is a CSP for the development of approximately 45,000 square feet of commercial use and 1,300 residential units of mixed-use development on an 85.04-acre portion of a 101.03-acre assemblage of properties. The conceptual development plan includes commercial, senior housing, medium density residential, and high-density residential use.

APPLICABLE ENVIRONMENTAL REGULATIONS
The project is subject to the Woodland and Wildlife Habitat Conservation Ordinance (WCO) and the environmental regulations contained in prior Subtitles 24 and 27 of County Code because this is for a new CSP.

SITE DESCRIPTION
The area subject to this CSP is approximately 85.04 acres and is located along Wheeler Hills Road. The site is partially wooded, and a portion of the project site is currently developed with a solar facility. The current zoning for the site is Residential, Multifamily-20 (RMF-20) and Residential, Single-Family-65 (RSF-65); however, the applicant has opted to apply the zoning standards to this application that were in effect prior to April 1, 2022, for the Mixed Use–Transportation Oriented (M-X-T) and One-Family Detached Residential (R-55) Zones. The CSP is primarily outside of the 100-year floodplain outside of small portions near Barnaby Run. The site contains regulated environmental features (REF) in the form of streams, wetlands, and their associated buffers.

The 15.63-acre portion of Parcel A located south of Barnaby Run is excluded from the CSP because it is not within the M-X-T Zone; however, the 15.63 acres is included with the TCP1 as entire properties are included in tree conservation plans. The current zone for this portion is Residential Single-Family-95 (RSF-95), and the prior zone is One-Family Detached Residential (R-80).

REVIEW OF PREVIOUSLY APPROVED CONDITIONS
The site was subject to several prior approvals which proposed a church and associated improvements. The conditions of approval are not applicable to this application because the proposed use has changed. The approval of CSP-24001 and future preliminary plan of subdivision (PPS) and detailed site plan (DSP) supersede prior approvals.

MASTER PLAN CONFORMANCE
In conformance with Section 27-542(a)(2), the CSP shall conform to any applicable master plans.

PLAN PRINCE GEORGE'S 2035 APPROVED GENERAL PLAN (2014)
The site is located within the Environmental Strategy Area 1 of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's* 2035 *Approved General Plan* (2014), and within the Established Communities of the General Plan Growth Policy (Plan 2035). While most of the project is not within the boundaries of a transit-oriented center as identified in Plan 2035, a small portion in the north of Parcel A is within the Southern Avenue Metro transit-oriented center.

APPROVED SOUTHERN GREEN LINE STATION AREA SECTOR PLAN AND SECTIONAL MAP AMENDMENT (2014)

The *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment* contain recommendations in the Environmental Quality and Sustainability section that are applicable to this proposal. The text in **BOLD** is from the applicable master plan, and the plain text provides comments on plan conformance.

- **Seeking opportunities to reduce overall energy and resource consumption by promoting the use of more effective, energy efficient indoor and outdoor lighting and air movement systems, and orienting buildings to maximize the potential for solar energy generation, in new development.** (page 52)

The use of green building and energy conservation techniques should be encouraged and implemented to the greatest extent possible. This recommendation will be reevaluated at the time of PPS when lotting and development details are available.

- **Continuing to develop stream valleys as a resource for trail connections.** (page 52)

A master-planned trail is identified along Barnaby Run stream valley; however, only a small portion of this trail overlaps with the boundaries of the CSP. No trail development is currently proposed; therefore, this strategy is not relevant at this stage of the project. This recommendation will be further evaluated by the Prince George's County Department of Parks and Recreation (DPR) with subsequent development reviews.

- **Creating a comfortable pedestrian environment with urban open spaces and extensive seating along sidewalks.** (page 52)

This strategy is not relevant at this stage of the project. Pedestrian environment, open space, and seating details will be evaluated with the PPS and DSP.

- **Conserving and protecting trees, woodlands, and wildlife habitat by requiring site planning techniques and construction practices that prevent adverse effects on these sensitive environmental features.** (page 52)

The site is subject to the WCO. Details of the construction practices are not relevant at this stage of the project. Based on the TCP1 submitted with this application, the woodland conservation requirement will be addressed with woodland preservation, reforestation, and off-site woodland conservation credits. The CSP directs development close to the frontage of Wheeler Hills Road which limits disturbance to the more sensitive environmental areas along Barnaby Run. Impacts to REF are discussed and evaluated in the REF section of this memorandum.

- **Improving water quality using a variety of approaches appropriate to an urban setting. These should include, but should not be limited to, comprehensive streetscape plans using extensive tree planting, linear urban parks, and median planting; green rooftops; and using site designs that reduce surface runoff and maximize infiltration in all new and redeveloped sites.** (page 52)

Details of landscape plantings are not relevant at this stage of the project. This development proposal has an approved stormwater management (SWM) concept plan which demonstrates conformance with this recommendation. The approved plan shows that the proposed Environmental Site Design (ESD) techniques used will be submerged gravel wetlands, swales, rainwater harvesting, and micro-bioretention facilities. Facilities such as green roofs and underground storage facilities are not proposed. It is of note that the approved SWM plan proposes a stormwater management pond in the vicinity of potential land dedication to DPR. Prior to the acceptance of the PPS, a revised SWM concept plan shall be approved that reflects no development on the land proposed to be dedicated to DPR.

- **Coordinating land development to reduce or mitigate the effects of noise pollution.** (page 52)

This strategy is not relevant at this stage of the project. Noise standards will be evaluated by the Development Review Division with the review of the PPS and DSP.

- **Protecting, preserving, and enhancing the green infrastructure network and enhancing environmental corridors by focusing development outside the network.** (page 52)

The CSP primarily focuses development outside of Regulated Area elements of the green infrastructure network. Impacts to Regulated Areas on Parcel 7 are proposed; however, this parcel contains isolated environmental features that do not comprise the PMA. The impacts to REF on Parcel 7 are discussed in the REF section of the memorandum. The CSP proposes to use the green infrastructure network as a guide by developing in Evaluation Areas rather than Regulated Areas. Through this design, areas of Evaluation Area associated with Barnaby Run can be protected. Greater detail regarding the green infrastructure network is provided in the next section which discusses conformance to the green infrastructure plan.

APPROVED MASTER PLAN AND SMA FOR THE HEIGHTS AND VICINITY (PLANNING AREA 76A) (2000)

The limits of the Type 1 tree conservation plan (TCP1) include the entirety of Parcel A. The southern portion of the parcel, which is not subject to the CSP, is subject to the *Approved Master Plan and SMA for the Heights and Vicinity (Planning Area* 76A*)* (2000); however, since the CSP proposes no development on this portion of the property, conformance to this master plan is not discussed at this time.

CONFORMANCE WITH THE GREEN INFRASTRUCTURE PLAN (2017)

The Countywide Green Infrastructure Plan (GI Plan) was approved with the adoption of the Approved Resource Conservation Plan: A Countywide Functional Master Plan (CR-11-2017) on March 7, 2017. The site contains Regulated and Evaluation Areas of the GI Plan. The text in **BOLD** is from the master plan, and the plain text provides comments on plan conformance.

POLICY 1: Preserve, enhance, and restore the green infrastructure network and its ecological functions while supporting the desired development pattern of Plan 2035. (page 49)

The proposed M-X-T development utilized Strategies 1.1(a) and 1.2(b) to meet Policy 1. Strategy 1.1(a) is to use "the designated green infrastructure network as a guide to decision-making and using it as an amenity in the site design and development review processes" (page 49). The project contains designated Evaluation and Regulated Areas. Impacts to the REF and Regulated Areas are proposed and addressed in the REF section of this memorandum. This impact is supported by staff. The CSP proposes development largely, besides Parcel 7, outside of Regulated Areas of the GI Plan. Using Strategy 1.2(b), the Barnaby Run stream system in the south of the property is identified as a critical ecosystem which is proposed to be protected by concentrating development closer to Wheeler Hills Road.

Policy 2: Support implementation of the GI Plan throughout the planning process. (page 50)

The site is subject to the WCO. As such, mitigation for woodland clearing is required with this application. The woodland conservation requirement is proposed to be met with a combination of woodland preservation, reforestation, and off-site woodland conservation credits. In accordance with Strategy 2.4 (page 51), no network gaps will be generated and proposed woodland conservation contiguous with the Barnaby Run stream valley will provide protection and enhancement to this component of the green infrastructure network.

Policy 5: Improve water quality though stream restoration, stormwater management, water resource protection, and strategic conservation of natural lands. (page 53)

The approved SWM concept plan shows the use of submerged gravel wetlands, micro-bioretention devices, swales, and rainwater harvesting to meet the current requirements of the environmental site design (ESD) to the maximum extent practicable (MEP). Stormwater management will be further reviewed and evaluated by DPIE. No stream restoration is proposed with this CSP. The applicant has utilized strategy 5.8 (page 54) to meet Policy 5 by placing stormwater structures outside of regulated environmental areas. In addition, water quality will be maintained through the provided areas of on-site woodland conservation in the vicinity of Barnaby Run.

Policy 7: Preserve, enhance, connect, and restore forest and tree canopy coverage. (page 55)

This site was previously partially cleared and developed for a solar facility. The CSP proposes to meet the required woodland conservation requirement through a combination of woodland conservation, reforestation, and off-site woodland conservation credits. Planting of native species as part of landscaping is required by the Prince George's County Landscape Manual in accordance with Strategy 7.2 of the GI Plan (page 55). On-site woodland conservation and landscape plantings can count toward the tree canopy coverage requirement for the development; however, tree canopy coverage requirements will be evaluated with the DSP review.

ENVIRONMENTAL REVIEW

Natural Resources Inventory

Section 27-273(e)(6) of the prior Zoning Ordinance requires an approved natural resource inventory (NRI) plan with CSP applications. NRI-037-2024 was submitted with the application which includes a 15.63-acre portion of Parcel A outside of the M-X-T Zone, which is not included in the scope of the CSP.

As shown on the NRI, the 101.03-acre area is partially wooded and contains REF, steep slopes, streams, wetlands and their associated buffers, which comprise the primary management area (PMA). The site contains 52 specimen trees, 2.01 acres of 100-year floodplain, 1.44 acres of woodland in the floodplain, 53.91 acres of woodland in the net tract, 5.70 acres of PMA, and 1,085 linear feet of regulated streams.

Woodland Conservation
The site is subject to the provisions of the WCO, because the application was accepted after July 1, 2024. The property is greater than 40,000 square feet and requires a tree conservation plan. This project is also subject to the 2018 Environmental Technical Manual (ETM). The notification letter for this TCP application was sent on January 9, 2026, per Section 25-119(c)(5)(A) of County Code. EPS has not received any public comment about this application as the result of the mailing.

The total acreage of the CSP limits is approximately 85.04 acres. A 15.63-acre portion of Parcel A located south of Barnaby Run is not zoned M-X-T and the applicant has chosen not to include it in the CSP limits; however, tree conservation plans must consider the entire legal limits of properties. The entirety of Parcel A is included in the scope of the TCP1. The total area of the TCP1 is 101.03 acres. Based on the acreage of the prior zoning designations, the properties have a combined minimum woodland conservation threshold of approximately 15.85% or 15.69 acres, which is proposed to be met on-site. The total proposed clearing is 31.25 acres of woodland. The total woodland conservation required is 46.94 acres which is proposed to be met with 18.93 acres of on-site woodland preservation, 11.99 acres of reforestation, and 16.02 acres of off-site woodland conservation credits. Portions of woodland around existing stormwater ponds 2 and 3 are identified as non-credited. These areas shall be revised to be included in the provided on-site woodland conservation. While they lack the minimum width required for conservation areas, they abut areas of PMA which are protected. When considered together they meet the qualifications to be counted towards meeting the woodland conservation requirement per Section 25-121(b)(1)(K) of the WCO. Technical revisions to the TCP1 are required and are identified in the recommended conditions at the end of this memorandum.

Specimen Trees
Section 25-122(b)(1)(G) of the WCO requires that "Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree's condition and the species' ability to survive construction as provided in the Technical Manual." The code, however, is not inflexible.

The authorizing legislation of Prince George's County's WCO is the Maryland Forest Conservation Act, which is codified under Title 5, Subtitle 16 of the Natural Resources Article of the Maryland Code. Section 5-1611 of the Natural Resources Article requires the local jurisdiction to provide procedures for granting variances to the local forest conservation program. The variance criteria in Prince George's County's WCO are set forth in Section 25-119(d). Section 25-119(d)(6) clarifies that variances granted under Subtitle 25 are not considered zoning variances.

A Subtitle 25 variance dated January 21, 2025 was submitted for review with this application. The

approved NRI identifies a total of 52 specimen trees on-site and up to 100-feet off-site. The statement of justification requests the removal of nineteen (19) specimen trees and impacts to the critical root zones (CRZ) of three (3) off-site trees. The TCP1 shows the location of the trees proposed for removal.

Table 1: The following specimen trees are proposed for removal for the development of the site and associated infrastructure on Parcels 49 and 51.

Specimen Tree Number	Common Name	Scientific Name	DBH (Inches)	Condition Rating	Construction Tolerance	Disposition
ST-1	Chestnut oak	*Quercus prinus*	30	Excellent	Good	To be removed
ST-2	Chestnut oak	*Quercus prinus*	39	Good	Good	To be removed
ST-3	Willow oak	*Quercus prinus*	45	Good	Good	To be removed
ST-18	Tulip poplar	*Liriodendron tulipifera*	33	Excellent	Poor	To be removed
ST-19	White oak	*Quercus alba*	38	Excellent	Good	To be removed
ST-20	Tulip poplar	*Liriodendron tulipifera*	34	Poor	Poor	To be removed
ST-21	White oak	*Quercus alba*	30	Excellent	Good	To be removed

Table 2: The following specimen trees are proposed for removal for the development of the site and associated infrastructure on Parcel 7.

Specimen Tree Number	Common Name	Scientific Name	DBH (Inches)	Condition Rating	Construction Tolerance	Disposition
ST-22	White oak	*Quercus alba*	38	Good	Good	To be removed
ST-23	White oak	*Quercus alba*	33	Excellent	Good	To be removed
ST-24	White oak	*Quercus alba*	38	Good	Good	To be removed
ST-25	White oak	*Quercus alba*	30	Good	Good	To be removed
ST-26	White oak	*Quercus alba*	31	Excellent	Good	To be removed
ST-27	White oak	*Quercus alba*	44	Good	Good	To be

						removed
ST-28	White oak	*Quercus alba*	35	Excellent	Good	To be removed
ST-29	White oak	*Quercus alba*	32	Good	Good	To be removed
ST-30	White oak	*Quercus alba*	40	Excellent	Good	To be removed
ST-31	White oak	*Quercus alba*	34	Excellent	Good	To be removed

Table 3: The following specimen trees are proposed for removal for the master plan right of way of Iverson Street on the southern portion of Parcel A (outside the limits of the CSP).

Specimen Tree Number	Common Name	Scientific Name	DBH (Inches)	Condition Rating	Construction Tolerance	Disposition
ST-48	Sweetgum	*Liquidambar styraciflua*	36	Good	Good	To be removed
ST-49	Red Oak	*Quercus rubra*	43	Good	Good / Medium	To be removed

The applicant has identified that ST-48 and ST-49 must be removed for the master plan right-of-way of Iverson Street; however, since these trees are located outside the scope of the CSP, staff recommends DENIAL of this request. As noted in the applicant's statement of justification, the CSP does not propose the development of Iverson Street. The removal of these specimen trees shall be reviewed with a future entitlement case on this portion of Parcel A or with a Type 2 tree conservation plan (TCP2). As a result, revisions to the TCP1 are required are identified in the recommended conditions at the end of this memorandum.

Table 4: The CRZ of the following off-site specimen trees are proposed to be impacted by grading and site development on Parcel A.

Specimen Tree Number	Common Name	Scientific Name	DBH (Inches)	Condition Rating	Construction Tolerance	Disposition
32*	Tulip poplar	*Liriodendron tulipifera*	32	Excellent	Poor	To remain – 46% CRZ impact
33*	Chestnut Oak	*Quercus prinus*	33	Excellent	Good	To remain – 11% CRZ impact
34*	Tulip poplar	*Liriodendron tulipifera*	42	Excellent	Poor	To remain – 5% CRZ

						impact

*Tree located off-site

The proposed impacts to the CRZ of three off-site specimen trees are at the edge of the property line and away from priority areas of development. Staff recommend DENIAL of this request since the limits of disturbance can reasonably be revised in a way to remove the CRZ impact. As noted in the applicant's statement of justification a potential trail connection to the Southern Avenue Metro Station is proposed in this area. Impacts to ST 32 through ST-34 are deferred to the next development entitlement when further site engineering is completed, and the impact can be reevaluated.

In summary, staff support the removal of ST-1 through ST-3 and ST-18 through ST-21 on Parcels 49 and 51 (idented above as Table 1). Staff supports the removal of ST 22 through ST 31 on Parcel 7 (identified above as Table 2). Staff does not support the removal of ST-48 and ST-49 (identified above as Table 3) at this time because they are outside the scope of the CSP. Staff does not support the CRZ impacts to ST-32 – ST-34 (identified above as Table 4) because the impact can be reasonably adjusted to avoid the impact. The text in **BOLD**, labeled A-F, are the six criteria listed in Section 25-119(d)(3). The plain text provides responses to the criteria for the review of specimen trees that have not been deferred.

(A) Special conditions peculiar to the property have caused the unwarranted hardship;

ST-1 through ST-3 and ST-18 through ST-21 are located on Parcels 49 and 51 which front on Wheeler Hills Road. As identified in the applicant's statement of justification, the existing topography is a special condition peculiar to the property. The grades of the two parcels are extreme and require significant grading in order to facilitate reasonable development on the properties. In addition, the trees requested for removal are in prime development locations on the site. The trees requested for removal are located towards the road frontage of the property and away from REF and PMA. The ability to access the site from existing roads and develop properties with existing infrastructure is a significant and reasonable request. Pushing the development deeper into the property, away from the existing roads and utilities would require additional woodland clearing and added cost of extending utilities from the road to the building site. In addition, a large grouping of specimen trees is located in the rear of Parcel 51 which further limits the space available to develop without requiring additional variances. Requiring the applicant to retain these seven specimen trees on the site would further limit the area of the site available for development to the extent that it would cause the applicant an unwarranted hardship.

