



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

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

**Detailed Site Plan**  
**Departure from Design Standards**  
**Alternative Compliance**  
**The Promise**  
**Expedited Transit-Oriented Development Project**

**DSP-19071**  
**DDS-685**  
**AC-22002**

REQUEST	STAFF RECOMMENDATION
<p>This case was continued from the Planning Board hearing date of November 10, 2022 to November 17, 2022.</p> <p><b>DSP:</b> A mixed-use development containing 880 multifamily units, 134 assisted living units, and 37,810 square feet of commercial space.</p> <p><b>DDS:</b> To allow a reduction in parking space size, loading space distance, and number of street trees.</p> <p><b>AC:</b> Alternative compliance from Section 4.2 of the 2010 <i>Prince George's County Landscape Manual</i>.</p>	<p>With the conditions recommended herein:</p> <ul style="list-style-type: none"> <li>•Approval of Detailed Site Plan DSP-19071</li> <li>•Approval of Type 2 Tree Conservation Plan TCP2-036-2022</li> <li>•Approval of Departure from Design Standards DDS-685</li> <li>•Partial Approval of Alternative Compliance AC-22002</li> </ul>

<b>Location:</b> On the south side of Southern Avenue, 2,100 feet north of its intersection with Wheeler Road.	
Gross Acreage:	15.10
Zone:	NAC
Prior Zone:	M-X-T/D-D-O
Reviewed per prior Zoning Ordinance:	Section 27-1704(b)
Dwelling Units:	1,014
Gross Floor Area:	1,278,170 sq. ft.
Planning Area:	76A
Council District:	07
Municipality:	N/A
<b>Applicant/Address:</b> A Determined Seed 13308 Big Cedar Lane Bowie, MD 20720	
<b>Staff Reviewer:</b> Tom Burke <b>Phone Number:</b> 301-952-4534 <b>Email:</b> Thomas.Burke@ppd.mncppc.org	



Planning Board Date:	11/17/2022
Planning Board Action Limit:	11/17/2022
Staff Report Date:	11/03/2022
Date Accepted:	09/13/2022
Informational Mailing:	09/22/2021
Acceptance Mailing:	08/31/2022
Sign Posting Deadline:	10/11/2022

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

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THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-19071  
Type 2 Tree Conservation Plan TCP2-036-2022  
Departure from Design Standards DDS-685  
Alternative Compliance AC-22002  
The Promise - Expedited Transit-Oriented Development Project

The Urban Design staff has completed the review of the detailed site plan, departure from design standards, and appropriate referrals. The following evaluation and findings lead to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this technical staff report.

**EVALUATION CRITERIA**

This property is within the Neighborhood Activity Center (NAC) Zone. However, this application is being reviewed and evaluated in accordance with the prior Prince George's County Zoning Ordinance, pursuant to Section 27-1704(b) of the Zoning Ordinance, which allows an application for a project with an existing approval under the prior Zoning Ordinance or Subdivision Regulations, to be reviewed and approved under the prior Zoning Ordinance. This detailed site plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the Development District Overlay (D-D-O) Zone standards of the 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment*.
- b. The requirements of the prior Prince George's County Zoning Ordinance, specifically for the Mixed Use-Transportation Oriented (M-X-T) Zone, the Development District Overlay (D-D-O) Zone, Expedited Transit-Oriented Development Projects, and the site design guidelines.
- c. The requirements of Preliminary Plan of Subdivision 4-19052.
- d. The requirements of the 2010 *Prince George's County Landscape Manual*.
- e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance.
- f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance.
- g. Referral comments.

## FINDINGS

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

1. **Request:** This detailed site plan (DSP) application is for approval of a mixed-use development containing 481 multifamily residential units, 399 units for the elderly and physically handicapped, 134 assisted living units, and 37,810 square feet of commercial space. The applicant is proposing to phase the indoor and courtyard recreational facilities.

The applicant also requests a departure from design standards (DDS) to Section 27-558(a) of the prior Prince George's County Zoning Ordinance, for a reduction in the size of standard parking spaces to 9 feet by 18 feet for both structured and surface parking spaces.

2. **Development Data Summary:**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone(s)	NAC	NAC (Prior M-X-T/D-D-O)
Use(s)	Vacant	Multifamily and Commercial
Gross and Net Acreage	15.10	15.10
Gross Floor Area (sq. ft.)	0	1,278,170 sq. ft.
Of which commercial/retail	-	37,810 sq. ft
Parking Garage	-	284,613 sq. ft *
Floor Area Ratio (FAR)	0	1.495

**Note:** \*The parking garage area was not tabulated on the DSP. A condition has been provided in the Recommendation section, to provide a column in the Development Use Summary for building area devoted to vehicular parking and parking access.

### Parking and Loading Data

<b>Parking Requirements*</b>	<b>PROVIDED</b>
Surface parking spaces	78
On-street parallel parking spaces	31
Garage parking spaces	751
<b>Total Parking Spaces</b>	<b>860</b>

**Note:** \*Pursuant to Part 11, Parking and Loading, Section 27-568 of the prior Zoning Ordinance, the number of parking spaces required for the residential units and commercial uses in the Mixed Use-Transportation Oriented (M-X-T) Zone is to be calculated by the applicant and submitted to the Prince George's County Planning Board for approval, at the time of DSP, as stated in Section 27-574 of the prior Zoning Ordinance. As discussed in Finding 8.g., staff finds that the provided parking is sufficient for the proposed development.

<b>Loading Spaces</b>	<b>Requirement</b>	<b>Required</b>	<b>Proposed</b>
Multifamily dwelling	1 per 100 to 300 residential units	3	3
Apartment housing for the elderly and physically handicapped	1 per 100 to 300 residential units	4	4
Grocery	1 per 2,000 to 10,000 square feet	1	1
Retail	1 per 2,000 to 10,000 square feet	2	2
<b>Total Loading Spaces</b>		<b>10</b>	<b>10</b>

3. **Location:** The subject property is located on the south side of Southern Avenue, 2,100 feet north of its intersection with Wheeler Road, in Planning Area 76A and Council District 7, in Temple Hills. The site is also within the prior Development District Overlay (D-D-O) Zone designated by the 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment* (Southern Green Line Station Area Sector Plan and SMA), as adopted in Prince George’s County Council Resolution CR-10-2014.
4. **Surrounding Uses:** The subject site is bounded on the north by a wooded buffer to the Southern Avenue Metro Station, in the Neighborhood Activity Center (NAC) Zone; on the east by an undeveloped, former surface mining site in the Residential, Multifamily-20 (RMF-20) Zone; to the south by a multifamily community in the RMF-20 Zone; and to the west by Southern Avenue, with an institutional use in the District of Columbia beyond.
5. **Previous Approvals:** The 15.10-acre property, known as Lot 1, Byrne Manor, is recorded in the Prince George’s County Land Records in Plat Book WWW 50, page 57. The property is currently vacant and partially wooded but was formerly developed with a commercial use.

The Southern Green Line Station Area Sector Plan and SMA retained the underlying prior M-X-T Zone for the property, but also established a D-D-O Zone over the entire sector plan boundary. The sector plan focuses on subareas surrounding the four Metrorail stations within the plan area, with design concepts, standards, and guidelines to ensure transit- and pedestrian-oriented redevelopment in the urban form. However, the Southern Avenue station area does not contain any specific standards.

Preliminary Plan of Subdivision (PPS) 4-19052 was approved by the Planning Board on November 18, 2021 (PGCPB Resolution No. 2021-141), for nine parcels.

6. **Design Features:** The applicant proposes to develop this site with 1,014 residential units, including 481 multifamily units, 399 units for the elderly or physically handicapped, and 134 assisted living units. The site is also proposed to contain 18,946 square feet of grocery store, 9,411 square feet of retail space, and a 9,453-square-foot, 150-student daycare center. Both indoor and outdoor amenities will be provided, allowing residents and guests access to public and private social areas, outdoor benches and plazas, rooftop gathering, indoor fitness centers, playgrounds, and a Capital Bikeshare station.



### **Site Layout**

This proposal is designed with a main avenue that will extend from the narrow street frontage along Southern Avenue to the southeast side of the property. This main avenue will bisect the irregularly shaped property into two sides and will be lined with a variety of mixed-use buildings, plazas, park-like open spaces, sidewalks, and landscaping for an active, pedestrian-centric streetscape. Most of the parking will be within structured garages, which will be fully concealed within the residential and retail façades. A limited area of surface parking (78 spaces) will be provided for a portion of the retail uses and limited on-street parallel parking (31 spaces) will be provided throughout the site.

### **Architecture**

The residential buildings will be five stories on top of two garage levels, with façades containing a combination of brick, stone, cementitious siding, cementitious panels, metal, glass, and wood accent materials. The elevations show curated elements such as larger windows and more prominent massing on the front corners, to emphasize the entrance into the community. A mix of inset and projecting balconies with metal railings are shown throughout the buildings to provide private outdoor space for the residents.

The main entrances to the residential buildings will be centrally located along the long façade of each building facing the main promenade. Cable-hung steel canopies with a channel-letter sign offering the building address across the top of each canopy and a projecting building section with wall sconces on either side of the entryways emphasize the prominence of the main building entrances. A building name will be provided on a painted metal backer plate above the second story windows, over the entrance canopy. Each building will include rooftop amenities and a courtyard with planting beds and an area for multi-use recreation. The parking garage and loading entries will be understated, located away from the central focus of the building, yet visible with signage identifying the garage entrance. The garage and loading entrances are proposed in beige to match the brick siding material, and will have high speed, overhead, coiling doors.



The retail units and daycare center will be incorporated into the residential building design, with the facades articulated by an abundance of storefront fenestration and a natural, grey stone veneer. Sufficient space is provided on the sidewalks in front of the retail units for the placement of bistro tables or other seating opportunities.



### **Green Building and Sustainable Site Development Techniques**

The project will be designed using the principles of Passive House to manage moisture, thermal transfer, air, and sunlight to create comfortable, healthy, and superefficient buildings. The building envelope will be designed with continuous insulation, thermal bridge-free design, airtight construction, high-performance windows and doors, and filtered fresh air with heat recovery. The residential units will be designed with energy-efficient heating, ventilating, and air conditioning (HVAC) units with programmable thermostats. Each building has been designed to maximize daylighting to as many units as possible. In addition, a heat island effect will be minimized with the use of a highly reflective cool roofing system to reflect sunlight heat including ultraviolet rays and solar heat. Cool roofs are white or light-colored roofs that have reflective properties.

Wherever possible, sustainable and recycled products will be used in the construction of the project. Prefabrication and modular construction are planned to be used. This will allow the structure to be built within a controlled environment. The materials needed are accurately measured in advance, resulting in less waste and more efficient structures.

Indoor air quality will be significantly improved through the use of low-emitting materials such as adhesives and sealants, paints and coatings, carpet systems, composite wood, and Agri fiber products, reducing the release of pollutants into the indoor environment.

High-efficiency lighting with controllability will be used throughout the project. Energy Star rated high-efficient residential appliances and fixtures, and water-efficient plumbing fixtures will be used to reduce the use of water and energy.

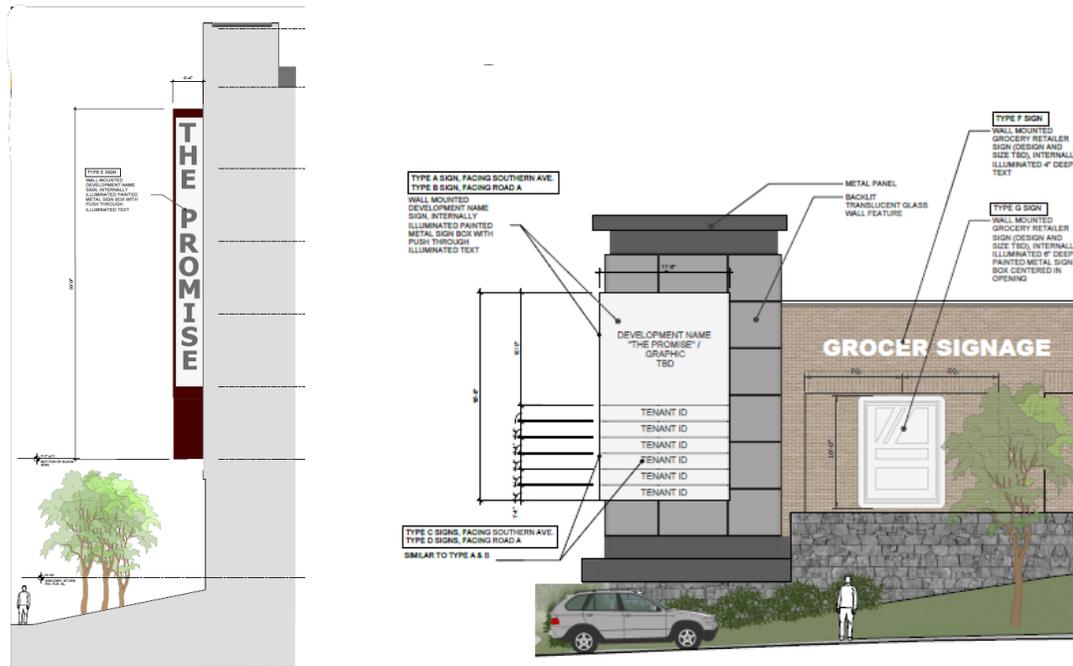
The roofs and infrastructure of the buildings will be designed to accommodate future photovoltaic panels to produce electricity directly from sunlight.

**Signage**

The applicant is proposing several signs for the multiple buildings and multiple retail uses.

**Parcel 1**

At the main entrance, the building located on Parcel 1 will have a blade sign with the community’s name on the residential portion of the building, a building mounted sign displaying the community’s name, the grocery tenant, and the other property tenants, and two additional grocery identification signs. The blade sign will be two-sided, 55 feet tall, vertically mounted, and extending approximately 4 feet from the face of the western building façade on Southern Avenue. This two-sided sign will be an internally illuminated, painted metal cabinet with push-through illuminated text.



The building mounted signage will be located on the front façade facing Southern Avenue, and at each of the customer entrances to the grocery store. A wall mounted, grocery store sign will face Southern Avenue, directly mounted to the brick façade, and be internally illuminated. The building mounted sign, displaying the community graphic and the tenant names, will be placed on the west side facing Southern Avenue, and wrapping the northwest corner to display the same information facing north. These signs will be affixed to a backlit

translucent glass wall, capped with a painted metal panel. The signs will be internally illuminated on a painted metal sign box with push through illuminated text. The sign at the north customer entrance will be similar to the front façade sign, displaying the grocery store name, but at a smaller scale, and the sign at the east side customer entrance will be much smaller with eight-inch lettering on a painted metal backer plate.

**Parcel 2**

On the northwest corner of the building on Parcel 2, retail signage will be located over the customer entrances on each side of the northwest corner of the building, where it extends out from the residential towers above.

**Parcels 3-5**

The residential towers will all have address signage over the doorways, with 8-inch lettering on a painted metal backer plate and similar directional signs at the entrances to the garages.

**Parcel 6**

On the front façade of Parcel 6, facing Southern Avenue (although mostly obscured by off-site woodland), four retail signs are proposed above each retail entrance. These signs will have lettering directly mounted to the stone façade and internally illuminated. The lettering size and design is to be determined by the specific tenants. On the south side of Parcel 6, facing the private road, the day care center sign will be located above the entrance and will be 14-inch, internally illuminated channel letters.

The signage schedule provided with this application shows a total of 1,989 square feet of total sign area among the six proposed parcels for the community. Sections 27-613(f)(1) and 27-614(e)(1) of the prior Zoning Ordinance state that the design standards for all signs attached to a building and all on-site freestanding signs should be determined by the Planning Board, for each individual development in the M-X-T Zone, at the time of DSP review. Each DSP should be accompanied by plans, sketches, or photographs indicating the design, size, methods of sign attachment, and other information deemed necessary. In approving signage, the Planning Board is required to find that the proposed signs are appropriate in size, type, and design, given the proposed location and the use to be served, and the signage should be in keeping with the remainder of the mixed-use zone development. Staff believes that the proposed signage meets the requirements and recommends approval, as discussed above.

**Exterior Lighting Fixtures**

A full site photometric plan illustrating minimum lights levels provided by the fixtures was submitted with this DSP. The primary light fixture for the site is a light emitting diode (LED) light on a 20-foot-high pole. This lighting fixture is located throughout the project and is intended to illuminate the parking, drive aisles, entrances, and sidewalks. All lighting fixtures are full cut-off type. Specialty night lighting is intended to highlight the most attractive portions of the façade of the proposed buildings.

## Recreational Facilities

At the time of PPS 4-19052, it was determined that the mandatory parkland dedication of 15 percent of the net residential lot area could be required to be dedicated to the Maryland-National Capital Park and Planning Commission for public parks, which equates to 2.13 acres, but that this would be met through on-site private recreational facilities.

The recreational amenities for this site are proposed as a combination of indoor and outdoor facilities. The site will have a Capital Bikeshare station with docking for 11 e-bikes. In addition, there will be indoor and outdoor bike racks for each building, totaling 183 and 83 spaces, respectively. An approximately 7,000-square-foot playground with an open-access play sculpture, café chairs and tables, benches, decorative boulders, and a wooden arch with a wooden bridge are proposed in the center of the community. The plans show the multipurpose recreational courtyard for Building 4 will be 12,000 square feet and include a log play sculpture, with café tables and chairs, benches, and will be surrounded by a planting bed and planting wall. The other buildings will also have multiuse courtyards totaling 35,000 square feet, and rooftop facilities; however, since the applicant is requesting to phase the indoor and courtyard recreational facilities for each building, the specific amenities for residential buildings other than Building 4 have not been detailed on the plans provided. At this time, only the indoor and courtyard recreational facilities for Building 4 are being proposed for approval. A condition is included herein, requiring that the approval of an amended DSP application(s) will be necessary prior to approval of any permits for the other residential buildings on this DSP. The size and scope of facilities proposed in Building 4 will be used as a guide in reviewing and approving the facilities in the other buildings.

The dog park will be an enclosed area located on the eastern side of the property, adjacent to Building 5B. The dog park will be approximately 2,500 square feet, set on pavers and artificial turf, and will include a watering station, benches, and canine agility furnishings.

The picnic pavilion will be located on the northeast corner of the development site, utilizing an existing approximately 1,000-square-foot building foundation. The picnic area will have a wood pergola and picnic tables with benches and accessed via a short trail extending from the sidewalk on the east side of Building 5. Although the DSP shows a plan view of the pavilion, elevations were not provided. A condition is included herein to provide elevations of the proposed picnic pavilion on the existing foundation platform.

Plaza and patio areas will be located adjacent to the commercial and daycare uses and contain open areas with benches and/or tables. Stone benches are shown throughout the site along the internal sidewalks; however, staff recommends that benches be placed nearer to the entrances to the buildings throughout the site.

Each residential building will include a fitness center ranging from 650 square feet to 900 square feet. However, this DSP application is only requesting approval of the outdoor recreational facilities, and the indoor and courtyard recreational facilities for Building 4.

In addition to the on-site recreational facilities, at the time of PPS, the applicant proffered to provide 265 linear feet of closure to sidewalk gaps along the north side of Wheeler Road, and upgrade 36 area streetlights with LED bulbs.

## COMPLIANCE WITH EVALUATION CRITERIA

7. **2014 Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment and D-D-O Zone Standards:** The Southern Green Line Station Area Sector Plan and SMA defines long-range land use and development policies, detailed zoning changes, design standards, and superimposes a development overlay zone on the area within a half-mile of the Southern Avenue Metro Station, with the intent that the D-D-O Zone design standards advance the County and sector plan's vision of Southern Avenue as a priority area for transit-oriented development.
8. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the D-D-O Zone, the M-X-T Zone, and expedited transit-oriented development (ETOD) projects in the prior Zoning Ordinance.
  - a. Section 27-548.25(b) of the prior Zoning Ordinance requires that the Planning Board shall find that the site plan meets applicable development district standards in order to approve a DSP.
  - b. In accordance with Section 27-546(d) of the prior Zoning Ordinance, in addition to the findings required to approve a DSP, the Planning Board shall make the following findings for projects in the M-X-T Zone.
    - (1) **The proposed development is in conformance with the purposes of the M-X-T Zone as stated in Section 27-542(a) of the Zoning Ordinance, as follows:**
      - (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 DSP proposes to develop a site within one-half mile of the Southern Avenue Metro Station, with a mix of residential and retail uses, including a grocery store. The property is in a regional transit center, as stated in the Prince George's County Growth Policy Map of the 2014 *Plan Prince George's 2035 Approved General Plan*. The vision for the regional transit center is to promote the County's planned growth and mixed-use development around the Southern Avenue Metro Station area.
      - (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 subject site is located within the transit-oriented development half-mile walk circle, as shown on the sector plan. The sector plan recommends a mix of moderate and high-density development within walking distance of the transit station to increase transit ridership, with generally the most intense density and highest building heights in closest proximity to the transit station. The proposed development is one of the envisioned components by the plan.

- (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 proposed development plan takes full advantage of the development potential and mix of uses including residential, retail, and grocery uses in the M-X-T Zone, as envisioned by the Southern Green Line Station Area Sector Plan and SMA.

- (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 overall subject site is located within a half-mile of the Southern Avenue Metro Station. This location is so well served by public transportation and a complete pedestrian network that a person will not need an automobile to access the metro. The proposed site layout further facilitates walking, bicycle, and transit use, and includes a Capital Bikeshare station on the premises.

- (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 proximity of the site to the Southern Avenue Metro Station, the mix of uses proposed on-site, and the surrounding area will contribute to enhancing a dynamic 24-hour environment.

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

This development consists of a mix of horizontal and vertical uses which will integrate the retail and residential uses to serve the future residents and patrons of this site.

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

The structures and façades proposed with this development will be varied and distinctive, providing residents and guests with visual interest and variety from the streetscape. The residential and retail uses will contribute to a dynamic functional relationship and a distinctive visual identity for the area including the subject site.

**(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 project will incorporate water-efficient landscaping and innovative wastewater technologies. The project is also using several bioretention areas to control, clean and contain stormwater runoff on the site so that the runoff is not released into the existing sewer system. A heat island effect will be minimized with the use of structured parking garages to decrease the need for surface parking and increase the amount of pervious site area available for site amenities and landscaping.

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

The subject application is proposing residential housing for the elderly and physically handicapped, a daycare center, a mix of retail uses, and a grocery store. This pattern of development represents the goals of the M-X-T Zone, by bringing the mix of uses to a single site with spaces suitable for adapting to market changes.

**(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 (CB-84-1990; CB-47-1996; CB-78-2006).**

The proposed development includes architectural elevations that have been reviewed by the Urban Design Section and are acceptable.

**(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;**

This site was retained in the M-X-T and D-D-O Zones by the Southern Green Line Station Area Sector Plan and SMA.

- (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 buildings on the site are oriented toward Southern Avenue with a variety of façade heights and architectural treatments, and a mix of ornamental trees, shrubs, and herbaceous plantings along the frontage. The side elevations will be proportionally divided into visually smaller forms and will be adjacent to four story, garden-style multifamily units to the south, and the Southern Avenue Metro Station to the north. The visual appeal and variety of on-site open spaces, plazas, and retail will integrate with and catalyze adjacent community improvements and rejuvenation.

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

The existing and proposed development along Southern Avenue in this area is primarily low- to medium-density commercial, and medium-density residential uses, consistent with the proposed development.

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

The mix of uses will provide the residents and visitors to the site with a variety of retail, daycare, grocery, and outdoor spaces. These, coupled with the proximity to the Southern Avenue Metro Station, a bus stop near the entrance on Southern Avenue, and a Capital Bikeshare station will provide an independent environment, with reasonable access to area amenities.

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

The DSP is a single-phase development.

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

The network of sidewalks along each side of the internal roads provides easy access throughout the site from the residential units to the site amenities and retail uses. The sidewalks also connect with an existing sidewalk network on Southern Avenue for access to the bus stop, the Southern Avenue Metro Station, and other area communities and resources.

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

The proposed buildings present a mix of materials and front elevations scaled back with lower building elevations along the streetscape, and the higher elevations set back for a more human scale experience at the ground level with the variety of seating, plazas, and green space throughout the site.

- (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.**

The subject application is a DSP, and no conceptual site plan (CSP) is required per the ETOD process. This requirement is not applicable.

- (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.**

PPS 4-19052 was approved by the Planning Board on November 18, 2021, when a finding of adequacy was made.

- (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 site contains a total of 15.10 acres. Therefore, this requirement does not apply.

- c. The DSP application is also in conformance with additional regulations of the M-X-T Zone as follows:

**Section 27-547. Uses permitted.**

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

- (1) Retail businesses;**
- (2) Office, research, or industrial uses;**
- (3) Dwellings, hotel, or motel.**

Section 27-290.01(a)(1) of the prior Zoning Ordinance provides that ETOD projects located in a mixed-use zone, where a site plan approval is required, shall be exempt from applicable site plan requirements other than a DSP. Therefore, this site was not subject to the review of a CSP. The uses proposed with this application are for (1) retail businesses and (3) dwellings, satisfying the requirement of Section 27-547 of the prior Zoning Ordinance.

**Section 27-544. Regulations.**

**(a) Except as provided in Subsection (b), additional regulations concerning the location, size, and other provisions for all buildings and structures in the M-X-T Zone are as provided for in Divisions 3 and 4 of this Part, General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.**

The plan has been reviewed in accordance with the above applicable provisions of the prior Zoning Ordinance.

**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—8.00 FAR.**

The D-D-O Zone standards of the sector plan do not amend this FAR requirement for the Southern Avenue subarea. The DSP proposes a 1.495 FAR, which is consistent with the optional method of development requirements in the M-X-T Zone. The optional incentives for this application include residential uses and outdoor plazas. The FAR has not been provided on the plan. A condition has been provided in the Recommendation section, to clearly indicate the FAR on the DSP.

**(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 proposed development consists of multiple buildings on multiple lots. The DSP satisfies this requirement.

**(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.**

The DSP shows a layout for the development of this project consisting of multiple buildings with dimensions provided.

**(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.**

The landscaping, screening, and buffering issues have been reviewed along with this DSP. Finding 11 below provides a detailed discussion of the landscaping proposed.

**(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.**

As discussed previously, this site was not subject to approval of a CSP; however, the applicant has applied the floor area ratio in accordance with this provision. The floor area ratios appear to exclude areas devoted to parking. However, the Development Use Summary on the DSP is not clear.

A condition is provided in the Recommendation section, to include a column for building area devoted to vehicular parking and parking access.

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

All buildings will be located outside of the 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.**

The site has very limited frontage on the public right-of-way, Southern Avenue. One lot/building has frontage on Southern Avenue, with the remaining having frontage on private rights-of-way within the site.

- d. In accordance with Section 27-107.01(a)(242.2)(B) of the prior Zoning Ordinance, this DSP is an eligible ETOD project, as follows:

**(242.2) Transit Oriented Development Project, Expedited: A development proposal, designated for expedited review in accordance with Section 27-290.01 of this Subtitle, where**

- (B) for a constructed Washington Metropolitan Area Transit Authority (“WMATA”) Metrorail station for which there is no approved TDOZ, the subject property has greater than fifty percent (50%) of its net lot area located within a one-half mile radius of the constructed WMATA Metrorail station as measured from the center of the transit station platform**

The subject site is located completely within a one-half mile radius of the Southern Avenue Metro Station platform. Section 27-290.01 of the prior Zoning Ordinance sets out the requirements for reviewing ETOD projects, including submittal requirements, use restrictions, review procedures, the roles of the Prince George’s County District Council and Planning Board, and the time limit for both Planning Board and District Council actions.

- (b) As a condition of site plan approval, an Expedited Transit-Oriented Development Site Plan shall:**

- (1) Use the best urban design practices and standards, including:**

- (A) Encouraging a mix of moderate and high-density development within walking distance of a transit station to increase transit ridership, with generally the most intense density and highest building heights in closest proximity to the transit station and gradual transition to the adjacent areas;**

This site is located within one-half mile of the Southern Avenue Metro station. The proposed development is considered a high-density development surrounded by various other uses.

**(B) Reducing auto dependency and roadway congestion by:**

- (i) Locating multiple destinations and trip purposes within walking distance of one another;**
- (ii) Creating a high quality, active streetscape to encourage walking and transit use;**
- (iii) Minimizing on-site and surface parking; and**
- (iv) Providing facilities to encourage alternative transportation options to single-occupancy vehicles, like walking, bicycling, or public transportation use;**

This site is located within one-half mile of the Southern Avenue Metrorail station and has a public bus stop along its frontage. The proposal is minimizing parking to the extent practical, is providing a Capital Bikeshare station on-site, and is designed for a pedestrian focused lifestyle.

**(C) Minimizing building setbacks from the street;**

The site has very limited frontage on Southern Avenue. However, given this constraint, the applicant is developing the site with minimal setbacks to Southern Avenue and to the main roads within the community for an active, urban experience.

**(D) Utilizing pedestrian scale blocks and street grids;**

The site is limited in area, but the proposal provides a main avenue through the center of the site, with variation and visual interest for a pedestrian scale experience.

**(E) Creating pedestrian-friendly public spaces; and**

Plazas, patios, and recreation areas have been provided throughout the site, accessed by sidewalks on both sides of the internal roads.

**(F) Considering the design standards of Section 27A-209.**

Although Subtitle 27A was technically repealed by Prince George's County Council Bill CB-77-2021, the former subtitle is a pertinent reference regarding design standards in an ETOD development. Section 27-209 of the prior Zoning Ordinance contains general design principles of urban centers as stated below:

- (a) Building Façades should be aligned and close to the Street. Buildings form the space of the Street.**
- (b) The Street is a coherent space, with consistent building forms on both sides. Buildings facing across the Street-Space contribute to a clear public space and Street-Space identity.**
- (c) Multimodal, complete Streets incorporating well-designed pedestrian, bicycle, transit, and auto facilities are essential elements of the Urban Centers and Corridor Nodes.**
- (d) Consideration of the natural environment is paramount in the Urban Centers and Corridor Nodes. All new development should be designed in accordance with best practices of environmentally-sensitive site design and sustainability. Development within the Urban Centers and Corridor Nodes shall demonstrate consideration of the natural environment through several means, including the environmental infrastructure Functional Overlay, Regulating Plan, and Permit Site Plan application.**
- (e) Regulated Environmental Features shall be preserved, protected, and restored to a natural state to the fullest extent possible.**
- (f) Buildings oversee the Street-Space with active fronts. This overview of the Street-Space contributes to safe and vital public spaces.**
- (g) In an urban environment, property lines are generally physically defined by buildings, walls, or fences. Land should be clearly public or private—in public view and under surveillance or private and protected from view.**

- (h) Buildings are designed for neighborhoods, towns, and cities. Rather than being simply pushed closer together, buildings should be designed for the urban situation within towns and cities. Views are directed to the Street-Space and interior gardens or courtyards to highlight these key amenities for the community and reinforce visual surveillance and sense of communal ownership of these spaces.**
- (i) Vehicle storage and parking (excluding on-Street parking), garbage and recycling storage, and mechanical equipment are kept away from the Street-Space.**

The DSP is consistent with the applicable design principles of Section 27A-209 of the prior Zoning Ordinance regarding the following: building façades, complete streets, multimodal transportation options, active street fronts, pedestrian-friendly public plaza, well-defined street walls, and attractive streetscapes.

- (2) provide a mix of uses, unless a mix of uses exists or is approved for development in the adjacent areas,**

The DSP proposes multifamily residential and commercial/retail uses, including a grocery store.