ST 22 through ST-31 are all located on Parcel 7 which fronts on both Southern Avenue and Wheeler Hills Road. Parcel 7 consists of approximately 5.34 acres and is isolated from the protected woodlands and the Barnaby Run stream valley. As identified in the applicant's statement of justification, the existing topography is a special condition peculiar to the property. The elevation along Southern Avenue is approximately at 150 feet and slopes significantly up towards Wheeler Hills Road, with over 30 feet of elevation gain. The elevation of the right-of-way of Wheeler Hills Road is approximately 180 feet. To access the site, grading is required to meet the right-of-way elevation. Due to the unique topographical changes, any development on the site requires

significant grading to prepare the land for development. In addition, the trees are clustered in the center of Parcel 7 and along the frontage of Wheeler Hills Road. The trees are not connected to the protected woodlands along the Barnaby Run stream valley; however, the area does have an isolated wetland. This isolated wetland is identified by the applicant as the result of a clogged pipe beneath Southern Avenue which has been exacerbated by additional water flow runoff from neighboring properties. The ability to access the site and develop it as a mixed-use development is significant and reasonable request for property in the M-X-T zoning and within proximity to public transit. Requiring the applicant to retain these ten specimen trees on the site would further limit the area of the site available for development to the extent that it would cause the applicant an unwarranted hardship.

(B) Enforcement of these rules will deprive the applicant of rights commonly enjoyed by others in similar areas;

Development of Parcels 49 and 51 proposes to access from Wheeler Hills Road. The development proposed is significant and reasonable given the M-X-T zoning and the County goal of focusing density in proximity to public transit. Development of Parcel 7 proposes two access points to the property to integrate the development with the surrounding neighborhood. The mixed-use development proposed is significant and reasonable. Similar properties also utilized two access points, such as the adjoining property to the east which was recently developed with two access points at Southern Avenue and Wheeler Hills Road.

In the submitted variance statement, the applicant states that retention of the specimen trees on Parcels 49, 51, and 7 would create a hardship which would prevent the applicant from using the subject property because it would prevent adequate site development, infrastructure, and circulation. Enforcement of the requirement that all specimen trees be preserved, along with an appropriate percentage of their CRZ, would deprive the applicant of rights commonly enjoyed by others in similar areas in proximity to public transit with comparable zoning. When other development proposals encounter trees in a similar condition and in a similar location on a site, the same considerations were provided during the review of the required variance application.

(C) Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants;

In the submitted variance, the applicant states that the applicant is not seeking a special privilege and is intending to proceed with the proposed use as allowed by the M-X-T Zone on the property. The necessary site access, access to utilities, and grading required to develop Parcels 49, 51, and 7 is consistent with the rights of other applicants and will not confer on the applicant a special privilege. Not granting the variance would prevent the project from being developed in a functional and efficient manner like other developments of similar size and use. This is not a special privilege that would be denied to other applicants. When other properties contained specimen trees of this species in a similar condition and location on a site, the same considerations were provided during the review of the required variance application.

(D) The request is not based on conditions or circumstances which are the result of actions by the applicant;

In the submitted variance, the applicant states that the unique circumstances impacting the project are a result of previous land uses and natural physical constraints. The request to remove the trees on Parcels 49, 51, and 7 are based solely on the existing topography and the location of the trees in relation to developable portions of the properties which are near the existing street frontage and away from areas of PMA and land protected by DPR.

(E) The request does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property; and

There are no existing conditions on the neighboring properties or existing building uses that have any impact on the location or size of the specimen trees requested for removal. The trees have grown to specimen tree size under natural conditions and have not been impacted by any neighboring land or building uses.

(F) Granting of the variance will not adversely affect water quality.

In the submitted variance, the applicant states that the granting of this variance will not adversely affect water quality. The applicant is required to provide SWM controls which will be evaluated by the Department of Permitting Inspection and Enforcement (DPIE), with erosion and sediment controls established by the Prince George's County Soil Conservation District (SCD). Granting this variance request will not violate State water quality standards nor cause measurable degradation in water quality. Both SWM and sediment and erosion control requirements are to be met in conformance with State and local laws to ensure that the quality of water leaving the site meets the State's standards. State standards are set to ensure that no degradation occurs. This development proposal has an approved stormwater management (SWM) concept plan which proposes the Environmental Site Design (ESD) techniques used will be submerged gravel wetlands, swales, rainwater harvesting, and micro-bioretention facilities. It is of note that the approved SWM plan proposes a stormwater management pond in the vicinity of potential land dedication to DPR. Prior to the acceptance of the PPS, a revised SWM concept plan shall be approved that reflects no development on the land proposed to be dedicated to DPR.

Recommendation of Variance Request
The required findings of Section 25-119(d) of the WCO have been adequately addressed for the removal of seventeen (17) specimen trees on Parcels 49, 51, and 7. Staff recommends the Planning Board approve the variance for the removal of ST-1 through ST-3, and ST-18 through ST-31, DENY the variance for the removal of ST-48 and ST-49, and DENY the variance for CRZ impact to off-site ST-32 through ST-34.

Regulated Environmental Features (REF)
The onsite REF as defined in Section 24-101 of the prior Subdivision Regulations includes streams, wetlands, their associated buffers, and areas of PMA. Section 27-276(b)(4) of the Zoning Ordinance states that the Planning Board may approve a CSP if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement Section 24-130(b)(5) of the Subdivision Regulations.

Section 24-130(b)(5) of the Subdivision Regulations states: "Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible consistent with the guidance provided by the Environmental Technical Manual established by Subtitle 25. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required pursuant to Subtitle 27, for the reasonable development of the lot outside the regulated feature. All regulated environmental features shall be placed in a conservation easement and depicted on the final plat."

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. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with County Code. Impacts to regulated environmental features must first be avoided and then minimized.

One impact to REF is proposed with this application, identified as Impact 1, and detailed below. A statement of justification and impact exhibit dated February 20, 2026, was submitted with the revised material.

Impact 1 – 0.49 acre (21,649 square feet)
Impact 1 requests the filling of an isolated wetland in order to provide adequate stormwater management on Parcel 7. This M-X-T zoned property is situated between Southern Avenue and Wheeler Hills Road. This isolated wetland is not connected to other REF and does not comprise the PMA. Table 1 of the statement of the justification incorrectly identifies that there is an impact to the 100-year floodplain, but Impact 1 is only for impacts to the isolated REF. There are no impacts to the 100-year floodplain or PMA requested with the CSP. The applicant's statement of justification identifies that the isolated wetland is the result of a clogged pipe beneath Southern Avenue which has been exacerbated by additional water runoff from neighboring properties.

The isolated REF on Parcel 7 is located at its frontage on Southern Avenue and in the middle of the property. The parcel is approximately 5.34 acres and 350 feet wide. The development of a mixed-use development along this frontage is reasonable, especially given its M-X-T zoning. Complete avoidance of the REF would not allow for the reasonable use and orderly and efficient development of the subject property. In addition, the applicant states that avoidance is not feasible since the impact arises from maintenance needs to exiting infrastructure and off-site stormwater discharge. Given the location of the isolated REF, minimizing the impact is not feasible since it would impact the ability to locate the development and place required infrastructure. Impact 1 will allow the development in conformance with the CSP to be directed towards Southern Avenue and Wheeler Hill Roads, and away from REF, and PMA connected to Barnaby Run. Barnaby Run steam valley connects into the Regulated Areas of the GI Plan. Development of Parcel 7 is shown on the approved SWM concept plan. The plan identifies that updated stormdrain infrastructure of two submerged gravel wetlands and one micro-bioretention will mitigate drainage issues on the property. Impact 1 is a necessary impact for the orderly development of the property and is supported as proposed.

Stormwater Management
In accordance with Section 27-273(e)(14) of the prior Zoning Ordinance an approved stormwater concept plan or indication that an application for such approval has been submitted for review is required with CSP applications. An approved Concept Plan (#36644-2023-SDC/P00998-2024-SDC) was submitted with the revised material, which shows the use of micro-bioretention, swales, submerged gravel wetlands, and rainwater harvesting. This stormwater management plan was approved on December 20, 2024, and expires on December 20, 2027. Development of Parcel 7 will impact REF and is discussed in the REF section of this memorandum. The stormwater features depicted on the TCP1 are conceptual in nature. As identified on the Concept Plan approval letter, the phased plan will go through further review with the PPS and DSP. It is of note that the approved SWM plan proposes a stormwater management pond in the vicinity of potential land dedication to DPR. Prior to the acceptance of the PPS, a revised SWM concept plan shall be approved that reflects no development on the land proposed to be dedicated to DPR.

Section 24-129 and Section 27-124.01: 100-year Floodplain
According to NRI-037-2024, the site contains 100-year floodplain. The CSP is in accordance with Subtitle 32, Division 4, Floodplain Ordinance, of County Code. Conformance to Section 24-129 and Section 27-124.01 will be further evaluated at the time of PPS and DSP when a finalized lotting pattern has been established.

Soils
In accordance with Section 24-131, of County Code this application was reviewed for unsafe land restrictions. This application will use the prior Subdivision Regulations and Section 24-131(a) states "The Planning Board shall restrict or prohibit the subdivision of land found to be unsafe for development. The restriction or prohibition may be due to natural conditions, such as, but not confined to, flooding, erosive stream action, high water table, unstable soils, or severe slopes, or to man-made conditions on the property, such as, but not confined to, unstable fills or slopes."

The predominant soils found to occur according to the U.S. Department of Agriculture Natural Resource Conservation Service Web Soil Survey include the Adelphia-Holmdel complexes, Beltsville silt loam complexes, Beltsville-Urban land complexes, Collington-Wist complexes, Collington-Wist-Urban land complexes, Croom-Marr complexes, Croom-Marr-urban land complexes, Marr-Dodon complexes, Marr-Dodon-Urban land complexes, Potobac-Issue complexes, Russett-Christiana-Urban land complexes, Sassafras-Urban land complexes, Sassafras and Croom soils, Udorthents, loamy, Urban land-Collington-Wist complex, Westphalia and Dodon soils, and Woodstown sandy loam. According to available mapping information, unsafe soils containing Marlboro clay do not occur on this property. Christiana clay is found on the property but there are no geotechnical concerns at this time. Further geotechnical reviews will occur with the PPS and DSP.

SUMMARY OF RECOMMENDED FINDINGS AND CONDITIONS

The EPS has completed the review of Conceptual Site Plan (CSP-24001) and Type 1 Tree Conservation Plan (TCP1-001-2025), and recommends approval, subject to the following findings and conditions:

Recommended Findings

1. The required findings of Section 25-119(d) of County Code have been adequately addressed for the removal of seventeen (17) specimen trees identified as ST-1 through ST-3, and ST-18 through ST-31, and staff recommends approval of the variance request. Staff recommends **DENIAL** of the request to remove ST-48 and ST-49 and the CRZ impacts to off-site ST-32 through ST-34. Staff recommend that the review of these requests are deferred to subsequent entitlements with more detailed engineering and site design is provided.

2. In conformance with Section 24-101 of the prior Subdivision Regulations and based on the level of design information currently available, the limits of disturbance shown on the TCP1, and the Impact exhibits provided, the regulated environmental features (REF) on the subject property have been preserved and/or restored to the fullest extent possible. Staff find that REF Impact 1 is necessary for the reasonable, orderly, and efficient development of the subject property.

Recommended Conditions:

1. Prior to the issuance of permits, a Type 2 tree conservation plan for rough grading shall be approved.

2. Prior to the issuance of any permits which impact wetlands, wetland buffers, streams, or Waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.

3. Prior to signature approval of the conceptual site plan, the Type 1 tree conservation plan shall be revised as follows:

    a. Add the following note to the plan under the specimen tree table:

        "NOTE: This plan is in accordance with the following variance from the strict requirements of Subtitle 25 (Section 25-122(b)(1)(G)) approved by the Planning Board on (add date) with (add DRD case #) for the removal of (add number) specimen trees, (add specimen tree number), a (add DBH and species name), …"

    b. Revise the informational specimen tree removal worksheet to identify the number of specimen trees and their total DBH approved to be removed.

    c. Revise the following areas of non-credited woodland to be preserved in accordance with Section 25-122(b)(1)(K) of the County Code and update the woodland conservation worksheet as necessary: WP-NC 1 (Sheet 7), WP-NC 3 (Sheet 10), and WP-NC 2 (Sheet 11).

d. Revise the plan so that woodland conservation is not proposed within WSSC easements, utility easements, rights-of-way, or other areas which would impair the land from being used to meet the woodland conservation requirements of Subtitle 25 in accordance with Section 25-122(b)(1)(O) of the County Code.

e. Update the specimen tree to show the disposition of ST-48, ST-49 as "To remain". Update the limits of disturbance to remove critical root zone impacts from ST-32 through ST-34. Revise the symbology for specimen trees ST-48, ST-49, and ST-32 through ST-34 to show that they are to remain.

4. Prior to the acceptance of the preliminary plan of subdivision, a revised stormwater management concept plan shall be approved that reflects no development proposed on the land to be dedicated to the Prince George's County Department of Parks and Recreation.

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

Countywide Planning Division
Historic Preservation Section 301-952-3680

December 22, 2025

MEMORANDUM

TO: Te-sheng (Emery) Huang, Urban Design Section, Development Review Division

VIA: Thomas Gross, Planning Supervisor, Historic Preservation Section, Countywide Planning Division TWG

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division JAS
Tyler Smith, Historic Preservation Section, Countywide Planning Division TAS
Amelia Chisholm, Historic Preservation Section, Countywide Planning Division AGC

SUBJECT: **CSP-24001 Southern Hills**

The subject property comprises 85.40 acres on the south side of Southern Avenue, north of Wheeler Hills Road, in Oxon Hill. The subject property was zoned Mixed Use Transportation Oriented (M-X-T), per the prior Zoning, and is within the 2014 *Approved Southern Green Line Station Area Sector Plan* area. The subject application proposes up to 45,000 square feet of mixed-use commercial space and up to 1,300 residential dwelling units consisting of multifamily and townhomes.

The 2014 *Approved Southern Green Line Station Area Sector Plan* contains goals and policies related to historic preservation (page 84) within *Policy Statements for Future Land Use: Chapter 3 Branch Avenue Metro Station*. However, these are not specific to the subject site or applicable to the proposed development.

This project area has been partially covered by two Phase I surveys for a proposed Metro line, completed in 1980. The subject property either partially contains or is adjacent to the archeological site (18PR196), an unnamed, Middle Woodland, short-term, resources procurement camp. The site also contains Documented Property 76A-023, the Wheeler Hills Road bridge over Barnaby Run, which has been determined as National Register-eligible. The property also surrounds, but does not include, MIHP PG:76A-65, the Addison Family Cemetery (Barnaby Manor). Parcels 7, 48-51, and 192, which were included in the proposal, were not included in the completed Phase I surveys. A Phase I archeological survey will be required on these six parcels.

The subject property does not contain and is not adjacent to any designated Prince George's County Historic Sites or resources. Historic Preservation staff recommends approval of CSP-24001 Southern Hills, with the following conditions:

1. Per County Code Sec. 24-121(a)(18), prior to signature approval of the preliminary plan of subdivision or approval of a grading permit, whichever comes first, a Phase I archeological investigation of parcels 7, 48, 49, 50, 51, and 192 shall be conducted in accordance with the Planning Board's *Guidelines for Archeological Review* (May 2005) to determine if any cultural resources are present. Evidence of M-NCPPC concurrence with the final Phase I report and recommendations is required prior to signature approval of the preliminary plan of subdivision or approval of a grading permit, whichever comes first.

2. Per County Code Sec. 24-121(a)(18), upon receipt of the report by the Planning Department, if it is determined that potentially significant archeological resources exist on parcels 7, 48, 49, 50, 51, or 192, prior to Planning Board approval of the final plat or approval of a grading permit, whichever comes first, the applicant shall provide a plan for:

    i. Evaluating the resource at the Phase II level, or

    ii. Avoiding and preserving the resource in place.

3. If a Phase II and/or Phase III archeological evaluation or mitigation is necessary, the applicant shall provide a final report detailing the Phase II and/or Phase III investigations and provide evidence that all artifacts are curated properly prior to any ground disturbance or the approval of any grading permits.

4. Per County Code Sec. 24-121(a)(18), prior to the approval of the first detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees, shall provide a plan for any interpretive signage to be erected and public outreach measures (based on the findings of Phase I, II, and/or Phase III archeological investigations). The location and wording of the signage and the public outreach measures shall be subject to approval by the M-NCPPC staff archeologist. The plan shall include the timing for the installation of the signage and the implementation of public outreach measures.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Department of Parks and Recreation
6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: March 30, 2025

TO: Te-Shung Huang, Planner IV
Urban Design Section, Development Review Division
Planning Department

VIA: Sonja Ewing, Division Chief SME
Jameka Smith, Assistant Division Chief JS
Dominic Quattrocchi, Planning Supervisor DAQ
Park Planning and Environmental Stewardship Division
Department of Parks and Recreation

FROM: Ivy R. Thompson, AICP, Planner III IRT
Land Acquisition/Management & Development Review Section
Park Planning and Environmental Stewardship Division, DPR

SUBJECT: **CSP-24001 Southern Hills**

The Department of Parks and Recreation (DPR) has reviewed and evaluated this conceptual site plan for conformance with the requirements as they pertain to public parks and recreational facilities.

PROPOSAL
This application is for the development of approximately 85.4 acres for 45,000 square feet of Commercial space and 1,300 residential dwellings [multifamily and townhouses].

BACKGROUND:
The subject property is located along the south side of Southern Avenue and both sides of Wheeler Hills Road, within approximately three-quarters of a mile of the Southern Avenue Metro Station. This property is partially improved with a 5.6MW solar array (MRF-1909 Spectrum Solar). The subject property is adjacent to Barnaby Run Stream Valley Park, owned by M-NCPPC and managed by DPR.

The property is subject to the 2014 *Approved Southern Greenline Sector Plan*, the 2022 *Land Preservation, Parks and Recreation Plan for Prince George's County*, and *Formula 2040, Functional Master Plan for Parks, Recreation and Open Space*. It lies within the Southern Green Line Station Area Sector Plan, which calls for medium-density transit-oriented development, preservation of steep slopes and stream corridors, and enhanced pedestrian/trail connectivity. A land swap strategy has been evaluated as part of the planning process to move development to less environmentally constrained areas and preserve high-value open space for park purposes

DISCUSSION:

The Southern Green Line Station Area Sector Plan envisions a transit-oriented, walkable neighborhood emphasizing residential development near the Metro station, interconnected street grids, walkability, and improved connectivity, and the preservation of stream corridors. The Sector Plan recommends the use of land swaps to enable development on feasible land while protecting sensitive features. The Southern Greenline Sector Plan identifies the land adjacent to Wheeler Road as Parks/Open Space (p. 162 -169, p. 168 land at SE Wheeler Road and Wheeler Hill Road as Parkland).

This property is within Park Service Area 7, as designated in the 2022 LPPRP, which recommends focusing on opportunities to acquire land for both developed and undeveloped parks to meet identified targets, to increase the number of urban parks serving these communities through the Mandatory Parkland Dedication Program and explore opportunities to develop parks near metro stations, to enhance connectivity by connecting trails to park facilities, schools, activity centers, transit hubs, and areas of new development. The 2022 LPPRP recommends the construction of fields, hard courts, tennis, futsal, trails, splash pads and unique facilities within Service Area 7.