- (3) not include the following uses, as defined in Section 27A-106 or, if not defined in Section 27A-106, as otherwise defined in this Subtitle (or otherwise, the normal dictionary meaning):**

- (A) Adult entertainment;**
- (B) Check cashing business;**
- (C) Liquor store;**
- (D) Pawnshop or Pawn Dealer;**
- (E) Cemetery;**
- (F) Vehicle and vehicular equipment sales and services (also includes gas station, car wash, towing services, RV mobile home sales, and boat sales);**
- (G) Wholesale trade, warehouse and distribution, or storage (including self-service storage, mini-storage, and any storage or salvage yards);**

- (H) Industrial;**
- (I) Amusement park;**
- (J) Strip commercial development (in this Section, “Strip commercial development” means commercial development characterized by a low density, linear development pattern usually one lot in depth, organized around a common surface parking lot between the building entrance and the street and lacking a defined pedestrian system);**
- (K) Sale, rental, or repair of industrial or heavy equipment;**
- (L) Any automobile drive-through or drive-up service;**
- (M) Secondhand business (in this Section, a “Secondhand business” is an establishment whose regular business includes the sale or rental of tangible personal property (excluding motor vehicles) previously used, rented, owned or leased);**
- (N) Nail salon and similar uses designated as North American Industry Classification System (NAICS) No. 812113, except as an ancillary use;**
- (O) Beauty supply and accessories store (in this Section, a “Beauty supply and accessories store” is a cosmetology, beauty, or barbering supply establishment engaged in the sale of related goods and materials wholesale and/or retail.), except as an ancillary use; or**
- (P) Banquet halls, unless accessory to a restaurant, tavern, hotel, or convention center.**

None of the above prohibited uses are included in this DSP.

**(4) Comply with the use restrictions of Section 27A-802(c), and**

Section 27A-802(c) provides restrictions on public utility uses or structures within the Urban Center District that also require the overall design of those uses and structures to be harmonious with development in general. This site has very limited frontage, approximately 250 feet, along Southern Avenue. All the public utilities serving this site are already installed within Southern Avenue and this project only needs to connect to the existing utilities.

- (5) **Be compatible with any site design practices or standards delineated in any Master Plan, Sector Plan or Overlay Zone applicable to the area of development. To the extent there is a conflict between the site design practices or standards of subsection (b)(1), above, and those of a Master Plan, Sector Plan or Overlay Zone applicable to the area that is proposed for development under this Section, the site design practices, and standards of the Master Plan, Sector Plan or Overlay Zone shall apply.**

This application is generally compatible with the governing Southern Green Line Station Area Sector Plan and SMA; however, there are no standards that apply to this subarea within the sector plan.

- (6) **Nothing in this Section shall be interpreted to preclude projects that include the uses described in subsection (b)(3), above, from proceeding without the use of expedited review prescribed in this Section.**

This requirement is not applicable to this DSP because none of the uses listed in (b)(3) are specified in this DSP.

- e. **Departure from Design Standards DDS-685:** The applicant has submitted a DDS to allow the following:
1. A reduction of the standard, nonparallel parking space size from 9.5 feet by 19 feet to 9 feet by 18 feet, pursuant to Section 27-239.01 of the prior Zoning Ordinance.
  2. Relief from Section 27-579 of the prior Zoning Ordinance, to allow loading spaces less than the required 50 feet from residential uses. On Parcel 1, the applicant proposes to accommodate a grocery store footprint with two enclosed loading areas. The distance from the grocery loading access on Parcel 1 is 36 feet from the property line, and thus, the departure request is for 14 feet. In addition, a combined total of three loading spaces on Parcels 2, 3, and 4 are proposed at 42 feet from the residential use, thus requiring a departure of 8 feet. The loading areas will be interior, within the parking garages, and completely screened; and
  3. A reduction in the street trees along the private roads, as required in the 2010 *Prince George's County Landscape Manual* (Landscape Manual), Landscape Section 4.10(c)(2). The applicant provides that with the limited space within the private rights-of-way for the placement of necessary utilities, stormwater management (SWM) devices, the required shade trees, and the topographical challenges of the site, the applicant is seeking relief for Private Roads A and B, and Fire Access Road A. Alternative Compliance AC-22002 was recommended for disapproval by the Planning Director on November 1, 2022.

The applicant has submitted a statement of justification to address the required findings for a DDS indicated in Section 27-239.01(b)(7)(A) of the prior Zoning Ordinance.

**(A) In order for the Planning Board to grant the departure, it shall make the following findings:**

**(i) The purposes of this Subtitle will be equally well or better served by the applicant’s proposal;**

The applicant intends to develop a vibrant, pedestrian-oriented, mixed-use site, and due to site constraints such as size, configuration, topography, and regulated environmental features, the applicant is seeking relief from the strict conformance to the Prince George’s County Code. The purposes of this Subtitle will be better served by fulfilling the purposes of the sector plan and concentrating development with a mix of uses within one-half mile of the metro station. Specifically, the reduced parking space size allows for a more compact and efficient structured parking design, while providing off-street parking sufficient to serve the needs of the project. The reduction in the distance from the loading spaces to the residential uses is an inevitable byproduct of consolidating a mix of uses on a site. To counter the reduction in the shade trees, the applicant is providing several other amenities, and extra evergreen and ornamental trees.

**(ii) The departure is the minimum necessary, given the specific circumstances of the request;**

The departure is necessary to fulfill the vision of the sector plan by providing a compact, vibrant, mixed-use community close to the metro station, while preserving the regulated environmental features on the property.

**(iii) The departure is necessary in order to alleviate circumstances which are unique to the site or prevalent in areas of the County developed prior to November 29, 1949;**

Staff agrees that the departure is necessary to alleviate circumstances specific to the site. In addition to the topographical and environmental conditions of the site, consideration should also be given to the fact that the proposed development is in an urban setting, situated along the border of the District of Columbia. Developing in an urban setting often requires a more compact approach to the layout.

**(iv) The departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood.**

Staff finds that the departures will enhance the visual and functional quality of this community and the surrounding neighborhoods by providing a walkable community in close proximity to the Southern Avenue Metro Station and will be providing several retail amenities for the surrounding communities. The departure will allow for a more efficient yet fully functional parking and circulation design that will serve the needs of the community.

Based on the analysis above, staff supports Departure from Design Standards DDS-685, for a departure to allow standard, nonparallel parking space size of 9 feet in width by 18 feet in length; to allow loading spaces to be located 36 feet and 42 feet from residential uses; and to allow a reduction in the number of street trees provided along a private road, in accordance with Section 4.10 of the Landscape Manual.

- f. The DSP is in conformance with the applicable site design guidelines contained in Section 27-274 of the prior Zoning Ordinance, as cross-referenced in Section 27-283 of the prior Zoning Ordinance. The site design guidelines address general site and building design including parking, loading and circulation, lighting, views, green area, site and streetscape amenities, grading, service areas, public spaces, and architecture. The specific applicable elements, as set forth in Section 27-274, are addressed below.

The surface and garage parking are located and designed to provide safe and efficient vehicular and pedestrian circulation for the site.

The vehicular and pedestrian circulation routes are designed in accordance with the guidelines to ensure safe, efficient, and convenient traffic flow and access. Parking and loading spaces will be clearly marked and signed and are separated, to the extent possible, from conflicting vehicular circulation. Barrier-free access is provided to the various building entrances.

A photometric plan is included with the DSP and shows that the lighting provided will illuminate important on-site elements such as the parking areas, entrances, and pedestrian pathways.

This development will create an inviting and well scaled main entrance along Southern Avenue and will provide tree canopy coverage (TCC) in accordance with the current regulations.

The green area will be provided on-site in accordance with the Landscape Manual.

The site and streetscape amenities are designed in accordance with these guidelines with on-site lighting fixtures, seating, and plazas coordinated to be attractive.

The site is designed to meet the grading requirements and the proposed SWM is designed to meet or exceed current Prince George's County regulations.

Service and loading areas are located inside the parking garages. These service areas are accessible, but not obtrusive. They will be adequately screened from the public view.

Public spaces and plazas are designed throughout the community. The architectural and landscape site plans show the spaces, and their organization, design, and features. The spaces are well defined by the building massing and facade design. The plazas comprise shade trees, landscaping, furnishings, lighting, and paving scaled to accommodate groups or individuals. Pedestrian pathways are clearly indicated.

The architecture proposed for this site is contemporary and serves the purposes of the intended building typologies. The finish materials are durable and of good quality.

- g. Section 27-574 provides that the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval at the time of DSP. Detailed information regarding the methodology and procedures to be used in determining the parking ratio is outlined in Section 27-574(b) of the prior Zoning Ordinance.

The applicant submitted a parking analysis detailing the proposal for 860 on-site parking spaces for all the proposed uses. The methodology in Section 27-574 requires that parking be computed for each use, in accordance with Section 27-568. Using the parking schedule, the analysis determined that under a conventional review, the uses on this site would require 1,214 parking spaces. The parking analysis then considered the peak parking demand for each use, the provisions of mass transit with public bus service at the frontage on Southern Avenue and Metrorail within a half mile of the site, and the mix of residential, retail, grocery, and daycare services provided on the site, and concluded that an overall parking requirement of 827 parking spaces would be sufficient.

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

- 9. **Preliminary Plan of Subdivision (PPS) 4-19052:** On November 18, 2021, the Planning Board approved PPS 4-19052 (PGCPB Resolution No. 2021-141) for this property with 18 conditions. The following conditions in **bold** text are relevant to this DSP application, with the staff analysis of the project's conformance to the conditions following each condition in plain text:

- 2. **A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings shall require approval of a new preliminary plan of subdivision, prior to issuance of any permits.**

This DSP is proposing development consistent with the approved PPS.

3. **Development of the site shall be in conformance with the approved Stormwater Management Concept Plan, 36900-2020-00, and any subsequent revisions.**

The approved SWM concept plan and letter were submitted with the subject DSP. The concept plan shows only one outfall structure to the northeast of the facility that outlets into an ephemeral stream channel that drains into the on-site stream system. No SWM fee for on-site attenuation/quality control measures is required.

6. **Total development within the subject property shall be limited to uses which generate no more than 492 AM peak-hour trips and 523 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require approval of a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.**

The uses and total gross floor area proposed in this application are within the development anticipated per PPS 4-19052. The applicant has submitted a trip generation memo as part of the DSP submission. The trip generation memo indicates that the approved trip cap established in the PPS considers the development of 1,032 dwelling units, an 18,500-square-foot grocery store, 10,275 square feet of retail use, and a 10,894-square-foot day care center. The number of dwelling units and overall density for the retail use approved with the PPS are slightly higher than the overall amount proposed with the subject DSP, but the square footage of the grocery store approved with the PPS is slightly lower than the amount proposed with the DSP. The trip generation study considers the construction of a proposed mixed-use development, as previously described above, that consists of a combination of residential units, a grocery store, general retail uses, and day care uses resulting in the generation of 384 AM peak period trips and 482 PM peak period trips. While the subject DSP differs slightly from the approved PPS, the trips associated with this proposal are within the peak-hour trip cap approved in PPS 4 19052. However, staff has identified inconsistencies in the latest DSP submission which misallocates the number of overall proposed dwelling units. Specifically, the density provided in the general notes section is not consistent with the rest of the plan sheets, and staff has confirmed with the applicant that the calculation was provided in error. As a condition of approval, staff recommends that the general note sheet is updated to reflect 481 multifamily residential units and 504 senior living housing units, which results in a total of 981 residential units.

11. **Prior to acceptance of a detailed site plan, the package shall contain an arborist's evaluation, prepared in accordance with Part B, Section 5.2.3C of the Environmental Technical Manual, for all specimen trees whose critical root zones cannot be wholly preserved. Every effort shall be made to preserve the specimen trees not approved for removal with the preliminary plan of subdivision.**

This condition was met with the DSP submission and the arborist evaluation provided the professional determination about the status of the specimen trees with proposed impacted root zone.

- 13. The applicant shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the pedestrian and bicyclist adequacy improvements approved with Preliminary Plan of Subdivision 4-19052, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations as part of any Detailed Site Plan submission.**

The applicant has provided a bicycle and pedestrian facilities plan on sheets 1D-1E of the DSP, which includes locations, limits, specifications, and details of bicycle and pedestrian facilities.

- 14. Prior to acceptance of any detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide plans that illustrate the location, limits, specifications, and details displaying the following facilities, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence:**

- a. Standard sidewalks along both sides of all new roads.**
- b. Crosswalks at all locations where sidewalks intersect with roads.**
- c. Bicycle parking throughout the development.**

The applicant's submission accurately displays crosswalks at all locations where sidewalk facilities intersect with roadways. In addition, bicycle parking has been provided throughout the proposed development at locations that staff finds suitable. However, the applicant indicates that the facility labeled as "Fire Access Road A" is designed to provide general circulation throughout the development, and therefore, should be labeled as a private road and brought up to the standards of a private road, which requires sidewalks on both sides of the road. As a condition of approval, staff recommends the applicant update the DSP to bring the facility labeled as "Fire Access Road A" to private road standards and include sidewalks along both sides of the facility consistent with Condition 14, prior to certification of the DSP.

- 15. In accordance with Section 24-135(b) of the Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall provide adequate on-site indoor and outdoor recreational facilities.**

On-site recreational facilities proposed by the applicant include a fitness center for each multifamily building, courtyards for each multifamily building, two play sculptures, a dog park, plazas, and a picnic pavilion. Staff finds that these facilities are adequate.

- 16. At the time of detailed site plan review, the on-site indoor and outdoor recreational facilities shall be reviewed by the Urban Design Section of the Prince George's County Planning Department, Development Review Division for adequacy and proper siting, in accordance with the Park and Recreation Facilities Guidelines and the 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment*.**

The applicant has proposed on-site recreational facilities with this DSP, which include fitness centers and courtyards for each multifamily building, two play sculptures, a dog park, plazas, a picnic pavilion, and benches throughout the community. The applicant has provided a recreational facilities calculation table on the cover sheet of the DSP with associated costs and construction triggers for these facilities; however, not all of the recreational facilities are included in the table. The dog park, plazas, open-access play sculpture, and picnic pavilion are missing from the table and the table only lists one fitness center, at 600 square feet, while the applicant has proposed 6 (one for each multifamily building) fitness centers ranging from 650 square feet to 900 square feet. The applicant has listed the trigger for construction as prior to record plat. However, these triggers on the chart should be revised to include the triggers relative to actual building construction or number of dwelling units.

- 10. **2010 Prince George’s County Landscape Manual:** Per Section 27-544(a) of the prior Zoning Ordinance, landscaping, screening, and buffering for property zoned M-X-T are subject to the provisions of the Landscape Manual. Specifically, this application is subject to the requirements of Section 4.1, Residential Requirements; Section 4.2, Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.7, Buffering Incompatible Uses; Section 4.9, Sustainable Landscaping Requirements; and Section 4.10, Street Trees Along Private Streets. The landscape plan provided with this DSP contains errors and deficiencies, which have been addressed as conditions in the Recommendation section. The required plantings and schedules are provided in conformance with the Landscape Manual and are acceptable, except for Section 4.2.

Alternative compliance is requested from the requirements of the Landscape Manual, specifically from Section 4.2, Requirements for Landscape Strips Along Streets, for the site’s Southern Avenue frontages, and from Section 4.10, Street Trees Along Private Streets, for the private streets in the development.

**Section 4.2-1, Requirements for Landscape Strips Along Streets**

**REQUIRED: Section 4.2(c)(3)(A)(i), Requirements for Landscape Strips Along Streets, along Southern Avenue**

Length of Landscape Strip	150 feet
Width of Landscape Strip	10 feet
Shade Trees (1 per 35 linear feet)	5
Shrubs	43

**PROVIDED: Section 4.2(c)(3)(A)(i), Requirements for Landscape Strips Along Streets, along Southern Avenue**

Length of Landscape Strip	150 feet
Width of Landscape Strip	10 feet
Shade Trees (1 per 35 linear feet)	0
Ornamental/Evergreen Trees	5
Shrubs	58

**Justification of Recommendation**

The applicant is requesting alternative compliance from Section 4.2(c)(3)(A)(i), Requirements for Landscape Strips Along Streets, which requires a landscape strip be provided for the entire 150 feet of property’s frontage along Southern Avenue.

The applicant is proposing to use Option 1 to satisfy the requirements of Section 4.2 of the Landscape Manual, which requires a 10-foot landscape strip, planted with 1 shade tree and 10 shrubs per 35 feet of linear frontage. The applicant is proposing a varied width landscape strip that is a minimum of 12.6 feet, and a maximum of 21.5 feet wide. The landscape yard includes a slope that rises approximately six feet to the building and includes additional planting. None of the required shade trees are included in the landscape strip in this area and have been replaced by ornamental flowering trees. The planting strip includes 58 shrubs along the roadway which exceeds the 43 shrubs that are required.

The Alternative Compliance Committee found that the applicant’s proposed solution meets the requirements of the width of the landscape strip but is deficient in the required number of shade trees, and does not find the applicant’s proposal equally effective as normal compliance with Section 4.2, Requirements for Landscape Strips Along Streets.

While the committee understands the special constraints created by the building’s placement and the location of the public utility easement along Southern Avenue, staff recommends that a minimum of six columnar evergreens be substituted for the shrubs adjacent to the building and retaining wall. Evergreen trees provide a greater number of planting units than shrubs and the replacement of shrubs with columnar evergreens will increase the total number of planting units. If replaced, the total planting units will be closer to the number of plant units normally required and the columnar habitat of these evergreen trees will provide a vertical accent. A condition is included herein, requiring the applicant to substitute the shrubs with columnar evergreens.

**REQUIRED: Section 4.2(c)(3)(A)(i), Requirements for Landscape Strips Along Streets, on Private Road A to screen the parking lot**

Length of Landscape Strip	155 feet
Width of Landscape Strip	10 feet
Shade Trees (1 per 35 linear feet)	5
Shrubs	44

**PROVIDED: 4.2(c)(3)(A)(i), Requirements for Landscape Strips Along Streets, on Private Road A to screen the parking lot**

Length of Landscape Strip	155 feet
Width of Landscape Strip	7 feet
Shade Trees (1 per 35 linear feet)	5
Shrubs	52

**Justification of Recommendation**

The applicant is requesting alternative compliance from Section 4.2(c)(3)(A)(i), Requirements for Landscape Strips Along Streets, which requires a landscape strip be provided for the entire 155 linear feet of frontage of the parking lot on Parcel 6.

The applicant is proposing to use Option 1 to satisfy the requirements of Section 4.2 of the Landscape Manual, which requires a 10-foot-landscape strip, planted with 1 shade tree and 10 shrubs per 35-feet of linear frontage. The applicant is proposing a 7-foot-wide landscape strip for the entire frontage and is meeting the required number of shade trees by proposing five shade trees. The landscape strip is required to provide 44 shrubs and the applicant is providing 52 shrubs. Due to spatial limitations between the proposed right-of-way and curb-line of the proposed parking lot, the proposed buffer area has been reduced by 3 feet. The applicant is providing 8 more plant units than would be required for a total of 102 planting units.

Due to the increase in the number of shrubs and total number of plant units, the Planning Director has determined that the parking lot will be adequately screened and finds that the applicant’s proposal is equally effective as normal compliance with Section 4.2, Requirements for Landscape Strips Along Streets.

The application is subject to Section 4.10, Street Trees Along Private Streets, of the Landscape Manual which requires a 5-foot-wide landscape strip between the street curb or edge of paving and the sidewalk, and a minimum number of shade trees per linear feet of roadway. Private Street A has a total of 5,684 linear feet in length. Using this ratio, the applicant would be required to plant 162 street trees. The applicant is proposing to plant 17 shade trees on this roadway rather than the required number of shade trees. Private Street A includes both the central primary roadway for the development and a road located at the rear of the buildings that is proposed as an emergency access road. The primary road includes planting areas and landscaping, however the emergency access roads do not.

**Section 4.10, Street Trees Along Private Streets**

**REQUIRED: Section 4.10(c)(1), Street Trees Along Private Streets, along Private Street A**

Length of Landscape Strip	5,684 linear feet*
Width of Landscape Strip	5 feet
Shade Trees (1 per 35 linear feet)	162 (Total)

**PROVIDED: Section 4.10(c)(1), Street Trees Along Private Streets, along Private Street A**

Length of Landscape Strip	5,684 linear feet*
Width of Landscape Strip	5 feet
Shade Trees (1 per 35 linear feet)	17 (Total)

**Note:** \*A portion of this Private Road A includes the emergency access road and the applicant does not propose any landscape treatment on this roadway.

### **Justification of Recommendation**

The applicant requests alternative compliance from Section 4.10, Street Trees Along Private Streets, of the Landscape Manual, along Private Road A on the subject property. On the central primary road of the development, landscape treatment is provided along the roadway by including ornamental trees, shrubs, and perennials throughout the development, with specific attention to the green space areas along the private streets. However, this roadway continues behind the buildings on site and no landscaping is provided in these areas, because this portion of Private Road A is intended to provide emergency access only. Therefore, the applicant's proposal does not meet the required number of shade trees for the private streets on site. The applicant states that strict conformance to the requirements of the Landscape Manual cannot be met due to limited space within the private right-of-way for the placement of necessary site utilities, SWM devices, and the number of required street trees.

While the Planning Director understands that the limitations of the site hinder the ability to meet the requirements of Section 4.10, the Director finds that the applicant's proposal is not equally effective as normal compliance in fulfilling the intent and purposes of Section 4.10, which has the intent and purpose to define the private streets, establish human scale, and promote pedestrian activity by fostering a safe, pedestrian-friendly streetscape along private streets. Therefore, it is determined that the proposed alternative design solution fails to meet the approval criteria.

### **Recommendation**

The Planning Director recommends APPROVAL of Alternative Compliance AC-22002 from the Landscape Manual for Section 4.2, Requirements for Landscape Strips Along Streets, on Private Road A screening the parking lot on Parcel 6, and for the site's Southern Avenue frontage, and DISAPPROVAL of Alternative Compliance AC-22002 from the Landscape Manual for Section 4.10, Street Trees on Private Streets, subject to a condition provided herein.

- 11. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 2 tree conservation plan (TCP2-036-2022) was submitted with the DSP application.

Based on the revised TCP2, the overall 15.10-acre site contains a total of 10.31 acres of net tract woodlands and does not contain floodplain. The plan shows a proposal to clear 7.04 acres of net tract woodland and no off-site woodlands. The resulting woodland conservation requirement is 4.02 acres, which is proposed to be met with 3.14 acres of on-site preservation, 0.12 acre of landscape credit, and 0.76 acre of off-site woodland credits.

Technical revisions are required to the TCP2, which are conditioned herein.

- 12. Prince George's County Tree Canopy Coverage Ordinance:** A 10 percent TCC requirement applies to sites zoned M-X-T, in accordance with the Tree Canopy Coverage Ordinance. The subject site is 15.10 acres in size and the required TCC amounts to approximately 1.51 acres, or approximately 65,732 square feet. The subject application

provides a schedule showing that 4.33 acres, or 188,828 square feet has been provided through the proposed on-site tree plantings, in conformance with the TCC.

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

- a. **Community Planning**—In a memorandum dated October 5, 2022 (Lester to Zhang), incorporated herein by reference, the Community Planning Division indicated that pursuant to Section 27-548.25(b), this DSP application meets the pertinent D-D-O Zone standards of the Southern Green Line Station Area Sector Plan and SMA and is keeping with the purposes of the M-X-T Zone.

The Community Planning Division further noted that this site is located within the Southern Avenue Metro Neighborhood Center, and the vision for neighborhood centers is lower density mixed-use development that is primarily residential with neighborhood-serving retail and office uses. The Southern Green Line Station Area Sector Plan and SMA recommends mixed land uses on the subject property.

- b. **Subdivision Review**—In a memorandum dated October 10, 2022 (Heath to Burke), incorporated herein by reference, the Subdivision Section evaluated the conditions of the PPS. In addition, staff noted that with the 65 dBA Ldn Unmitigated Noise Contour overlapping Parcel 1, a noise study was provided showing four residential units at the northwest elevation of the building at levels 3-6 effected by noise levels above 65 decibels. Noise Mitigation has been proposed to reduce the interior noise levels to 45 decibels or less with 34 Sound Transmission Class windows and doors. Units needing mitigation should be listed in the general notes, prior to certification of the DSP. In addition, both the modeled unmitigated and mitigated noise lines should be depicted on the DSP. Conditions have been provided in the Recommendation section.

- c. **Environmental Planning**—In a memorandum dated October 12, 2022 (Schneider to Burke), incorporated herein by reference, the Environmental Planning Section provided findings as follows:

**Specimen Trees**

A Subtitle 25 variance was submitted with PPS 4-20018 to remove six specimen trees (ST-1, ST-2, ST-8, ST-9, ST-16, and ST-23). The PPS approval condition requested that the applicant provide an arborist evaluation of all on- and off-site specimen trees whose critical root zones cannot wholly be preserved with the DSP submission. This evaluation looked at the two off-site trees (ST-7 and ST-10) and determined that these trees can be saved with pre- and post-construction methods.

**Stormwater Management**

A SWM concept approval letter (36900-2020-00) and associated plan were issued by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) on July 23, 2021, and were submitted with this application. The applicant proposes to construct 26 micro-bioretenion facilities, one green roof, and six subsurface filters. The concept plan shows only one outfall structure to the northeast of the facility that outlets into an ephemeral stream channel that drains

into the on-site stream system. No SWM fee for on-site attenuation/quality control measures is required.

- d. **Transportation Planning**—In a memorandum dated October 24, 2022 (Ryan to Burke), incorporated herein by reference, the Transportation Planning Section provided a review of the application using the standards of Subtitle 27 of the prior Zoning Ordinance, and a response to preliminary plan conditions.

The applicant submitted an operational analysis dated October 24, 2022, which provides details of the site access points along Southern Avenue, the site layout configuration, and the proportional distribution of trips to each building based on the assigned density and land use. The analysis reported the extent of queuing at each on-site garage access and intersection, which showed nominal queues at these locations that did not exceed the available storage between each facility.

Fire Access Road A is the southern point of access along Southern Avenue. Upon initial receipt of the subject application, staff requested that the applicant clarify the functionality of Fire Access Road A and recommended that if the facility is intended for emergency vehicles only, that the applicant would need to provide signage restricting Fire Access Road A to emergency vehicles only. The applicant's response to comments (Agesen to Burke, October 6, 2022) provided that "Fire Access Road A is not intended to be restricted to emergency vehicles only and is open to private vehicles and delivery trucks." A condition is provided herein, to label "fire lane" to "private road". In addition, staff recommends a 5-foot-wide sidewalk along both sides of this road, to meet the standards of a private road, as required by both the 2009 *Approved Countywide Master Plan of Transportation* and Condition 14 of the approved PPS.

The operational analysis indicated that the site layout used in the study was sufficient to support the nominal queuing at each intersection and garage. As a condition of approval provided herein, staff requests the applicant update the DSP to include a plan sheet that displays the distances between each on-site intersection and on-site garage, consistent with the operational analysis.

The truck turning plan provided with this application adequately demonstrates that heavy vehicles and emergency vehicles safely and effectively maneuver through the site.

The DSP includes a rideshare pickup and drop-off location at each residential building, except for Parcel 1. Staff recommends that the applicant provide a rideshare pickup and drop-off location at Parcel 1 at a location convenient to the entrance but that will not impede traffic operations along Private Road A and Fire Access Road A. In addition, staff recommends the applicant include on-site signage directing drivers to the rideshare pickup and drop-off locations at all residential buildings.

- e. **Prince George's County Department of Parks and Recreation (DPR)**—In an email dated October 11, 2022 (Thompson to Burke), incorporated herein by reference, DPR indicated that pursuant to Conditions 15–16 of PPS 4-19052, the applicant shall provide adequate on-site indoor and outdoor recreational facilities.

- f. **Historic Preservation**—In a memorandum dated September 20, 2022 (Stabler to Zhang), incorporated herein by reference, the Historic Preservation Section stated that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any Prince George’s County historic sites or resources. This proposal will not impact any historic sites, historic resources or known archeological sites. A Phase I archeology survey is not recommended.
  - g. **Permits**—At the time of the writing of this technical staff report, the Permits Section did not offer official comments on the subject application.
  - h. **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 official comments on the subject application.
  - i. **Prince George’s County Health Department**—In a memorandum dated September 20, 2022 (Adepoju to Zhang), incorporated herein by reference, the Health Department offered seven comments on this application. The comments on noise and dust have been included as conditions in the Recommendation section of this report.
  - j. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated September 16, 2022 (Madagu to Zhang), incorporated herein by reference, WSSC provided a marked-up plan and comments on the water and sewer details of this application.
  - k. **Prince George’s County Police Department**—At the time of the writing of this technical staff report, Prince George’s County Police Department did not offer official comments on the subject application.
14. As required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP, if approved with the conditions recommended below, will represent a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George’s County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
15. Per Section 27-285(b)(4) of the prior Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a DSP is as follows:
- (4) The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirements of Subtitle 24-130(b)(15).**

The regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible based on the limits of disturbance shown on the tree conservation plan submitted for review. The two primary management area (PMA) impacts

for a stormwater pipe installation and a stormwater outfall remain unchanged, as approved under PPS 4-19052. No new PMA impacts are proposed with this DSP.

## RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE this application, as follows:

- A. APPROVE Departure from Design Standards DDS-685, for The Promise, to allow standard, nonparallel parking space size of 9 feet in width by 18 feet in length; to allow loading spaces to be located 36 feet and 42 feet from residential uses; and to allow a reduction in the number of street trees from 162 required shade trees to 17 shade trees provided along a private road, in accordance with Section 4.10 of the 2010 *Prince George's County Landscape Manual*.
- B. APPROVE Detailed Site Plan DSP-19071, and Type 2 Tree Conservation TCP2-036-2022, for The Promise, subject to the following condition:
  1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made, or information be submitted:
    - a. Provide a column in the Development Use Summary for building area devoted to vehicular parking and parking access
    - b. Provide elevations of the proposed picnic pavilion on the existing foundation platform.
    - c. Provide the details on the wooden arch and bridge, as proposed on the central, open access recreation area.
    - d. Locate benches closer to the residential entrances throughout the site.
    - e. Clearly indicate the floor area ratio on the DSP.
    - f. The symbol for signs is provided on the plan; however, the symbol is not defined in the legend. Provide a symbol for the signs and identify the bus stop located to the south of the proposed private road.
    - g. Identify the existing sanitary sewer line on Southern Avenue.
    - h. Provide a general note addressing how noise attenuation for the interior of dwellings is proposed to be provided.
    - i. Depict and label the modeled unmitigated and mitigated noise lines.
    - j. The Type 2 tree conservation plan (TCP2) shall be revised as follows:
      - (1) Remove Note 2 under the specimen tree table.

- (2) Have the revised plan signed and dated by the qualified professional preparing the plan.
- (3) Documents for the required woodland conservation easements shall be prepared and submitted to the Environmental Planning Section for review by the Office of Law and submitted to the Office of Land Records for recordation. The following note shall be added to the standard TCP2 notes on the plan as follows:

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

- k. Revise the DSP sheets to include 5-foot-wide sidewalks along both sides of “Fire Access Road A”.
  - l. Relabel “Fire Access Road A” to “Private Road”
  - m. Provide a DSP sheet which displays the distances between each on-site intersection, as well as the distance between each on-site garage.
  - n. Revise the DSP to include a rideshare pickup and drop-off location at Parcel 1, at a location convenient to the entrance, but that will not impede traffic operations along the on-site private roadways.
  - o. Revise the DSP to include on-site signage directing drivers to rideshare pickup and drop-off locations at all residential buildings.
  - p. Revise the DSP to modify the limits of the proposed public use easement, to extend behind the proposed bike share station.
  - q. Substitute a minimum of six columnar evergreens for evergreen shrubs adjacent to the building and retaining wall.
2. Prior to issuance of building permits with residential units other than Building 4, an approved, amended detailed site plan will be required to show all internal and courtyard recreational facilities for all buildings.
  3. Prior to certificate of occupancy for Building 4, the indoor and courtyard recreational facilities, dog park, picnic pavilion, and outdoor, Central Access Recreation Area shall be fully constructed.
  4. Prior to certificate of occupancy for all residential buildings, the indoor and courtyard recreational facilities shall be fully constructed.