The Southern Green Line Sector Plan recommends a land swap involving M-NCPPC-owned ROS land, which could support the desired development of recreation facilities to serve future residents and the larger community. The land swap presents a way to unlock feasible development land while preserving high-value environmental features—a win-win aligned with policy and conservation mandates. DPR staff met with and the Southern Hills project team to discuss a potential land swap intended to support development under CSP-24001 Southern Hills. It was determined that while a viable option, the land swap is beyond the scope of this CSP. The applicant and Development team will continue discussions to advance the idea outside the review of this CSP.

The CSP includes a conceptual pedestrian system and cites ongoing coordination with WMATA for a future pedestrian/bicycle connection to the Southern Avenue Metro Station. This supports DPR trail objectives and provides opportunities for trailheads, greenway segments, and enhanced pedestrian access within the stream valley. The preserved open space and proposed dedication strengthen the feasibility of new stream valley trail connections, consistent with long-term trail recommendations in the Sector Plan.

DPR staff shall review for the following at the time of preliminary plan of subdivision and subsequent applications:

a. At the time of PPS review, evaluation of land dedication to M-NCPPC (DPR) of stream valley lands and associated buffers, in a configuration acceptable to DPR, to expand the existing stream valley park contiguous to the site, per Subdivision Regulations 24-4507 Parks and Recreation Adequacy and 24-4601 Mandatory Parkland Dedication.

b. At the time of PPS review, evaluate recreation locations and a conceptual trail and greenway plan (including potential stream valley trail segments, trailheads, and wayfinding), with coordination with WMATA, for connectivity toward the Southern Avenue Metro Station.

c. At the time of PPS review, assess the provision of public access easements for trail/greenway segments on private land where needed to ensure continuous public connectivity between public streets and DPR parkland, subject to DPR approval.

d. At the time of DSP review, evaluate recreation details to comply with the DPR facilities guidelines, including at least one centrally located playground and associated amenities serving the residential population; demonstrate buffering from townhouse rears in accordance with applicable guidelines.

e. At the time of DSP review, ensure the minimization of impacts to regulated environmental features and compliance with woodland/stream buffer restoration requirements, consistent with the 2024 Woodland Conservation Ordinance.

The CSP preserves regulated environmental features (streams, steep slopes, PMA/woodlands) to the maximum extent practicable and identifies conceptual locations for recreational facilities and public spaces, with details to be refined at DSP. The Conceptual Site Plan includes general depiction of recreational facilities, consistent with CSP requirements under Zoning Ordinance Section 27-272(c)(4) with the creation of public spaces/plazas through the building arrangement. Recreational areas are buffered from townhouse unit rears to avoid conflicts. The siting of the recreational facilities will be further refined at the Detailed Site Plan stage by Planning Department Urban Design staff. CSP-24001 Southern Hills conforms with the open space and recreation facilities requirements.

RECOMMENDATION:

DPR staff recommends the Planning Board approve Conceptual Site Plan amendment CSP-24001 Southern Hills.

cc: Leonard Pettiford

Signature: Sonja M. Ewing
Email: sonja.ewing@pgparks.com

Signature: Dominic Quattrocchi
Email: dominic.quattrocchi@pgparks.com

Signature: Jameka Smith
Jameka Smith (Apr 1, 2026 11:02:00 EDT)
Email: jameka.smith@pgparks.com

THE PRINCE GEORGE'S COUNTY GOVERNMENT

Fire/EMS Department Headquarters

Office of the Fire Marshal

February 13, 2024

David Myerholtz, Planner III
Urban Design Section
The Maryland-National Capital Park and Planning Commission
Development Review Division
1616 McCormick Drive
Largo, Maryland 20774

Dear Mr. Myerholtz:

The Office of the Fire Marshal of the Prince George's County Fire/EMS Department has reviewed the referral for CSP-24001 (Southern Hills). These are our 1st comments:

1) While we have no specific comments for the conceptual site plan, the applicant should direct their site-civil team to reach out to the Office of the Fire Marshal to coordinate the delineation of fire lanes required by Subtitle 11-277. The delineated fire lanes should be shown on the detailed site plan to include curbs to be marked as well as sign details and locations. Sign details and marking specifications are included in the attachment. The applicant may reach out to me directly at jvreilly@co.pg.md.us or at 240-508-4931 to initiate this coordination.

Sincerely,

James V. Reilly
Project Coordinator III

Prince George's County Fire/EMS Department
Office of the Fire Marshal
Fire Prevention and Life Safety Inspections

9400 Peppercorn Place
Fifth Floor
Largo, MD 20774

301-583-1830

FIRE LANES

Fire lanes, indicated by painted curbs and signage, are required at new and existing buildings to ensure fire access is not compromised by parked cars or other obstructions. The following information is provided to guide property owners and managers through the Fire Marshal process for inspecting and installing fire lanes.

FIRE LANES:

Fire lanes are fire access roads, drive aisles, and roadways that the Office of the Fire Marshal has declared or designated as fire lanes, requiring the application of paint and the installation of signs to preserve fire access to the building. This designation must come at the direction of the fire marshal who will maintain a file of the designated fire lanes for the property. A property owner cannot create a fire lane by applying paint and signage. To be enforceable, the fire lane must be declared and recorded by the fire marshal.

The fire marshal has authority to declare fire lanes on private property such as shopping centers, apartments, and townhome developments with privately owned roads. The fire marshal cannot declare fire lanes on State, County, or municipal roads.

FIRE LANE INSPECTIONS:

For new buildings, the owner or general contractor should request a fire lane inspection from the Office of the Fire Marshal at least 60 days prior to their intended occupancy date. There is a $150.00 fee for the fire lane inspection. Payment for the fire inspection can be made online at the link below. Select “Fire Lanes” as your inspection type.

https://www.velocitypayment.com/client/princegeorges/fire/index.html

Once payment is made, a case will be created and assigned the inspector for that area. The inspector will call the provided contact to schedule the inspection.

FIRE LANE STANDARDS:

In order to preserve a 22’ wide drive aisle free of obstructions for fire access to a building, the fire inspector will ask for fire lane markings (paint and signage) along the most likely path or paths of fire apparatus access leading to and adjacent to the building.

Width: Fire Lanes shall be 22’ wide. Smaller driveways and aisles may still be declared as fire lanes at the discretion of the inspector.

Roads < 29’ shall be painted and signed on both sides.
Roads < 36’ shall be painted and signed on one side.
Roads > 36’ may not require markings. The inspector will determine the need for markings on a case by case basis.

Paint: Fire Lanes shall be painted with yellow DOT grade traffic paint meeting the Federal Specification TT-P-1952D, Type II requirements.

Curbs: Paint will be applied to the cap and face but not the pan of the curb. No Stenciling is required. No hatching or striping of the pavement is required.

Signage: Signage with the language specified in County Subtitle 11-277 shall be provided (see cut sheet below.) Signs must be mounted on appropriate posts or channel such that the bottom of the sign is 7’ from the finished ground. Sufficient signs shall be provided so that every portion of the fire lane will be within 35’ of a sign. Typically, signs will be placed at the curbline. The fire inspector can make case by case determinations for unique sign placement situations.

12.00”
18”
3.50”
3.00”
2.02”
1.94”
0.39”
NO
PARKING
FIRE LANE
$200 FINE
BY ORDER OF
PRINCE GEORGE’S COUNTY FIRE/EMS DEPT.

Aisha N. Braveboy
County Executive

PRINCE GEORGE'S COUNTY
HEALTH
DEPARTMENT

Date: December 17, 2025

To: Te-sheng (Emery) Huang, Urban Design, M-NCPPC

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

Re: CSP-24001 - Southern Hills

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the conceptual site plan submission for Southern Hills located near southern Avenue and Wheeler Hills Road and has the following comments / recommendations:

1. ***Health Department permit records indicate that there are no existing carry-out/convenience store food facilities or markets/grocery stores within a ½ mile radius of this location. However, the location of this site is not considered a food desert.*** Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes.

2. Apply for a raze permit with the Department of Permits Inspection and Enforcement prior to the demolition of the existing single- family dwelling. The application is online at https://momentumhome.princegeorgescountymd.gov/

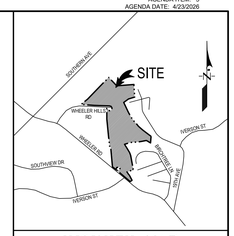
3. The plans should include open spaces and "pet friendly" amenities for pets and their owners. Designated park areas may consist of the appropriate safe playing grounds, signage, and fencing. Pet refuse disposal stations and water sources are strongly recommended at strategic locations in the designated outdoor play/ picnic area

4. During the demolition/construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

5. During the demolition/construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

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

Headquarters Building
1701 McCormick Drive, Suite 200, Largo, MD 20774
Office 301-883-7834, *Fax* 301-883-7896, *TTY/STS* Dial 711
www.princegeorgescountymd.gov/health



VICINITY MAP
SCALE: 1" = 2000'
WSSC 200' SHEET: 206SE02

CSP-24001

CONCEPTUAL SITE PLAN

FOR

SOUTHERN HILLS

PART OF PARCEL A, TAX PARCELS 7, 9, 10, 48-51, & 192 & LOT 1

OXON HILL DISTRICT No. 12

INDEX OF DRAWINGS		
SHEET NO.	SHEET NAME	BDAI DWG. NO.
C-CS	COVER SHEET	6.032-Z
C-APR	APPROVAL SHEET	6.033-Z
C-1	EXISTING CONDITIONS	6.034-Z
C-2	LAND USE & CIRCULATION	6.035-Z
C-3	CONCEPTUAL SITE PLAN	6.036-Z
L-1	CONCEPTUAL LANDSCAPE PLAN	50.014-Z

GENERAL NOTES

1. Subdivision or project name: Southern Hills
2. Site Area Breakdown:
   Gross Tract Area: 101.03 Ac. ±
   Conceptual Site Plan Net Tract Area*: 85.40 Ac. ±
   *Only includes the area within Design Development Overlay Zone.
3. Net developable area outside PMA: 83.2 Ac.±
4. Acreage of Environmental Regulated Features: 2.2 Ac.±
5. Acreage of 100-year floodplain: 0.56 Ac.
6. Existing zoning: This project will be designed in accordance with the prior zoning regulations & subject to the Approved Southern Green Line Sector Plan & Sectional Map Amendment.
   Current - RMF-20 & RSF-65
   Prior - M-X-T with D-D-O = 83.77 Ac.±
   R-18 with D-D-O = 0.20 Ac.±
   R-55 with D-D-O = 1.43 Ac.±
   Total area within D-D-O = 85.40 Ac.±
7. Existing use: Solar Array (Part of Parcel A), and
   Existing Single-Family Homes Razed (Parcel 50 and Lot 1)
8. Proposed use: Mixed use of residential, retail and medical office
9. Proposed FAR: Minimum: 0.52 Maximum: 1.4
10. Existing parcel lot, deed description/Liber Folio and plat number

Existing Parcels	Liber/Folio	Plat Number
Part of Parcel A	L. 36369 F. 314	VJ 171,90
Full Gospel A.M.E. Zion Church,		
Parcel 7	L. 36369 F. 314	
Parcel 9	L. 36369 F. 314	
Parcel 10	L. 36369 F. 314	
Parcel 48	L. 36369 F. 314	
Parcel 49	L. 36369 F. 314	
Parcel 50	L. 36369 F. 314	
Parcel 51	L. 36369 F. 314	
Parcel 192	L. 36369 F. 314	
Lot 1 Wheeler Hills Subdivision	L. 36758 F. 475	WWW 68,82

11. Dwelling units:

Unit Type	Unit Count
Senior Housing (4-story buildings)	150 units
Multifamily (4-story buildings)	980 units
Townhouses (20'x40')	168 units
	Total 1,298 units

12. Gross floor area: 45,000 SF Commercial
13. 200 foot map reference (WSSC): 202SE02
14. Tax Map: 87 Grids D3, C2 & C3 and 67 Grids C1 & D1
15. Aviation Policy Area: N/A
16. Water/Sewer Category Designation Existing: 3 Proposed: 3
17. Stormwater Management Concept number and approval date: 36644-2023 (pending approval)
18. Mandatory Park Dedication Requirement: Exempt per Sec. 24-134(a)(3)(E)
19. Cemeteries on or contiguous to the property: Yes
20. Historic Site on or in the vicinity of the property: No
21. Wetlands: Yes
22. Within Chesapeake Bay Critical Area: No
23. The topography shown on this plan is from Atwell, LLC field run survey dated July 2023.
24. The site will be designed with pedestrian connectivity throughout the community. The Applicant also desires to provide pedestrian connectivity directly to the Metro Station through continued collaboration with WMATA.

CSP-24001
COVER SHEET
CONCEPTUAL SITE PLAN
PART OF PARCEL A, TAX PARCELS 7, 9, 10, 48-51, & 192
AND LOT 1, WHEELER HILLS SUBDIVISION
SOUTHERN HILLS
OXON HILL DISTRICT No. 12
PRINCE GEORGE'S COUNTY, MARYLAND

87

C-CS

OWNER / APPLICANT
Lantian Hills LLC
4341 Montgomery Avenue
Bethesda, Maryland 20814
ATTN: Mike Alexander

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND
MICHAEL A. NOVY, PE
LICENSE NO. 19711
EXPIRATION DATE: 09/05/26

STATE OF MARYLAND · MICHAEL A. NOVY · 19711 · PROFESSIONAL ENGINEER

DATE	DESCRIPTION	BY
	REVISIONS	

ATWELL
866.850.4200 www.atwell-group.com
11721 WOODMORE RD., SUITE 200
MITCHELLVILLE, MD. 20721
301.430.2000

DRAWN BY	DESIGNED BY	CHECKED BY	RECORD NO
SAO	SAO	MAN	J-A69107
SCALE: AS SHOWN			DRWG. NO. 6.032-Z
DATE: DECEMBER 2023			

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CSP-24001

APPROVAL SHEET

CONCEPTUAL SITE PLAN

PART OF PARCEL A, PARCELS 7, 9, 10, 48-51, & 192
AND LOT 1, WHEELER HILLS SUBDIVISION

SOUTHERN HILLS

OXON HILL DISTRICT No. 12
PRINCE GEORGE'S COUNTY, MARYLAND

C-APR

OWNER / APPLICANT

Lantian Hills LLC
4341 Montgomery Avenue
Bethesda, Maryland 20814
ATTN: Mike Alexander

PROFESSIONAL CERTIFICATION

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MICHAEL A. NOVY, PE
LICENSE NO. 32773
EXPIRATION DATE: 09/05/26

STATE OF MARYLAND · MICHAEL A. NOVY · 32773 · PROFESSIONAL ENGINEER

DATE	DESCRIPTION	BY
	REVISIONS	

ATWELL
866.850.4200 www.atwell-group.com
11721 WOODMORE RD, SUITE 200
MITCHELLVILLE, MD, 20721
DUN + BRADSTREET

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SAO	SAO	MAN	J-A69107

SCALE: AS SHOWN
DATE: DECEMBER 2023
DRWG. NO. 6.033-Z

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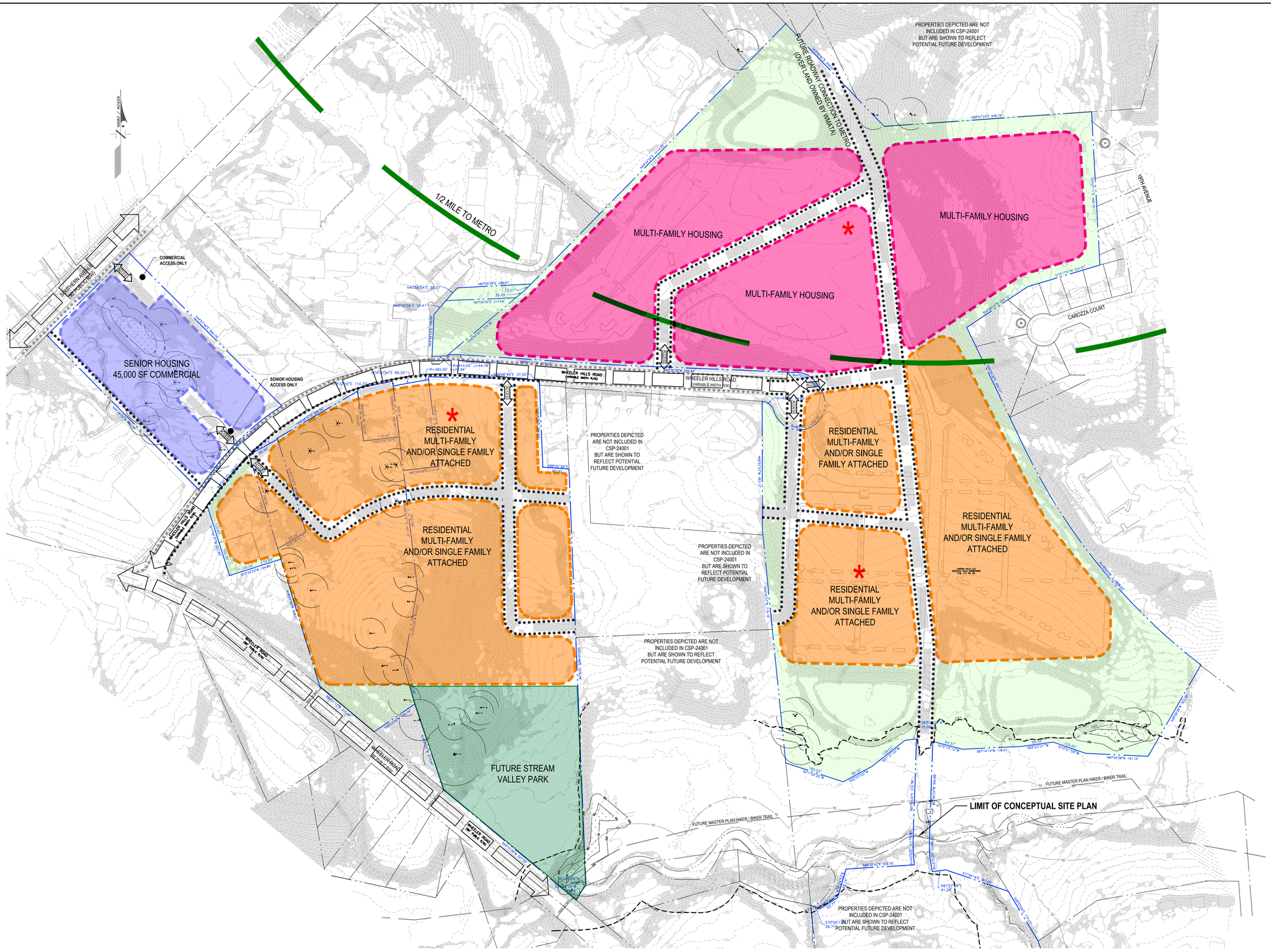
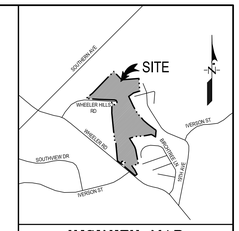
SOUTHEASTERN AVENUE METRO STATION
FUTURE SOUTHERN AVENUE/WHEELER HILLS ROAD ROUNDABOUT CONNECTION TO HERD
LIMIT OF CONCEPTUAL SITE PLAN
WHEELER HILLS ROAD
EXISTING CEMETERY
PARCEL A
SOUTHERN AVENUE PLAZA
PLAT BOOK WWW 89, PLAT 19
PARCEL B
SOUTHERN AVENUE PLAZA
PLAT BOOK WWW 89, PLAT 19
1531 SOUTHERN AVENUE LLC
(SEAT)
LIBER 46308 FOLIO 254
PARCEL A
FOREST HILLS APARTMENTS
PLAT BOOK WWW 50, PLAT 62
PARCEL A, BLOCK 72
HILLCREST HEIGHTS
P.B. NLP 111, PG. 72
PARCEL A
GIANT FOOD PROPERTIES, INC.
P.B. WWW 50, P. 39
LEE & SEE INVESTMENT COMPANY, INC.
LIBER 32774 FOLIO 371
PARCEL 'B'
CHEST MANOR
P.B. WWW 56, P. 26
PLAT OF CORRECTION
BARNABY MANOR ESTATE
PLAT BOOK NLP 100, PLAT 52
PARCEL B
ELEMENTARY SCHOOL
P.B. VJ 181, P. 55
THE STATE OF MARYLAND
LIBER 8515 FOLIO 81
PARCEL C
BARNABY RUN ELEMENTARY SCHOOL
P.B. VJ 181, P. 55
MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION
LIBER 8483 FOLIO 826
LANTIAN HILLS LLC
LIBER 38349 FOLIO 114
LANTIAN HILLS LLC
WHEELER HILLS SUBDIVISION
P.B. 177, PG. 90
PARCEL A
CANOVAZZA'S ADDITION TO HILLCREST HEIGHTS
P.B. 103 PG. 64
PARCEL A
SABLE POINT
P.B. 142 PG. 56-58
PARCEL 'A'
FULL GOSPEL A.M.E. ZION CHURCH
P.B. W. 177, PG. 90
LIBER 10072 FOLIO 97
ZONE: R-O-S
OUTLOT 'A'
FULL GOSPEL A.M.E. ZION CHURCH
P.B. W. 177, PG. 90
W-OCPC
LIBER 10072 FOLIO 97
CURRENT ZONE: ROS
PRIOR ZONE: R-O-S
USE: VACANT
PARCEL 'X'
FOUR SEASONS TOWING HOME
P.B. WWW 50, PG. 99
TSERHA TSION MAHRERE BIN/OLD, INC.
LIBER 43419 FOLIO 360
CURRENT ZONE: IR/O-65
PRIOR ZONE: R-O
USE: VACANT
LOT 1 - BYRNE MANOR
PLAT BOOK WWW 50, PLAT 57
A DETERMINED SEED 1 LLC
LIBER 42005 FOLIO 120
CURRENT ZONE: M-X-T
PRIOR ZONE: M-X-T
USE: VACANT
PARCEL 'A'
TAL WORD, LLC
LIBER 41135 FOLIO 358
CURRENT ZONE: IR/O-65
PRIOR ZONE: R-O
USE: VACANT
PARCEL 'A'
TAL WORD, LLC
LIBER 41135 FOLIO 358
CURRENT ZONE: IR/O-65
PRIOR ZONE: R-O
USE: VACANT
PARCEL 'A'
GARDEN HOMES, INC.
LIBER 3734 FOLIO 29