# THE PROMISE

Expedited Transit Oriented Development

Detailed Site Plan

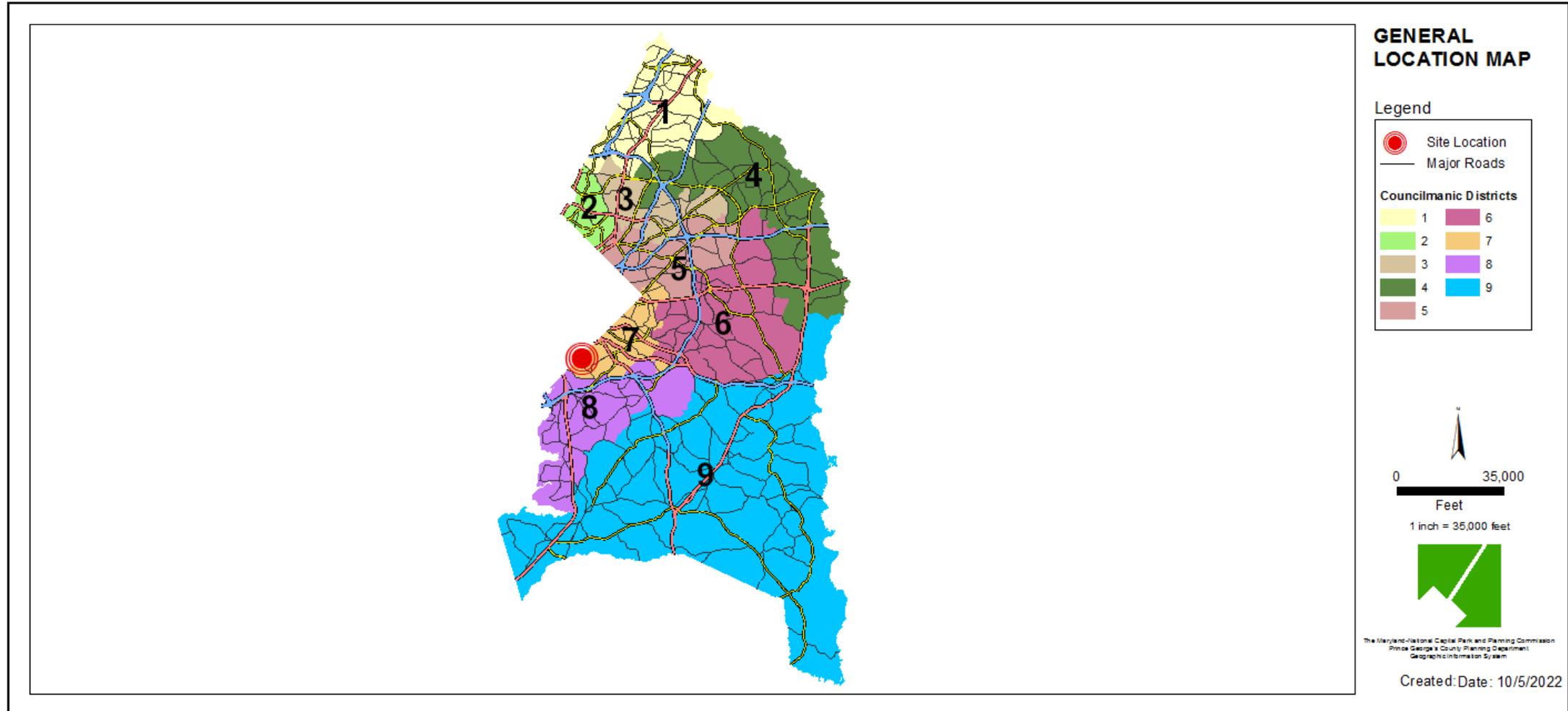
**Staff Recommendation: APPROVAL** with conditions



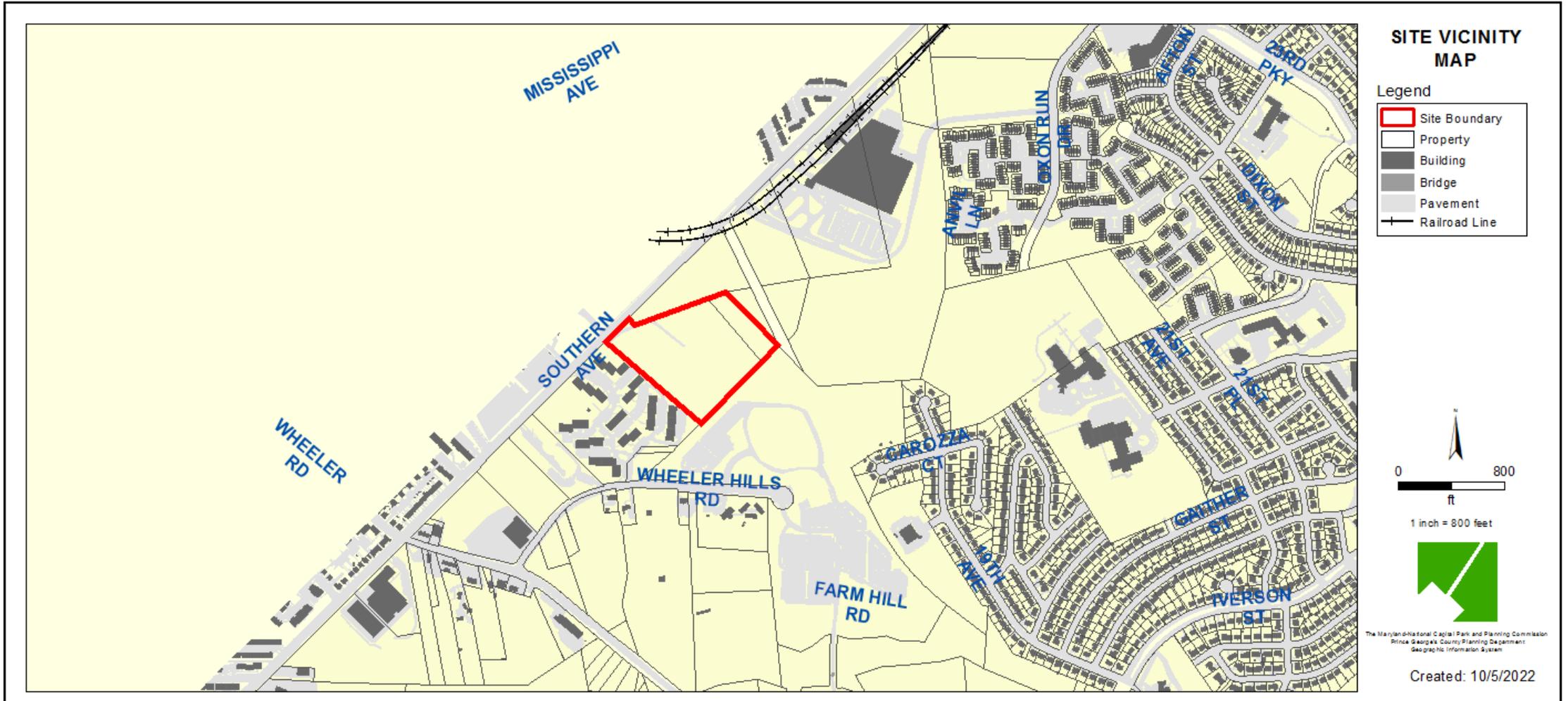
# GENERAL LOCATION MAP

Council District: 07

Planning Area: 76A



# SITE VICINITY MAP

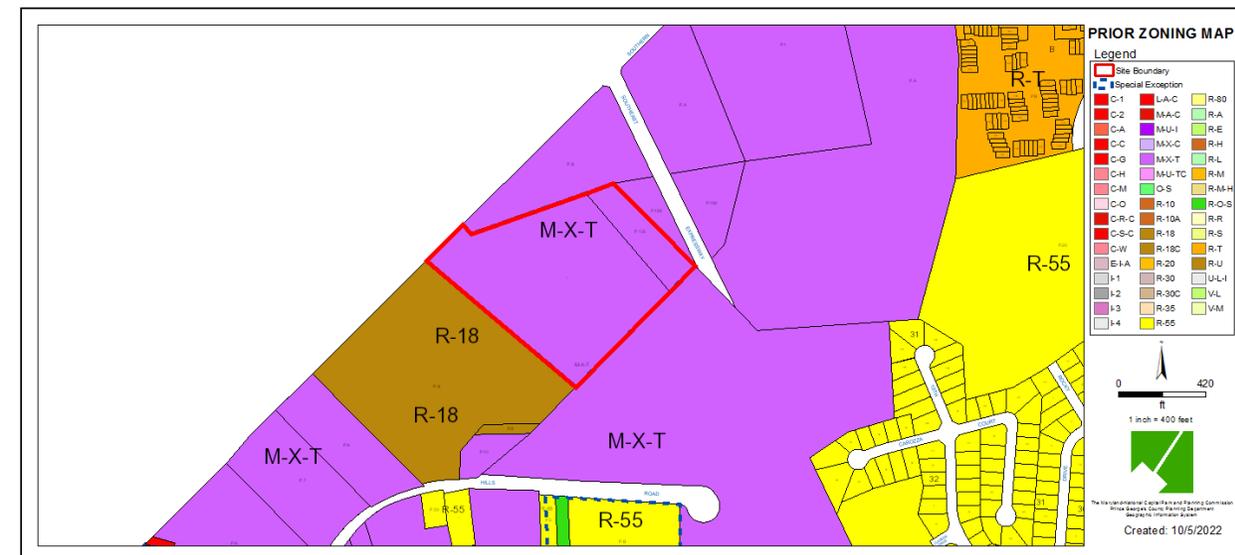
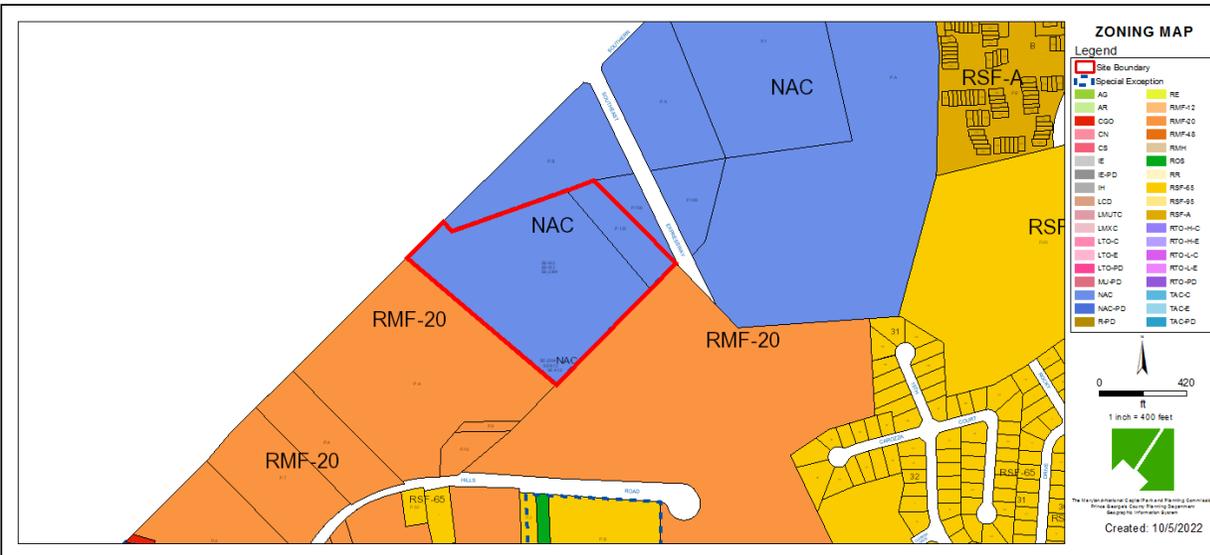


# ZONING MAP (CURRENT & PRIOR)

Property Zone: NAC  
 Prior Zone: M-X-T/D-D-O

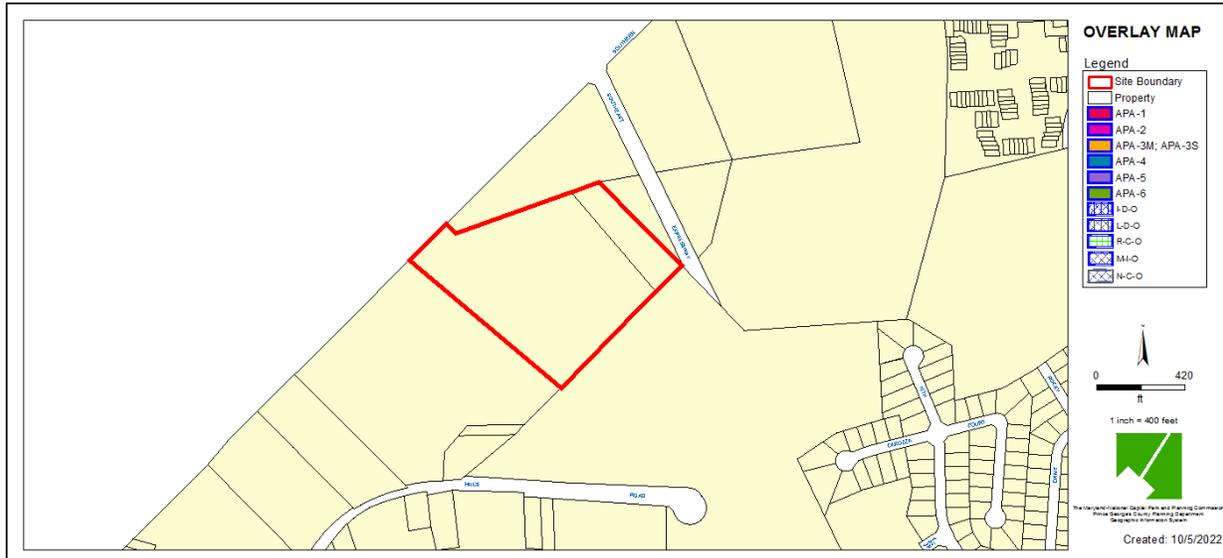
CURRENT ZONING MAP

PRIOR ZONING MAP

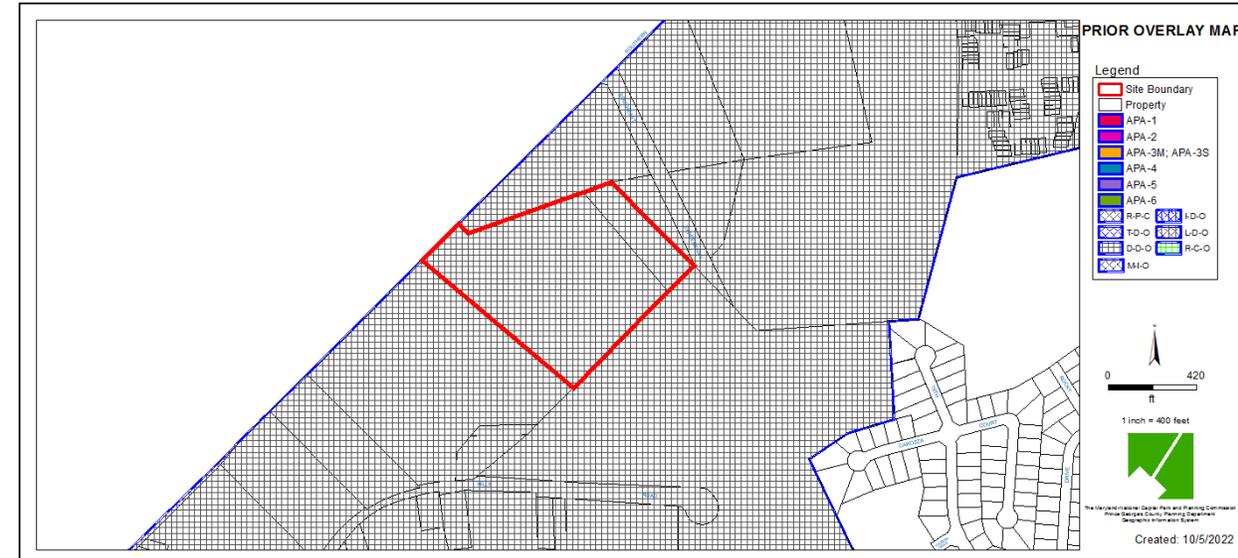


# OVERLAY MAP (CURRENT & PRIOR)

CURRENT OVERLAY MAP



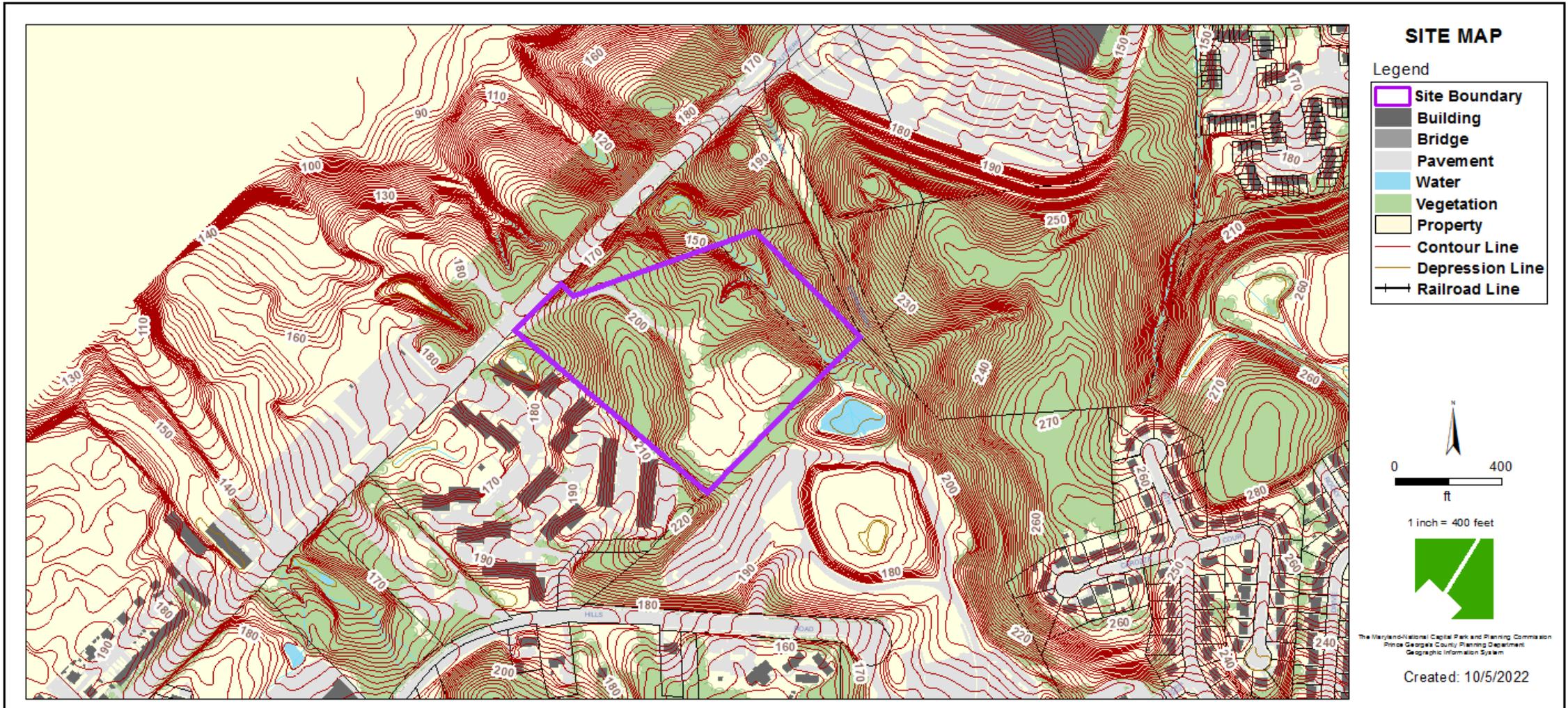
PRIOR OVERLAY MAP



# AERIAL MAP



# SITE MAP



# DETAILED SITE PLAN



# AERIAL VIEW FROM WEST AND SOUTH



AERIAL VIEW FROM WEST



AERIAL VIEW FROM SOUTH

# SOUTHERN AVENUE ELEVATIONS



# RESIDENTIAL BUILDING ELEVATION



# SIGNAGE DETAILS



**A** SIDE VIEW RETAIL TENANT IDENTIFICATION SIGN - TYPE L  
 (SND) 1/4" = 1'-0"

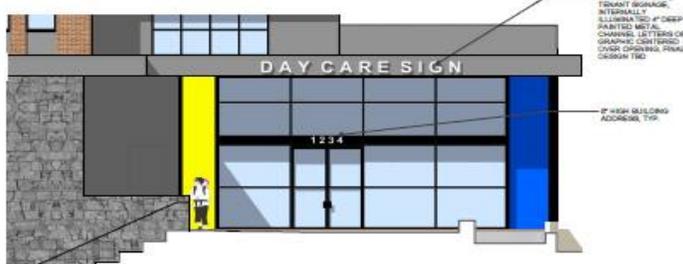
**B** FRONT VIEW RETAIL TENANT IDENTIFICATION SIGN - TYPE M, SIM. TO L  
 (SND) 1/4" = 1'-0"



**C** BUILDING 6 - RETAIL TENANT IDENTIFICATION SIGN - TYPE P  
 (SND) 1/4" = 1'-0"

**D** TYPICAL PARKING GARAGE SIGN - TYPE N  
 (SND) 1/4" = 1'-0"

**E** TYPICAL LOADING DOCK SIGN - TYPE J  
 (SND) 1/4" = 1'-0"



**F** BUILDING 6 - DAY CARE SIGN AT MAIN ENTRANCE - TYPE O  
 (SND) 1/4" = 1'-0"

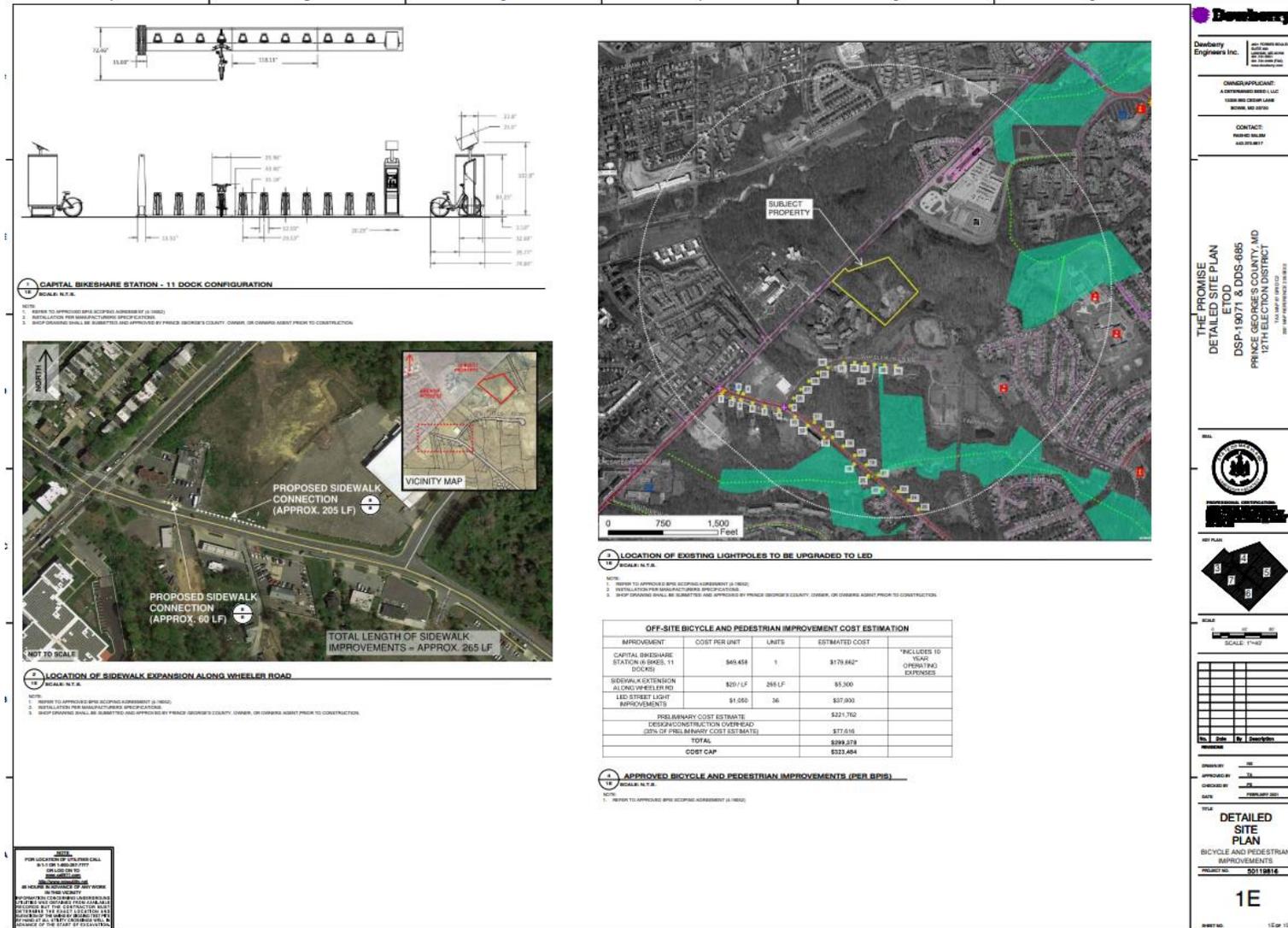
**G** TYPICAL BUILDING ENTRANCE CANOPY - TYPE K  
 (SND) 1/4" = 1'-0"

# LANDSCAPE AND AMENITY PLAN





# BIKESHARE DETAILS AND OFFSITE IMPROVEMENTS





# DOG PARK



**4 BONE WALK-PLAYMARK**  
 SCALE: N.T.S.

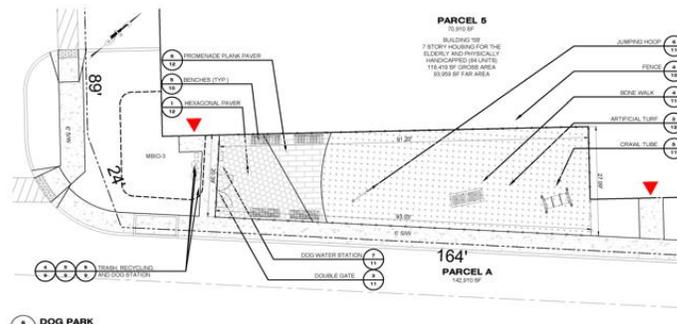
- COLOR: GREEN AND TAN
- INSTALLATION PER MANUFACTURER'S SPECIFICATIONS
- SHOP DRAWINGS SHALL BE SUBMITTED AND APPROVED BY PRINCE GEORGES COUNTY OWNER OR OWNER'S AGENT PRIOR TO CONSTRUCTION
- SUBJECT TO GEOTECHNICAL AND STRUCTURAL RECOMMENDATIONS BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MARYLAND
- EQUIVALENT SUBSTITUTIONS FOR DETAILS PROVIDED HEREIN SHALL BE PERMITTED WHEN APPROVED BY THE OWNER/OWNER'S REPRESENTATIVE, LANDSCAPE ARCHITECT AND MEPCO.

**8 CRAWL TUBE-PLAYMARK**  
 SCALE: N.T.S.

- COLOR: GREEN AND TAN
- INSTALLATION PER MANUFACTURER'S SPECIFICATIONS
- SHOP DRAWINGS SHALL BE SUBMITTED AND APPROVED BY PRINCE GEORGES COUNTY OWNER OR OWNER'S AGENT PRIOR TO CONSTRUCTION
- SUBJECT TO GEOTECHNICAL AND STRUCTURAL RECOMMENDATIONS BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MARYLAND
- EQUIVALENT SUBSTITUTIONS FOR DETAILS PROVIDED HEREIN SHALL BE PERMITTED WHEN APPROVED BY THE OWNER/OWNER'S REPRESENTATIVE, LANDSCAPE ARCHITECT AND MEPCO.

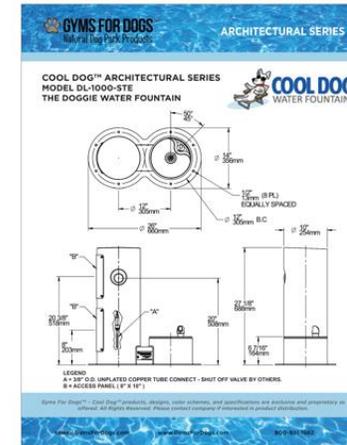
**6 JUMPING HOOP-PLAYMARK**  
 SCALE: N.T.S.

- COLOR: GREEN AND TAN
- INSTALLATION PER MANUFACTURER'S SPECIFICATIONS
- SHOP DRAWINGS SHALL BE SUBMITTED AND APPROVED BY PRINCE GEORGES COUNTY OWNER OR OWNER'S AGENT PRIOR TO CONSTRUCTION
- SUBJECT TO GEOTECHNICAL AND STRUCTURAL RECOMMENDATIONS BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MARYLAND
- EQUIVALENT SUBSTITUTIONS FOR DETAILS PROVIDED HEREIN SHALL BE PERMITTED WHEN APPROVED BY THE OWNER/OWNER'S REPRESENTATIVE, LANDSCAPE ARCHITECT AND MEPCO.



NOTE:  
 FOR LOCATION OF UTILITIES CALL 811 OR 1.800.281.1773 OR GO ON TO: www.811.org  
 SEE DRAWING SHEET 02  
 REQUIRED IN ADVANCE OF ANY WORK AT THIS SITE  
 INFORMATION CONCERNING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS BY THE CONTRACTOR MUST BE FURNISHED TO THE STATE LOCAL DEPT. OF PUBLIC SAFETY CROSSING WILL IN ADVANCE OF THE START OF EXCAVATION.