VICINITY MAP
SCALE: 1" = 2000'
WSSC 200' SHEET: 206SE02

LEGEND

- PROPOSED PEDESTRIAN ROUTE
- EXISTING PEDESTRIAN ROUTE
- FUTURE MASTER PLAN HIKER/BIKER TRAIL
- OFF-SITE VEHICULAR ROUTE
- PROPOSED ON-SITE VEHICULAR ROUTE
- ACCESS — PROPOSED VEHICULAR ACCESS POINT
- * — POSSIBLE LOCATION OF RECREATIONAL FACILITY

CSP-24001

LAND USE & CIRCULATION
CONCEPTUAL SITE PLAN
PART OF PARCEL A, TAX PARCELS 7, 9, 10, 48-51, & 192
AND LOT 1, WHEELER HILLS SUBDIVISION

SOUTHERN HILLS

OXON HILL DISTRICT No. 12
PRINCE GEORGE'S COUNTY, MARYLAND

GRAPHIC SCALE 1"=100'
0 100' 200' 300'

87

C-2

OWNER / APPLICANT
Lantian Hills LLC
4341 Montgomery Avenue
Bethesda, Maryland 20814
ATTN: Mike Alexander

PROFESSIONAL CERTIFICATION

I HEREBY CERTIFY THAT THE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

MICHAEL A. NOVY, PE
LICENSE NO. 17711
EXPIRATION DATE:
03/03/24

STATE OF MARYLAND — MICHAEL ANTHONY NOVY — 17711 — PROFESSIONAL ENGINEER

DATE	DESCRIPTION	BY
	REVISIONS	

ATWELL
866.850.4200 www.atwell-group.com
11721 WOODMORE RD., SUITE 200
MITCHELLVILLE, MD 20721
301.430.2000

DRAWN BY	DESIGNED BY	CHECKED BY	ENGINEER NO.
SAO	SAO	MAN	J-A69107
SCALE: 1"=100'			DRWG NO.
DATE: DECEMBER 2023			6.035-Z

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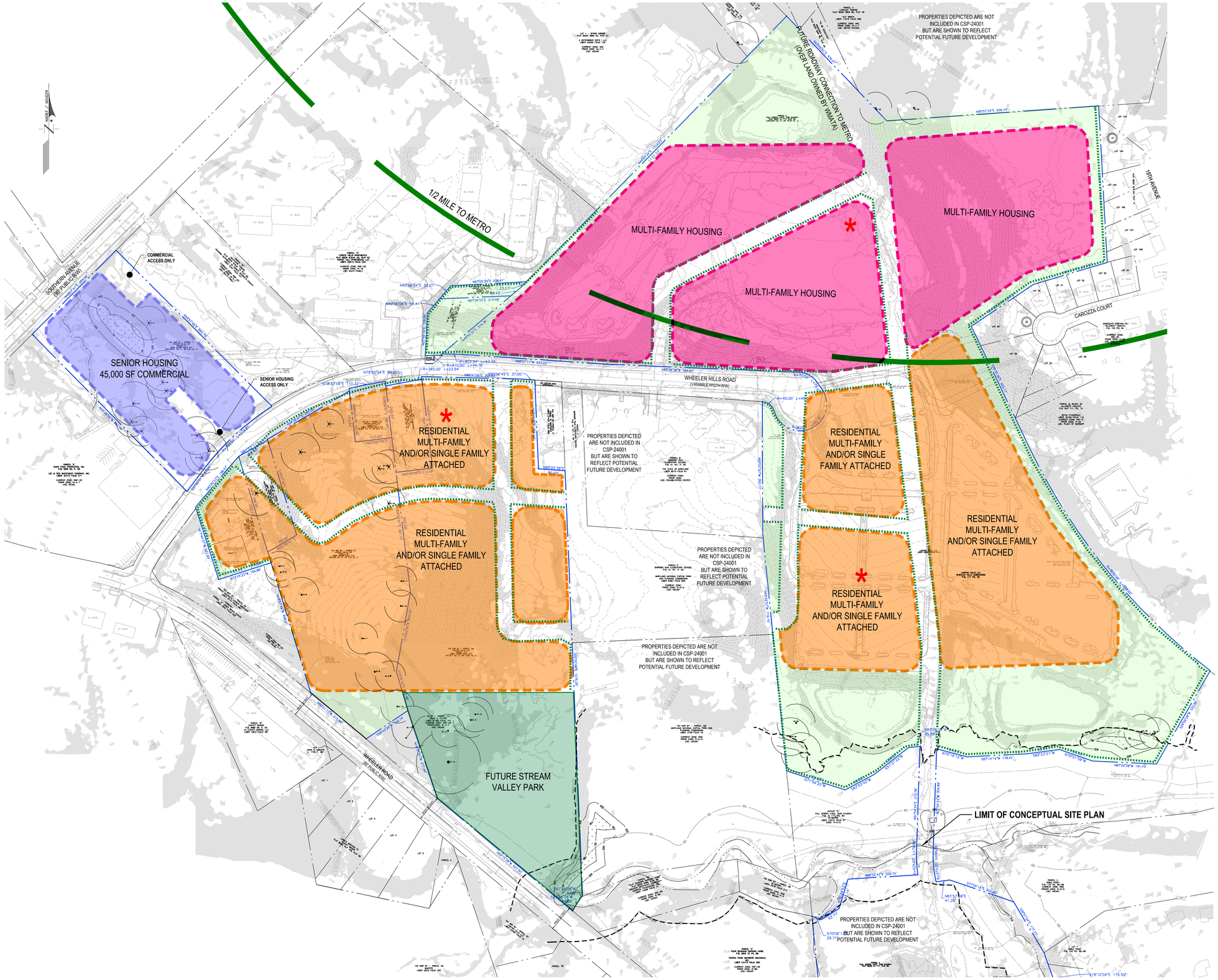

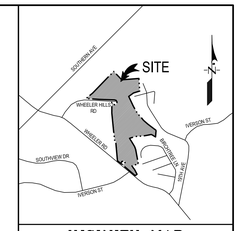

VICINITY MAP
SCALE: 1" = 2000'
WSSC 200' SHEET: 206SE02

LEGEND

- EXISTING TREE LINE
- PROPOSED TREE LINE
- EXISTING CURB & GUTTER
- PROPOSED OPEN SPACE
- FUTURE STREAM VALLEY PARK
- PROPOSED COMMERCIAL USE & RESIDENTIAL MULTI-FAMILY
- PROPOSED MULTI-FAMILY UNITS
- PROPOSED RESIDENTIAL MULTI-FAMILY AND/OR SINGLE FAMILY ATTACHED UNITS
- * POSSIBLE LOCATION OF RECREATIONAL FACILITY

THE CONTRACTOR SHALL NOTIFY MISS UTILITY 1-800-257-7777 FORTY-EIGHT (48) HOURS BEFORE STARTING WORK SHOWN ON THESE DRAWINGS.

CSP-24001

CONCEPTUAL SITE PLAN

PART OF PARCEL A, TAX PARCELS 7, 9, 10, 48-51, & 192
AND LOT 1, WHEELER HILLS SUBDIVISION

SOUTHERN HILLS

OXON HILL DISTRICT No. 12
PRINCE GEORGE'S COUNTY, MARYLAND

GRAPHIC SCALE 1"=100'
0 100' 200' 300'

87

C-3

OWNER / APPLICANT
Lantian Hills LLC
4341 Montgomery Avenue
Bethesda, Maryland 20814
ATTN: Mike Alexander

PROFESSIONAL CERTIFICATION

I HEREBY CERTIFY THAT THE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

MICHAEL A. NOVY, PE
LICENSE NO. 17771
EXPIRATION DATE:
03/03/24

STATE OF MARYLAND · MICHAEL ANTHONY NOVY · 17771 · PROFESSIONAL ENGINEER

DATE	DESCRIPTION	BY
	REVISIONS	

ATWELL
866.850.4200 www.atwell-group.com
11721 WOODMORE RD, SUITE 200
MITCHELLVILLE, MD 20721
301.430.2000

DRAWN BY	DESIGNED BY	CHECKED BY	ENGINEERING NO.
SAO	SAO	MAN	J-A69107
SCALE: 1"=100'			DRWG. NO. 6.036-Z
DATE: DECEMBER 2023			

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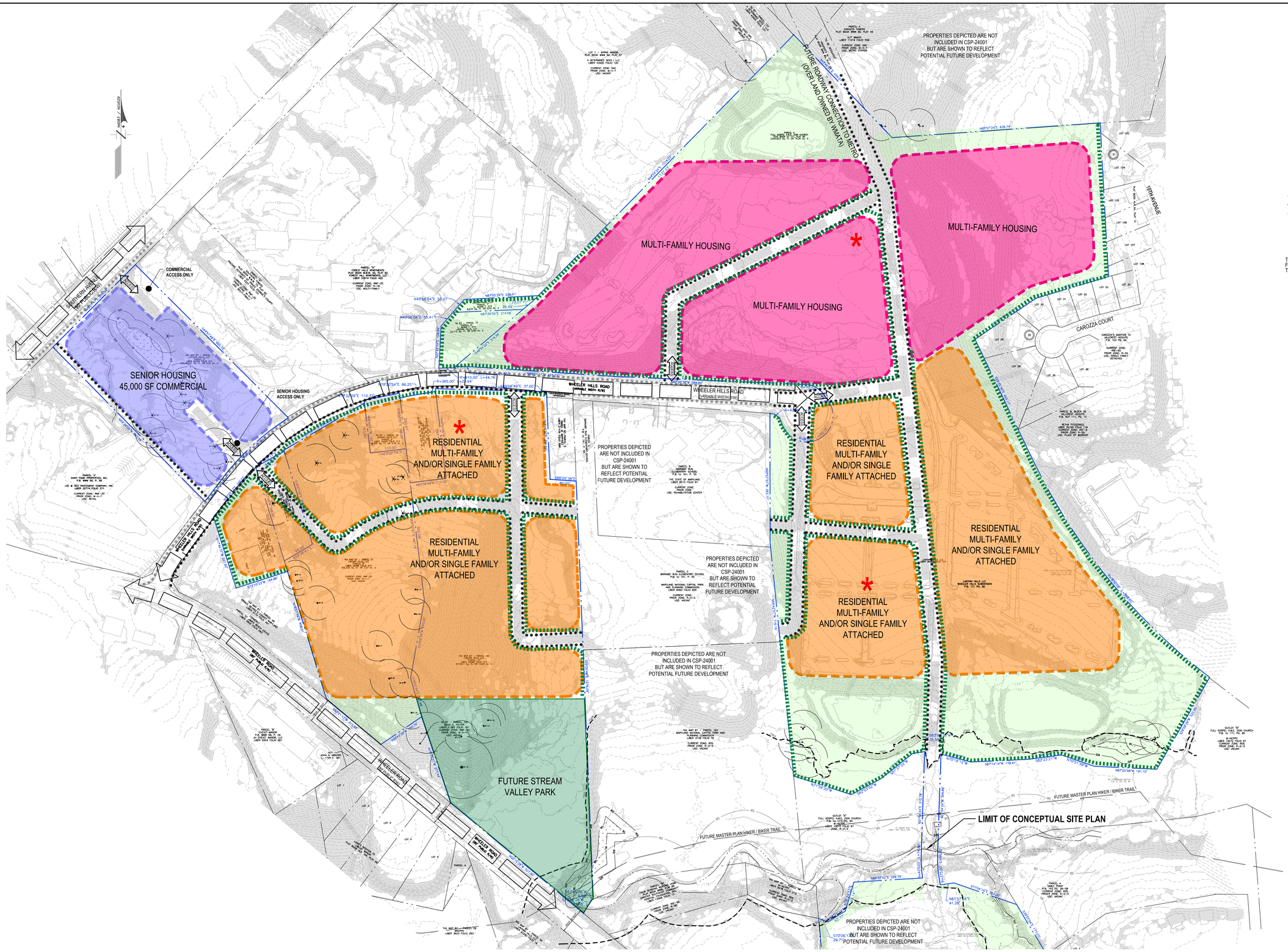

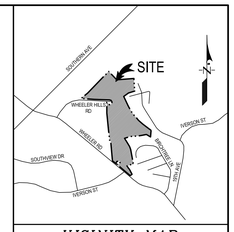

VICINITY MAP
SCALE: 1" = 2000'
WSSC 200' SHEET: 206SE02

LEGEND

- EXISTING TREE LINE
- PROPOSED TREE LINE
- EXISTING CURB & GUTTER
- PROPOSED STREETSCAPE/ LANDSCAPE BUFFER
- * POSSIBLE LOCATION OF RECREATIONAL FACILITIES

THE CONTRACTOR SHALL NOTIFY MISS UTILITY 1-800-257-7777, FORTY-EIGHT (48) HOURS BEFORE STARTING WORK SHOWN ON THESE DRAWINGS.