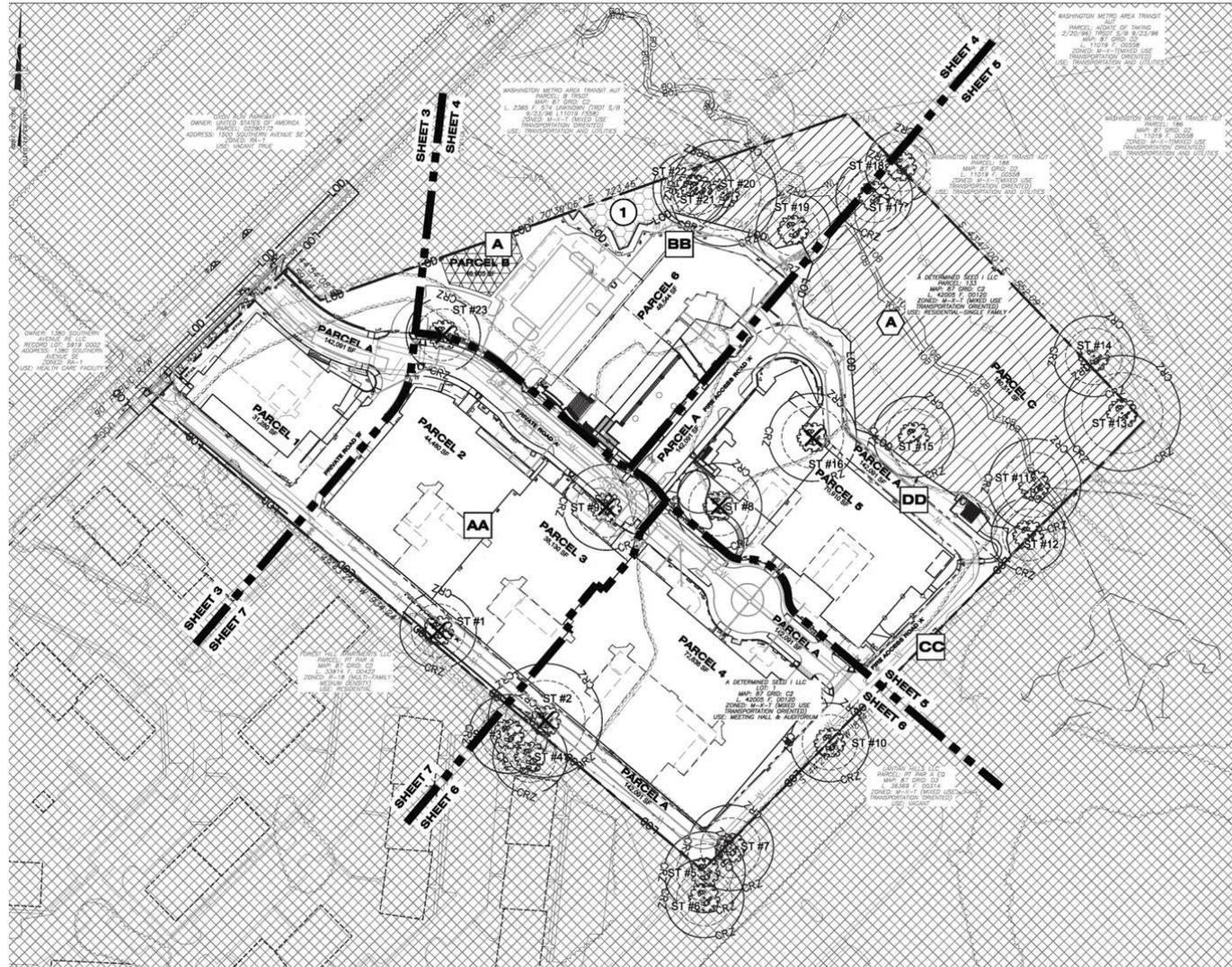
**7 DOG PARK**  
 SCALE: 1" = 10'



**7 DOG WATER STATION**  
 SCALE: N.T.S.

- COLOR: GREEN AND TAN
- INSTALLATION PER MANUFACTURER'S SPECIFICATIONS
- SHOP DRAWINGS SHALL BE SUBMITTED AND APPROVED BY PRINCE GEORGES COUNTY OWNER OR OWNER'S AGENT PRIOR TO CONSTRUCTION
- SUBJECT TO GEOTECHNICAL AND STRUCTURAL RECOMMENDATIONS BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MARYLAND
- EQUIVALENT SUBSTITUTIONS FOR DETAILS PROVIDED HEREIN SHALL BE PERMITTED WHEN APPROVED BY THE OWNER/OWNER'S REPRESENTATIVE, LANDSCAPE ARCHITECT AND MEPCO.

# TYPE 2 TREE CONSERVATION PLAN



# STAFF RECOMMENDATION

**APPROVAL** with conditions  
**APPROVAL**  
**APPROVAL** with conditions  
**PARTIAL APPROVAL**

**[Major/Minor] Issues:**

- N/A

**Detailed Site Plan DSP-19071**  
**Departure from Design Standards DDS-685**  
**Type 2 Tree Conservation Plan TCP2-036-2022**  
**Alternative Compliance AC-22002**

**Applicant Required Mailings:**

- Information Mailing: 9/22/2021
- Acceptance Mailing: 8/31/2022



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

PGCPB No. 2021-141

File No. 4-19052

RESOLUTION

WHEREAS, A Determined Seed 1, LLC is the owner of a 15.09-acre parcel of land known as Byrne Manor Lot 1, said property being in the 12th Election District of Prince George's County, Maryland, and being zoned Mixed Use Transportation Oriented (M-X-T) and Development District Overlay (D-D-O); and

WHEREAS, on September 7, 2021, A Determined Seed 1, LLC filed an application for approval of a Preliminary Plan of Subdivision for 9 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-19052 for The Promise was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on November 18, 2021, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended approval of the application with conditions; and

WHEREAS, on November 18, 2021, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Type 1 Tree Conservation Plan TCP1-015-2021, and APPROVED a Variance from Section 25-122(b)(1)(G), and further APPROVED Preliminary Plan of Subdivision 4-19052, including a Variation from Section 24-128(b)(12), for 9 parcels with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to:
  - a. Revise General Note 23 to remove the building square footages.
  - b. Remove the limit of disturbance line from the plan.
2. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings shall require approval of a new preliminary plan of subdivision, prior to issuance of any permits.
3. Development of the site shall be in conformance with the approved Stormwater Management Concept Plan, 36900-2020-00, and any subsequent revisions.

4. Prior to approval of a final plat:
  - a. The final plat shall include the grant of public utility easements (PUEs) along and/or within the public and internal private right-of-way, in accordance with the approved preliminary plan of subdivision, and shall note that a variation for the location and width of the PUE along the private right-of-way has been approved.
  - b. The applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that a community association has been established for the subdivision. The draft covenants shall be submitted to the Development Review Division of the Prince George's County Planning Department along with the final plat for review, to ensure that the rights of the Maryland-National Capital Park and Planning Commission are included. The Liber/folio of the declaration of covenants shall be noted on the final plat, prior to recordation.
  
5. Prior to approval of building permits, the applicant and the applicant's heirs, successors, and/or assignees shall convey to the community association, land, as identified on the approved preliminary plan of subdivision and detailed site plan. Land to be conveyed shall be subject to the following:
  - a. A copy of the recorded deed for the property to be conveyed shall be submitted to the Subdivision Section of the Development Review Division, of the Maryland-National Capital Park and Planning Commission.
  - b. All waste matter of any kind shall be removed from the property, and all disturbed areas shall have a full stand of grass or other vegetation, upon completion of any phase, section, or the entire project.
  - c. The conveyed land shall not suffer the disposition of construction materials or soil filling, other than the placement of fill material associated with permitted grading operations that are consistent with the permit and minimum soil class requirements, discarded plant materials, refuse, or similar waste matter.
  - d. Any disturbance of land to be conveyed to the association shall be in accordance with an approved site plan and tree conservation plan. This shall include, but not be limited to, the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement, and stormdrain outfalls.
  - e. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to the association. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by the Development Review Division of the Prince George's County Planning Department.

- f. The Prince George’s County Planning Board, or its designee, shall be satisfied that there are adequate provisions to ensure retention and future maintenance of the property to be conveyed.
6. Total development within the subject property shall be limited to uses which generate no more than 492 AM peak-hour trips and 523 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require approval of a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.
7. Prior to signature approval of the preliminary plan of subdivision, the Type 1 tree conservation plan shall be revised as follows:
  - a. Add the property owner notification block to Sheets 2 and 3; and
  - b. 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 approved by the Planning Board on (ADD DATE):  
The removal of one specimen tree (Section 25-122(b)(1)(G), ST1, a 33-inch White Oak, ST2, a 49-inch Black Oak, ST8, a 37-inch White Oak, ST9, a 37-inch Tulip Poplar, ST16, a 38-inch Tulip Poplar, and ST23, a 32-inch Chestnut Oak.”
  - c. Have the revised plan signed and dated by the qualified professional preparing the plan.
8. The conservation easement shall contain the delineated primary management area, except for approved impacts, and shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat:

“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the Maryland-National Capital Park and Planning Commission Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.”
9. Development of this subdivision shall be in conformance with an approved Type 1 tree conservation plan (TCP1-015-2021). The following notes shall be placed on the final plat of subdivision:

“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-015-2021), or as modified by a future Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy.”

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

“This plat is subject to the recordation of a Woodland Conservation Easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 Tree Conservation Plan, when approved.”
11. Prior to acceptance of a detailed site plan, the package shall contain an arborist’s evaluation, prepared in accordance with Part B, Section 5.2.3C of the Environmental Technical Manual, for all specimen trees whose critical root zones cannot be wholly preserved. Every effort shall be made to preserve the specimen trees not approved for removal with the preliminary plan of subdivision.
12. Prior to the approval of any building permit for the subject property, the applicant and the applicant’s heirs, successors, and/or assignees shall demonstrate that following required adequate pedestrian and bikeway facilities have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency’s access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency, in accordance with the applicant’s bicycle and pedestrian impact statement submission and Section 24-124.01 of the Prince George’s County Subdivision Regulations:
  - a. Upgrade 36 existing streetlights within a half-mile radius of the subject site from high pressure sodium to light-emitting diode.
  - b. Upgrade approximately 265 linear feet of sidewalk gaps along Wheeler Road between Southern Avenue and Wheeler Hills Road.
  - c. Install one bikeshare station with six bicycles and eleven docks. The bike share station shall be located within a dedicated public access easement or within the public right-of-way and within a half mile of the subject site, with the final location and vendor to be determined by the Prince George’s County Department of Public Works and Transportation.
13. The applicant shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the pedestrian and bicyclist adequacy improvements approved with Preliminary Plan of Subdivision 4-19052, consistent with Section 24-124.01(f) of the Prince George’s County Subdivision Regulations as part of any Detailed Site Plan submission.
14. Prior to acceptance of any detailed site plan, the applicant and the applicant’s heirs, successors, and/or assignees shall provide plans that illustrate the location, limits, specifications, and details displaying the following facilities, unless modified by the Prince George’s County Department of Permitting, Inspections and Enforcement, with written correspondence:

- a. Standard sidewalks along both sides of all new roads.
  - b. Crosswalks at all locations where sidewalks intersect with roads.
  - c. Bicycle parking throughout the development.
15. In accordance with Section 24-135(b) of the Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall provide adequate on-site indoor and outdoor recreational facilities.
  16. At the time of detailed site plan review, the on-site indoor and outdoor recreational facilities shall be reviewed by the Urban Design Section of the Prince George's County Planning Department, Development Review Division for adequacy and proper siting, in accordance with the Park and Recreation Facilities Guidelines and the 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment*.
  17. The applicant and the applicant's heirs, successors, and/or assignees shall submit three original executed recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department, for construction of on-site recreational facilities, for approval, prior to a submission of a final record plat. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber and folio of the RFA shall be noted on the final plat.
  18. The applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of recreational facilities, prior to issuance of building permits.

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

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.
2. **Background**—The subject property is located approximately 0.4 miles northeast of the intersection of Southern Avenue and Wheeler Road. The property consists of 15.09 acres and is currently comprised of one lot known as Byrne Manor Lot 1, described in Plat Book WWW 50 page 57, and one parcel known as Parcel 133, described by deed in the Prince George's County Land Records in Liber 42005 at folio 120. The site is within the Mixed Use-Transportation Oriented (M-X-T) and Development District Overlay (D-D-O) Zones. The site is subject to the 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment* (sector plan). This preliminary plan of subdivision (PPS) proposes nine parcels for the development 1,032 multifamily units (148 assisted living, 397 senior adults, 487 market-rate), 28,775 square feet of commercial use, and 10,894 square feet of institutional use. The subject property abuts Southern Avenue, which is entirely located in the District of Columbia, and is

under the authority of the District Department of Transportation (DDOT). The PPS includes two points of access from Southern Avenue. The existing site is currently vacant. The proposed development is subject to a PPS, in accordance with Section 24-107 of the Prince George’s County Subdivision Regulations.

Section 25-122(b)(1)(G) of the 2010 Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance (WCO) requires that the preservation of specimen trees, champion trees, or trees that are associated with an historic site or structure have their critical root zones protected through judicious site design. The applicant requested approval of a variance for the removal of six specimen trees, which is discussed further in this resolution.

Section 24-128(b)(12) of the Subdivision Regulations requires 10-foot-wide public utility easements (PUE) on either side of private rights-of-way. The applicant requested to provide a seven-foot-wide PUE along a proposed private right-of-way, as well as having no PUE along other private rights-of-way within the site. The variation is discussed further in this resolution.

3. **Setting**—The property is located on Tax Map 87 in Grids C2 and D2 and is within Planning Area 76A. The abutting properties to the north, east, and south of the site are vacant and located within the M-X-T Zone. The abutting property to the southwest is located within the Multifamily Medium Density Residential Zone and consists of multifamily dwellings. The Southern Avenue Metro Rail Station is located approximately 500 feet northeast of the site. As discussed above, the subject property abuts Southern Avenue to the west, which is located in the District of Columbia. The properties beyond Southern Avenue consist of a hospital and vacant land.
4. **Development Data Summary**—The following information relates to the subject PPS application and the proposed development.

	<b>EXISTING</b>	<b>APPROVED</b>
Zone	M-X-T/D-D-O	M-X-T/D-D-O
Use(s)	Vacant	Multifamily (1,032 dwelling units) Commercial (28,775 sq. ft.) Institutional (10,894 sq. ft.)
Acreage	15.09	15.09
Lots	1	0
Parcels	1	9
Dwelling Units	N/A	1,032
Gross Floor Area	N/A	36,669
Variance	No	Yes (Section 25-122(b)(1)(G))
Variation	No	Yes (Section 24-128(b)(12))

There are nine parcels proposed with this PPS which includes one road parcel (Parcel A), two open space parcels (Parcels B and C), and six development parcels (Parcels 1-6). The road and open space parcels are to be conveyed to a community association.

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case, as well as the applicant's variation request from Section 24-128(b)(12) were heard at the Subdivision and Development Review Committee (SDRC) meeting on September 17, 2021.

5. **Previous Approvals**—Special Exception SE-612 was approved by the Prince George's County District Council on November 18, 1960, for the construction of a privately owned community swimming pool. SE-613 was approved by the District Council on November 18, 1960, for the construction of a country club, with a clubhouse and playground. SE-2394 was approved by the District Council on August 19, 1970, for construction of a storage room addition to the existing building. All prior development on the subject site has been razed.

The subject site includes one existing lot (Lot 1) that is the subject of a final plat of subdivision, recorded in Plat Book WWW 50 page 57. A new final plat will be required pursuant to this PPS, and will supersede the prior final plat of subdivision approval for Lot 1.

6. **Community Planning**—The 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and conformance with the sector plan are evaluated, as follows:

#### **Plan 2035**

The application is in the Southern Avenue Metro Neighborhood Center. The vision for neighborhood centers is lower density mixed-use development that is primarily residential, with neighborhood-serving retail and office uses.

#### **Sector Plan Conformance**

The sector plan recommends mixed use land uses on the subject property.

#### **SMA/Zoning**

The Southern Green Line Sectional Map Amendment reclassified the subject property from the Commercial Office Zone to the M-X-T and D-D-O Zones. The development standards of the D-D-O Zone will apply and be reviewed with the detailed site plan (DSP) for the subject site.

Pursuant to Section 24-121(a)(5) of the Subdivision Regulations, this PPS conforms to the sector plan, as evaluated in this finding and throughout this resolution.

7. **Stormwater Management**—A stormwater management (SWM) concept approval letter and associated plans (36900-2020-00) were submitted with the subject PPS. The approval was issued on July 23, 2021, from the Prince George County Department of Permitting, Inspections and Enforcement (DPIE), and proposes to construct 26 micro bioretention facilities, one green roof, and six subsurface filters. The concept plan shows one outfall structure to the northeast of the facility that outlets into an ephemeral stream channel that drains into the on-site stream system. No SWM fee for on-site attenuation or quality control measures is required. In accordance with Section 24-130 of the Subdivision Regulations, development of the site shall conform with the approved SWM concept plan and any subsequent revisions, to ensure no on-site or downstream flooding occurs.

**8. Parks and Recreation**—This PPS was reviewed for conformance with the Subdivision Regulations and the sector plan pertaining to public parks and recreational facilities.

Nearby parks include the Hillcrest Heights Community Center and Oxon Run Community Park located approximately 0.50 miles to the north on Southern Avenue. These facilities provide ball fields, tennis courts, indoor basketball courts, playgrounds, trails, a gym, and indoor meeting and activity space. Barnaby Run Stream Valley Park is an unimproved series of tracts located approximately 0.75 miles south of this site, on Wheeler Road, and Oxon Run Park, a District of Columbia Parks and Recreation property, is located approximately 0.50 miles to the southeast.

The sector plan indicates that a survey of public facilities and parks has found that the project area has vast areas of land owned by the National Park Service and the Maryland-National Capital Park and Planning Commission (M-NCPPC); however, most of this land is either inaccessible or undeveloped. Nearly all the open space owned by M-NCPPC is land that follows stream corridors or is protecting steep slopes from development and provides little active recreation opportunities for area residents. The sector plan states that there is a dearth of neighborhood parks and no urban parks in the project area. The plan contains goals for public facilities and parks including “Establish urban parks and plazas as amenities to add value and provide adequate open space for higher intensity development.”

The vision recommends including small urban parks and plazas near the [rail] stations to help create new space for community life organized around walking, indicating that:

- **Outdoor amenity space may be met in one contiguous open area or in multiple open areas on the lot; however, to receive credit the area must be at least ten feet in width and length.**
- **Examples of active outdoor amenities include a playground, athletic court, pool deck, spray deck or plaza, promenade, or dog park.**
- **Passive park areas must include improvements such as trails, paths, and seating areas. Formal or informal gardens, as well as greenbelts, are considered acceptable outdoor amenity areas.**
- **Outdoor amenity space may be located at or above grade. Above-grade examples include a rooftop deck or terrace, rooftop patio or fitness station.**
- **Outdoor amenity space cannot be parked or driven upon, except for emergency access and permitted temporary events.**

Mandatory dedication of parkland, pursuant to Section 24-134(a) of the Subdivision Regulations, provides for the dedication of land, the payment of a fee-in-lieu, or on-site recreational facilities, as this development consists of a residential subdivision. Based on the proposed density of development, 15 percent of the net residential lot area could be required to be dedicated to

M-NCPPC for public parks, which equates to 2.13 acres. The general notes on the PPS indicated that applicant has opted to provide on-site recreational facilities. An amenity cost estimate sheet was provided with a table showing the square footage of amenity space and the cost per square foot for each building; however, there are no open space or recreational areas represented on the PPS plan. The cost estimate sheet did not provide any details on the amenities to be provided, nor did the statement of justification (SOJ) provided by the applicant.

The SOJ does not discuss the recreational amenities proposed, nor the open space and recreational goals or vision of the sector plan. With the development of this site utilizing a mix of residential, commercial, and institutional uses, it is important to establish a community with a strong emphasis on the public realm by creating plazas, pocket parks, and/or open space to be shared by residents, employees, students, and visitors. The plan does not clearly show how the open space or recreational goals will be implemented with this proposal; however, building and paving details and floor plans are expected to be provided at the time of DSP review. The applicant shall show and label the areas provided for open space and recreation in accordance with Park and Recreation Facilities Guidelines, with consideration given to the goals of the sector plan, at the time of DSP.

The applicant's proposed private on-site recreational facilities will meet the requirements of Section 24-134(a).

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

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

The subject site is located approximately 0.40 miles northeast of the intersection of Southern Avenue and Wheeler Road. The site is unimproved aside from a five-foot-wide sidewalk located along the subject property's frontage of Southern Avenue. There are currently no bicycle facilities built on the subject property. The area under review for the subject application is located within a 2035 General Plan Center and therefore, is subject to Section 24-124.01 of the Subdivision Regulations and the "Transportation Review Guidelines – Part 2."

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

This development case is subject to the MPOT, which does not display any recommended bicycle or pedestrian facilities on site.

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

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

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

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

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

The Transportation Systems section of the sector plan makes the following statement regarding pedestrian and bicycle facility improvements along the subject property's frontage of Southern Avenue:

**It should be noted that DDOT owns, designs, and maintains the whole right of way in the station area. Recommended improvements to Southern Avenue are in support of DDOT's current efforts to create an improved bicycle and pedestrian environment along Southern Avenue (page 174).**

Policy recommendations to increase multimodal mobility in the Southern Avenue Station area include:

- 1. Support implementation of DDOT's Southern Avenue station redesign to improve pedestrian and bicycle facilities in the station area (page 176).**

The subject property fronts along Southern Avenue, which falls under the purview of DDOT regarding pedestrian and bicycle improvements in the right of way. Typically, pedestrian and bicycle improvements are conditioned at the PPS stage of development, specifically along roads that provide frontage to the property under review. DDOT's redesign of the frontage of Southern Avenue in the immediate vicinity of the subject property to improve pedestrian and bicycle facilities is found to be acceptable.

The property falls in the developing tier and sidewalks are required on both sides of all roads, public or private, excluding alleys. The applicant's submission includes a bicycle and pedestrian exhibit indicating all on-site pedestrian and bicycle improvements, including sidewalks along both sides of all new roads, crosswalks at all locations where sidewalks intersect with roads, and bicycle parking throughout the development.

The applicant shall provide a bicycle and pedestrian facilities plan as part of the DSP submission, which shows details of all on-site and offsite pedestrian and bicycle improvements as required in Section 24-124.01(f) of the Subdivision Regulations. At the time of DSP, specific details and placement of the required pedestrian and bicycle improvements will be further reviewed.

### **Adequacy of On-Site Facilities**

The applicant has included an exhibit detailing the proposed on-site facilities, which includes sidewalks along both sides of all new roads, crosswalks at all locations where sidewalks intersect with roads, and bicycle parking throughout the development.

The proffered on-site sidewalks, crosswalks, and bicycle parking facilities will contribute to meeting the pedestrian and bicycle adequacy findings pursuant to Section 24-124.01(b) of the Subdivision Regulations.

### **Adequacy of Off-Site Facilities**

The subject application includes proposed off-site bicycle and pedestrian adequacy improvements pursuant to Section 24-124.01(c) of the Subdivision Regulations. The cost cap for the site is \$323,484. This number was developed by multiplying the nonresidential square footage by \$0.35 (\$13,884.15), adding the number of dwelling units multiplied by \$300 (\$309,600), and then adjusting the total amount for inflation based on the United States Bureau of Labor Statistics Cost Price Index between June 2013, the effective date of the adequacy legislation, and today.

### **Demonstrated Nexus Finding**

The applicant has proffered to upgrade 36 existing streetlights within a half-mile radius of the subject site from high pressure sodium to light-emitting diode, upgrade 265 linear feet of sidewalk gaps along Wheeler Road between Southern Avenue and Wheeler Hills Road, and install one Capital Bikeshare Station with six bicycles and eleven docks. The specific location of these improvements is contained within the applicant's bicycle and pedestrian impact statement.

The applicant's proffer to fulfill the off-site pedestrian and bicycle improvements are all within 0.25 miles of the subject property. The off-site pedestrian and bikeway facilities proffered by the applicant will improve pedestrian and bicycle movement in the immediate vicinity of the subject property while also complementing nearby existing commercial development.

The location of the bikeshare station shall be within a dedicated public access easement or within the public right-of-way within a half mile of the subject site as required in accordance with the Subdivision Regulations. The current location of the bike share station, within the private right-of-way on-site, may be the most appropriate location and fulfills the intent of the requirements of Section 24-124.01 for off-site facilities. However, if it remains in the proposed location, it must be established as within a dedicated public access easement pursuant to Section 24-124.01(e)(2). The exact location of the bike share station shall be approved by the Prince George's County Department of Public Works and Transportation.

Pursuant to Section 24-124.01, there is a demonstrated nexus between the proffered and required pedestrian and bikeway facilities for the proposed development and nearby destinations. The proffered and required off-site facilities will contribute to meeting the pedestrian and bicycle adequacy findings pursuant to Section 24-124.01(b) and are within the cost cap pursuant to Section 24-124.01(c).

Based on the preceding findings, the pedestrian and bicycle transportation facilities will serve the proposed subdivision, meet the findings required by Subtitle 24 of the Prince George's County Code, and conform to the sector plan and the MPOT.

10. **Transportation**—Transportation-related findings related to adequacy are made with this application, along with any determinations related to dedication, access, and general subdivision layout. Access and circulation are proposed by means of private rights-of-way.

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

The subject property is currently unimproved and is located within Transportation Service Area 2, as defined in Plan 2035. As such, the subject property is evaluated according to the following standards:

**Links and Signalized Intersections:** Level-of-service D, with signalized intersections operating at a critical lane volume of 1,450 or better. Mitigation per Section 24-124(a)(6) of the Subdivision Regulations, is permitted at signalized intersections within any transportation service area subject to meeting the geographical criteria in the "Transportation Review Guidelines - Part 1- 2012" (Guidelines).

**Unsignalized Intersections:** The procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. A three-part process is employed for two-way stop-controlled intersections:

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

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

To evaluate the impact of the proposed development, the applicant provided a July 2021 traffic impact study. The findings outlined below are based upon a review of these materials and analyses consistent with the Guidelines. The table below shows the intersections deemed to be critical, as well as the levels of service representing existing conditions.

EXISTING CONDITIONS		
Intersections	AM	PM
	(LOS/CLV) delay	(LOS/CLV) delay
Southern Avenue and 23 <sup>rd</sup> Parkway-23 <sup>rd</sup> Street	A/334	A/652
Southern Avenue and Mississippi Avenue	A/362	A/776
Southern Avenue and WMATA-Valley Terrace	A/228	A/364
Southern Avenue and Southern Avenue Park & Ride	A/226	A/398
Southern Avenue and Driveway-Site Access 2 *	11.6 seconds	21 seconds
Southern Avenue and 13 <sup>th</sup> Street	A/302	A/544
Southern Avenue and Wheeler Road	A/690	B/1028
* Unsignalized intersections. In analyzing two-way stop-controlled intersections, a three-step procedure is undertaken in which the greatest average delay (in seconds) for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume is computed and compared to the approved standard. According to the Guidelines, all three tests must fail in order to require a signal warrant study.		

The traffic impact study identified four background developments whose impact would affect some, or all of the study intersections. In addition, a growth of 0.5 percent over six years was also applied to the traffic volumes.

BACKGROUND CONDITIONS		
Intersections	AM	PM
	(LOS/CLV) delay	(LOS/CLV) delay
Southern Avenue and 23 <sup>rd</sup> Parkway-23 <sup>rd</sup> Street	A/360	A/688
Southern Avenue and Mississippi Avenue	A/378	A/815
Southern Avenue and WMATA-Valley Terrace	A/251	A/388
Southern Avenue and Southern Avenue Park & Ride	A/249	A/419
Southern Avenue and Driveway-Site Access 2 *	11.9 seconds	23.3 seconds
Southern Avenue and 13 <sup>th</sup> Street	A/327	A/576
Southern Avenue and Wheeler Road	A/747	B/1092
* Unsignalized intersections. In analyzing two-way stop-controlled intersections, a three-step procedure is undertaken in which the greatest average delay (in seconds) for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume is computed and compared to the approved standard. According to the Guidelines, all three tests must fail in order to require a signal warrant study.		

Using the trip rates from the Guidelines, as well as the *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers - ITE) the study has indicated that the subject application represents the following trip generation:

<b>Table 1 - Trip Generation</b>							
		<b>AM Peak</b>			<b>PM Peak</b>		
		<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
Retail	50,000 sq. ft.	110	67	177	156	169	325
	<i>Less internal capture</i>	-4	-2	-6	-16	-44	-60
	<b>Total trips</b>	<b>106</b>	<b>65</b>	<b>171</b>	<b>140</b>	<b>125</b>	<b>265</b>
	<i>Less pass-by (40 percent)</i>	-42	-26	-68	-56	-50	-106
	<b>Net Retail trips</b>	<b>64</b>	<b>39</b>	<b>103</b>	<b>84</b>	<b>75</b>	<b>159</b>
Day-Care (Students)	150 estimate	63	57	120	58	65	123
	<i>Less pass-by (40 percent)</i>	-25	-23	-48	-23	-26	-49
	<b>Net Day Care</b>	<b>38</b>	<b>34</b>	<b>72</b>	<b>35</b>	<b>39</b>	<b>74</b>
Asst. Living (ITE-254)	<b>100 beds</b>	<b>12</b>	<b>7</b>	<b>19</b>	<b>10</b>	<b>16</b>	<b>26</b>
Senior Adult Housing	500 units	25	40	65	50	30	80
Apartments – mid-rise	750 units	78	312	390	293	157	450
	<b>Total Residential Trips</b>	<b>103</b>	<b>352</b>	<b>455</b>	<b>343</b>	<b>187</b>	<b>530</b>
	<i>Less internal capture</i>	-2	-4	-6	-44	-16	-60
	<b>Total off-site trips</b>	<b>101</b>	<b>348</b>	<b>449</b>	<b>299</b>	<b>171</b>	<b>470</b>
	<i>Less transit credit -15 percent</i>	15	52	67	45	26	71
	<b>Net Residential Trips</b>	<b>86</b>	<b>296</b>	<b>382</b>	<b>254</b>	<b>145</b>	<b>399</b>
<b>Total new trips – off-site</b>		<b>200</b>	<b>376</b>	<b>576</b>	<b>383</b>	<b>275</b>	<b>658</b>

The table above indicates that the development, as proposed, will be adding 576 AM and 658 PM net new peak trips.

A third analysis depicting total traffic conditions was done, yielding the following results:

TOTAL CONDITIONS		
Intersections	AM	PM
	(LOS/CLV) delay	(LOS/CLV) delay
Southern Avenue and 23 <sup>rd</sup> Parkway-23 <sup>rd</sup> Street	A/445	A/801
Southern Avenue and Mississippi Avenue	A/526	B/1003
Southern Avenue and WMATA-Valley Terrace	A/354	A/494
Southern Avenue and Southern Avenue Park & Ride	A/352	A/519
Southern Avenue and Driveway-Site Access 1 *		
Tier 1: HCS Delay test	78.4 seconds	>200 seconds
Tier 2: Minor Street Volume	>100	>100
Tier 3: CLV	A/589	B/1011
Southern Avenue and Driveway-Site Access 2 *		
Tier 1: HCS Delay test	22.7 seconds	59.4 seconds
Tier 2: Minor Street Volume	>100	>100
Tier 3: CLV	A/371	A/583
Southern Avenue and 13 <sup>th</sup> Street	A/405	A/652
Southern Avenue and Wheeler Road	A/872	B/1268
* Unsignalized intersections. In analyzing two-way stop-controlled intersections, a three-step procedure is undertaken in which the greatest average delay (in seconds) for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume is computed and compared to the approved standard. According to the Guidelines, all three tests must fail in order to require a signal warrant study.		

The results under total traffic conditions show that the intersections will all operate adequately. It is noted that all the analyses were predicated on the densities and trip generation outlined in Table 1 above. However, the final revised plan shows a reduction in the overall densities that were not reflected in the traffic impact study. Table 2 below represents the revised trip generations.

<b>Table 2 - Trip Generation (revised)</b>							
		<b>AM Peak</b>			<b>PM Peak</b>		
		<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
Retail Supermarket	10,275 sq. ft.	97	60	157	48	53	101
	18,500 sq. ft.	43	28	71	113	108	221
	<i>Less internal capture</i>	-2	-1	-3	-16	-42	-58
	<b>Total trips</b>	138	87	225	145	119	264
	<i>Less pass-by (40 percent)</i>	-55	-35	-90	-58	-48	106
	<b>Net Retail trips</b>	<b>83</b>	<b>52</b>	<b>135</b>	<b>87</b>	<b>71</b>	<b>158</b>
Day-Care (Students)	150 estimate	63	57	120	58	65	123
	<i>Less pass-by (40 percent)</i>	-25	-23	-48	-23	-26	-49
	<b>Net Day Care</b>	<b>38</b>	<b>34</b>	<b>72</b>	<b>35</b>	<b>39</b>	<b>74</b>
Asst. Living (ITE-254)	<b>148 beds</b>	<b>18</b>	<b>10</b>	<b>28</b>	<b>14</b>	<b>24</b>	<b>38</b>
Senior Adult Housing	397 units	20	32	52	40	24	64
Apartments – mid-rise	497 units	51	202	253	190	102	292
	<b>Total Residential Trips</b>	71	234	305	230	128	356
	<i>Less internal capture</i>	-1	-2	-3	-42	-16	-58
	<b>Total off-site trips</b>	70	232	302	188	110	298
	<i>Less transit credit -15 percent</i>	-10	-35	-45	-28	-17	-45
	<b>Net Residential Trips</b>	<b>60</b>	<b>197</b>	<b>257</b>	<b>160</b>	<b>93</b>	<b>253</b>
<b>Total new trips – off-site (Trip Cap)</b>		<b>199</b>	<b>293</b>	<b>492</b>	<b>296</b>	<b>227</b>	<b>523</b>

Because the traffic impact study analyses were based on a higher density, and all the intersections were found to be operating at an acceptable level of service, all the critical intersections will continue to operate with acceptable levels of service with a reduced density. However, the trip cap should be based on the actual densities proposed. Consequently, a trip cap of 492 AM and 523 PM peak trips will be required.

The traffic impact study provided by the applicant is found to be acceptable. Regarding site layout, the overall proposal is also found to be acceptable. A turning template that simulates the movement of a typical fire department truck was also submitted. The template demonstrates that such a vehicle would be able to navigate its' way throughout the proposed development.

**Master Plan and Site Access**

The subject property is located in an area where the development policies are governed by the sector plan. The subject property is also governed by the MPOT. There are no master plan roads on which the proposed development will have an impact. The property fronts on

Southern Avenue, a four-lane undivided road that is located entirely in the District of Columbia. No additional right-of-way will be required of the applicant.

The PPS includes an internal network of private streets, which access the public right-of-way of Southern Avenue. These private streets are encompassed by proposed Parcel A. This private right-of-way is to be conveyed to the community association to ensure its maintenance and availability to all development parcels within the subdivision. Access via private roads to serve the development lots proposed in this application is permissible in the D-D-O Zone, pursuant to Section 24-128(b)(8) of the Subdivision Regulations.

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

- 11. Schools**—This PPS was reviewed for impact on school facilities, in accordance with Section 24-122.02 of the Subdivision Regulations, Prince George’s County Council Resolutions CR-23-2001 and CR-38-2002, *Amended Adequate Facilities Regulation for Schools*. Elderly housing operated in accordance with State and Federal Fair Housing law is exempt from the schools’ test. Thus, the proposed 397 senior units and 148 assisted living units are exempt from the schools’ test. The subject property is located within Cluster 5, as identified in the *Pupil Yield Factors and Public-School Clusters 2020 Update*. An analysis was conducted, and the results are as follows:

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

Affected School Cluster	Elementary School Cluster 5	Middle School Cluster 5	High School Cluster 5
<b>Total Units</b>	<b>1,032</b>	<b>1,032</b>	<b>1,032</b>
Elderly Units (exempt)	397	397	397
Assisted Living Units (exempt)	148	148	148
<b>Multi-Family Detached Dwelling Units</b>	<b>487 DU</b>	<b>487 DU</b>	<b>487 DU</b>
Multi-Family Pupil Yield Factor (PYF)	0.162	0.089	0.101
MFD x PYF = Future Subdivision Enrollment	79	43	49
Adjusted Student Enrollment 9/30/19	6,428	2,797	3,668
Total Future Student Enrollment	6,507	2,840	3,717
State Rated Capacity	7,913	3,304	5,050
Percent Capacity	82 percent	86 percent	74 percent

Section 10-192.01 establishes school surcharges and an annual adjustment for inflation, unrelated to the provision of Subtitle 24. The current amount is \$10,180 per dwelling if a building is located

between I-95/I-495 and the District of Columbia; \$10,180 per dwelling if the building is included within a basic plan or conceptual site plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$17,451 per dwelling for all other buildings. This project is located between I-95/I-495 and the District of Columbia; thus, the surcharge fee is \$10,180. This fee is to be paid to DPIE at the time of issuance of each building permit.

12. **Public Facilities**—In accordance with Section 24-122.01 of the Subdivision Regulations, police, water and sewerage, and fire and rescue facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section, dated September 13, 2021 (Thompson to Heath) and incorporated by reference herein.
13. **Public Utility Easement (PUE)**—Section 24-122(a) of the Subdivision Regulations requires that when utility easements are required by a public company, the subdivider shall include the following statement in the dedication documents recorded on the final plat:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at folio 748.”

The standard requirement for PUEs is 10 feet wide along both sides of all public rights-of-way. The subject site fronts on the public right-of-way of Southern Avenue. The required PUE along Southern Avenue is delineated on the PPS.

The PPS includes internal private rights-of-way to serve the site. Section 24-128(b)(12) requires that 10-foot-wide PUEs be provided along one side of all private streets. The applicant filed for a variation from Section 24-128(b)(12), which is discussed below.

#### **Variation Request**

The applicant is proposing internal private rights-of-way for circulation through the site. Section 24-128(b)(12) establishes design guidelines for lots fronting on private rights-of-way. This section requires that these lots provide a 10-foot-wide PUE along one side of a private right-of-way. The applicant is proposing to provide one seven-foot-wide PUE along and within the proposed private street Parcel A traveling through the center of the site, which provides direct connection from Southern Avenue and continues from west to east within the subject property. The project is design so that all development parcels will front on the central private right-of-way within the site. This right-of-way continues and loops to the rear of the lots for additional circulation but PUEs are not proposed along these areas. Section 24-113 of the Subdivision Regulations sets forth the required findings for approval of variation request, as follows:

- a. **Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this**

**Subtitle and Section 9-206 of the Environment Article; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon the evidence presented to it in each specific case that:**

- 1. The granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to other property;**

Granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to the other property. A PUE will be provided at the standard width along Southern Avenue, allowing for continuity for the placement of utilities to serve neighboring properties. The variation for the specific location and width of utilities is solely within the subject site and designed to serve the specific needs of this property, while not affecting other properties. This application has been referred out to public utility agencies, none of which have objected to this request.

- 2. The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;**

The applicant submitted a revised SOJ, received on October 11, 2021, in support of this variation request and all the required findings listed herein. The SOJ asserts that the conditions on which the variation is based are unique, as the subject property is physically constrained due to a number of factors. There are 3.14 acres of woodland preservation area on the northern and eastern portion of the site, which the applicant has designed its lotting pattern and right-of-way circulation to avoid. Further, the property has a relatively narrow frontage along Southern Avenue, along with steep slopes in this location. These conditions, which are further elaborated in the applicant's SOJ, are not generally applicable to other properties.

- 3. The variation does not constitute a violation of any other applicable law, ordinance, or regulation; and**

This variation request does not constitute a violation of any other applicable law, ordinance, or regulations. The approval of a variation is unique to the Subdivision Regulations and under the sole authority of the Prince George's County Planning Board. The applicant has also provided correspondence stating that they have consulted with the Potomac Electric Power Company regarding the proposed PUE design in order to meet their needs.

- 4. Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out;**

As discussed above, the subject property is physically constrained due to a number of factors. There are 3.14 acres of woodland preservation area on the northern and eastern portion of the site, which the applicant has designed its lotting pattern and right-of-way circulation to avoid. Further, the property has a relatively narrow frontage along Southern Avenue, along with steep slopes in this location. These factors, which are further elaborated in the applicant's SOJ, have constricted the development area. The site is being design for a dense urban setting while providing minimal disturbance to existing environmental features on-site and with respect to providing the utility areas necessary to serve the development. Requiring the applicant to provide PUEs above those necessary to serve the proposed development would be a particular hardship to ensuring the preservation of environmental features and utilization of the most developable areas of the site.

5. **In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where multifamily dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113(a), above, the percentage of dwelling units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George's County Code.**

The subject property is zoned M-X-T. Therefore, this provision does not apply.

The Planning Board finds that the site is unique to the surrounding properties and the variation is supported by the required findings. The approval of the variation will not have the effect of nullifying the intent and purpose of the Subdivision Regulations, which in part, is to ensure that public utilities are available to serve the site.

14. **Historic**—A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any Prince George's County historic sites or resources. This proposal will not impact any historic sites, historic resources or known archeological sites. Due to previous disturbance on the site and steep slopes, a Phase I archeology survey is not recommended.
15. **Environmental**—The following applications and associated plans have been reviewed for the subject site:

Review Case Number	Associated Tree Conservation Plan Number	Authority	Status	Action Date	Resolution Number
NRI-023-2020	N/A	Staff	Approved	4/11/2020	N/A
NRI-023-2020-01	N/A	Staff	Approved	4/22/2020	N/A
4-19052	TCP1-015-2021	Planning Board	Approved	11/18/2021	2021-41

**Proposed Activity**

The applicant requested approval of a PPS and a Type 1 tree conservation plan (TCP1-015-2021) for nine parcels for the development of 1,032 multifamily units, 28,775 square feet of commercial space, and 10,894 square feet of institutional use space.

**Grandfathering**

This project is subject to the current environmental regulations of Subtitles 24, 25, and 27 that came into effect on September 1, 2010 and February 1, 2012 because the application is for a new PPS.

**Site Description**

This 15.09-acre site is zoned M-X-T and is located at 1501 Southern Avenue, approximately 2,000 feet north of its intersection with Wheeler Road in Temple Hills. To the west of the site and Southern Avenue is the District of Columbia boundary limits. Currently, the property contains an asphalt drive off Southern Avenue that goes to the northeast to an open unwooded area. This open area previously housed buildings and asphalt/concrete parking areas, which have all been recently removed. The remaining areas of the site are woodlands. A review of the available information indicates that regulated environmental features are present on-site. The soil types found on-site, according to the United States Department of Agriculture Natural Resources Conservation Services Web Soil Survey, are Collington-Wist-Urban land complex, Croom-Marr complex, Marr-Dodon-Urban land complex, Sassafras and Croom soils, and Sassafras-Urban land complex soils. Marlboro and Christiana clays do not occur on or in the vicinity of this site. According to the Sensitive Species Project Review Area map received from the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or near this property. This site is in the Oxon Run watershed which flows into the Potomac River. The property is located off Southern Avenue, which does not contain a designation in the MPOT, nor is it identified as a scenic or historic roadway.

**General Plan Conformance**

The site is located within the Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by Plan 2035; and the Established Communities of the General Plan Growth Policy Map (2035).

## **Master Plan Conformance**

### **Sector Plan**

In the sector plan, Chapter 2, Environmental Quality and Sustainability, contains environmental objectives and recommendations. The following recommendations have been determined to be applicable to the current project.

### **Environmental Recommendations**

- **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.**

The use of green building and energy conservation techniques should be encouraged and implemented to the greatest extent possible. Development applications for the subject property should incorporate green and environmentally sensitive building and site design techniques to reduce overall energy consumption to the fullest extent practical.

- **Continuing to develop stream valleys as a resource for trail connections.**

Currently, the closest master planned trail is just over 1,400 feet away adjacent to the nearby Southern Avenue Metro Station. This trail is proposed to be a hard surface trail. Currently, there are no plans for this project to connect to this master planned trail.

- **Creating a comfortable pedestrian environment with urban open spaces and extensive seating along sidewalks.**

This project is currently in the PPS review process and no details have been given as to creating a comfortable pedestrian environment. This will be reviewed with the DSP.

The proposed subdivision is shown to be accessed from Southern Avenue. Existing sidewalks on Southern Avenue will tie into the proposed road network of this subdivision and meet the intent of this policy.

- **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.**

The site is subject to the WCO. Based on the TCP1 submitted with this application, the woodland conservation requirement will be addressed with on-site preservation, landscape credits, and off-site woodland credits.

The site contains an un-named tributary to the Oxon Creek that is located along the northeastern property line. The TCP1 plan shows no impact to the stream and stream buffer, only to the

adjacent steep slopes. This proposed impact is located in two areas to disturb steep slopes for a stormwater pipe connection and for a SWM outfall structure. There are proposed primary management area (PMA) impacts that are evaluated in detail in the Regulated Environmental Features section of this resolution. An ephemeral stream channel will also be impacted as part of this SWM outfall structure. The balance of the woodland within the PMA (stream, stream buffer, and steep slopes) will be preserved other than these two impact areas. The proposed development will not adversely affect water quality because the project is subject to review by the Prince George's County Soil Conservation District (PGSCD) related to sediment and erosion control measures, and approval of SWM plan by DPIE.

- **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.**

This development proposal has an approved SWM concept plan and letter (36900-2020-00) dated July 23, 2021, which demonstrates conformance with this goal. The approved plan shows that the proposed environmental site design techniques used will be 26 micro bioretention facilities, one green roof, and six underground storage facilities.

- **Coordinating land development to reduce or mitigate the effects of noise pollution.**

The subject property is proposed for 1,032 multifamily units, 28,775 square feet of commercial space, and 10,894 square feet of institutional use space. The site is bounded to the north by existing woodlands, to the east and south by a graded and partially constructed church facility with parking lots, and to the west by an existing apartment complex and Southern Avenue. The adjacent road Southern Avenue is not specifically designated in the MPOT because the roadway is within boundaries of the District of Columbia. The proposed use is not anticipated to generate noise impacts.

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

The property contains regulated and evaluation areas within the green infrastructure network according to the *2017 Countywide Green Infrastructure Plan* of the *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* (Green Infrastructure Plan). The regulated area is associated with the on-site, un-named tributary to the Oxon Run, which runs along the northeastern boundary of the property. The evaluation area covers the remaining area of the property except for some of the on-site open areas. The Oxon Run is identified in the sector plan as a stream and watershed with poor water quality and is recommended for conservation and preservation. Conservation and preservation of this

stream and watershed, particularly the headwater areas, will help to improve water quality downstream. The proposed development will not adversely affect water quality because the project is subject to review by PGSCD related to sediment and erosion control measures, and approval of a SWM plan by DPIE.

The two proposed PMA impacts will disturb the green infrastructure evaluation area for a SWM facility and outfall structure. The TCP1 shows the preservation of one existing woodland area and proposes two planting (landscape and natural regeneration) areas to expand the preservation areas. The proposed impacts to the PMA are discussed in the Regulated Environmental Features/Primary Management Area section of this resolution and the proposed preservation of woodland is discussed in the Woodland Conservation section of this resolution. The proposed project, which is consistent with the M-X-T zoning, preserves the high priority environmental features of the site within the green infrastructure network.

#### **Conformance with Countywide Green Infrastructure Plan**

According to the Green Infrastructure Plan, the majority of the site is within the regulated area or evaluation area. The area outside the green infrastructure plan is a rounded area which includes the area of the previous commercial/industrial development. The application area contains an intermittent stream (un-named stream to Oxon Run), stream buffer, and steep slopes. The site also contains an ephemeral stream. This development will impact the evaluation areas for development of the site.

The following policies support the stated measurable objectives of the Green Infrastructure Plan:

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

The property is subject to the WCO. Plan 2035 designates the site within Environmental Strategy Area 1 (formerly the Developed Tier). The proposal preserves woodland while implementing the desired development pattern of the General Plan by preserving 3.14 acres of existing woodlands, 0.21 acre for natural regeneration, 0.12 acre for landscape credits, and preserving the PMA in conformance with the WCO.

The property contains regulated and evaluation areas within the green infrastructure network. The Regulated Area is associated with the on-site, un-named tributary to the Oxon Run, which runs along the northeastern boundary of the site. The evaluation area covers the remaining area of the property except for some of the on-site open areas. The Oxon Run is identified in sector plan as a stream and watershed with poor water quality which is recommended for conservation and preservation. Conservation and preservation of this stream and watershed, particularly the headwater areas, will help to improve water quality downstream. The proposed development will not adversely affect water quality, because the project is subject to review by PGSCD related to sediment and erosion control measures, and approval of a SWM plan by DPIE.

The two approved PMA impacts will disturb an Evaluation Area for a SWM facility and outfall. The TCP1 shows the preservation of one existing woodland area and proposes two planting (landscape and natural regeneration) areas to expand the preservation areas. The impacts to the PMA, are discussed in the Regulated Environmental Features/Primary Management Area section of this resolution and the preservation of woodland is discussed in the Woodland Conservation section of this resolution. The project, which is consistent with the M-X-T Zone, preserves the high priority environmental features of the site within the Green Infrastructure network.

**POLICY 4: Provide the necessary tools for implementation of the Green Infrastructure Plan.**

**4.2: Continue to require the placement of conservation easements over areas of regulated environmental features, preserved or planted forests, appropriate portions of land contributing to Special Conservation Areas, and other lands containing sensitive features.**

Conservation easements will be required for areas within the PMA that are proposed for retention. On-site woodland conservation will also be required to be placed in Woodland and Wildlife Habitat Conservation Easements prior to the approval of the Type 2 tree conservation plan (TCP2).

**POLICY 5: Improve water quality through stream restoration, stormwater management, water resource protection, and strategic conservation of natural lands.**

**5.8: Limit the placement of stormwater structures within the boundaries of regulated environmental features and their buffers to outfall pipes or other features that cannot be located elsewhere.**

**5.9: Prioritize the preservation and replanting of vegetation along streams and wetlands to create and expand forested stream buffers to improve water quality.**

The site has an approved SWM concept (36900-2020-00) which addresses surface water runoff issues in accordance with Subtitle 32, Water Quality Resources and Grading Code. The PMA associated with this application is located along the northern property line associated with the on-site stream, stream buffers, and steep slopes. Two necessary impacts to the PMA are for a single SWM outfall and stormdrain pipe connection construction. The remaining PMA will be preserved as on-site woodland conservation.

**POLICY 7: Preserve, enhance, connect, restore, and preserve forest and tree canopy coverage.**

**7.1: Continue to maximize on-site woodland conservation and limit the use of off-site banking and the use of fee-in-lieu.**

**7.2: Protect, restore, and require the use of native plants. Prioritize the use of species with higher ecological values and plant species that are adaptable to climate change.**

**7.4: Ensure that trees that are preserved or planted are provided appropriate soils and adequate canopy and root space to continue growth and reach maturity. Where appropriate, ensure that soil treatments and/ or amendments are used.**

Based on the proposed TCP1, the design will preserve 3.14 acres of existing woodlands, 0.21 acre of natural regeneration, and 0.12 acre of landscape credits to replace and preserve the existing wooded PMA. This application will require the purchase of 0.55 acre off-site woodland credits. Woodland retention and planting of native species on-site are required by both the Environmental Technical Manual and the 2010 *Prince George's County Landscape Manual* (Landscape Manual). The off-site woodland credits must be purchased within the same watershed if not then the same river basin (Potomac or Patuxent).

## **Environmental Review**

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

A Natural Resource Inventory, NRI-023-2020-01, was provided with this application. The TCP1 and the PPS show the required information, in conformance with the NRI. No revisions are required for conformance to the NRI.

### **Woodland Conservation**

This property is subject to the provisions of the WCO because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. TCP1-015-2021 was submitted with the PPS.

Based on the revised TCP1, the overall site contains a total of 10.31 acres of net tract woodlands and does not contain floodplain. The plan shows a proposal to clear 7.04 acres of net tract woodland and 0.00 acre of off-site woodlands. The resulting woodland conservation requirement is 4.02 acres, which is proposed to be met with 3.14 acres of on-site preservation, 0.21 acre of on-site natural regeneration, 0.12 acre of landscape credit, and 0.55 acre of off-site woodland credits.

Technical revisions are required to the TCP1 which are included in the conditions of this approval.

### **Specimen Trees**

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

The TCP1 shows 23 specimen trees with eight specimen trees located on-site. The 23 specimen trees have ratings ranging from excellent (Specimen Tree 14), good (Specimen Trees 1, 8, 13, 21, and 23), fair (Specimen Trees 2, 4, 5, 6, 7, 10, 12, 16, 17, 18, 19, 20, and 22), and poor (Specimen Trees 3, 9, 11, and 15). There are eight off-site specimen trees located on three adjacent properties around the subject site (Specimen Trees 3, 4, 5, 6, 7, 10, 14, and 18).

A revised Subtitle 25 variance application, a SOJ in support of a variance (dated October 6, 2021), and a tree removal exhibit were received for review on October 11, 2021. The variance requested the removal of six on-site specimen trees (1, 2, 8, 9, 16, and 23). No off-site specimen trees are proposed for removal.

The applicant received comments at the SDRC meeting noting that there are several other specimen trees that appear to show their root zones as being impacted with the development proposed and will need to be reviewed for species construction tolerance. These specimen trees will require either protective measures or need to be shown as removed. The protective measures for these impacted root zone trees shall be reflected on the TCP2 accompanying the DSP review. If the applicant cannot reduce the limit of disturbance sufficiently to save these trees, a variance request may be needed at time of TCP2. Every effort shall be made to preserve the trees not recommended for removal with this application.

Section 25-119(d)(1) of the WCO contains six required findings that need to be made before a variance can be granted. The letter of justification submitted seeks to address the required findings for the six specimen trees, and details relative to specific individual trees have also been provided in the following chart.

**Specimen Tree Schedule Summary**

ST Number	COMMON NAME	Diameter (in inches)	CONDITION	DISPOSITION	ROOT PRUNE
1	White Oak	33	Good	To be removed	NO
2	Black Oak	49	Fair	To be removed	NO
3*	S. Red Oak	34	Poor	To be saved	YES
4*	White Oak	32	Fair	To be saved	YES
5*	Tulip Poplar	35	Fair	To be saved	YES
6*	American Beech	34	Fair	To be saved	NO
7*	Black Oak	37	Fair	To be saved	NO
8	White Oak	37	Good	To be removed	NO
9	Tulip Poplar	37	Poor	To be removed	NO
10*	Black Cherry	34	Fair	To be saved	YES
11	Tulip Poplar	40	Poor	To be saved	NO
12	Tulip Poplar	32	Fair	To be saved	YES
13	White Oak	50	Good	To be saved	NO
14*	White Oak	35	Excellent	To be saved	NO
15	Blackgum	35	Poor	To be saved	YES
16	Tulip Poplar	38	Fair	To be removed	NO
17	White Oak	33	Fair	To be saved	NO
18*	Chestnut Oak	31	Fair	To be saved	NO
19	Chestnut Oak	32	Fair	To be saved	YES
20	Chestnut Oak	46	Fair	To be saved	YES
21	Chestnut Oak	31	Good	To be saved	YES
22	Chestnut Oak	32	Fair	To be saved	YES
23	Chestnut Oak	32	Good	To be removed	NO

Note: \* = Specimen Tree is located off-site (eight trees)

A variance to Section 25-122(b)(1)(G) was requested for the clearing of six on-site specimen trees. The site consists of 15.09 acres of property zoned M-X-T located in an Expedited Transit Oriented Development (ETOD) district. The current proposal for this property is to construct 1,032 multifamily units, 28,775 square feet of commercial space, and 10,894 square feet of institutional use space and associated infrastructure. The on-site open areas were previously used for buildings and asphalt/concrete parking areas, which have all been recently removed. This variance was requested to the WCO which requires, under Section 25-122, that “woodland conservation shall be designed as stated in this Division unless a variance is approved by the approving authority for the associated case.” The Subtitle 25 variance application form requires a SOJ describing how the findings are being met.

The removal of the six specimen trees was requested by the applicant based on the findings below.

The text in **bold**, labeled A-F, are the six criteria listed in Section 25-119(d)(1). The plain text provides responses to the criteria.

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

The 15.09-acre site contains no structures and has 10.31 acres of woodlands, 3.33 acres of which is within the PMA. The specimen trees proposed for removal are scattered within the most developable area of the site. The developable areas outside the PMA contain steep slopes that require grading for development and placement of roadways to access and serve the site. To effectively develop the site and prevent hazards, it is necessary for the six specimen trees (1, 2, 8, 9, 16, and 23) to be removed.

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

These rules apply to all properties and the same considerations would be provided during the review of a variance application necessary for development of any other similar site. Therefore, enforcement of these rules would deprive the applicant of the same rights commonly enjoyed by others in similar areas.

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

Based on the scattered locations of the specimen trees within a M-X-T zoned and ETOD overlay property, the granting of this variance will allow the project to be developed in a functional and efficient manner while providing current sediment control measures and SWM facilities to protect the on-site headwaters of Oxon Run. The removal of the specimen trees is found necessary in order to develop the site in the most appropriate location and does not confer any special privilege to the applicant that 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.**

This request is not based on conditions or circumstances which are the result of actions by the applicant. The applicant proposes the removal of six specimen trees primarily due to the scattered location of the trees and grading that is required around the proposed development to mitigate stormwater and provide sediment control measures. The variance request is the result of the property conditions and is not the result of actions by the applicant.

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

This request is not based on conditions related to land or a building use on a neighboring property.

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

The removal of the six specimen trees and the proposed development will not adversely affect water quality because the project is subject to the requirements of PGSCD related to sediment and erosion control measures and approval of a SWM plan by DPIE. All development is required to be in accordance with an approved SWM plan which includes the review of water quality treatment in accordance with state and County requirements. Therefore, the granting of this variance will not adversely affect water quality.

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

Impacts to the regulated environmental features should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property, or are those that are required by the County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for SWM facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. SWM outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with the County Code.

The site contains regulated environmental features/PMA. According to the revised TCP1 and SOJ dated October 9, 2021, two impacts are proposed to the PMA for a stormdrain line and a SWM outfall structure impacting the PMA (steep slopes) and an ephemeral channel. The original SOJ showed four impact areas and the impacts have been reduced to two in response to the SDRC meeting comments. Several of these impacts were for fill and grading and could not be approved.

**Statement of Justification**

The SOJ includes a request for two separate PMA impacts totaling 2,597 square feet of impacts proposed to steep slopes and an ephemeral channel.

**Analysis of Impacts**

Based on the SOJ, the applicant requested two impacts, as described below:

**Impact 1**

This PMA impact totaling 770 square feet was requested for construction of a stormwater conveyance for one piped system to the outfall structure. The impact area will disturb the extended steep slopes portion of the PMA. Once the stormwater pipe is installed, this impact area is required to be returned to the previous grade. Areas outside the easement area will be replanted.

**Impact 2**

This PMA impact totaling 1,827 square feet was requested for the construction of one SWM outfall structure. The impact is to the expanded steep slopes portion of the PMA. This proposes an impact of 37 linear feet to the ephemeral channel. Once the SWM outfall is installed, the areas outside the rip-rap area will be replanted.

The PMA impacts are considered necessary to the orderly development of the subject property and are approved. The impacts cannot be avoided because the site is required to provide adequate stormwater drainage and infrastructure. The plan shows the preservation, restoration, and enhancement of the remaining PMA.

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

**Conformance with the Requirements of The Development District Overlay (D-D-O) Zone Standards of the 2014 Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment**

The subject site is located within the D-D-O Zone of the sector plan. DSP review is required by both the D-D-O and M-X-T Zones. The proposed subdivision will be required to demonstrate conformance with the applicable requirements of the Zoning Ordinance at the time of DSP review including, but not limited to, the following;

- M-X-T Zone requirements in Sections 27-544 and 27-548, as applicable.
- Expedited Transit-Oriented Development Requirements in Section 27-290.01 of the Zoning Ordinance, as applicable.
- Part 11, Off-Street Parking and Loading, and
- Part 12, Signs.

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

This development in the M-X-T Zone will be subject to the requirements of the Landscape Manual at the time of DSP. Specifically, the site is subject to Section 4.1, Residential Requirements; Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; Section 4.9, Sustainable Landscaping Requirements; and Section 4.10, Street Trees Along Private Streets. Conformance with these requirements will be evaluated at the time of DSP.

**Conformance with the Tree Canopy Coverage Ordinance**

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require building and grading permits that propose 5,000 square feet or greater of gross floor area or disturbance. Properties that are zoned M-X-T are required to provide a minimum of 10 percent of the gross tract area in TCC.

The subject site is 15.1 acres in size and will be required to provide a minimum of 1.51 acres of the tract area in TCC. Conformance with this requirement will be evaluated at the time of DSP.

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

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Doerner, Geraldo and Hewlett voting in favor of the motion at its regular meeting held on Thursday, November 18, 2021, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 2nd day of December 2021.

Elizabeth M. Hewlett  
Chairman

By   
Jessica Jones  
Planning Board Administrator

EMH:JJ:AH:nz

 11/29/21

Approved for Legal Sufficiency  
M-NCPPC Office of General  
Counsel

October 5, 2022

**MEMORANDUM**

**TO:** Henry Zhang, Planner IV, Subdivision Section, Development Review Division

**VIA:** David A. Green, MBA, Planner IV, Long-Range Planning Section, Community Planning Division *DG*

**FROM:** Thomas Lester, Planner III, Master Plans and Studies Section, Community Planning Division *TEL*

**SUBJECT:** DSP-19071/DDS-685 The Promise

**FINDINGS**

Community Planning Division staff finds that, pursuant to Section 27-548.25(b) of the Prior Zoning Ordinance this Detailed Site Plan application meets the applicable standards of the 2014 Approved Southern Green Line Station Area Development District Overlay Zone and is keeping with the purposes of the M-X-T Zone.

**BACKGROUND**

**Application Type:** Detailed Site Plan inside an overlay zone.

**Location:** 1501 Southern Avenue, Oxon Hill, Maryland 20745

**Size:** 15.09 acres

**Existing Uses:** Vacant

**Proposal:** Construct 134 assistant living units, 399 senior adult housing units, 481 market-rate apartment units, 18,946 square feet grocery store, 9,411 square feet of retail space, and approximately 150-student daycare center.

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

**General Plan:** This application is in the *Southern Avenue Metro Neighborhood Center*. The vision for neighborhood centers is lower density mixed-use development that is primarily residential with neighborhood-serving retail and office uses.

## **DSP-19071/DDS-685 The Promise**

**Master Plan:** The 2014 *Approved Southern Green Line Station Area Sector Plan* recommends mixed use land uses on the subject property.

**Planning Area:** 76A

**Community:** The Heights

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

**SMA/Zoning:** The 2014 *Approved Southern Green Line Station Area Sectional Map Amendment* reclassified the subject property from the C-O (Commercial Office) Zone to the M-X-T (Mixed Use-Transportation Oriented) Zone with the Southern Green Line Development District Overlay Zone (DDOZ). On November 29, 2021, the District Council approved CR-136-2021, the Countywide Map Amendment ("CMA") which reclassified the subject property from M-X-T to the NAC (Neighborhood Activity Center) effective April 1, 2022.

### **DEVELOPMENT DISTRICT MANDATORY STANDARDS:**

Community Planning Division staff finds that, pursuant to Section 27-548.25(b) of the Prior Zoning Ordinance this Detailed Site Plan application meets the applicable standards of the 2014 Approved Southern Green Line Station Area Development District Overlay Zone.

cc: Long-range Agenda Notebook  
Kierre McCune, AICP, Supervisor, Master Plans and Studies Section, Community Planning Division

October 10, 2022

**MEMORANDUM**

**TO:** Thomas Burke, Urban Design Section  
**VIA:** Mridula Gupta, Planner III, Subdivision Section *MG*  
**FROM:** Antoine Heath, Planner II, Subdivision Section *AH*  
**SUBJECT:** DSP-19071; The Promise

The subject property is 15.09 acres in area, is located on Tax Map 87 in Grids C2 and D2, and consists of one lot known as Byrne Manor Lot 1, described in Plat Book WWW 50 page 57. This application for a detailed site plan (DSP) proposes 481 multifamily dwellings units, 399 multifamily dwelling units for elderly and handicapped, and 134 multifamily dwelling units for assisted living for a total of 1,014 multifamily dwelling units. The DSP also proposes a 18,946square-foot grocery store, 9,411 square feet of retail space, and a 9,453-square-foot day care. The residential, commercial, and institutional development is proposed on nine parcels within the Neighborhood Activity Center (NAC) Zone. However, this DSP is being reviewed pursuant to the prior Mixed Use Transportation Oriented (M-X-T) Zone.