CSP-24001

CONCEPTUAL LANDSCAPE PLAN

PART OF PARCEL A, TAX PARCELS 7, 9, 10, 48-51, & 192
AND LOT 1, WHEELER HILLS SUBDIVISION

SOUTHERN HILLS

OXON HILL DISTRICT No. 12
PRINCE GEORGE'S COUNTY, MARYLAND

GRAPHIC SCALE 1"=100'
0 100' 200' 300'

87

L-1

OWNER / APPLICANT
Lantian Hills LLC
4341 Montgomery Avenue
Bethesda, Maryland 20814
ATTN: Mike Alexander

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
MICHAEL A. NOVY, PE
LICENSE NO. 17711
EXPIRATION DATE: 03/03/26

ATWELL
856.850.4200 www.atwell-group.com
11721 WOODMORE RD, SUITE 200
MITCHELLVILLE, MD 20721
JOY 430 2000

DRAWN BY	DESIGNED BY	CHECKED BY	RECORD NO.
SAO	SAO	MAN	J-A69107

DATE	DESCRIPTION	BY
SCALE	1"=100'	
DATE	JANUARY 2024	
REVISIONS		

DRWG. NO. 50.014-Z

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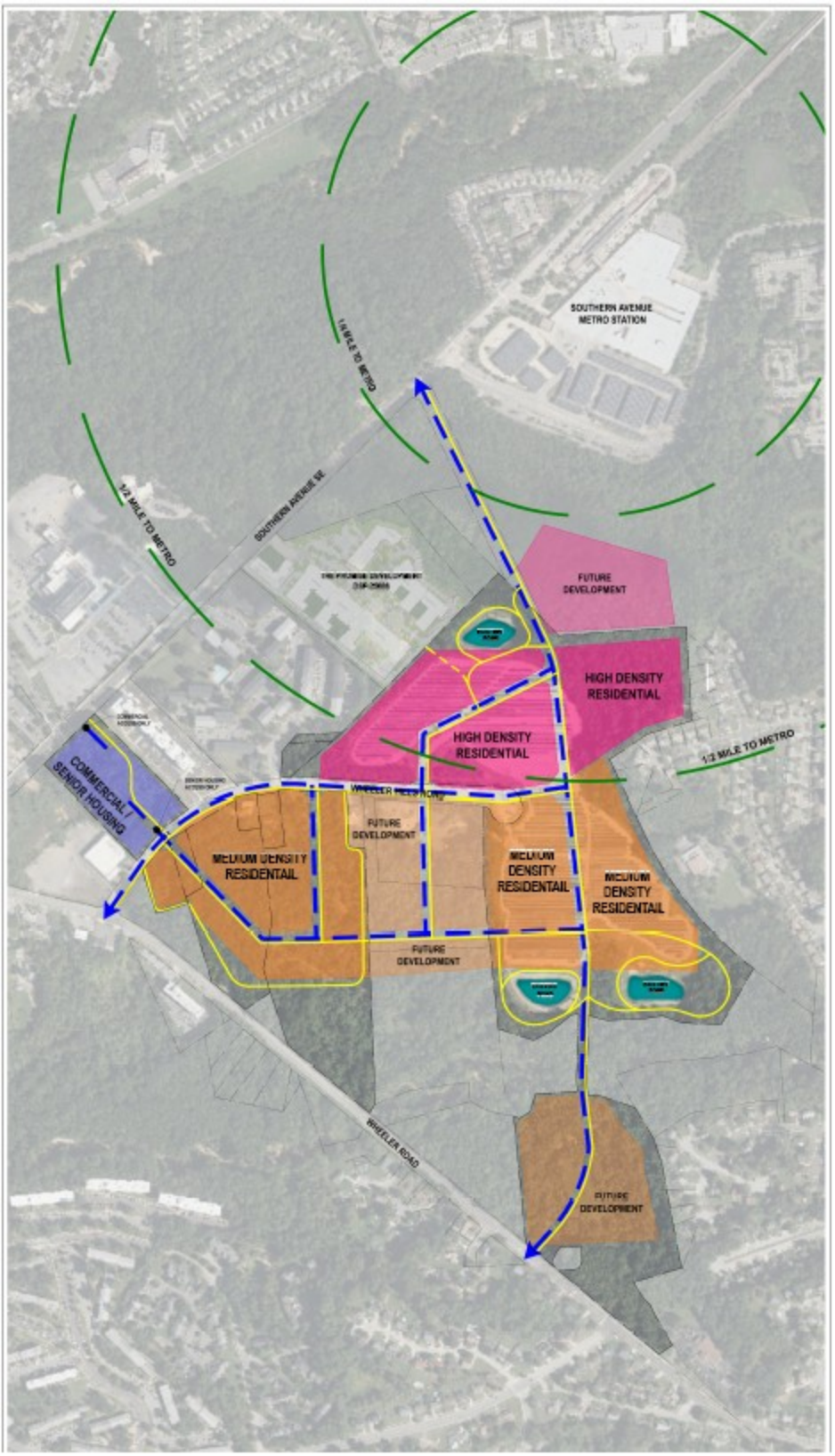

SOUTHERN AVENUE METRO STATION
1/4 MILE TO METRO
1/2 MILE TO METRO
SOUTHERN AVENUE SE
FUTURE DEVELOPMENT
HIGH DENSITY RESIDENTIAL
HIGH DENSITY RESIDENTIAL
1/2 MILE TO METRO
COMMERCIAL / SENIOR HOUSING
WHEELER RESERVOIR
FUTURE DEVELOPMENT
MEDIUM DENSITY RESIDENTIAL
MEDIUM DENSITY RESIDENTIAL
MEDIUM DENSITY RESIDENTIAL
FUTURE DEVELOPMENT
WHEELER ROAD
FUTURE DEVELOPMENT

STANDARD TYPE 1 TREE CONSERVATION PLAN NOTES

1. This plan is conceptual in nature and is submitted to fulfill the woodland conservation requirements for CSP-24001. If CSP-24001 expires, then this TCP1 also expires and is no longer valid.
2. The TCP1 will be modified by a Type 2 Tree Conservation Plan in conjunction with the approval of a detailed site plan, a specific design plan, and/or a grading permit application, whichever comes first.
3. The Type 2 Tree Conservation Plan will provide specific details on the type and location of protection devices, signs, reforestation, afforestation, and other details necessary for the implementation of the requirements on this site. The details and limits of disturbance shown on the TCP2 shall be consistent with all other plans for the site, including the stormwater management plan and the erosion and sediment control plan.
4. Changes to the type, location, or extent of the woodland conservation reflected on this plan are subject to the conformance provisions of Section 25-119(c) of the Woodland Conservation Ordinance.
5. Cutting, clearing, or damaging woodlands contrary to this plan, as modified by a Type 2 Tree Conservation Plan, or in the absence of an approved Type 2 Tree Conservation Plan, without the expressed written consent of the Prince George's County Planning Board or designee shall be subject to appropriate mitigation which may include restoration of the disturbed area and a fine not to exceed $9.00 per square foot of woodland disturbed.
6. The developer or builder of the lots or parcels shown on this plan shall notify future buyers of any woodland conservation areas through the provision of a copy of the approved TCP2 at time of contract signing. Future owners of the property are also subject to this requirement.
7. This site was previously zoned M-X-T (Mixed Use Transportation Oriented), R-55 (One-Family Detached Residential), and R-80 (One-Family Detached Residential) and is currently zoned RMF-20 (Residential, Multifamily-20), RSF-65 (Residential, Single-Family - 65), and RSF-95 (Residential Single-Family - 95). The site is located in Environmental Strategy Area 1 in accordance with Plan 2035.
8. The site is not adjacent to a roadway designated as scenic, historic, a parkway or a scenic byway.
9. The site is not adjacent to a roadway classified as arterial or greater.
10. This plan is not grandfathered by CB-27-2010, Section 25-119(g).
11. Plans for stormwater management are contained in Conceptual Stormwater Management Plan # 36644-2023. The proposed stormwater management facilities shown on this TCP1 are in conformance with the concept plan approval. The TCP2 shall show the final design for stormwater management in conformance with the approved Final Stormwater Management Plan.

SHEET 2 SHEET 3 SHEET 4 SHEET 5 SHEET 6 SHEET 7 SHEET 8 SHEET 9 SHEET 10 SHEET 11 SHEET 12 SHEET 13 SHEET 14 SHEET 15

Standard Woodland Conservation Worksheet for Prince George's County
2024 Woodland Conservation Ordinance

SECTION I-Establishing Site Information-(Enter acres for each zone)					
1	Zone(s)	MA/LT	R-55	R-80	R-18
2	Gross Tract	83.97	1.54	15.42	0.20
3	Floodplain	1.83	0.38	0.00	0.00
4	Previously/Dedicated Land	0.00	0.00	0.00	0.00
5	Net Tract (NTA)	82.24	1.16	15.40	0.20
				Total NTA:	99.01
6	TCP Number	TCP1-001-2025		Revision #	0
7	Property Description or Subdivision Name	Southern Hills			
8	Location/Address of Project				
9	Is this a Stream Restoration Project? (Y/N)	N			
10	Plan 2035 Transit Oriented Center (T-O-C)? (Y/N)	N			
11	Priority Funding Area (PFA)? (Y/N)	N			
12	Is any portion of the property in a WC Bank? (Y/N)	N			
13	Is the net tract area ≥ 40 acres or greater, and clearing 50% or more of existing woodlands is proposed? (Y/N)	Y	If stand-alone, this project is now subject to Planning Board review		

SECTION II-Determining Requirements (Enter acres for each corresponding column)		Column A WC1/MT%	Column B Net Tract	Column C Floodplain	Column D Off-Site	Column E Total
14	Existing Woodland outside of T-O-C		52.47	1.44		53.91
15	Existing Woodland within the T-O-C (if applicable)					0.00
16	Total Existing Woodland		52.47	1.44	0.00	53.91
17	Woodland Conservation Threshold (WCT)=	15.00%	15.00			
18	Smaller of 16 and 17		15.00			
19	Woodland Cleared outside of T-O-C		31.25	0.00		31.25
20	Woodland Cleared within the T-O-C (if applicable)					0.00
21	Replacement Required (1:1 Outside T-O-C, 0.25:1 Inside T-O-C)		31.25	0.00	0.00	31.25
22	Afforestation Threshold (AFT)=	15.00%	0.00			
23	On-site WCA (preservation) being provided on this property		0.00			
24	On-site WCA (afforestation) being provided on this property		0.00			
25	**Woodland Conservation Required=**		**46.84** acres			

SECTION III-Meeting the Requirements (Enter acres for each corresponding column)			
26	On-site Woodland Preservation	10.93	
27	Adjusted Stream Buffer Afforestation (calculated below)	0.00	Bond amount
28	On-site Afforestation / Reforestation	11.99	$166,606.32
29	On-site Natural Regeneration	0.00	
30	Specimen/Historic Tree Credit (Unimpacted CRZ area * 1.0)	0.00	
31	Off-site WCA (preservation) provided on this property	0.00	
32	Off-site WCA (afforestation) provided on this property	0.00	
33	Forest Enhancement Credit (Credit 50% of area provided)	0.00	0.00
34	On-site Landscaping		
35	Street Tree Credit (Existing or 10-year canopy coverage)		
36	Off-site Woodland Conservation Credits Required	16.02	Fee amount
37	Fee(s) provided in lieu-in-lieu (One acre or less, unless in a T-O-C)		$0.00
38	**Woodland Conservation Provided**	**46.94** acres	

39	Area of Woodland Not Cleared	21.22 acres
40	Net tract woodland retained not part of requirements:	2.29 acres
41	100-year floodplain woodland retained	1.44 acres
42	On-site woodland preservation provided	10.93 acres
43	On-site woodland conservation afforestation provided	0.00 acres
44	On-site woodland retained not credited	3.73 acres
45	Off-site WC credits allowed in preservation (Up to 65% of Replacement Required per Line 23)	28.17 acres

Regulated Stream Buffer (RSB) Afforestation Requirement			
46	On-site regulated stream buffer (RSB) area (see NRI Site Statistics Table)		acres
47	On-site unforested RSB area(see NRI Site Statistics Table)		acres
48	Has the applicant demonstrated why full buffer afforestation cannot be provided? (See requirements)	N	(Y/N)
49	Adjustment granted to RSB Afforestation Requirement based on SOJ?		acres
50	**Adjusted Regulated Stream Buffer Afforestation Required**	0.00	acres
51	Does on-site WC afforestation/reforestation satisfy the adjusted RSB requirement?	N	(Y/N)
52	Additional on-site afforestation/reforestation required (not credited as on-site WC)	0.00	acres

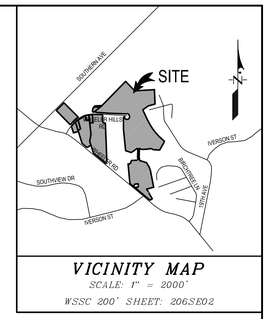
Prepared by: Signed Date
Qualifications

NOTES:

1. Specimen Trees to be removed are based upon CSP-24001. Removal of any additional specimen trees will be evaluated by future applications and more detailed plans.

SPECIMEN TREE REMOVAL WORKSHEET

TCP Number	**TCP1 - 001 - 2025**	**Revision #** 0
Property Description or Subdivision Name:	**Southern Hills**	
Location/Address of Project		
Number of Specimen Trees to be removed	33	
Total area of DBH being removed	1182	inches
Replacement Requirement (DBH)	295.5	**inches**
Proposed replacement (number of trees)		
One(1) Inch Caliper	0	
Two (2) Inch Caliper	0	
Three (3) Inch Caliper	0	
Proposed fee-in-lieu	**$73,875.00**	
(assessed at $250/inch diameter of replacement requirement)		



VICINITY MAP
SCALE: 1" = 2000'
WSSC 200' SHEET: 206SE02

LEGEND

- PROPERTY BOUNDARY
- EX. CONTOUR (2')
- EX. CONTOUR (10')
- PROP. CONTOUR (2')
- PROP. CONTOUR (10')
- EX. TREELINE
- NON-REGULATED STREAM (EPHEMERAL) — WC
- REGULATED STREAM (CENTERLINE) — WUS
- REGULATED STREAM (TOP OF BANK) — T.O.B.
- STREAM BUFFER (100') — SB
- NONTIDAL WETLAND — WL
- EX. WETLAND BUFFER (25') — WB
- EX. FLOODPLAIN — FP
- PRIMARY MANAGEMENT AREA (PMA) — PMA
- EX. EASEMENT
- EX. WATER LINE — W
- EX. SEWER LINE — S
- EX. GAS LINE — G
- EX. OVERHEAD LINE — O/H
- WOODLAND PRESERVATION AREA (WPA)
- WOODLAND REFORESTATION/ AFFORESTATION AREA (WRA)
- WOODLAND PRESERVATION - NOT CREDITED (WP-NC)
- WOODLAND RETAINED - ASSUMED CLEARED (WR-AC)
- NRA — NATURAL REGENERATION AREA (NRA)
- SPECIMEN, CHAMPION, HISTORIC TREE PROPOSED FOR REMOVAL — ST-1
- SPECIMEN, CHAMPION, HISTORIC TREE TO BE SAVED — ST-1

SPECIMEN TREE TABLE

NO.	COMMON NAME	SCIENTIFIC NAME	DBH (INCH)	CONDITION RATING	CONDITION COMMENTS	TREE LOCATION	DISPOSITION
ST-1	Chestnut Oak	*Quercus prinus*	30	Excellent		ON-SITE	To be Removed
ST- 2	Chestnut Oak	*Quercus prinus*	39	Good	Rooting trunk	ON-SITE	To be Removed
ST- 3	Willow Oak	*Quercus phellos*	45	Good	Vines	ON-SITE	To be Removed
ST- 4	White Oak	*Quercus alba*	30	Good	Vines	ON-SITE	To Remain
ST- 5	White oak	*Quercus alba*	30	Good	Vines	ON-SITE	To Remain
ST- 6	White oak	*Quercus alba*	35	Excellent		ON-SITE	To Remain
ST- 7	White oak	*Quercus alba*	31	Excellent		ON-SITE	To Remain
ST- 8	White oak	*Quercus alba*	39	Good		ON-SITE	To Remain
ST- 9	White oak	*Quercus alba*	30	Excellent		ON-SITE	To Remain
ST- 10	White oak	*Quercus alba*	33	Excellent		ON-SITE	To Remain
ST- 11	Tulip Poplar	*Liriodendron tulipifera*	42	Fair	Rotting	OFF-SITE	To Remain
ST- 12	Willow Oak	*Quercus phellos*	64	Excellent		ON-SITE	To Remain
ST- 13	Wild Black Cherry	*Prunus serotina*	33	Excellent		ON-SITE	To Remain
ST- 14	Tulip Poplar	*Liriodendron tulipifera*	35	Excellent		ON-SITE	To Remain
ST- 15	Tulip Poplar	*Liriodendron tulipifera*	35	Excellent		ON-SITE	To Remain
ST- 16	White Oak	*Quercus alba*	32	Excellent		ON-SITE	To Remain
ST- 17	White Oak	*Quercus alba*	30	Excellent		ON-SITE	To Remain
ST- 18	Tulip Poplar	*Liriodendron tulipifera*	33	Excellent		ON-SITE	To be Removed
ST- 19	White Oak	*Quercus alba*	38	Excellent		ON-SITE	To be Removed
ST- 20	Tulip Poplar	*Liriodendron tulipifera*	34	Poor	Rotting	ON-SITE	To be Removed
ST- 21	White Oak	*Quercus alba*	30	Excellent		ON-SITE	To be Removed
ST- 22	White Oak	*Quercus alba*	38	Good	Vines	ON-SITE	To be Removed
ST- 23	White Oak	*Quercus alba*	33	Excellent		ON-SITE	To be Removed
ST- 24	White Oak	*Quercus alba*	38	Good	Vines	ON-SITE	To be Removed
ST- 25	White Oak	*Quercus alba*	30	Good	Vines	ON-SITE	To be Removed
ST- 26	White Oak	*Quercus alba*	31	Excellent		ON-SITE	To be Removed
ST- 27	White Oak	*Quercus alba*	44	Good	Vines	ON-SITE	To be Removed
ST- 28	White Oak	*Quercus alba*	35	Excellent		ON-SITE	To be Removed
ST- 29	White Oak	*Quercus alba*	32	Good	Vines	ON-SITE	To be Removed
ST- 30	White Oak	*Quercus alba*	40	Excellent		ON-SITE	To be Removed
ST- 31	White Oak	*Quercus alba*	34	Excellent		ON-SITE	To be Removed
ST- 32	Tulip Poplar	*Liriodendron tulipifera*	32	Excellent		OFF-SITE	To Remain CRZ impact: 46%
ST- 33	Chestnut Oak	*Quercus prinus*	33	Excellent		OFF-SITE	To Remain CRZ Impact 11%
ST- 34	Tulip Poplar	*Liriodendron tulipifera*	42	Excellent		OFF-SITE	To Remain CRZ Impact 5%
ST- 35	Sycamore	*Platanus occidentalis*	31	Good	Vines	ON-SITE	To Remain
ST- 36	Tulip Poplar	*Liriodendron tulipifera*	35	Excellent		ON-SITE	To Remain
ST- 37	Tulip Poplar	*Liriodendron tulipifera*	40	Excellent		ON-SITE	To Remain
ST- 38	Red Maple	*Acer rubrum*	38	Good		ON-SITE	To Remain
ST- 39	Tulip Poplar	*Liriodendron tulipifera*	38	Good		ON-SITE	To Remain
ST- 40	Tulip Poplar	*Liriodendron tulipifera*	42	Excellent		ON-SITE	To Remain
ST- 41	Tulip Poplar	*Liriodendron tulipifera*	38	Good		OFF-SITE	To Remain
ST- 42	Tulip Poplar	*Liriodendron tulipifera*	38	Good		OFF-SITE	To Remain
ST- 43	Tulip Poplar	*Liriodendron tulipifera*	35	Excellent		ON-SITE	To Remain
ST- 44	Tulip Poplar	*Liriodendron tulipifera*	33.5	Excellent		ON-SITE	To Remain
ST- 45	Tulip Poplar	*Liriodendron tulipifera*	38	Excellent		ON-SITE	To Remain
ST- 46	Tulip Poplar	*Liriodendron tulipifera*	38	Excellent		ON-SITE	To Remain
ST- 47	Tulip Poplar	*Liriodendron tulipifera*	40	Excellent		ON-SITE	To Remain
ST- 48	Sweetgum	*Liquidambar styraciflua*	36	Good		ON-SITE	To be Removed for Future Iverson Street
ST- 49	Red Oak	*Quercus rubra*	43	Good		ON-SITE	To be Removed for Future Iverson Street
ST- 50	White Oak	*Quercus alba*	53	Good		ON-SITE	To Remain
ST- 51	Tulip Poplar	*Liriodendron tulipifera*	37	Excellent		OFF-SITE	To Remain
ST- 52	Tulip Poplar	*Liriodendron tulipifera*	33	Excellent		OFF-SITE	To Remain

WOODLAND PRESERVATION AREAS (WPA)

NO.	AREA (AC.)
1	5.71
2	0.51
3	0.63
4	1.70
5	3.19
6	0.27
7	4.37
8	0.77
9	0.44
10	0.80
11	0.22
12	0.04
13	0.28
TOTAL	18.93

WOODLAND REFORESTATION/ AFFORESTATION AREA (WRA)

NO.	AREA (AC.)
1	0.15
2	1.66
3	3.98
4	0.03
5	1.41
6	0.16
7	4.60
TOTAL	11.99

WOODLAND PRESERVATION - NOT CREDITED (WP-NC)

NO.	AREA (AC.)
1	0.09
2	0.25
3	0.06
TOTAL	0.40

WOODLAND RETAINED - ASSUMED CLEARED (WR-AC)

NO.	AREA (AC.)
1	0.24
2	0.07
3	0.39
4	1.06
5	0.13
TOTAL	1.89

Site Statistics Table

Site Statistics	Total[1]
Gross Tract Area	101.03 ac.
Existing 100-Year Floodplain	2.01 ac.
Net Tract Area	99.02 ac.
Existing Woodland in the Floodplain	1.44 ac.
Existing Woodland Net Tract	53.91 ac.
Existing WoodlandTotal	55.35 ac.
Existing PMA	248,188.69 sf. (5.70 ac)
Regulated Streams (linear feet of centerline)	1,085.52 lf.
Riparian (wooded) Buffer up to 300 feet wide[2]	0.00 lf.

[1]Figure are to be provided in acres rounded to the nearest 1/100th of an acre unless otherwise indicated.

[2]Acreage of onsite woodland up to 300 feet measured from the stream centerline or from the top of bank on both side of all regulated streams

GENERAL INFORMATION TABLE

LAYER CATEGORY	LAYER NAME	VALUE
Zone	Zoning (Zone)	Prior: M-X-T, R-55, & R-80 Current: RMF-20, RSF-65, &RSF-95
Zone	Aviation Policy Area (APA)	N/A
Administrative	Tax Grid (TMG)	87-C2,C3, D2, D3, and D4
Administrative	WSSC Grid (Sheet 20)	206SE02 and 205SE02
Administrative	Planning Area (Plan Area)	7-76A (The Heights)
Administrative	Election District (ED)	12
Administrative	Councilmanic District (CD)	7
Administrative	General Plan 2002 Tier (Tier)	Developed
Administrative	General Plan Growth Policy (2035)	Established Communities
Administrative	Police District	IV

Prince George's County Planning Department, M-NCPPC
Environmental Planning Section
TREE CONSERVATION PLAN APPROVAL
TCP I – 001 – 2025

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CSP-24001

TREE CONSERVATION PLAN - TYPE 1

PART OF PARCEL A, PARCELS 7, 10, 48-51, & 192
AND LOT 1, WHEELER HILLS SUBDIVISION

SOUTHERN HILLS

OXON HILL DISTRICT No. 12
PRINCE GEORGE'S COUNTY, MARYLAND

GRAPHIC SCALE 1"=150'
0 150' 300' 450'

87

SHEET 1 OF 15

Mike Petrakis
Qualified Professional
COMAR 08.19.06.01

DATE	DESCRIPTION	BY
	REVISIONS	

ATWELL
866.850.4200 www.atwell-group.com
11721 WOODMORE RD, SUITE 200
MITCHELLVILLE, MD 20721
301.430.2000

DRAWN BY: SAI | DESIGNED BY: SAI | CHECKED BY: MP | RECORD NO. J-A69107
SCALE: 1"=150' | DATE: JANUARY 2024 | DRWG. NO. 54.019-Z

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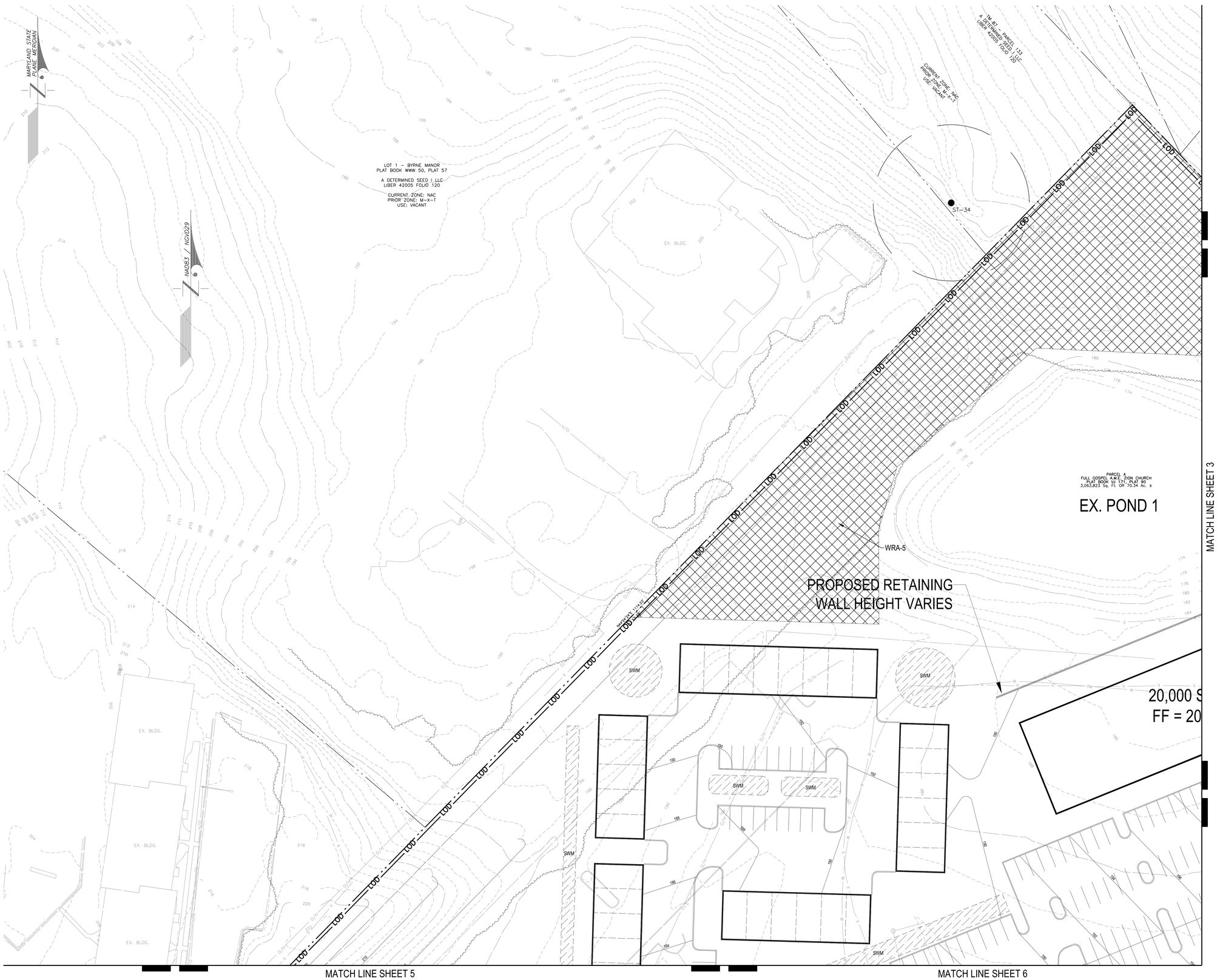

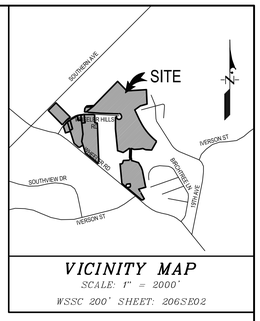

VICINITY MAP
SCALE: 1" = 2000'
WSSC 200' SHEET: 206SE02

LEGEND

- PROPERTY BOUNDARY
- EX. CONTOUR (2')
- EX. CONTOUR (10')
- PROP. CONTOUR (2')
- PROP. CONTOUR (10')
- EX. TREELINE
- NON-REGULATED STREAM (EPHEMERAL) — WC
- REGULATED STREAM (CENTERLINE) — WUS
- REGULATED STREAM (TOP OF BANK) — T.O.B.
- STREAM BUFFER (100') — SB
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KEY MAP
NTS

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Environmental Planning Section
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AND LOT 1, WHEELER HILLS SUBDIVISION

SOUTHERN HILLS

OXON HILL DISTRICT No. 12
PRINCE GEORGE'S COUNTY, MARYLAND

GRAPHIC SCALE 1"=30'
0 30' 60' 90'

87

SHEET 2 OF 15

Mike Petrakis
Qualified Professional
COMAR 08.19.06.01

DATE	DESCRIPTION	BY
	REVISIONS	

ATWELL
866.850.4200 www.atwell-group.com
11721 WOODMORE RD, SUITE 200
MITCHELLVILLE, MD 20721
301.430.2000

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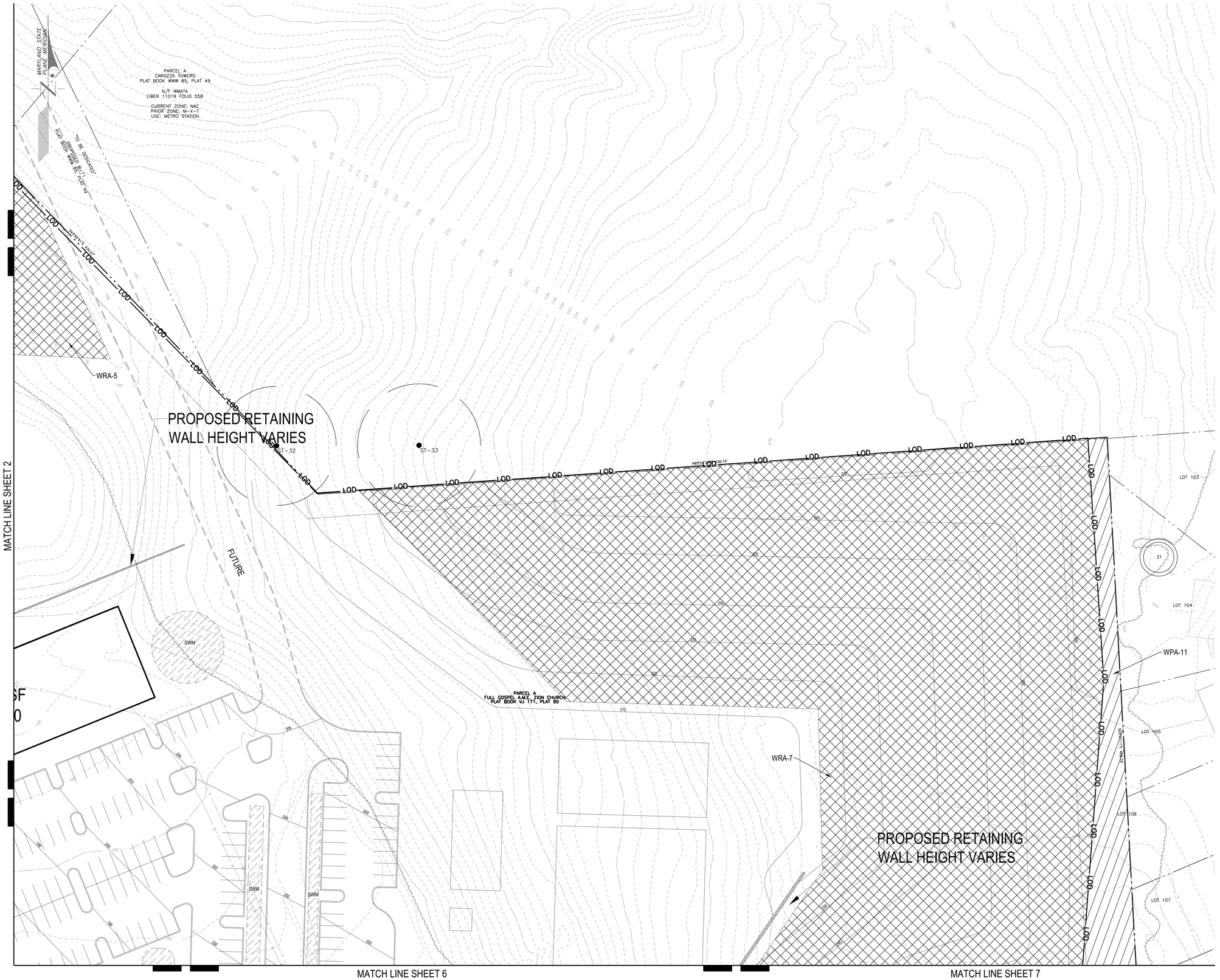

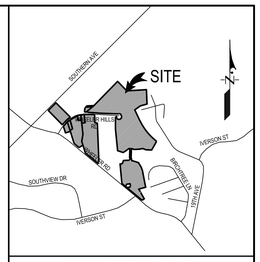

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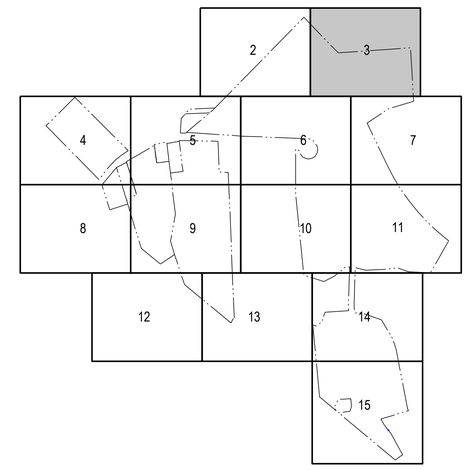

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SOUTHERN HILLS

OXON HILL DISTRICT No. 12
PRINCE GEORGE'S COUNTY, MARYLAND

GRAPHIC SCALE 1"=30'
0 30' 60' 90'

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SHEET 3 OF 15

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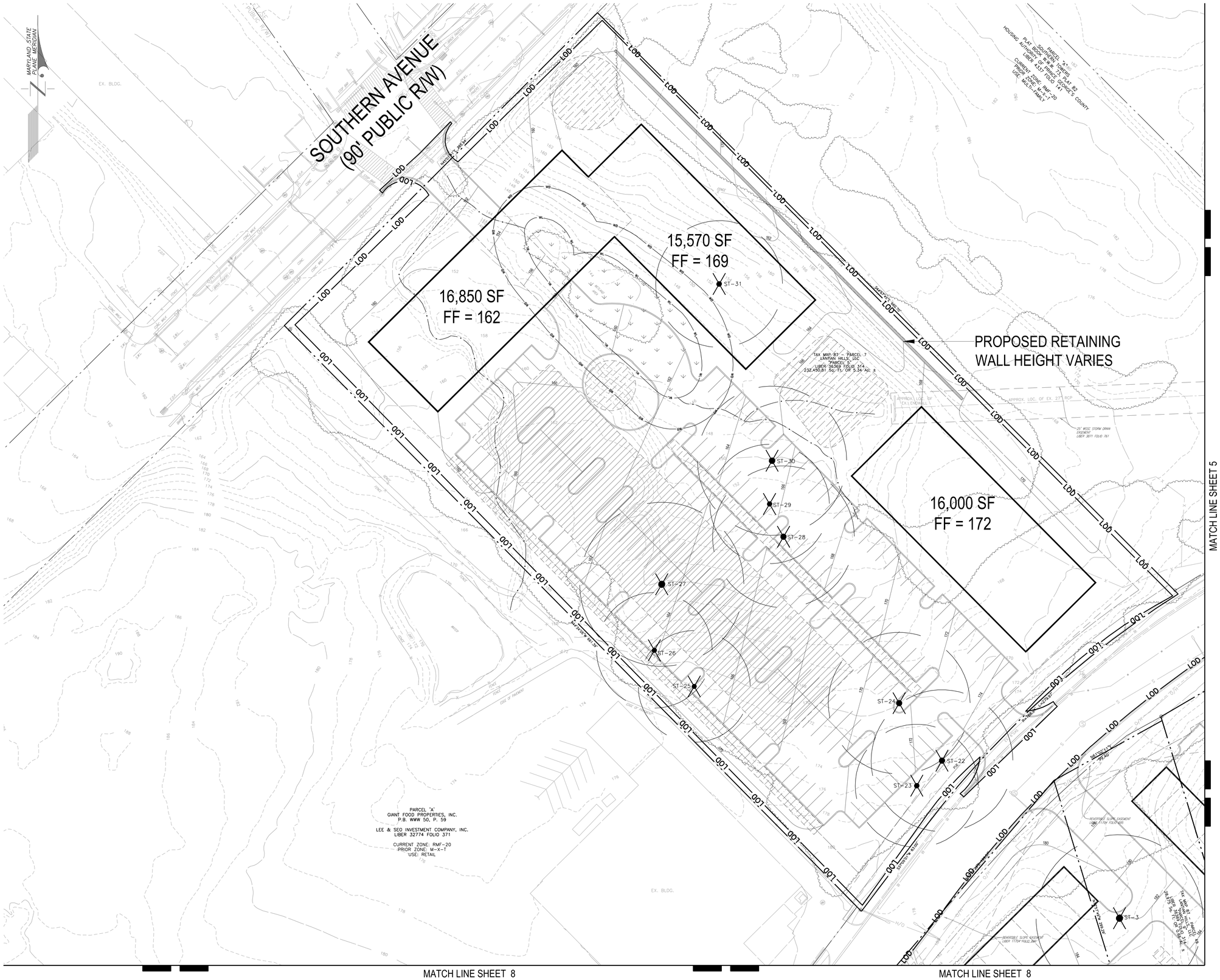

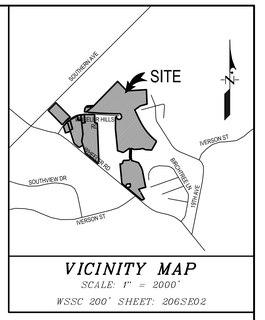

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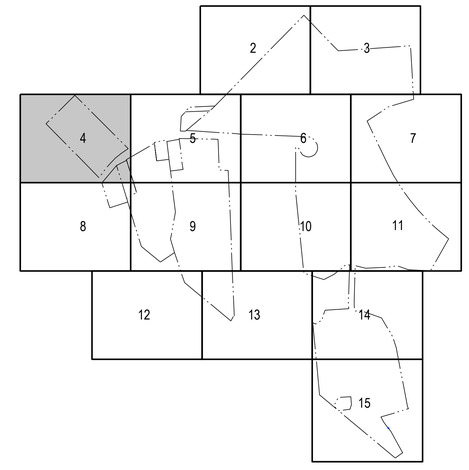

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0 30' 60' 90'

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MATCH LINE SHEET 3

MATCH LINE SHEET 4

MATCH LINE SHEET 6

MATCH LINE SHEET 9

MATCH LINE SHEET 9

MARYLAND STATE PLANE MERIDIAN

PARCEL "A"
FOREST HILLS APARTMENTS
PLAT BOOK W.W.W. 52, PLAT 62
FOREST HILL APARTMENTS, LLC
LIBER 33914 FOLIO 422

CURRENT ZONE: RMF-20
PRIOR ZONE: R-18
USE: MULTI-FAMILY

PROPOSED RETAINING WALL HEIGHT VARIES

PARCEL A
FULL GOSPEL A.M.E. ZION CHURCH
PLAT BOOK VJ 171, PLAT 90

TAX MAP 87 - PARCEL 9
LANTIAN HILLS, LLC
"PARCEL 7"
LIBER 36569 FOLIO 314
6,570 Sq. Ft. OR 0.70 Ac. ±

TM 87 - PARCEL 10
LANTIAN HILLS, LLC
"PARCEL 8"
LIBER 36569 FOLIO 314
24,117 Sq. Ft. OR 0.55 Ac. ±

TAX MAP 87 - PARCEL 192
LANTIAN HILLS LLC
"PARCEL 10"
LIBER 36569 FOLIO 314
647,811 Sq. Ft. OR 14.87 Ac. ±

TM 87 - PARCEL 50
LANTIAN HILLS, LLC
"PARCEL 9"
LIBER 36569 FOLIO 314
18,302 Sq. Ft. OR 0.42 Ac. ±

TAX MAP 87 - PARCEL 3
FULL GOSPEL A.M.E. ZION CHURCH
LIBER 21424 FOLIO 699

PARCEL C
BARNABY RUN ELEMENTARY SCHOOL
P.B. VJ 161, P. 25

WPA-10

SAVING & EXCEPTING

WHEELER HILLS ROAD
(PUBLIC WIDTH VARIES)

OLD WHEELER ROAD
IMPROVEMENT

SWM

BRUSH AREA

EX. BLDG.