The subject property is the subject of Preliminary Plan of Subdivision (PPS) 4-19052 which was approved by the Planning Board in November 2021 (PGCPB Resolution No. 2021-141).The PPS approved nine parcels for the development of 1,032 multifamily dwelling units, 28,775 square feet of commercial use, and 10,894 square feet of institutional use.

PPS 4-19052 was approved with 18 conditions, of which the conditions relevant to the review of this DSP are listed below in **bold** text. Staff analysis of the project's conformance to the conditions follows each one in plain text:

- 2. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings shall require approval of a new preliminary plan of subdivision, prior to issuance of any permits.**

This DSP is proposing development consistent with the approved PPS.

- 3. Development of the site shall be in conformance with the approved Stormwater Management Concept Plan, 36900-2020-00, and any subsequent revisions.**

A copy of an approved Stormwater Management (SWM) Concept Plan and letter were submitted with the subject DSP. The Environmental Planning Section should further review the SWM Concept Plan and the subject DSP for consistency.

**4. Prior to approval of a final plat:**

- a. The final plat shall include the grant of public utility easements (PUEs) along and/or within the public and internal private right-of-way, in accordance with the approved preliminary plan of subdivision, and shall note that a variation for the location and width of the PUE along the private right-of-way has been approved.**
- b. The applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that a community association has been established for the subdivision. The draft covenants shall be submitted to the Development Review Division of the Prince George's County Planning Department along with the final plat for review, to ensure that the rights of the Maryland-National Capital Park and Planning Commission are included. The Liber/folio of the declaration of covenants shall be noted on the final plat, prior to recordation.**

The DSP depicts the public PUE's in accordance with the approved PPS. Associated notes and the establishment of a community association shall be reviewed at the time of final plat.

**6. Total development within the subject property shall be limited to uses which generate no more than 492 AM peak-hour trips and 523 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require approval of a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.**

The uses and the total gross floor area (GFA) proposed in this application are within the development anticipated per PPS 4-19052. The Transportation Planning Section should further evaluate the application for conformance with this condition.

**9. Development of this subdivision shall be in conformance with an approved Type 1 tree conservation plan (TCP1-015-2021). The following notes shall be placed on the final plat of subdivision:**

**"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-015-2021), or as modified by a future Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy."**

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

**11. Prior to acceptance of a detailed site plan, the package shall contain an arborist's evaluation, prepared in accordance with Part B, Section 5.2.3C of the Environmental**

**Technical Manual, for all specimen trees whose critical root zones cannot be wholly preserved. Every effort shall be made to preserve the specimen trees not approved for removal with the preliminary plan of subdivision.**

The applicant provided an arborist's evaluation prior to acceptance of this DSP. Conformance to this condition should be further reviewed by the Environmental Planning Section.

- 13. The applicant shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the pedestrian and bicyclist adequacy improvements approved with Preliminary Plan of Subdivision 4-19052, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations as part of any Detailed Site Plan submission.**

The applicant has provided a bicycle and pedestrian facilities plan on sheets 1D-1E of the DSP, which includes locations, limits, specifications, and details of bicycle and pedestrian facilities. Conformance to this condition should be further reviewed by the Transportation Planning Section.

- 14. Prior to acceptance of any detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide plans that illustrate the location, limits, specifications, and details displaying the following facilities, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence:**

- a. Standard sidewalks along both sides of all new roads.**
- b. Crosswalks at all locations where sidewalks intersect with roads.**
- c. Bicycle parking throughout the development.**

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

- 15. In accordance with Section 24-135(b) of the Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall provide adequate on-site indoor and outdoor recreational facilities.**

On-site recreational facilities proposed by the applicant include a fitness center for each multifamily building, courtyards for each multifamily building, a log play sculpture, a dog park, and plazas. Suitability of the proposed recreational facilities and conformance to this condition should be further reviewed by the Urban Design Section.

- 16. At the time of detailed site plan review, the on-site indoor and outdoor recreational facilities shall be reviewed by the Urban Design Section of the Prince George's County Planning Department, Development Review Division for adequacy and proper siting, in accordance with the Park and Recreation Facilities Guidelines and the 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment*.**

The applicant has proposed on-site recreational facilities with this DSP, which include fitness centers for each multifamily building, courtyards for each multifamily building, a log play sculpture, a dog park, and plazas. The applicant has provided a recreational facilities calculation table on the cover sheet of the DSP with associated costs and construction triggers for these facilities. However, not all of the recreational facilities are included in the table. The dog park and plazas are missing from the table. Additionally, the table only lists one fitness center, while the applicant has proposed six (one for each multifamily building). The applicant has listed the trigger for construction as prior to record plat. However, these triggers on the chart should be revised to include the triggers relative to actual building construction or number of dwelling units. These facilities, and their triggers for construction should be reviewed by the Urban Design Section.

### **Additional Plan Comments**

1. The 65 dBA Ldn Unmitigated Noise Contour overlaps Parcel 1. The applicant submitted a noise study dated January 20, 2022. According to the noise study there are four residential units at the northwest elevation of the building at levels 3-6 effected by noise levels above 65 decibels. Noise Mitigation has been proposed to reduce the interior noise levels to 45 decibels or less with 34 Sound Transmission Class (STC) windows and doors. Units needing mitigation should be listed in the general notes, prior to certification of the DSP. Additionally, both the modeled unmitigated and mitigated noise lines should be depicted on the DSP.

### **Recommended Conditions**

1. Prior to signature approval, the detailed site plan shall be revised to:
  - a. Provide a General Note addressing how noise attenuation for interior of dwellings is proposed to be provided.
  - b. Depict and label the modeled unmitigated and mitigated noise lines.

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



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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Countywide Planning Division  
Environmental Planning Section

301-952-3650

October 12, 2022

**MEMORANDUM**

**TO:** Tom Burke, Supervisor, Environmental Planning Section  
Temporary Assignment with Urban Design Section, DRD

**VIA:** Maria Martin, Acting Supervisor, Environmental Planning Section, CWPD *MM*

**FROM:** Chuck Schneider, Planner III, Environmental Planning Section, CWPD *CS*

**SUBJECT:** **The Promise; DSP-19071 and TCP2-036-2022**

The Environmental Planning Section (EPS) has reviewed the above referenced Detailed Site Plan DSP-19071 and a Type 2 Tree Conservation Plan TCP2-036-2022 received on September 13, 2022. Comments were provided in a Subdivision and Development Review Committee (SDRC) meeting on September 30, 2022. A revised DSP, TCP2, and supporting environmental documents were received on October 7, 2022. The EPS recommends approval of DSP-19071 and TCP2-036-2022, subject to the findings and conditions listed at the end of this memorandum.

**BACKGROUND**

The EPS previously reviewed the following applications and associated plans for the subject site:

Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
NRI-023-2020	N/A	Staff	Approved	4/11/2020	N/A
NRI-023-2020-01	N/A	Staff	Approved	4/22/2020	N/A
4-19052	TCP1-015-2021	Planning Board	Approved	11/18/2021	2021-141
DSP-19071	TCP2-036-2022	Planning Board	Pending	Pending	Pending

This application area previously had TCP2 approval with a Forest Stewardship Plan (TCP2-200-03) approved on March 5, 2003.

**PROPOSED ACTIVITY**

The applicant is requesting approval of a DSP and a TCP2 for the construction of 1,014 multifamily units, 27,810 square feet of commercial space, and 10,894 square feet of institutional use space. The current zoning for the site is Neighborhood Activity Center (NAC); 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 (M-X-T) Zone.

### **GRANDFATHERING**

This project is subject to the current regulations of Subtitle 25 and prior Subtitles 24 and 27 because the application was subject to Preliminary Plan 4-19052.

### **SITE DESCRIPTION**

This 15.09-acre site is located at 1501 Southern Avenue, approximately 2,000 feet north of its intersection with Wheeler Road in Temple Hills. To the west of the site and Southern Avenue is the District of Columbia boundary limits. Currently, the property contains an asphalt drive off Southern Avenue that goes northeast to an open unwooded area. This open area previously housed a commercial/industrial operation with buildings and asphalt/concrete parking areas, which have all been recently removed. The remaining areas of the site are woodlands. A review of the available information, as shown on the approved natural resources inventory (NRI), indicates that streams and steep slopes are found to occur on the property. According to the Sensitive Species Project Review Area (SSPRA) map received from the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP), there are no rare, threatened, or endangered (RTE) species found to occur on or near this property. This site is in the Oxon Run watershed, which flows into the Potomac River. The property is located off Southern Avenue, which does not contain a designation in the Master Plan of Transportation, nor is it identified as a scenic or historic roadway. The site is located within the Established Communities of the Growth Policy Map and Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map, as designated by the *Plan Prince George's 2035 Approved General Plan*.

### **REVIEW OF PREVIOUSLY APPROVED CONDITIONS**

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

Preliminary Plan of Subdivision 4-19052 was approved by the Planning Board on November 18, 2021. The conditions of approval can be found in PGCPB No. 2021-141.

7. **Prior to signature approval of the preliminary plan of subdivision, the Type 1 tree conservation plan shall be revised as follows:**

a. **Add the property owner notification block to Sheets 2 and 3; and**

b. **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 approved by the Planning Board on (ADD DATE): The removal of one specimen tree (Section 25-122(b)(1)(G), ST1, a 33-inch White Oak, ST2, a 49-inch Black Oak, ST8, a 37-inch White Oak, ST9, a 37-inch Tulip Poplar, ST16, a 38-inch Tulip Poplar, and ST23, a 32-inch Chestnut Oak.”**

c. **Have the revised plan signed and dated by the qualified professional preparing the plan.**

This condition was met prior to signature approval of the TCP1.

8. **The conservation easement shall contain the delineated primary management area, except for approved impacts, and shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat:**

**“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the Maryland-National Capital Park and Planning Commission Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.”**

9. **Development of this subdivision shall be in conformance with an approved Type 1 tree conservation plan (TCP1-015-2021). The following notes shall be placed on the final plat of subdivision:**

**“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-015-2021), or as modified by a future Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy.”**

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

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

These conditions will be met at the time of final plat.

11. **Prior to acceptance of a detailed site plan, the package shall contain an arborist’s evaluation, prepared in accordance with Part B, Section 5.2.3C of the Environmental Technical Manual, for all specimen trees whose critical root zones cannot be wholly preserved. Every effort shall be made to preserve the specimen trees not approved for removal with the preliminary plan of subdivision.**

This condition was met with the DSP submission and the arborist evaluation provided the professional determination about the status of the specimen trees with proposed impacted root zone.

### **ENVIRONMENTAL REVIEW**

#### **Natural Resource Inventory**

A Natural Resource Inventory (NRI-023-2020-01) was provided with this application. The TCP2 and the DSP show the required information in conformance with the NRI. No revisions are required for conformance to the NRI.

**Woodland Conservation**

This property is subject to the 2010 Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A TCP2 (TCP2-036-2022) was submitted with the DSP application.

Based on the revised TCP2, the overall site (15.09 acres) contains a total of 10.31 acres of net tract woodlands and does not contain floodplain. The plan shows a proposal to clear 7.04 acres of net tract woodland and 0.00 acres of off-site woodlands. The resulting woodland conservation requirement is 4.02 acres, which is proposed to be met with 3.14 acres of on-site preservation, 0.12 acres of landscape credit, and 0.76 acres of off-site woodland credits.

Technical revisions are required to the TCP2, which are included in the conditions listed at the end of the memorandum.

**Specimen Trees**

With the recently approved PPS (4-19052), the Planning Board approved six on-site specimen trees (ST1, ST2, ST8, ST9, ST16, and ST23) for removal. This PPS showed two off-site specimen trees (ST7 and ST10) to be removed. The removal of off-site specimen trees cannot occur through the variance process. The PPS approval condition requested that the applicant provide an arborist evaluation of all on- and off-site specimen trees whose critical root zones cannot wholly be preserved with the DSP submission. This evaluation looked at the two off-site trees (ST7 and ST10) and determined that these trees can be saved with pre- and post-construction methods.

**Specimen Tree Schedule Summary**

ST #	COMMON NAME	Diameter (In inches)	CONDITION	DISPOSITION	ROOT PRUNE
1	White Oak	33	Good	To be removed	NO
2	Black Oak	49	Fair	To be removed	NO
3*	S. Red Oak	34	Poor	To be saved	YES
4*	White Oak	32	Fair	To be saved	YES
5*	Tulip Poplar	35	Fair	To be saved	YES
6*	American Beech	34	Fair	To be saved	NO
7*	Black Oak	37	Fair	To be saved	YES
8	White Oak	37	Good	To be removed	NO
9	Tulip Poplar	37	Poor	To be removed	NO
10*	Black Cherry	34	Fair	To be saved	YES
11	Tulip Poplar	40	Poor	To be saved	NO
12	Tulip Poplar	32	Fair	To be saved	YES
13	White Oak	50	Good	To be saved	NO
14*	White Oak	35	Excellent	To be saved	NO
15	Blackgum	35	Poor	To be saved	YES
16	Tulip Poplar	38	Fair	To be removed	NO
17	White Oak	33	Fair	To be saved	NO
18*	Chestnut Oak	31	Fair	To be saved	NO
19	Chestnut Oak	32	Fair	To be saved	YES

ST #	COMMON NAME	Diameter (In inches)	CONDITION	DISPOSITION	ROOT PRUNE
20	Chestnut Oak	46	Fair	To be saved	YES
21	Chestnut Oak	31	Good	To be saved	YES
22	Chestnut Oak	32	Fair	To be saved	YES
23	Chestnut Oak	32	Good	To be removed	NO

**\* = Specimen Tree is located off-site (8 trees)**

The required findings of Section 25-119(d) were adequately addressed at time of PPS for the removal of six specimen trees, identified as (ST1, ST2, ST8, ST9, ST16, and ST23). With further review by an arborist, it was determined that the two off-site trees (ST7 and ST10) can be saved. No additional specimen trees are proposed for removal with this DSP application.

**Preservation of Regulated Environmental Features/Primary Management Area**

This site contains regulated environmental features (REF) that are required to be preserved and/or restored to the fullest extent possible under Section 24-130(b)(5) of the Subdivision Ordinance. The on-site REF includes streams, stream buffers, wetlands, wetland buffers, and steep slopes.

With the PPS, two primary management area (PMA) impacts were approved for a stormdrain line and a stormwater outfall structure impacting the PMA (steep slopes) and an ephemeral channel. This DSP review shows the same impacts as approved with the PPS with no new PMA impacts.

The proposed PMA impacts are considered necessary to the orderly development of the subject property. The impact cannot be avoided because the site is required to provide adequate stormwater drainage and infrastructure. The TCP2 shows the preservation, restoration, and enhancement of the remaining areas of the PMA.

**Soils**

The soil types found on-site, according to the United States Department of Agriculture Natural Resources Conservation Services (USDA NRCS) Web Soil Survey (WSS), are Collington-Wist-Urban land complex, Croom-Marr complex, Marr-Dodon-Urban land complex, Sassafras and Croom soils, and Sassafras-Urban land complex soils. Marlboro and Christiana clays do not occur on or in the vicinity of this site.

**Stormwater Management**

A Stormwater Management Concept Approval Letter (36900-2020-00), and associated plan were submitted with the application for this site. The approval was issued on July 23, 2021, from the Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE) and proposes to construct 26 micro-bioretenion facilities, one green roof, and six subsurface filters. The Concept Plan shows only one outfall structure to the northeast of the facility that outlets into an ephemeral stream channel that drains into the on-site stream system. No stormwater management (SWM) fee for on-site attenuation/quality control measures is required.

**SUMMARY OF RECOMMENDED FINDINGS AND CONDITIONS**

The EPS recommends approval of DSP-19071 and TCP2-036-2022, subject to the following findings and conditions.

**Recommended Findings:**

1. No new specimen trees are proposed for removal with this application. The required findings of Section 25-119(d) have been adequately addressed for the removal of six specimen trees (ST1, ST2, ST8, ST9, ST16, and ST23) with PPS 4-19052.
2. The regulated environmental features (REF) on the subject property have been preserved and/or restored to the fullest extent possible based on the limits of disturbance shown on the tree conservation plan (TCP) submitted for review. The two primary management area (PMA) impact areas (stormwater pipe installation and one stormwater outfall) remain unchanged, as approved under PPS 4-19052, and no new PMA impacts are proposed with DSP-19071.

**Recommended Conditions:**

1. Prior to certification of the detailed site plan, the TCP2 shall be revised as follows:
  - a. Remove note #2 under the specimen tree table.
  - b. Have the revised plan signed and dated by the qualified professional preparing the plan.
2. Prior to the certification of the TCP2 for this site, documents for the required woodland conservation easements shall be prepared and submitted to the Environmental Planning Section (EPS) for review by the Office of Law and submitted to the Office of Land Records for recordation. The following note shall be added to the standard TCP2 notes on the plan as follows:

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



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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October 26, 2022

**MEMORANDUM**

TO: Thomas Burke, Urban Design Review Section, Development Review Division

FROM: Benjamin Ryan, Transportation Planning Section, Countywide Planning Division  


VIA:  William Capers III, PTP, Transportation Planning Section, Countywide Planning Division

**SUBJECT: DSP-19071: The Promise**

**Proposal:**

The subject application proposes the construction of a mixed-use development consisting of 985 residential units (504 senior living housing units and 481 standard market rate dwelling units), an 18,946 square foot grocery store, a 9,453 square foot daycare center, and 9,411 square feet of retail uses. The subject site is located on the east side of Southern Avenue in Oxon Hill, directly south of the Southern Avenue Metro Station. The Transportation Planning review of this DSP application was evaluated using the standards of Section 27 of the prior Zoning Ordinance.

**Prior Conditions of Approval:**

The site is subject to the Preliminary Plan of Subdivision 4-19052. The relevant transportation conditions of approval related to the subject application are listed below:

PPS 4-19052

6. Total development within the subject property shall be limited to uses that generate no more than 492 AM peak-hour trips and 523 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require approval of a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.

**Comment:** The applicant has submitted a trip generation memo as part of the DSP submission. The trip generation memo indicates that the approved trip cap established in the PPS considers the development of 1,032 dwelling units, an 18,500 square foot grocery store, 10,275 square feet of retail use, and a 10,894 square foot daycare center. The number of dwelling units and overall density for the retail use approved with the PPS is slightly higher than the overall amount proposed with the subject DSP, but the square footage of the grocery store approved with the PPS is slightly

lower than the amount proposed with the DSP. The trip generation study considers the construction of a proposed mixed-use development as previously described above that consists of a combination of residential units, a grocery store, general retail uses, and daycare uses resulting in the generation of 384 AM peak period trips and 482 PM peak period trips. While the subject DSP differs slightly from the approved PPS, the trips associated with this proposal are within the peak-hour trip cap approved in PPS 4-19052. However, staff has identified inconsistencies in the latest DSP submission which misallocates the number of overall proposed dwelling units. Specifically, the density provided in the general notes section is not consistent with the rest of the plan sheets, and staff has confirmed with the applicant that the calculation was provided in error. As a condition of approval, staff recommends that the general note sheet is updated to reflect 481 multi-family residential units and 504 senior living housing units which result in a total of 981 residential units.

12. Prior to the approval of any building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following required adequate pedestrian and bikeway facilities have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency, in accordance with the applicant's bicycle and pedestrian impact statement submission and Section 24-124.01 of the Prince George's County Subdivision Regulations:
  - a. Upgrade thirty-six existing streetlights within a half-mile radius of the subject site from high-pressure sodium to the light-emitting diode.
  - b. Upgrade approximately 265 linear feet of sidewalk gaps along Wheeler Road between Southern Avenue and Wheeler Hills Road.
  - c. Install one bike-share station with six bicycles and eleven docks. The bike share station shall be located within a dedicated public access easement or within the public right-of-way and a half mile of the subject site, with the final location and vendor to be determined by the Prince George's County Department of Public Works and Transportation.

**Comment:** The applicant's submission displays the above-referenced improvements which will be enforced by staff prior to the approval of the first building permit. However, the proposed public use easement does not fully encompass the full extent of the area where the bike-share station is being proposed. Staff requests the applicant modify the DSP and the BPIS submission to extend the public use easement needed to serve the bike-share station behind the sidewalk along the south side of Road A. Additionally, staff is recommending a condition for the execution of the public use easement agreement for the public use of the bike-share station prior to approval of final plat.

13. The applicant shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the pedestrian and bicyclist adequacy improvements approved with Preliminary Plan of Subdivision 4-19052, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations as part of any Detailed Site Plan submission.

**Comment:** The applicant's submission contains a bicycle and pedestrian facilities plan as required by condition 13 of 4-19052 which staff finds sufficient.

14. Prior to acceptance of any detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide plans that illustrate the location, limits, specifications, and details displaying the following facilities, unless modified by the Prince George's County Department of Permitting, Inspections, and Enforcement, with written correspondence:
  - a. Standard sidewalks along both sides of all new roads.
  - b. Crosswalks at all locations where sidewalks intersect with roads.
  - c. Bicycle parking throughout the development.

**Comment:** The applicant's submission accurately displays crosswalks at all locations where sidewalk facilities intersect with roadways. Additionally, bicycle parking has been provided throughout the proposed development at locations that staff finds suitable. However, the applicant indicates that the facility labeled as "Fire Access Road A" is designed to provide general circulation throughout the development and therefore should be labeled as a private road and brought up to the standards of a private road, which requires sidewalks on both sides of the road. As a condition of approval, staff recommends the applicant update the DSP to bring the facility labeled as "Fire Access Road A" to private road standards and include sidewalks along both sides of the facility consistent with Condition 14, prior to certification of the DSP. The design of this facility is also discussed in greater detail below.

### **Master Plan Compliance**

This application is subject to 2009 *Approved Countywide Master Plan of Transportation* (MPOT).

### **Master Plan Roads**

There are no master plan roads on which the proposed development will have an impact. The property has frontage on Southern Avenue, a four-lane undivided road that is located entirely in the District of Columbia.

### **Master Plan Pedestrian and Bike Facilities**

The 2009 Approved Countywide Master Plan of Transportation (MPOT) does not contain any recommended bicycle or pedestrian facilities along any road frontage associated with the subject application.

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

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

Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of

transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

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

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

**Comment:** As stated above, the property fronts Southern Avenue which is in the jurisdiction of the District of Columbia. However, the subject property's frontage is already improved with a standard sidewalk along Southern Avenue. Condition twelve of the approved PPS contains a series of improvements including a bike share station along with improved lighting and sidewalk facilities within the immediate vicinity of the subject property. These improvements will assist in achieving pedestrian and bicycle adequacy for the subject site as stated in the MPOT.

### **Transportation Planning Review**

#### **Zoning Ordinance Compliance**

Section 27-283 of the Prince George's County Zoning Ordinance (Ordinance) provides guidance for detailed site plans. The section references the following design guidelines described in Section 27-274(a):

(2) Parking, loading, and circulation

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:

- (ix) Pedestrian and vehicular routes should be separate and clearly marked.
- (x) Crosswalks for pedestrians that span vehicular lanes should be identified using signs, stripes on the pavement, change of paving material, or similar techniques
- (xi) Barrier-free pathways to accommodate the handicapped should be provided

(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 to enhance the visual unity of the site.

Additionally, Section 27-546(b)(7) and Section 27-546(d) (6-7) discuss transportation requirements in the M-X-T Zone and are copied below.

(b) In addition to the information required by Part 3, Division 9, for Conceptual Site Plans, the following information shall be included in Plans in the M-X-T Zone:

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

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

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

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

(a) Section 27-574(a) discusses parking requirements in the M-X-T Zone and is copied below) The number of parking spaces required in the M-X-T Zone and in a Metro Planned Community is to be calculated by the applicant and submitted for Planning Board approval at the time of Detailed Site Plan approval.

**Comment:** During the initial review of the subject application, staff raised concerns regarding inadequate circulation and possible onsite queueing that could have impacts on the existing road network. Staff evaluation of these operational discrepancies was based on the intensity of the proposed uses and the site's constrained land area. Staff requested the applicant provide an operational analysis to examine circulation and queuing on-site. The applicant submitted an operational analysis (last dated October 24, 2022) providing details of the site access points along Southern Avenue, the site layout configuration, and the proportional distribution of trips to each building based on the assigned density and land use. The analysis reported the extent of queuing at each site garage access and intersection, which showed nominal queues at these locations that did not exceed the available storage between each facility. The referenced operational analysis is provided in Attachment A.

The site is served by two access points, both of which originate along Southern Avenue. Private Road A is the northern point of access along Southern Avenue and functions as the primary roadway throughout the development, providing vehicular movement in an east-west direction with one lane of vehicular travel in each direction. Additionally, Private Road A displays eight-foot-wide sidewalks along both sides of the roadway until it culminates near the eastern bounds of the subject site.

Fire Access Road A is the southern point of access along Southern Avenue. Upon initial receipt of the subject application, staff requested that the applicant clarify the function of Fire Access Road A and recommended that if the facility is intended for emergency vehicles only, the applicant would need to provide signage restricting Fire Access Road A to emergency vehicles only. The applicant's response to comments (Agesen to Burke, October 6, 2022) contains the following comment regarding Fire Access Road A: "Fire Access Road A is not intended to be restricted to emergency vehicles only and is open to private vehicles and delivery trucks."

As detailed above, the applicant has indicated that Fire Access Road A is intended to provide general circulation throughout the development and will not be limited to fire access only. The functionality of this facility as described by the applicant was also assumed in the operational analysis which considered traffic distributed along this road to provide access to various buildings located at the southern end of the site.

Given that Fire Access Road A is intended and needed for adequate site circulation, staff requests the applicant update plans to remove the designation of this road from a “fire lane” to a “private road.” Additionally, staff will also recommend as a condition of approval that the DSP is modified to include a five-foot-wide sidewalk along both sides of this road in order to meet the standards of a private road, as required by both the MPOT and condition 14 of the approved PPS.

As previously mentioned, the operational analysis indicated that the site layout used in the study was sufficient to support the nominal queuing at each intersection and garage. This analysis shows that onsite queues will not block any driveways or cause any operational issues. The operational analysis (Exhibit 11) displays the distances between each intersection as well as the distances between each onsite garage. As a condition of approval, staff requests the applicant update the DSP to include a plan sheet that displays the distances between each on-site intersection and on-site garage, consistent with the operational analysis.

The latest DSP submission includes a truck-turning plan which examines the site layout to ensure that trucks can make sufficient and safe truck-turning maneuvers onsite. The plans include truck maneuvers for box trucks, tractor-trailers, and emergency vehicles. Staff finds that the truck-turning plans show adequate space for heavy vehicles and emergency vehicles to access and safely maneuver through the site.

Lastly, regarding onsite circulation, staff requests the applicant provide designated areas for onsite pickup/drop-off of rideshare vehicles given the residential nature of the proposed site. The latest DSP submission includes a rideshare pickup and drop-off location at each residential building, except for Parcel 1. Staff request the applicant update plans to provide a rideshare pickup and drop-off location at Parcel 1 at a location convenient to the entrance but that will not impede traffic operations along Private Road A and Fire Access Road A. Additionally, staff requests the applicant include on-site signage directing drivers to the rideshare pickup and drop-off locations at all residential buildings. Staff will condition this improvement to be shown on plans prior to certification of the DSP.

Section 27-574(a) discusses parking requirements in the M-X-T Zone and is copied below:

- (a) The number of parking spaces required in the M-X-T Zone and a Metro Planned Community is to be calculated by the applicant and submitted for Planning Board approval at the time of Detailed Site Plan approval.

**Comment:** The applicant has submitted a parking analysis detailing on-site parking. The applicant is proposing a total of 860 parking spaces for all proposed uses on-site. A standard development with 504 senior housing units, 481 multifamily dwelling units, an 18,946 square foot grocery store, a 9,453 square foot day-care center, and 9,411 square feet of retail use, which is the density and use being sought with the subject application, would require a minimum of 1,214 parking spaces, per the requirements of section 27-568 of the Prince George’s County Zoning Ordinance (Ordinance). Section 27-574 of the Ordinance allows applicants to develop a criterion, specific to the proposed development, for developing parking standards in the M-X-T zoning district.

The applicant has submitted a parking analysis to determine the parking rate for the proposed development and cites section 27-574(b)(1) which states, “(b)The number of off-street parking

spaces required for development in the M-X-T Zone and a Metro Planned Community shall be calculated using the following procedures: (1) Determine the number of parking spaces required for each use proposed, based on the requirements of Section 27-568. These parking spaces are to be considered as the greatest number of spaces which are occupied in any (1) hour and are known as the peak parking demand for each use. At less than this peak, the number of spaces being occupied is assumed to be directly proportionate to the number occupied during the peak (i.e., at eighty percent (80%) of the peak demand, eighty percent (80%) of the peak parking demand spaces are being occupied)."

The applicant's parking analysis also makes use of the Institute of Traffic Engineers (ITE) Parking Generation Manual (5<sup>th</sup> Edition), which utilizes an hourly parking breakdown, to determine peak parking periods. Based on this 24-hour breakdown of parking, the applicant provided the base requirement parking demand for each hour for each proposed land use for both weekday and weekend periods. The parking analysis indicates that peak parking demand occurs on the weekdays and weekends during the overnight hours from 12:00AM to 4:00AM given the demand of parking associated with the large residential feature of the proposed development. The applicant further asserts that the maximum base parking requirement is 1,101 spaces before site specific parking reductions.

27-574(b)(4)(B) allows for further parking reductions in the M-X-T Zone and states, "Determine the number of parking spaces which will not be needed because of the provision of some form of mass transit, such as rapid rail, bus, forced carpool, vanpool, and developer provided services. The base requirement may be reduced by this number."

Item (B) from above pertains to the potential to reduce parking based on the presence of mass transit services in the vicinity of the site. Near the immediate vicinity of the site, there is a Metrobus stop that provides services for the A2, D12, D13, D14, NH1, and P12 lines along Southern Avenue with stops on both sides of the street. These stops are located at the southern of the two site access points for the site and are therefore easily accessible from the site. In addition, the Southern Avenue Metro Station is located less than one-half mile from the site or less than a 10-minute walk. In order to establish an appropriate estimate for the transit reduction in parking, the ITE Parking Generation Manual, 5<sup>th</sup> Edition was utilized to evaluate the impacts of rail transit <1/2 mile from the site. The ITE Manual provides peak parking demand for Dense Multi-Use Urban Sites for projects located within 1/2 mile of rail transit and for projects not located within 1/2 mile of rail transit. The ITE data was applied to the 481 multifamily housing units using the ITE peak parking formulas and the resulting peak parking demand for each scenario is as follows.

Multifamily Housing (ITE 221-Midrise Units): No rail transit nearby - Peak Parking =  $1.04 \times (481 \text{ Units}) - 15.22 = 485$  parked vehicles

Multifamily Housing (ITE 221-Midrise Units): <1/2 mile to rail transit - Peak Parking =  $0.65 \times (481 \text{ Units}) + 6.12 = 319$  parked vehicles

Rail transit within 1/2 mile results in a 34.3% reduction in parking demand

Exhibits 3a and 3b of the parking analysis show the weekday and weekend hourly parking demand respectively, using a conservative 25% transit reduction factor. The transit reduction was applied only to the residential units (multifamily and housing for the elderly or physically handicapped). At

½mile away, it is unlikely that the small retail and grocery areas would have any substantial transit usage. The resulting calculations shown in Exhibits 3a and 3b include the transit reductions and the multi-use trip reductions. The peak parking continues to occur during overnight hours (12:00 AM to 4:00 AM) with a peak parking demand of 827 vehicles. It should be noted that even if no transit reduction is applied to the housing for the elderly or physically handicapped, a 34% transit reduction applied to the multifamily residential units alone would result in a total parking demand of 839 vehicles, which would remain within the parking supply of 860 spaces. Based on the above-stated criteria, the overall parking requirement for this site would be 827 parking spaces. Further, the proposed parking will not offset any future parking demands within the overall development or to any adjacent sites and solely supports the uses associated with the subject application. In conclusion, the applicant has demonstrated that the parking demand for the large residential development is outside of the general peak period, and the mix of onsite land uses during the peak hours creates the opportunity for shared parking due the varying demand between residential and retail uses onsite. Furthermore, the proximity of the site to the proposed metro station will further offset vehicle demand which reduces the number of required parking spaces to support the development. As such, staff finds the applicant's proposal of 860 parking spaces to be suitable for the proposed mixed-use development within the M-X-T Zone.