REVERSIBLE SLOPE EASEMENT LIBER 11704 FOLIO 713

REVERSIBLE SLOPE EASEMENT LIBER 11550 FOLIO 550

PUE

APPROX. LOC. EASEMENT AREA PLAT NO. 59 LIBER 5118 FOLIO 338

APPROX. LOC. EASEMENT AREA PLAT NO. 61 LIBER 4414 FOLIO 418

25' WSSC STORM DRAIN EASEMENT LIBER 3871 FOLIO 761

10' WSSC SEWER EASEMENT LIBER 4177 FOLIO 178

N40°56'04"E 52.07'

N40°56'04"E 55.41'

N87°05'29"E 226.41'

N87°36'57"E 214.06'

N47°43'33"W 216.89'

N10°49'01"E 128.84'

R=803.94' L=63.35'

R=910.00' L=44.76'

N86°07'17"W 423.22'

R=365.00' L=23.94'

N79°30'54"E 86.25'

N78°32'59"E 110.32'

S88°31'56"E 302.83'

S85°56'49"E 37.00'

S85°05'38"E

N50°43'47"E 280.00'

S39°29'31"E 146.00'

N50°20'29"W 234.67'

N38°09'09"E 110.00'

N38°09'06"E 110.00'

ST-1

ST-2

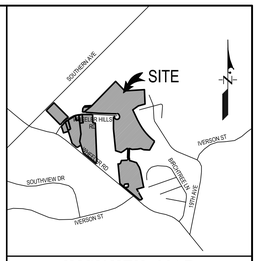
ST-18

ST-20

ST-21

LOD

VICINITY MAP
SCALE: 1" = 2000'
WSSC 200' SHEET: 206SE02



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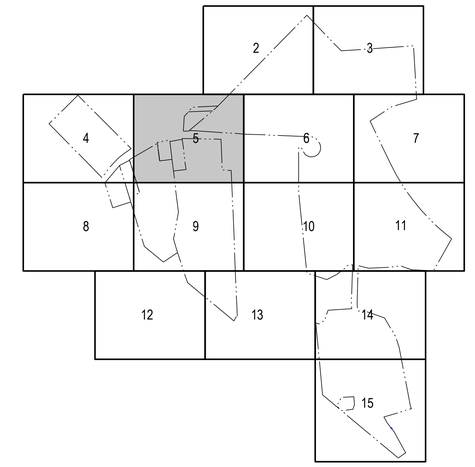
- PROP. CONTOUR (2')
- PROP. CONTOUR (10')
- EX. TREELINE
- NON-REGULATED STREAM (EPHEMERAL) — WC
- REGULATED STREAM (CENTERLINE) — WUS
- REGULATED STREAM (TOP OF BANK) — T.O.B.
- STREAM BUFFER (100') — SB
- NONTIDAL WETLAND — WL
- EX. WETLAND BUFFER (25') — WB
- EX. FLOODPLAIN — FP
- PRIMARY MANAGEMENT AREA (PMA) — PMA
- EX. EASEMENT
- EX. WATER LINE — W
- EX. SEWER LINE — S
- EX. GAS LINE — G
- EX. OVERHEAD LINE — O/H
- WOODLAND PRESERVATION AREA (WPA)
- WOODLAND REFORESTATION/ AFFORESTATION AREA (WRA)
- WOODLAND PRESERVATION - NOT CREDITED (WP-NC)
- WOODLAND RETAINED - ASSUMED CLEARED (WR-AC)
- NATURAL REGENERATION AREA (NRA)
- SPECIMEN, CHAMPION, HISTORIC TREE PROPOSED FOR REMOVAL — ST-1
- SPECIMEN, CHAMPION, HISTORIC TREE TO BE SAVED — ST-1



KEY MAP
NTS

Prince George's County Planning Department, M-NCPPC
Environmental Planning Section
TREE CONSERVATION PLAN APPROVAL
TCP I - 001 - 2025

	Approved by	Date	DRD #	Reason for Revision
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06				

CSP-24001

TREE CONSERVATION PLAN - TYPE 1

PART OF PARCEL A, PARCELS 7, 10, 48-51, & 192
AND LOT 1, WHEELER HILLS SUBDIVISION

SOUTHERN HILLS

OXON HILL DISTRICT No. 12
PRINCE GEORGE'S COUNTY, MARYLAND

GRAPHIC SCALE 1"=30'
0 30' 60' 90'

87

SHEET 5 OF 15

Mike Petrokis
Qualified Professional
COMAR 08.19.06.01

DATE	DESCRIPTION	BY
	REVISIONS	

ATWELL
866.850.4200 www.atwell-group.com
11721 WOODMORE RD, SUITE 200
MITCHELLVILLE, MD 20721
301.430.2000

DRAWN BY:	DESIGNED BY:	CHECKED BY:	RECORD NO.
SAI	SAI	MP	J-A69107

SCALE: 1"=30'
DATE: JANUARY 2024
DRWG. NO. 54.023-Z

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MATCH LINE SHEET 2

MATCH LINE SHEET 3

MATCH LINE SHEET 5

MATCH LINE SHEET 7

MATCH LINE SHEET 10

MATCH LINE SHEET 10

WHEELER HILLS ROAD
(VARIABLE WIDTH R/W)

PARCEL A
FULL GOSPEL A.M.E. ZION CHURCH
PLAT BOOK VJ 171, PLAT 90

16,000 SF
FF = 182

16,000 SF
FF = 190

20,000 SF
FF = 196

16,000 SF
FF = 194

16,000 SF
FF = 188

PARCEL B
BARNABY RUN
ELEMENTARY SCHOOL
P.B. VJ 161, P. 55

THE STATE OF MARYLAND
LIBER 8515 FOLIO 81

CURRENT ZONE:
PRIOR ZONE:
USE: REHABILITATION CENTER

EX. BLDG.

SWM

BRUSH AREA

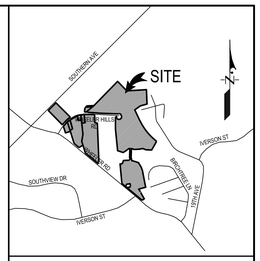
LOD

N87°36'38"W 362.18'

R=40.00' L=49.24'

R=80.00' L=298.30'

MARYLAND STATE PLANE MERIDIAN



VICINITY MAP
SCALE: 1" = 2000'
WSSC 200' SHEET: 206SE02

LEGEND

PROPERTY BOUNDARY	
EX. CONTOUR (2')	
EX. CONTOUR (10')	
PROP. CONTOUR (2')	
PROP. CONTOUR (10')	
EX. TREELINE	
NON-REGULATED STREAM (EPHEMERAL)	WC
REGULATED STREAM (CENTERLINE)	WUS
REGULATED STREAM (TOP OF BANK)	T.O.B. T.O.B.
STREAM BUFFER (100')	SB
NONTIDAL WETLAND	WL
EX. WETLAND BUFFER (25')	WB
EX. FLOODPLAIN	FP
PRIMARY MANAGEMENT AREA (PMA)	PMA
EX. EASEMENT	
EX. WATER LINE	W
EX. SEWER LINE	S
EX. GAS LINE	G
EX. OVERHEAD LINE	O/H
WOODLAND PRESERVATION AREA (WPA)	
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WOODLAND PRESERVATION - NOT CREDITED (WP-NC)	
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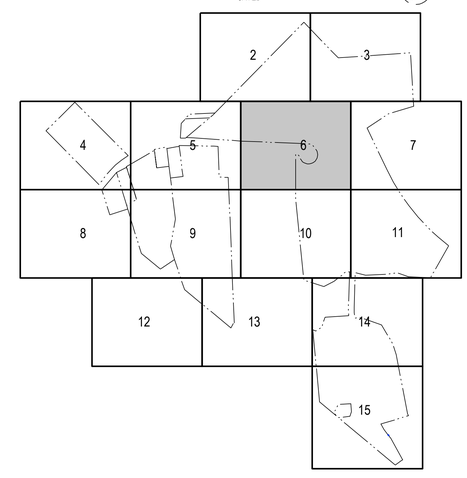
NATURAL REGENERATION AREA (NRA)	
SPECIMEN, CHAMPION, HISTORIC TREE PROPOSED FOR REMOVAL	ST-1
SPECIMEN, CHAMPION, HISTORIC TREE TO BE SAVED	ST-1



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TCP I – 001 – 2025

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CSP-24001

TREE CONSERVATION PLAN - TYPE 1
PART OF PARCEL A, PARCELS 7, 10, 48-51, & 192
AND LOT 1, WHEELER HILLS SUBDIVISION

SOUTHERN HILLS

OXON HILL DISTRICT No. 12
PRINCE GEORGE'S COUNTY, MARYLAND

GRAPHIC SCALE 1"=30'
0 30' 60' 90'

87

SHEET 6 OF 15

Mike Petrakis
Qualified Professional
COMAR 08.19.06.01

DATE	DESCRIPTION	BY
	REVISIONS	

ATWELL
866.850.4200 www.atwell-group.com
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MITCHELLVILLE, MD 20721
301.430.2000

DRAWN BY: SAI | DESIGNED BY: SAI | CHECKED BY: MP
SCALE: 1"=30'
DATE: JANUARY 2024
RECORD NO. J-A69107
DRWG NO. 54.024-Z

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MATCH LINE SHEET 3

MATCH LINE SHEET 6

MATCH LINE SHEET 11

MATCH LINE SHEET 11

WRA-7

WPA-12

WPA-13

WP-NC 1

WRA-2

LOT 108

LOT 34

LOT 33

LOT 32

LOT 31

LOT 30

LOT 29

LOT 28

LOT 36

LOT 35

CAROZZA COURT

CAROZZA'S ADDITION TO HILLCREST HEIGHTS P.B. 103 PG. 64

CURRENT ZONE: RSF-65
PRIOR ZONE: R-55
USE: SINGLE FAMILY DETACHED

PROPOSED RETAINING WALL HEIGHT VARIES

PARCEL B, BLOCK 32
HILLCREST HEIGHTS
P.B. NLP 111, PG. 12

RETHA FITZGERALD
LIBER 35100 FOLIO 116
CURRENT ZONE: RSF-5
PRIOR ZONE: R-55
USE: PLACE OF WORSHIP

PARCEL A
FULL GOSPEL A.M.E. ZION CHURCH
PLAT BOOK VJ 171, PLAT 90

16,000 SF
FF = 194

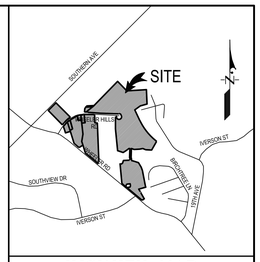
16,000 SF
FF = 194

SWM

SWM

EX. BLDG.

MARYLAND STATE PLANE MERIDIAN



VICINITY MAP
SCALE: 1" = 2000'
WSSC 200' SHEET: 206SE02

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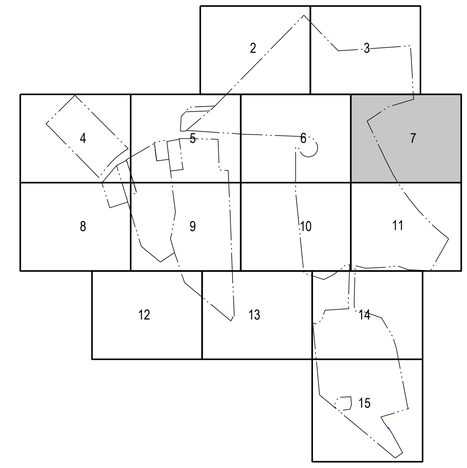

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CSP-24001

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PART OF PARCEL A, PARCELS 7, 10, 48-51, & 192
AND LOT 1, WHEELER HILLS SUBDIVISION

SOUTHERN HILLS

OXON HILL DISTRICT No. 12
PRINCE GEORGE'S COUNTY, MARYLAND

GRAPHIC SCALE 1"=30'
0 30' 60' 90'

87

SHEET 7 OF 15

Mike Petrakis
Qualified Professional
COMAR 08.19.06.01

DATE	DESCRIPTION	BY
	REVISIONS	

ATWELL
866.850.4200 www.atwell-group.com
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301.430.2000

DRAWN BY	DESIGNED BY	CHECKED BY	RECORD NO.
SAI	SAI	MP	J-A69107

SCALE: 1"=30'
DATE: JANUARY 2024
DRWG. NO. 54.025-Z

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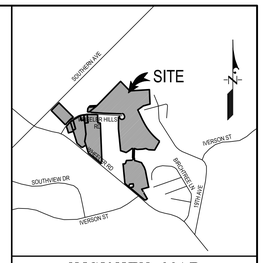
MATCH LINE SHEET 4

MATCH LINE SHEET 9

MARYLAND STATE PLANE MERIDIAN



VICINITY MAP
SCALE: 1" = 2000'
WSSC 200' SHEET: 206SE02

LEGEND

PROPERTY BOUNDARY	
EX. CONTOUR (2')	
EX. CONTOUR (10')	
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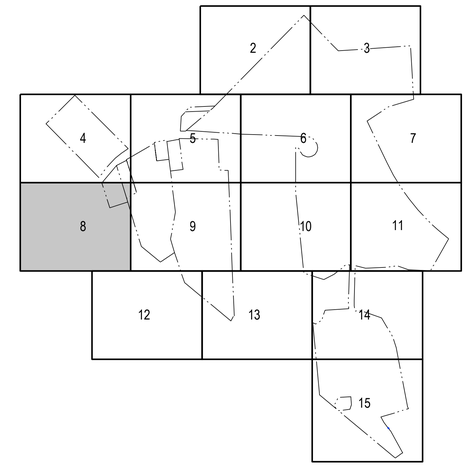

KEY MAP
NTS

TAX MAP 87 - PARCEL 48
PRINCE GEORGE'S COUNTY, MARYLAND
LIBER 5174 FOLIO 457
PARCEL "A" FORMERLY
JAMES BEACH ESTATE
LIBER 2902 FOLIO 253

PARCEL 'B'
CHEVET MANOR
P.B. WWW 56, P. 26
JH CHEVET MANOR, LLC
LIBER 2953 FOLIO 481

N/F
JOHN A. ABSHER
L. 1725 F. 381

EX. BLDG.

Prince George's County Planning Department, M-NCPPC
Environmental Planning Section
TREE CONSERVATION PLAN APPROVAL
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TREE CONSERVATION PLAN - TYPE 1

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AND LOT 1, WHEELER HILLS SUBDIVISION

SOUTHERN HILLS

OXON HILL DISTRICT No. 12
PRINCE GEORGE'S COUNTY, MARYLAND

GRAPHIC SCALE 1"=30'
0 30' 60' 90'

87

SHEET 8 OF 15

Mike Petrakis
Qualified Professional
COMAR 08.19.06.01

DATE	DESCRIPTION	BY
	REVISIONS	

ATWELL
866.850.4200 www.atwell-group.com
11721 WOODMORE RD, SUITE 200
MITCHELLVILLE, MD 20721
301.430.2000

DRAWN BY:	DESIGNED BY:	CHECKED BY:	RECORD NO.
SAI	SAI	MP	J-A69107
SCALE: 1"=30'			DRWG. NO. 54.026-Z
DATE: JANUARY 2024			

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MATCH LINE SHEET 5

MATCH LINE SHEET 5

MATCH LINE SHEET 8

MATCH LINE SHEET 10

MATCH LINE SHEET 12

MATCH LINE SHEET 12

MARYLAND STATE PLANE MERIDIAN

TAX MAP 87 – PARCEL 51
LANTIAN HILLS, LLC
"PARCEL B"
LIBER 36369 FOLIO 314
305,335 Sq. Ft. OR 7.01 Ac. ±

TAX MAP 87 – PARCEL 192
LANTIAN HILLS, LLC
"PARCEL 10"
LIBER 36369 FOLIO 314
647,811 Sq. Ft. OR 14.87 Ac. ±

WPA-1

ST-5
ST-9
ST-6
ST-17
ST-16
ST-7
ST-8
ST-18
ST-10
ST-15
ST-14
ST-11
ST-13
ST-12

S35°56'27"E 1.78' IRON PIPE FOUND

PROP. 80' R/W

S55°51'49"W 0.73' IRON PIPE FOUND

TM 87 – PARCEL 141
DAVID S. FELTER
LIBER 31382 FOLIO 141
CURRENT ZONE: RMF-20
PRIOR ZONE: M-X-T
USE: VACANT

WHEELER ROAD
(80' PUBLIC R/W)

CURRENT ZONE: RMF-20
PRIOR ZONE: M-X-T
USE: VACANT

APPROX. LOC. EASEMENT AREA TEXT NO. #18 LIBER 3238 FOLIO 484

SHERWOOD LN

SHERWOOD LN

BRUSH AREA

PMA

PMA CONTINUES OFF-SITE

EX. STRUCT.

EX. 12" W.S.E.

EX. 8" W.S.E.

EX. 8" W.S.E.