**Conclusion:**

Overall, from the standpoint of The Transportation Planning Section it is determined that this plan is acceptable if the following conditions are met:

1. Prior to the certification of the detailed site plan, the applicant and the applicant's heirs, successors and/or assigns shall:
  - a. Revise the DSP sheets to include five-foot-wide sidewalks along both sides of "Fire Access Road A". The exact design shall be evaluated and accepted by the Transportation Planning Section.
  - b. Relabel "Fire Access Road A" to "Private Road"
  - c. Provide a DSP plan sheet that displays the distances between each on-site intersection as well as the distance between each on-site garage, consistent with Attachment A, operational analysis. The exact details shall be evaluated and accepted by the Transportation Planning Section.
  - d. Revise the DSP to include a rideshare pickup and drop-off location at Parcel 1 at a location convenient to the entrance but that will not impede traffic operations along the onsite private roadways. The exact design shall be evaluated and accepted by the Transportation Planning Section.
  - e. Revise the DSP to include on-site signage directing drivers to rideshare pickup and drop-off locations at all residential buildings. The exact design shall be evaluated and accepted by the Transportation Planning Section.
  - f. Revise the DSP to modify the limits of the proposed public use easement to extend behind the proposed bike share station.

2. Prior to approval, the final plat of subdivision, the applicant and the applicant's heirs, successors, and/or assignees shall record a Public Use Easement Agreement for the public use of the bike share facility on the subject property, as provided on the certified detailed site plan. The easement agreement shall be approved by M-NCPPC, recorded in land records, and the Liber/folio shown on the final plat prior to recordation.

Attachments:

- A. The Promise DSP-19071 (Onsite circulation and queuing analysis)

Land Use	Trip Generation Rate	Trip Distribution (In/Out)
Senior Adult Housing - Multifamily (Prince George's County Rates)	Morning Trips = 0.13 x Units Evening Trips = 0.16 x Units	38/62 63/37
Apartments (mid-rise, Prince George's County Rates)	Morning Trips = 0.52 x Units Evening Trips = 0.60 x Units	20/80 65/35
Strip Retail Plaza (<40k) (ksf, ITE-822)	Ln(Morning Trips) = 0.66 x Ln(ksf) + 1.84 Ln(Evening Trips) = 0.71 x Ln(ksf) + 2.72	60/40 50/50
Day Care (Prince George's County Rates)	Morning Trips = 0.80 x Students Evening Trips = 0.82 x Students	53/47 48/52
Supermarket (ksf, ITE-850)	Morning Trips = 2.86 x ksf Ln(Evening Trips) = 0.81 x Ln(ksf) + 2.92	60/41 51/49

Trip Generation Analysis			AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Strip Retail Plaza (<40k) (ksf, ITE-822)	9,411 sq.ft.		17	11	28	37	38	75
Supermarket (ksf, ITE-850)	18,946 sq.ft.		32	22	54	100	101	201
	28,357 Total Retail ksf & Trips:		49	33	82	137	139	276
(see Appendix D)	Internal Retail Trips:		-2	-2	-4	-14	-36	-50
	Total Retail Driveway Trips:		47	31	78	123	103	226
(see note 2)	40% Pass-by Trips:		19	12	31	49	41	90
	Off-site Retail Trips:		28	19	47	74	62	136
Day Care (Prince George's County Rates)	150 students (estimated)		63	57	120	58	65	123
(see note 3)	65% Pass-by Trips:		25	23	48	23	26	49
	Off-site Day Care Trips:		38	34	72	35	39	74
Assisted Living (ITE-254, Beds)	0 beds		0	0	0	0	0	0
Senior Adult Housing - Multifamily (Prince George's County Rate)	504 units		25	41	66	51	30	81
Apartments (mid-rise, Prince George's County Rates)	481 units		50	200	250	188	101	289
	Total Residential Trips:		75	241	316	239	131	370
(see Appendix D)	Internal Residential Trips:		-2	-2	-4	-36	-14	-50
	Off-site Residential Trips:		73	239	312	203	117	320
(see note 4)	15% Transit Credit:		11	36	47	30	18	48
	Net Residential Trips:		62	203	265	173	99	272
	<b>Total Primary Off-site Trips:</b>		<b>128</b>	<b>256</b>	<b>384</b>	<b>282</b>	<b>200</b>	<b>482</b>

Calculation of Trips by Parcel and Use	Sr trips as % of all Resi Trips	Sr offsite trips					
		33%	17%	21%	21%	23%	22%
	Sr offsite trips	21	35	55	37	23	60
	Apts offsite trips	41	168	210	136	76	212
Parcel 1 Sr trips as Percentage of Total	20.8%	4	7	11	8	5	13
Parcel 5 Sr trips as Percentage of Total	52.6%	11	18	29	19	12	32
Parcel 6 Sr trips as Percentage of Total	26.6%	6	10	15	10	6	15
Parcel 2 MF trips as Percentage of Total	27%	11	45	57	37	21	57
Parcel 3 MF trips as Percentage of Total	26%	11	43	54	35	20	55
Parcel 4 MF trips as Percentage of Total	47%	19	80	99	64	35	100
P1 Grocery Trips	pass-by	12	8	20	36	30	66
	primary	18	13	31	54	45	99
Total Strip retail trips	9,411	7	4	11	13	11	24
	primary	10	6	16	20	17	37
P2 Retail Trips (2,560 sf) as Percentage of Total Strip Retail Trips	27.2%	2	1	3	4	3	7
	primary	3	2	4	5	5	10
P6 Retail Trips (6,851 sf) as Percentage of Total Strip Retail Trips	73%	5	3	8	9	8	17
	primary	7	4	12	15	12	27
	P6 - Daycare	25	23	48	23	26	49
	Primary	38	34	72	35	39	74

### Summary of Trips

		AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Parcel 1	Primary	22	20	42	62	50	112
	Pass-by	12	8	20	36	30	66
Parcel 2	Primary	14	47	61	42	26	67
	Pass-by	2	1	3	4	3	7
Parcel 3	Primary	11	43	54	35	20	55
Parcel 4	Primary	19	80	99	64	35	100
Parcel 5	Primary	11	18	29	19	12	32
Parcel 6	Primary	51	48	99	60	57	116
	Pass-by	30	26	56	32	34	66
	<b>Total Primary Trips:</b>	<b>128</b>	<b>256</b>	<b>384</b>	<b>282</b>	<b>200</b>	<b>482</b>
	<b>Total Pass-by Trips:</b>	<b>44</b>	<b>35</b>	<b>79</b>	<b>72</b>	<b>67</b>	<b>139</b>
	<b>Total Driveway Trips to/from Southern Ave:</b>	<b>172</b>	<b>291</b>	<b>463</b>	<b>354</b>	<b>267</b>	<b>621</b>

- Notes:
1. Trip Generation Rates obtained from the ITE Trip Generation Manual, 11th Edition and M-NCPPC Guidelines where noted.
  2. Pass-by trip rates for Retail is 40% per M-NCPPC Guidelines.
  3. Pass-by trip rates for Day Care is permitted to be up to 65% if the site is along an arterial or collector per M-NCPPC Guidelines. Southern Avenue is a minor arterial and therefore the 65% pass-by rate applies.
  4. M-NCPPC Staff has approved a 15% transit credit for the Senior Adult Housing component of the site and a 20% transit credit for the Market Rate Apartments. In order to provide a conservative analysis, a 15% credit was applied to both.
  5. Internal trip calculation obtained from Appendix D and is based on the ITE Mixed-Use Trip Calculation Methodology.

Traffic Impact Analysis	Site Trip Generation - Based on Current DSP	Exhibit 1
 <b>LENHART TRAFFIC CONSULTING, INC.</b> 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		

NCHRP 8-51 Internal Trip Capture Estimation Tool			
<b>Project Name:</b>	1501 Southern Avenue	<b>Organization:</b>	Lenhart Traffic Consulting
<b>Project Location:</b>	1501 Southern Avenue	<b>Performed By:</b>	ML
<b>Scenario Description:</b>	Mixed Development	<b>Date:</b>	2/11/2020
<b>Analysis Year:</b>	Total Conditions - Current Plan		
<b>Analysis Period:</b>	AM Street Peak Hour		

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	ITE-820	28,357	sq. ft.	82	49	33
Restaurant				0		
Cinema/Entertainment				0		
Residential	PG Mid-rise	985	units	316	75	241
Hotel				0		
All Other Land Uses <sup>2</sup>	PG Day Care	150	Students	120	63	57
<b>Total</b>				<b>518</b>	<b>187</b>	<b>331</b>

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.00	0%		1.00	0%	
Restaurant						
Cinema/Entertainment						
Residential	1.00	0%		1.00	0%	
Hotel						
All Other Land Uses <sup>2</sup>	1.00	0%		1.00	0%	

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	2	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	2	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	518	187	331
Internal Capture Percentage	2%	2%	1%
External Vehicle-Trips <sup>3</sup>	510	183	327
External Transit-Trips <sup>4</sup>	0	0	0
External Non-Motorized Trips <sup>4</sup>	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	4%	6%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	3%	1%
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

<sup>3</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

<sup>4</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

*Estimation Tool Developed by the Texas Transportation Institute*

<b>Project Name:</b>	1501 Southern Avenue
<b>Analysis Period:</b>	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	49	49	1.00	33	33
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	75	75	1.00	241	241
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	10		4	0	5	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	5	2	48	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		16	0	0	0	0
Retail	0		0	0	2	0
Restaurant	0	4		0	4	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	8	0	0		0
Hotel	0	2	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	2	47	49	47	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	2	73	75	73	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	63	63	63	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	2	31	33	31	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	2	239	241	239	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	57	57	57	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A  
<sup>2</sup>Person-Trips  
<sup>3</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator  
\*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
<b>Project Name:</b>	1501 Southern Avenue	<b>Organization:</b>	Lenhart Traffic Consulting
<b>Project Location:</b>	1501 Southern Avenue	<b>Performed By:</b>	ML
<b>Scenario Description:</b>	Mixed Development	<b>Date:</b>	2/11/2020
<b>Analysis Year:</b>	Total Conditions - Current Plan		
<b>Analysis Period:</b>	PM Street Peak Hour		

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	ITE-820	28,357	sq. ft.	276	137	139
Restaurant				0		
Cinema/Entertainment				0		
Residential	PG Mid-rise	985	units	370	239	131
Hotel				0		
All Other Land Uses <sup>2</sup>	PG Day Care	150	Students	123	58	65
<b>Total</b>				<b>769</b>	<b>434</b>	<b>335</b>

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail	1.00	0%		1.00	0%	
Restaurant	1.00	0%		1.00	0%	
Cinema/Entertainment						
Residential						
Hotel	1.00	0%		1.00	0%	
All Other Land Uses <sup>2</sup>						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	36	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	14	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	769	434	335
Internal Capture Percentage	13%	12%	15%
External Vehicle-Trips <sup>3</sup>	669	384	285
External Transit-Trips <sup>4</sup>	0	0	0
External Non-Motorized Trips <sup>4</sup>	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	10%	26%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	15%	11%
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

<sup>3</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

<sup>4</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

*Estimation Tool Developed by the Texas Transportation Institute*

<b>Project Name:</b>	1501 Southern Avenue
<b>Analysis Period:</b>	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	137	137	1.00	139	139
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	239	239	1.00	131	131
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	3		40	6	36	7
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	5	55	28	0		4
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		11	0	0	10	0
Retail	0		0	0	110	0
Restaurant	0	69		0	38	0
Cinema/Entertainment	0	5	0		10	0
Residential	0	14	0	0		0
Hotel	0	3	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	14	123	137	123	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	36	203	239	203	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	58	58	58	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	36	103	139	103	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	14	117	131	117	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	65	65	65	0	0

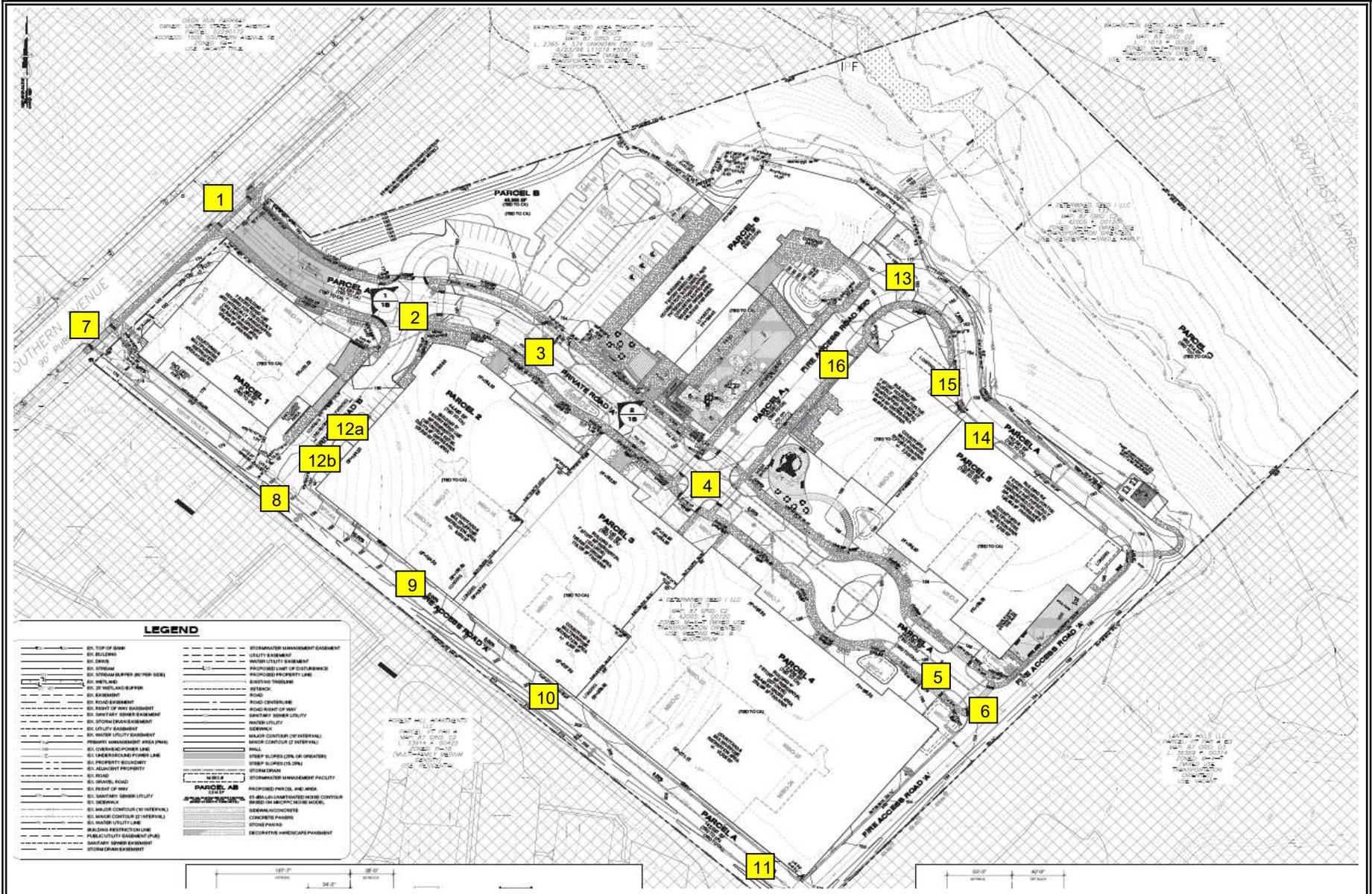
<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P  
<sup>2</sup>Person-Trips  
<sup>3</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator  
\*Indicates computation that has been rounded to the nearest whole number.

Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development

Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Office	0.0%	0.0%
	To Retail	28.0%	20.0%
	To Restaurant	63.0%	4.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	1.0%	2.0%
	To Hotel	0.0%	0.0%
From RETAIL	To Office	29.0%	2.0%
	To Retail	0.0%	0.0%
	To Restaurant	13.0%	29.0%
	To Cinema/Entertainment	0.0%	4.0%
	To Residential	14.0%	26.0%
	To Hotel	0.0%	5.0%
From RESTAURANT	To Office	31.0%	3.0%
	To Retail	14.0%	41.0%
	To Restaurant	0.0%	0.0%
	To Cinema/Entertainment	0.0%	8.0%
	To Residential	4.0%	18.0%
	To Hotel	3.0%	7.0%
From CINEMA/ENTERTAINMENT	To Office	0.0%	2.0%
	To Retail	0.0%	21.0%
	To Restaurant	0.0%	31.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	8.0%
	To Hotel	0.0%	2.0%
From RESIDENTIAL	To Office	2.0%	4.0%
	To Retail	1.0%	42.0%
	To Restaurant	20.0%	21.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	0.0%
	To Hotel	0.0%	3.0%
From HOTEL	To Office	75.0%	0.0%
	To Retail	14.0%	16.0%
	To Restaurant	9.0%	68.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	2.0%
	To Hotel	0.0%	0.0%

Table 7.2a Adjusted Internal Trip Capture Rates for Trip Destinations within a Multi-Use Development

Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Office	0.0%	0.0%
	From Retail	4.0%	31.0%
	From Restaurant	14.0%	30.0%
	From Cinema/Entertainment	0.0%	6.0%
	From Residential	3.0%	57.0%
	From Hotel	3.0%	0.0%
To RETAIL	From Office	32.0%	8.0%
	From Retail	0.0%	0.0%
	From Restaurant	8.0%	50.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	17.0%	10.0%
	From Hotel	4.0%	2.0%
To RESTAURANT	From Office	23.0%	2.0%
	From Retail	50.0%	29.0%
	From Restaurant	0.0%	0.0%
	From Cinema/Entertainment	0.0%	3.0%
	From Residential	20.0%	14.0%
	From Hotel	6.0%	5.0%
To CINEMA/ENTERTAINMENT	From Office	0.0%	1.0%
	From Retail	0.0%	26.0%
	From Restaurant	0.0%	32.0%
	From Cinema/Entertainment	0.0%	0.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To RESIDENTIAL	From Office	0.0%	4.0%
	From Retail	2.0%	46.0%
	From Restaurant	5.0%	16.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To HOTEL	From Office	0.0%	0.0%
	From Retail	0.0%	17.0%
	From Restaurant	4.0%	71.0%
	From Cinema/Entertainment	0.0%	1.0%
	From Residential	0.0%	12.0%
	From Hotel	0.0%	0.0%

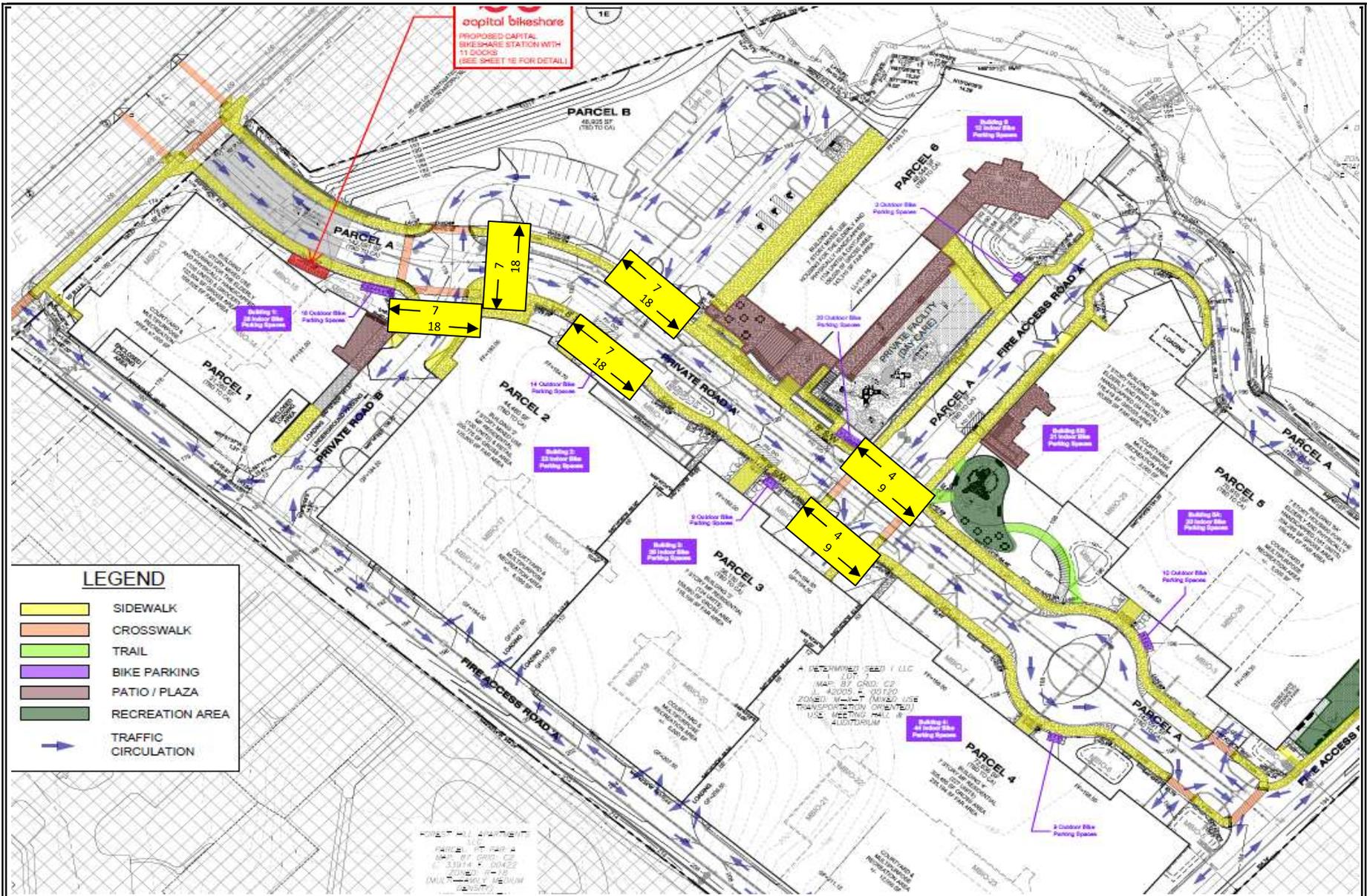


Trip Generation Memo

## Site Plan Driveways and Internal Intersections

## Exhibit 2A

**LENHART TRAFFIC CONSULTING, INC.**  
 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214  
 SEVERNA PARK, MD 21146  
[www.lenharttraffic.com](http://www.lenharttraffic.com)



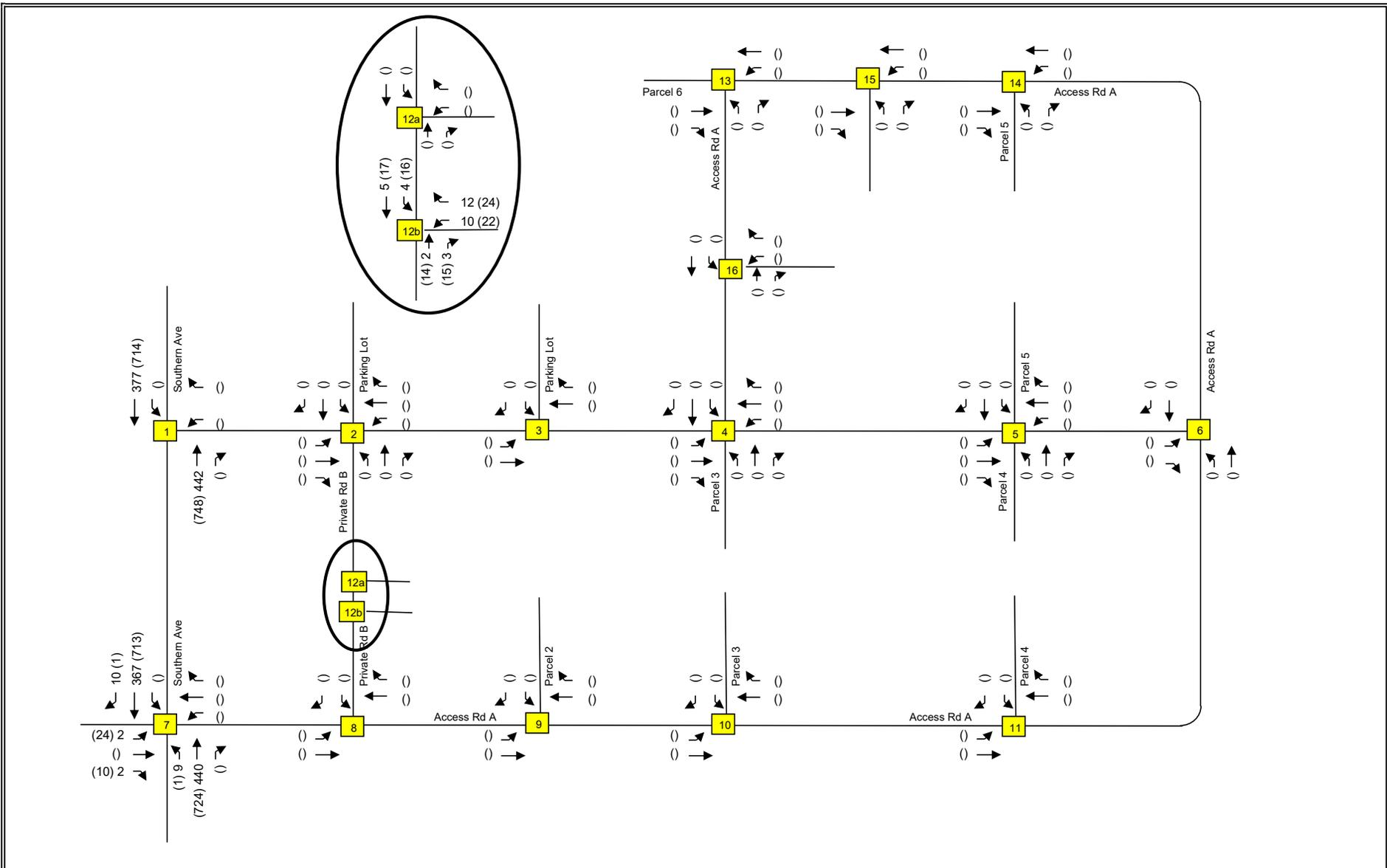
Trip Generation Memo

## Pedestrian Plan (PM Peak Hour Pedestrian Flows based on Internal Trips)

**Exhibit  
2B**

**LENHART TRAFFIC CONSULTING, INC.**  
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214  
SEVERNA PARK, MD 21146  
www.lenharttraffic.com

Note: See Exhibit 1 for Internal Trip Calculations



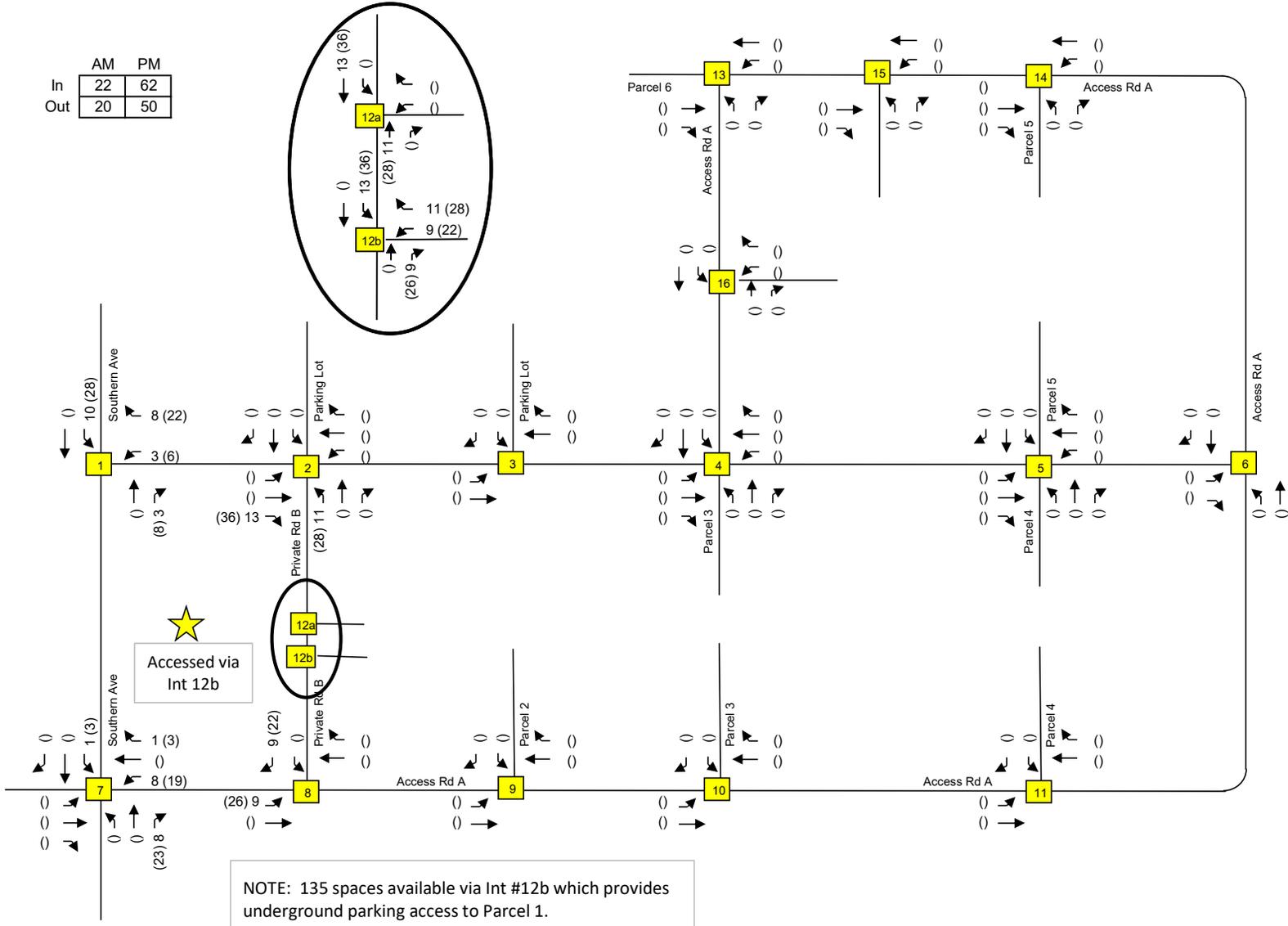
Traffic Impact Analysis  
 Lenhart Traffic Consulting, Inc.  
 Traffic Engineering & Transportation Planning