EX. 8

MATCH LINE SHEET 6

MATCH LINE SHEET 6

MATCH LINE SHEET 9

MATCH LINE SHEET 11

MATCH LINE SHEET 13

MATCH LINE SHEET 13

MARYLAND STATE PLANE MERIDIAN

PARCEL B
BARNABY RUN
ELEMENTARY SCHOOL
P.B. WJ 161, P. 55

THE STATE OF MARYLAND
LIBER 8515 FOLIO 81

CURRENT ZONE:
PRIOR ZONE:
USE: REHABILITATION CENTER

PARCEL C
BARNABY RUN ELEMENTARY SCHOOL
P.B. WJ 161, P. 55

MARYLAND NATIONAL CAPITAL PARK
AND PLANNING COMMISSION
LIBER 8483 FOLIO 826

CURRENT ZONE:
PRIOR ZONE: R-O-S
USE: VACANT

TAX MAP 87 – PARCEL 164
MARYLAND NATIONAL CAPITAL PARK AND
PLANNING COMMISSION
LIBER 3739 FOLIO 79

CURRENT ZONE: ROS
PRIOR ZONE: R-O-S
USE: VACANT

PMA CONTINUES
OFF-SITE

PARCEL A
FULL GOSPEL A.M.E. ZION CHURCH
PLAT BOOK WJ 171, PLAT 90

16,000 SF
FF = 180

16,000 SF
FF = 176

SWM

SWM

SWM

EX. POND 2

WPA-2

WP-NC 3

ST-39

ST-38

ST-37

PMA

PMA

PMA

OLD ALEXANDRIA FERRY RD

SOUTHERN AVE

SOUTHVIEW DR

WHEELER HILLS

MARION ST

BROOKSHIRE TERRACE

SITE

VICINITY MAP
SCALE: 1" = 2000'
WSSC 200' SHEET: 206SE02

LEGEND

PROPERTY BOUNDARY	
EX. CONTOUR (2')	
EX. CONTOUR (10')	
PROP. CONTOUR (2')	
PROP. CONTOUR (10')	
EX. TREELINE	
NON-REGULATED STREAM (EPHEMERAL)	WC
REGULATED STREAM (CENTERLINE)	WUS
REGULATED STREAM (TOP OF BANK)	T.O.B. T.O.B.
STREAM BUFFER (100')	SB
NONTIDAL WETLAND	WA WL
EX. WETLAND BUFFER (25')	WB
EX. FLOODPLAIN	FP
PRIMARY MANAGEMENT AREA (PMA)	PMA PMA
EX. EASEMENT	
EX. WATER LINE	W
EX. SEWER LINE	S
EX. GAS LINE	G
EX. OVERHEAD LINE	O/H
WOODLAND PRESERVATION AREA (WPA)	
WOODLAND REFORESTATION/ AFFORESTATION AREA (WRA)	
WOODLAND PRESERVATION - NOT CREDITED (WP-NC)	
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NATURAL REGENERATION AREA (NRA)	
SPECIMEN, CHAMPION, HISTORIC TREE PROPOSED FOR REMOVAL	ST-1
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CSP-24001

TREE CONSERVATION PLAN - TYPE 1

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AND LOT 1, WHEELER HILLS SUBDIVISION

SOUTHERN HILLS

OXON HILL DISTRICT No. 12
PRINCE GEORGE'S COUNTY, MARYLAND

GRAPHIC SCALE 1"=30'
0 30' 60' 90'

87

SHEET 10 OF 15

Mike Petrokis
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COMAR 08.19.06.01

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	REVISIONS	

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SAI	SAI	MP	J-A69107
SCALE: 1"=30'			DRWG. NO. 54.028-Z
DATE: JANUARY 2024			

K:\C3D-PROJ\A69107-C3D\Lantian Hills\DWG\TCP-1.dwg, 2/19/2026 11:02:57 AM, sislam

MATCH LINE SHEET 7

MATCH LINE SHEET 7

MATCH LINE SHEET 9

16,000 SF
FF = 180

16,000 SF
FF = 176

16,000 SF
FF = 176

LANTIAN HILLS, LLC
LIBER 36369 FOLIO 314

LANTIAN HILLS, LLC
WHEELER HILLS SUBDIVISION
P.B. 171 PG. 90

WSSC R/W FOR STORM DRAIN
VJ 171, PG. 90
LIBER 5396 FOLIO 402

PARCEL A
FULL GOSPEL A.M.E. ZION CHURCH
PLAT BOOK VJ 171, PLAT 90

PROPOSED ENTRANCE

WRA-2

WRA-2

WPA-3

PHASE 3

EX. POND 3

WPA-4

WP-NC 2

PMA

PMA

BRUSH AREA

BRUSH AREA

LOD

S83°08'28"W
35.58'

94.53'
N75°19'12"W

S8°14'14"W 178.41'

89.34'
S82°23'21"W

105.80'
N70°51'59"W

N87°20'58"W 191.10'

S20°59'24"W 323.85'

PMA CONTINUES
OFF-SITE

OUTLOT "B"
FULL GOSPEL A.M.E. ZION CHURCH
P.B. VJ 171, PG. 90

M-NCPPC
LIBER 10072 FOLIO 97
CURRENT ZONE: ROS
PRIOR ZONE: R-O-S
USE: VACANT

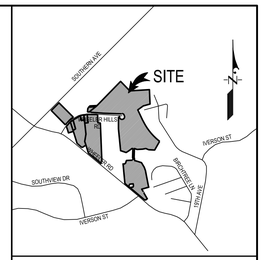
ST-56

ST-55

MARYLAND STATE PLANE MERIDIAN

MATCH LINE SHEET 14

MATCH LINE SHEET 14



VICINITY MAP
SCALE: 1" = 2000'
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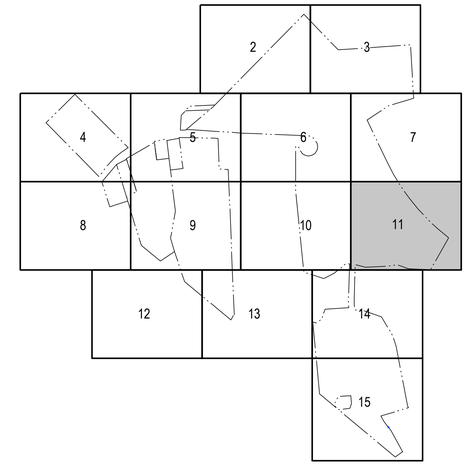

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CSP-24001

TREE CONSERVATION PLAN - TYPE 1
PART OF PARCEL A, PARCELS 7, 10, 48-51, & 192
AND LOT 1, WHEELER HILLS SUBDIVISION

SOUTHERN HILLS

OXON HILL DISTRICT No. 12
PRINCE GEORGE'S COUNTY, MARYLAND

GRAPHIC SCALE 1"=30'
0 30' 60' 90'

87

SHEET 11 OF 15

Mike Petrakis
Qualified Professional
COMAR 08.19.06.01

DATE	DESCRIPTION	BY
	REVISIONS	

ATWELL
866.850.4200 www.atwell-group.com
11721 WOODMORE RD, SUITE 200
MITCHELLVILLE, MD 20721
301.430.2000

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SAI	SAI	MP	J-A69107
SCALE: 1"=30'			DRWG. NO. 54.029-Z
DATE: JANUARY 2024			

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MATCH LINE SHEET 9

MATCH LINE SHEET 9

MARYLAND STATE PLANE MERIDIAN

WPA-1

TAX MAP 87 – PARCEL 192
LANTIAN HILLS LLC
PARCEL 10
LIBER 36369 FOLIO 314
647,811 Sq. Ft. OR 14.87 Ac.
±

CMF3744 T 1.51' W
FINCH PIPE FOUND

PROP. 80' R/W

WHEELER ROAD
(80' PUBLIC R/W)

LOT 1

LOT 2

LOT 3

LOT 4

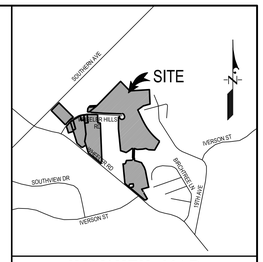
LOT 5

PARCEL A

LOU'S ADDITION TO CHEVERLY MANOR PLAT BOOK NLP 108, PLAT 58

MATCH LINE SHEET 13

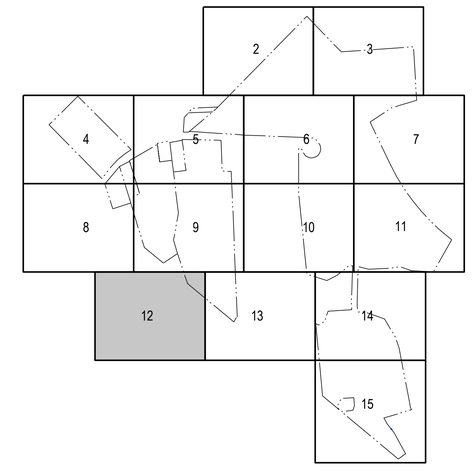
TAX MAP 87 – PARCEL 26
MNCPPC
LIBER 3623 FOLIO 292



VICINITY MAP
SCALE: 1" = 2000'
WSSC 200' SHEET: 206SE02

LEGEND

PROPERTY BOUNDARY	
EX. CONTOUR (2')	
EX. CONTOUR (10')	
PROP. CONTOUR (2')	
PROP. CONTOUR (10')	
EX. TREELINE	
NON-REGULATED STREAM (EPHEMERAL)	WC
REGULATED STREAM (CENTERLINE)	WUS
REGULATED STREAM (TOP OF BANK)	T.O.B. T.O.B.
STREAM BUFFER (100')	SB
NONTIDAL WETLAND	WA WL
EX. WETLAND BUFFER (25')	WB
EX. FLOODPLAIN	FP
PRIMARY MANAGEMENT AREA (PMA)	PMA PMA
EX. EASEMENT	
EX. WATER LINE	W
EX. SEWER LINE	S
EX. GAS LINE	G
EX. OVERHEAD LINE	O/H
WOODLAND PRESERVATION AREA (WPA)	
WOODLAND REFORESTATION/ AFFORESTATION AREA (WRA)	
WOODLAND PRESERVATION - NOT CREDITED (WP-NC)	
WOODLAND RETAINED - ASSUMED CLEARED (WR-AC)	
NATURAL REGENERATION AREA (NRA)	
SPECIMEN, CHAMPION, HISTORIC TREE PROPOSED FOR REMOVAL	ST-1
SPECIMEN, CHAMPION, HISTORIC TREE TO BE SAVED	ST-1



KEY MAP
NTS

Prince George's County Planning Department, M-NCPPC
Environmental Planning Section
TREE CONSERVATION PLAN APPROVAL
TCP I – 001 – 2025

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SOUTHERN HILLS

OXON HILL DISTRICT No. 12
PRINCE GEORGE'S COUNTY, MARYLAND

GRAPHIC SCALE 1"=30'
0 30' 60' 90'

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SHEET 12 OF 15

Mike Petrokis
Qualified Professional
COMAR 08.19.06.01

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REVISIONS		

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DRWG. NO.: 54.030-Z

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MATCH LINE SHEET 10

MATCH LINE SHEET 10

MATCH LINE SHEET 12

MATCH LINE SHEET 14

MATCH LINE SHEET 15

WRA-1

WPA-1

WPA-5

PMA

TAX MAP 87 – PARCEL 192
LANTANA HILLS, LLC
"PARCEL 10"
LIBER 36369 FOLIO 314
647,811 Sq. Ft. OR 14.87 Ac.
±

TAX MAP 87 – PARCEL 164
MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION
LIBER 3739 FOLIO 79

CURRENT ZONE: ROS
PRIOR ZONE: R-O-S
USE: VACANT

PARCEL A
FULL GOSPEL A.M.E. ZION CHURCH
PLAT BOOK VJ 171, PLAT 90

MARYLAND STATE PLANE MERIDIAN

OUTLOT "A"
FULL GOSPEL A.M.E. ZION CHURCH
P.B. VJ 171, PG. 90
M-NCPPC
LIBER 10072 FOLIO 97
ZONE: R-O-S

FUTURE MASTER PLAN HIKER / BIKER TRAIL

T.O.B.

PARCEL "B"
FOUR SEASONS NURSING HOME
PLAT BOOK WWW. PLAT 88
GREATER SOUTHEAST COMMUNITY HOSPITAL FOUNDATION, INC.
LIBER 13568 FOLIO 15

CURRENT ZONE: RSF-95
PRIOR ZONE: R-80
USE: VACANT

TAX MAP 87 – PARCEL 58
LIBER M-NCPPC 3478 FOLIO 213

CURRENT ZONE: ROS
PRIOR ZONE: R-O-S
USE: VACANT

S67°56'28"W
6.50'

S29°56'28"W
47.68'

PROP. 80' RWY

PMA CONTINUES OFF-SITE ON OPPOSITE SIDE OF WHEELER ROAD

PMA CONTINUES OFF-SITE

TAX MAP 87 – PARCEL 84
LANTANA HILLS, LLC
LIBER 42260 FOLIO 19

WHEELER ROAD
(80' PUBLIC R/W)

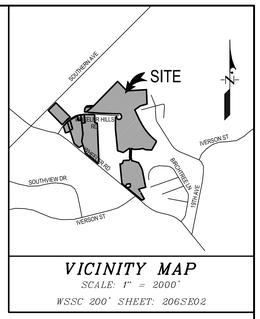
PARCEL "A"
FOUR SEASONS NURSING HOME
P.B. WWW 72 PG. 88

TSERHA TSION MAHIBERE BALEWOLD, INC.
LIBER 43419 FOLIO 360

CURRENT ZONE: RSF-95
PRIOR ZONE: R-80
USE: VACANT

PARCEL "B"

LOT 17



VICINITY MAP
SCALE: 1" = 2000'
WSSC 200' SHEET: 206SE02

LEGEND

PROPERTY BOUNDARY	
EX. CONTOUR (2')	
EX. CONTOUR (10')	
PROP. CONTOUR (2')	
PROP. CONTOUR (10')	
EX. TREELINE	
NON-REGULATED STREAM (EPHEMERAL)	WC
REGULATED STREAM (CENTERLINE)	WUS
REGULATED STREAM (TOP OF BANK)	T.O.B. T.O.B.
STREAM BUFFER (100')	SB
NONTIDAL WETLAND	WL
EX. WETLAND BUFFER (25')	WB
EX. FLOODPLAIN	FP
PRIMARY MANAGEMENT AREA (PMA)	PMA PMA
EX. EASEMENT	
EX. WATER LINE	W
EX. SEWER LINE	S
EX. GAS LINE	G
EX. OVERHEAD LINE	O/H
WOODLAND PRESERVATION AREA (WPA)	
WOODLAND REFORESTATION/ AFFORESTATION AREA (WRA)	
WOODLAND PRESERVATION - NOT CREDITED (WP-NC)	
WOODLAND RETAINED - ASSUMED CLEARED (WR-AC)	
NATURAL REGENERATION AREA (NRA)	
SPECIMEN, CHAMPION, HISTORIC TREE PROPOSED FOR REMOVAL	ST-1
SPECIMEN, CHAMPION, HISTORIC TREE TO BE SAVED	ST-1

KEY MAP
NTS

Prince George's County Planning Department, M-NCPPC
Environmental Planning Section
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AND LOT 1, WHEELER HILLS SUBDIVISION

SOUTHERN HILLS

OXON HILL DISTRICT No. 12
PRINCE GEORGE'S COUNTY, MARYLAND

GRAPHIC SCALE 1"=30'
0 30' 60' 90'

87

SHEET 13 OF 15

Mike Petrakis
Qualified Professional
COMAR 08.19.06.01

DATE	DESCRIPTION	BY
	REVISIONS	

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RECORD NO. J-A69107
DRWG. NO. 54.031-Z

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MATCH LINE SHEET 11

MATCH LINE SHEET 11

MATCH LINE SHEET 13

MATCH LINE SHEET 15

MATCH LINE SHEET 15

PARCEL A
FULL GOSPEL A.M.E. ZION CHURCH
PLAT BOOK VJ 171, PLAT 90

OUTLOT "A"
FULL GOSPEL A.M.E. ZION CHURCH
P.B. VJ 171, PG. 90
M-NCPPC
LIBER 10072 FOLIO 97
ZONE: R-O-S

OUTLOT "B"
FULL GOSPEL A.M.E. ZION CHURCH
P.B. VJ 171, PG. 90
M-NCPPC
LIBER 10072 FOLIO 97
CURRENT ZONE: ROS
PRIOR ZONE: R-O-S
USE: VACANT

PARCEL A
SABLE POINT
P.B. 142 PG. 56-58
CURRENT ZONE: ROS
PRIOR ZONE: R-O-S
USE: VACANT

LOT 7
SABLE POINT
P.B. 142 PG. 56-58

LOT 8
SABLE POINT
P.B. 142 PG. 56-58

LOT 10
SABLE POINT
P.B. 142 PG. 56-58

WHISPERING WILLOW COURT

LAMAN HILLS, LLC
WHEELER HILLS SUBDIVISION
P.B. 171, PG. 90

MARYLAND STATE PLANE MERIDIAN

FUTURE MASTER PLAN HIKER / BIKER TRAIL

20' SEWER R/W
LIBER 7011 FOLIO 819

12' SEWER R/W
LIBER 11187 FOLIO 318

100-YEAR FLOOD PLAIN
P.B. VJ 171, PG. 90

50' FLOODPLAIN BUFFER
P.B. VJ 171, PG. 90

STORM DRAIN EASEMENT
P.B. VJ 171, PG. 90

WPA-3
WPA-5
WPA-7
WPA-8
WRA-3
WR-AC 5

N80°32'42"E 209.75'
S71°04'16"E 202.90'
S20°04'57"E 117.27'
S19°12'04"E 115.50'
S70°06'13"E 25.77'
N71°59'20"W 184.93'
S82°03'02"W 90.30'
S00°04'24"E 310.39'
S01°04'24"W 304.89'
R=425.00' L=74.86'
R=425.00' L=24.50'
N15°07'08"E 41.28'

T.O.B.
PMA
WB
WL
WC
WS

SITE

SOUTHERN AVE
OXON HILL RD
SOUTHVIEW DR
HARRISON ST
BRINKLEY RD
TEMPLE HILL RD

VICINITY MAP
SCALE: 1" = 2000'
WSSC 200' SHEET: 206SE02

LEGEND

PROPERTY BOUNDARY	
EX. CONTOUR (2')	
EX. CONTOUR (10')	
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EX. TREELINE	
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GRAPHIC SCALE 1"=30'
0 30' 60' 90'

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SHEET 14 OF 15

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DATE	DESCRIPTION	BY
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SECOND NO. J-A69107
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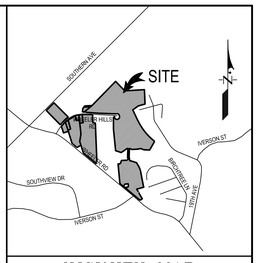
MATCH LINE SHEET 13

MATCH LINE SHEET 14



VICINITY MAP
SCALE: 1" = 2000'
WSSC 200' SHEET: 206SE02

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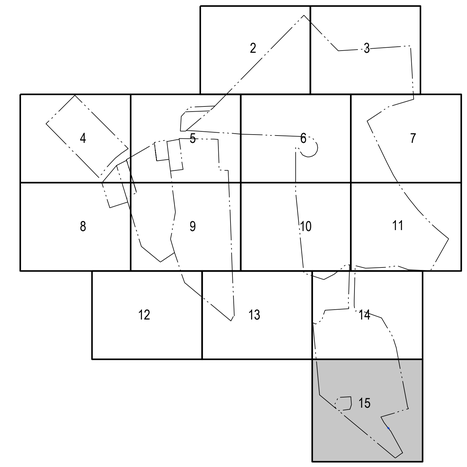

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