### Background Traffic Volumes (From App'd TIA)

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit  
 3**

	AM	PM
In	22	62
Out	20	50



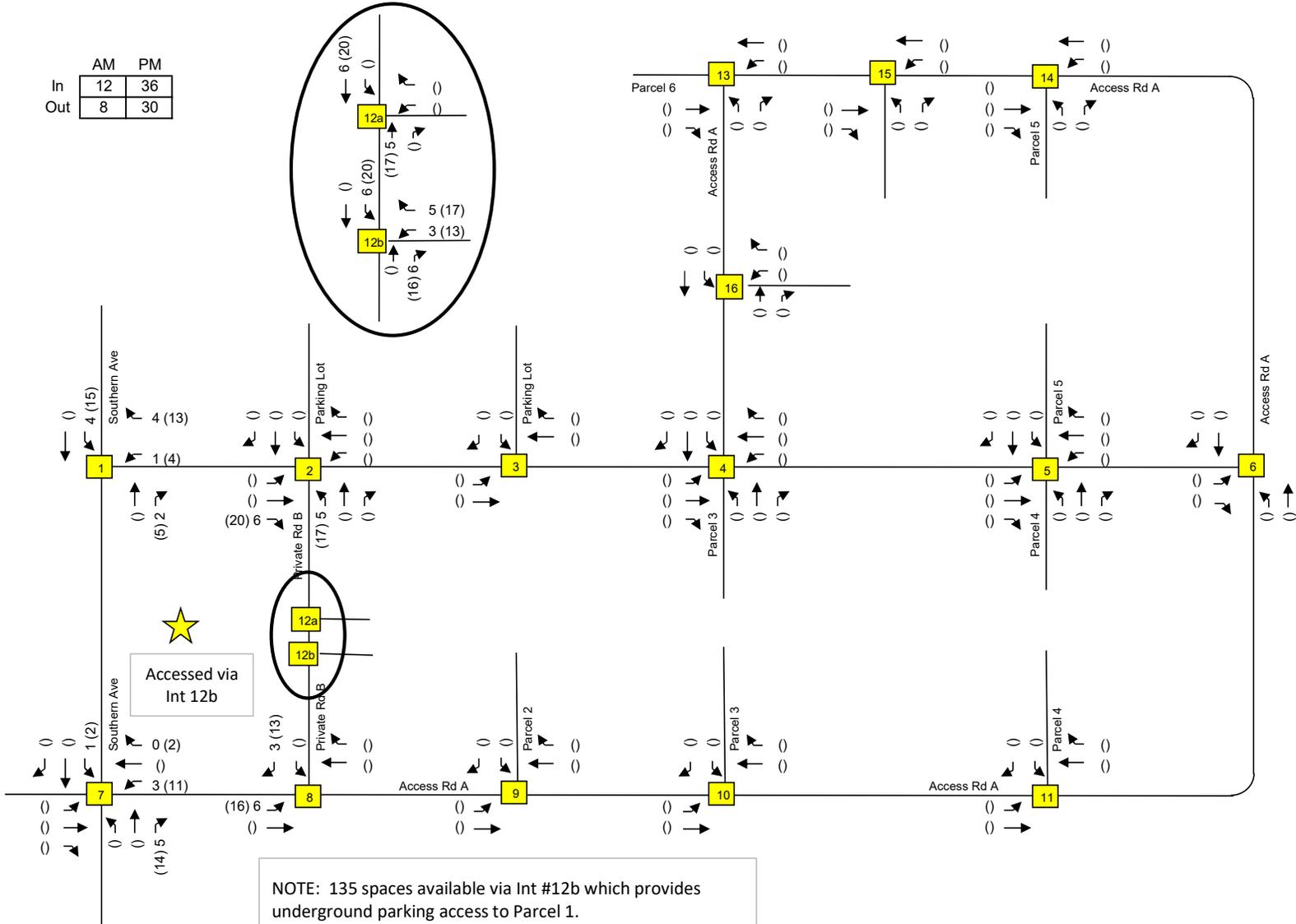
Traffic Impact Analysis  
 Lenhart Traffic Consulting, Inc.  
 Traffic Engineering & Transportation Planning

**Trip Assignment for Parcel 1  
 (Retail Primary Trips)**

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit  
 4a**

	AM	PM
In	12	36
Out	8	30



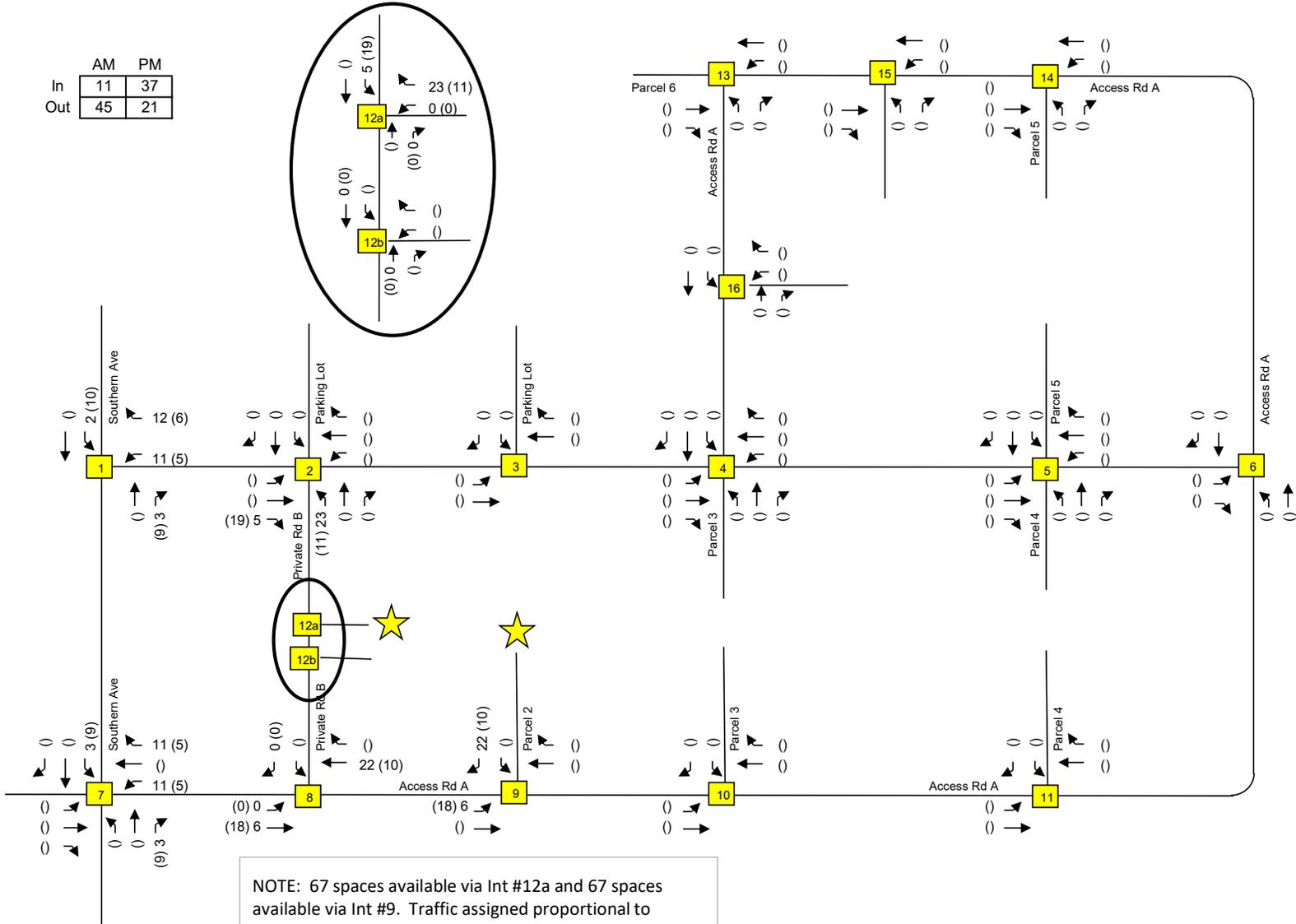
Traffic Impact Analysis  
 Lenhart Traffic Consulting, Inc.  
 Traffic Engineering & Transportation Planning

## Trip Assignment for Parcel 1 (Retail Pass-by Trips)

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit  
4b**

	AM	PM
In	11	37
Out	45	21



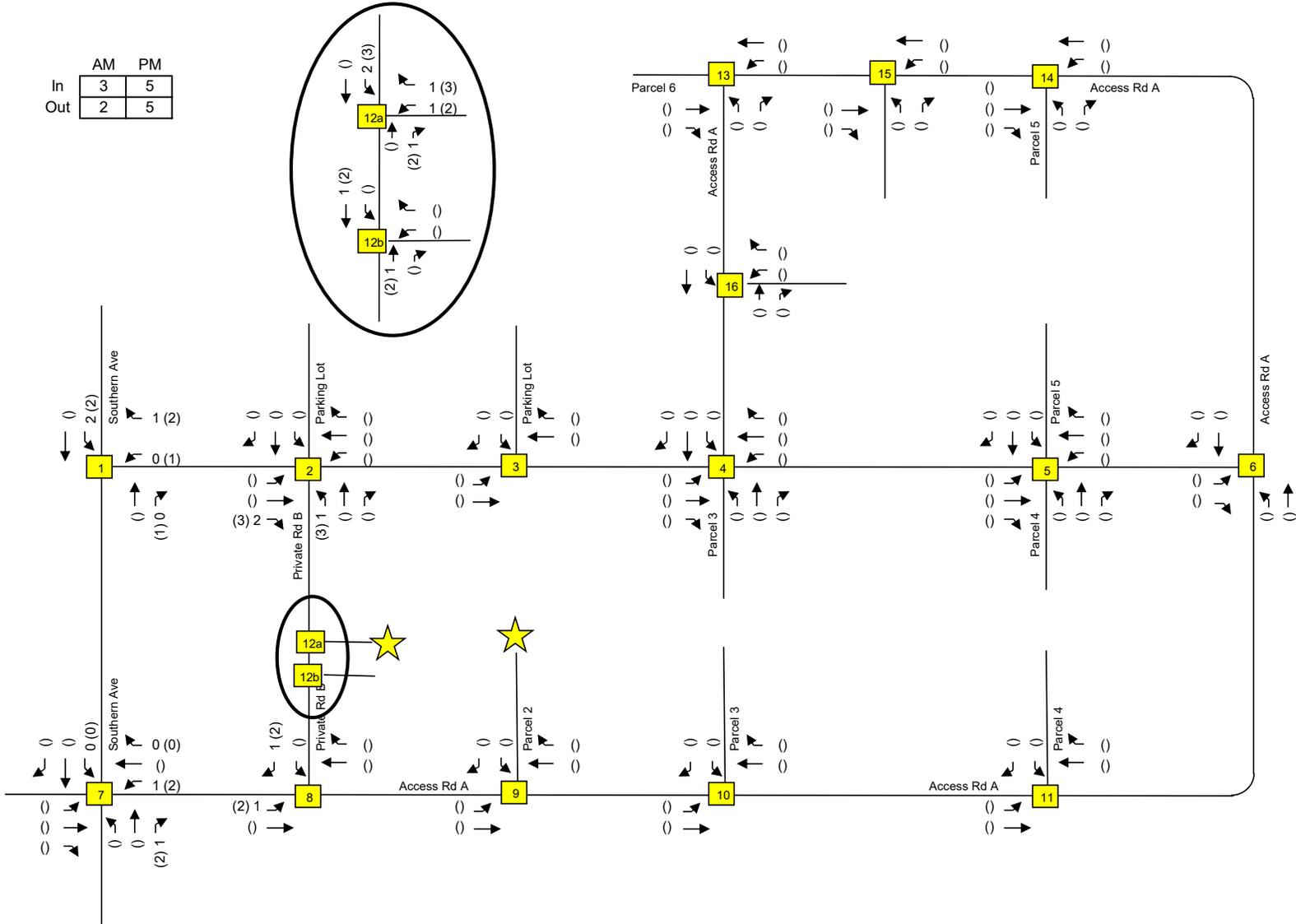
Traffic Impact Analysis  
 Lenhart Traffic Consulting, Inc.  
 Traffic Engineering & Transportation Planning

## Trip Assignment for Parcel 2 (Residential Trips)

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit  
5a**

	AM	PM
In	3	5
Out	2	5



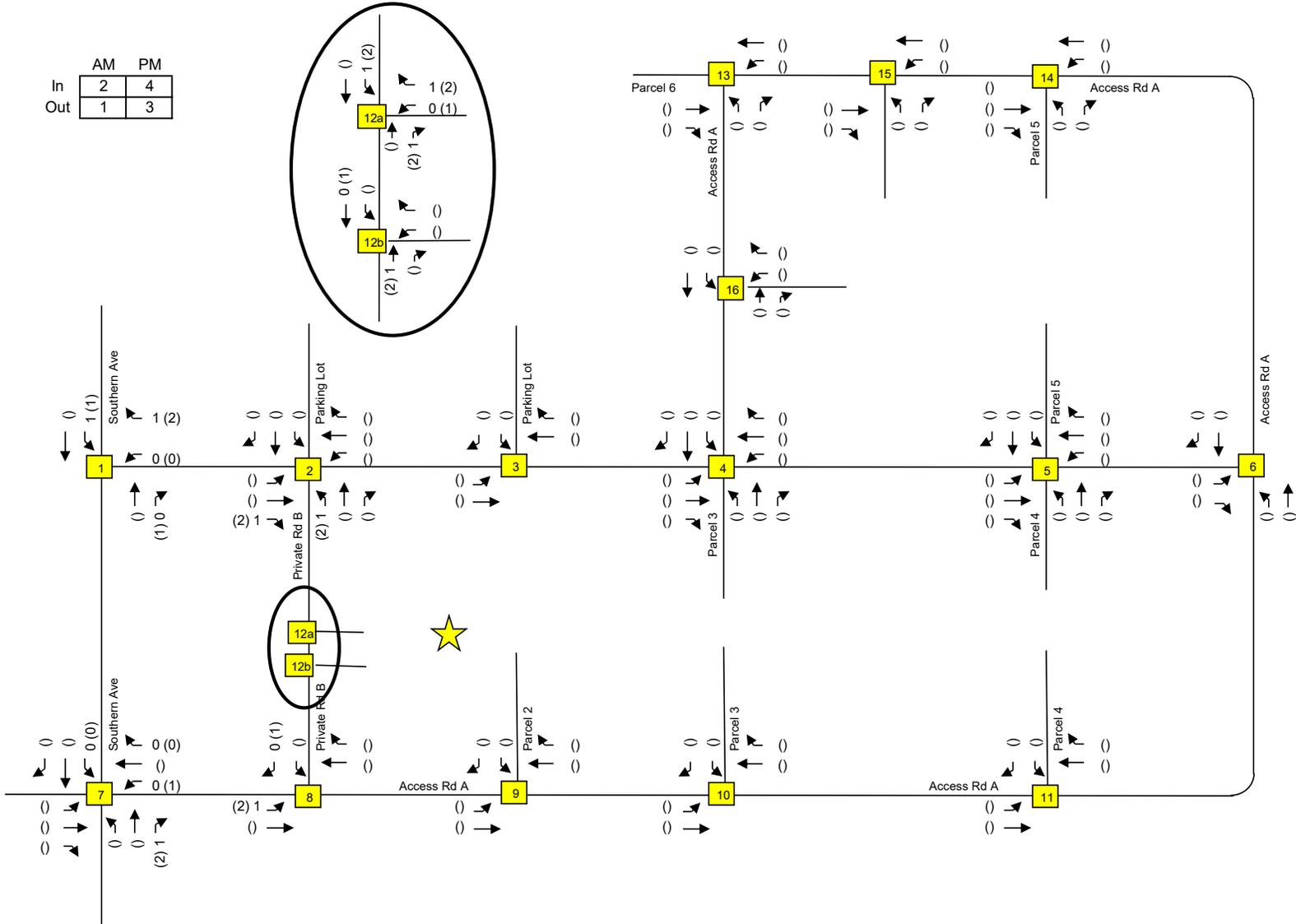
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 Lenhart Traffic Consulting, Inc.  
 Traffic Engineering & Transportation Planning

**Trip Assignment for Parcel 2  
 (Retail Primary Trips)**

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit  
 5b**

	AM	PM
In	2	4
Out	1	3



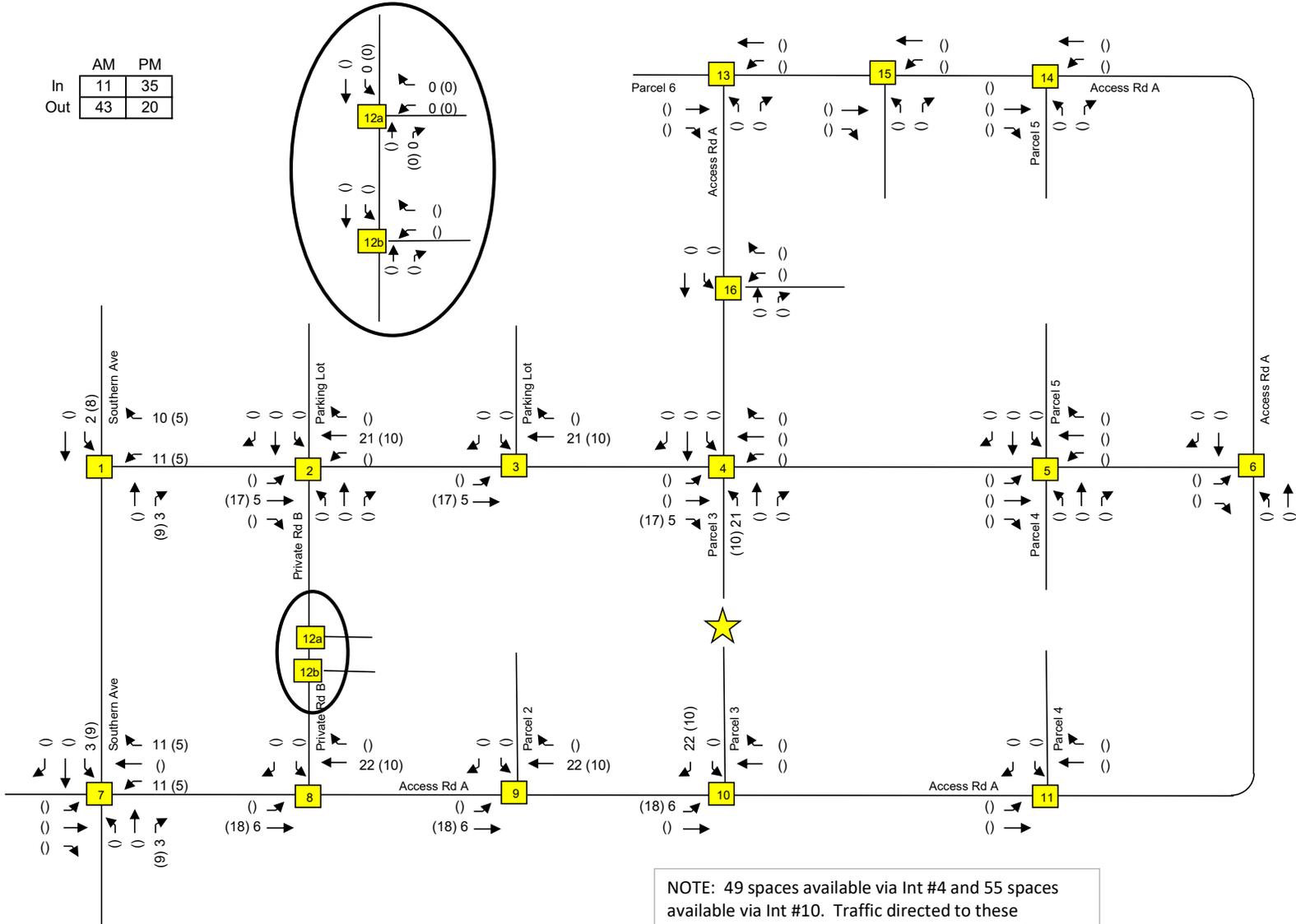
Traffic Impact Analysis  
 Lenhart Traffic Consulting, Inc.  
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**Trip Assignment for Parcel 2  
 (Retail Pass-by Trips)**

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit  
 5c**

	AM	PM
In	11	35
Out	43	20



NOTE: 49 spaces available via Int #4 and 55 spaces available via Int #10. Traffic directed to these driveways on a proportional basis. (Approx 50/50)

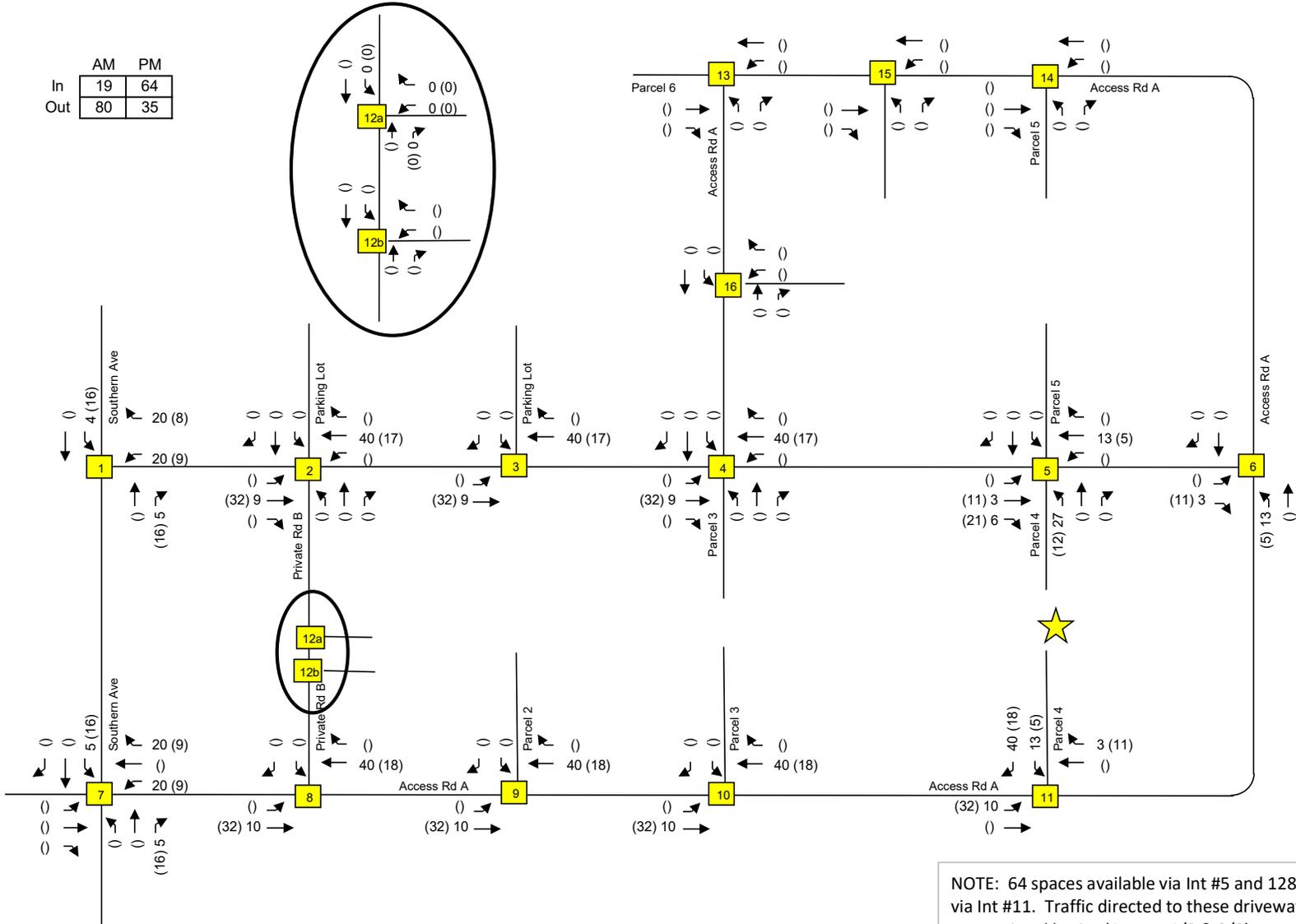
Traffic Impact Analysis  
 Lenhart Traffic Consulting, Inc.  
 Traffic Engineering & Transportation Planning

## Trip Assignment for Parcel 3 (Residential Trips)

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit  
6**

	AM	PM
In	19	64
Out	80	35



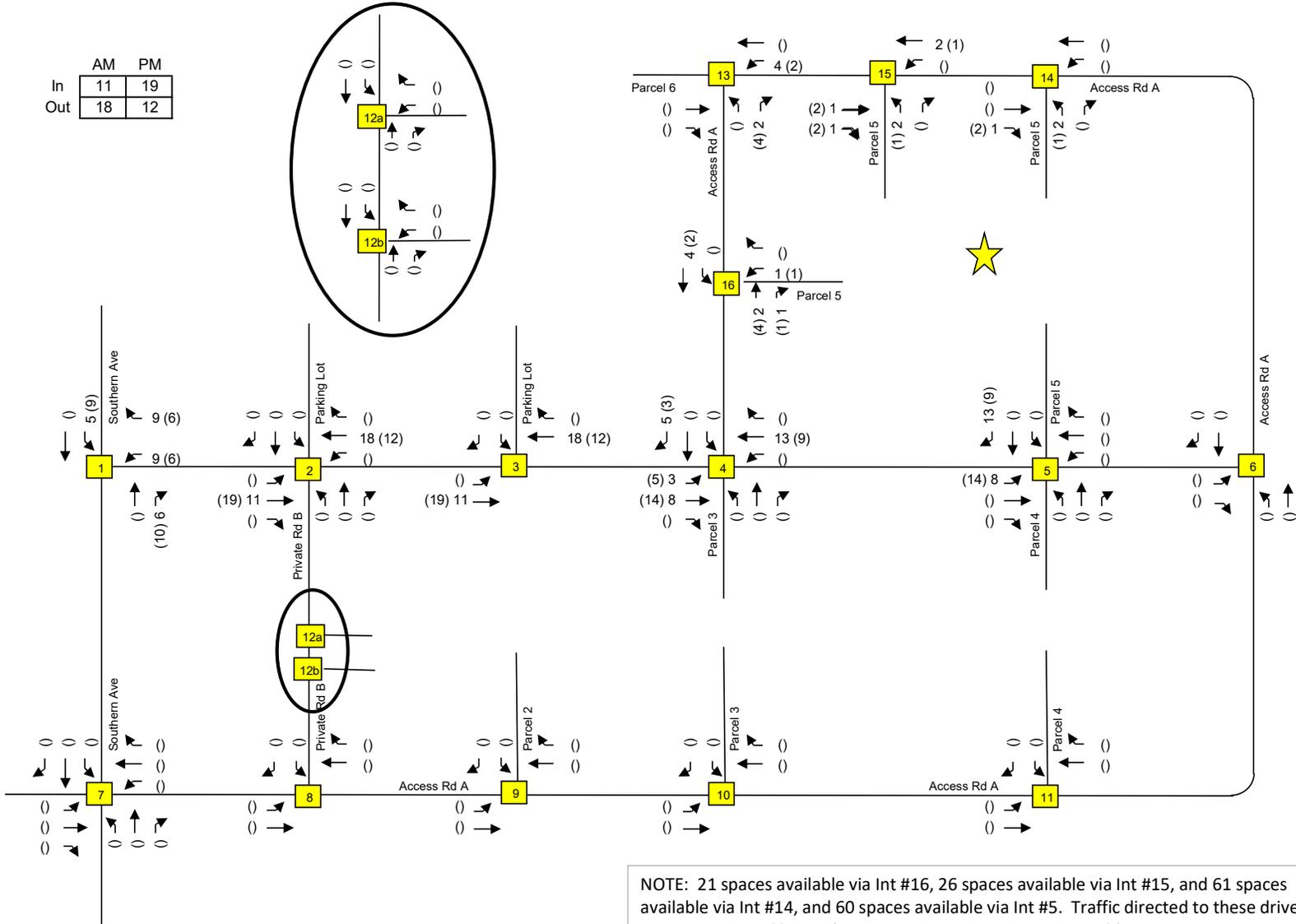
Traffic Impact Analysis  
 Lenhart Traffic Consulting, Inc.  
 Traffic Engineering & Transportation Planning

## Trip Assignment for Parcel 4 (Residential Trips)

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit**  
**7**

	AM	PM
In	11	19
Out	18	12



NOTE: 21 spaces available via Int #16, 26 spaces available via Int #15, and 61 spaces available via Int #14, and 60 spaces available via Int #5. Traffic directed to these driveways on a proportional basis. (Approx 15%, 15%, 35%, 35% to each)

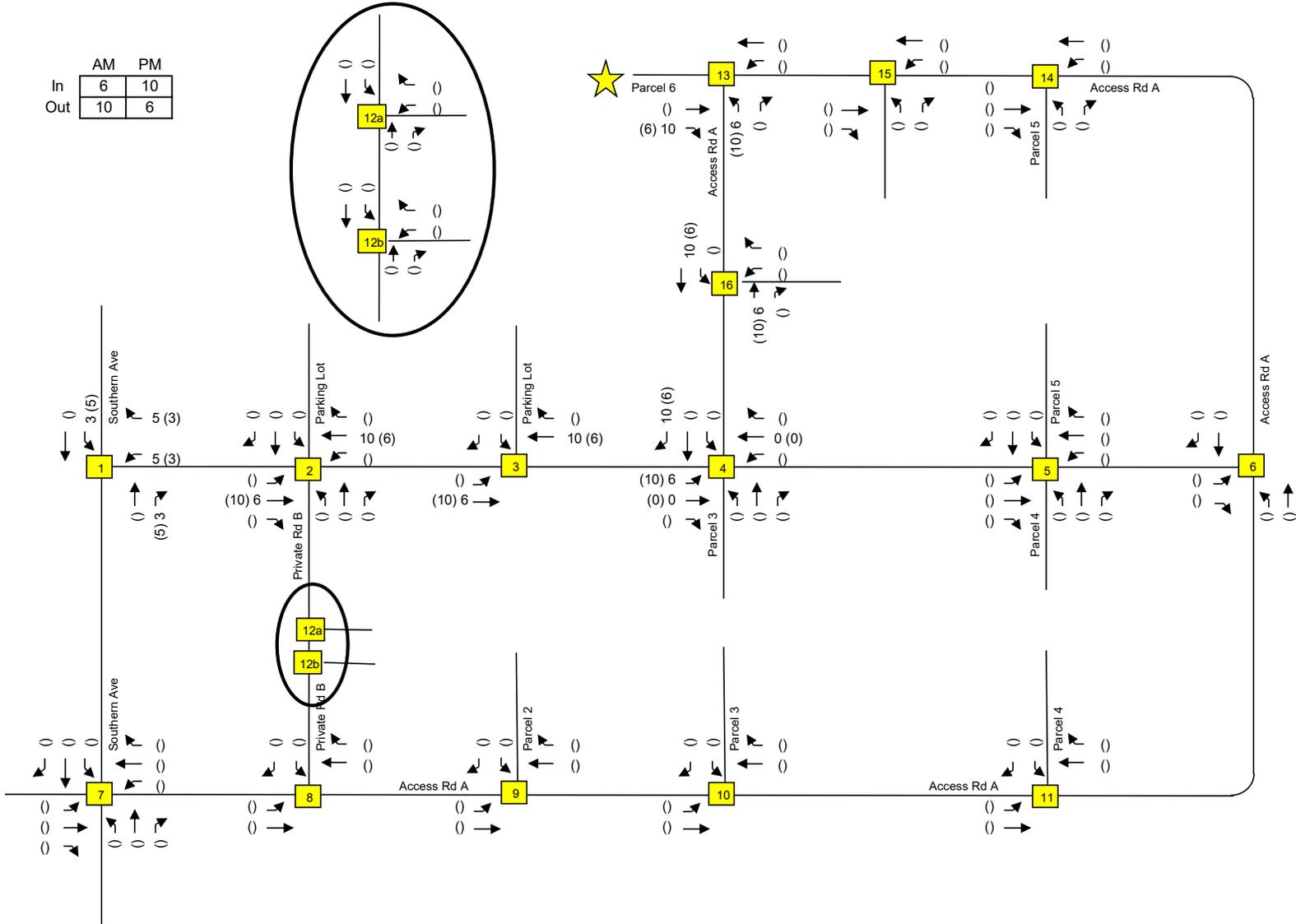
Traffic Impact Analysis  
 Lenhart Traffic Consulting, Inc.  
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## Trip Assignment for Parcel 5 (Residential Trips)

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit**  
**8**

	AM	PM
In	6	10
Out	10	6



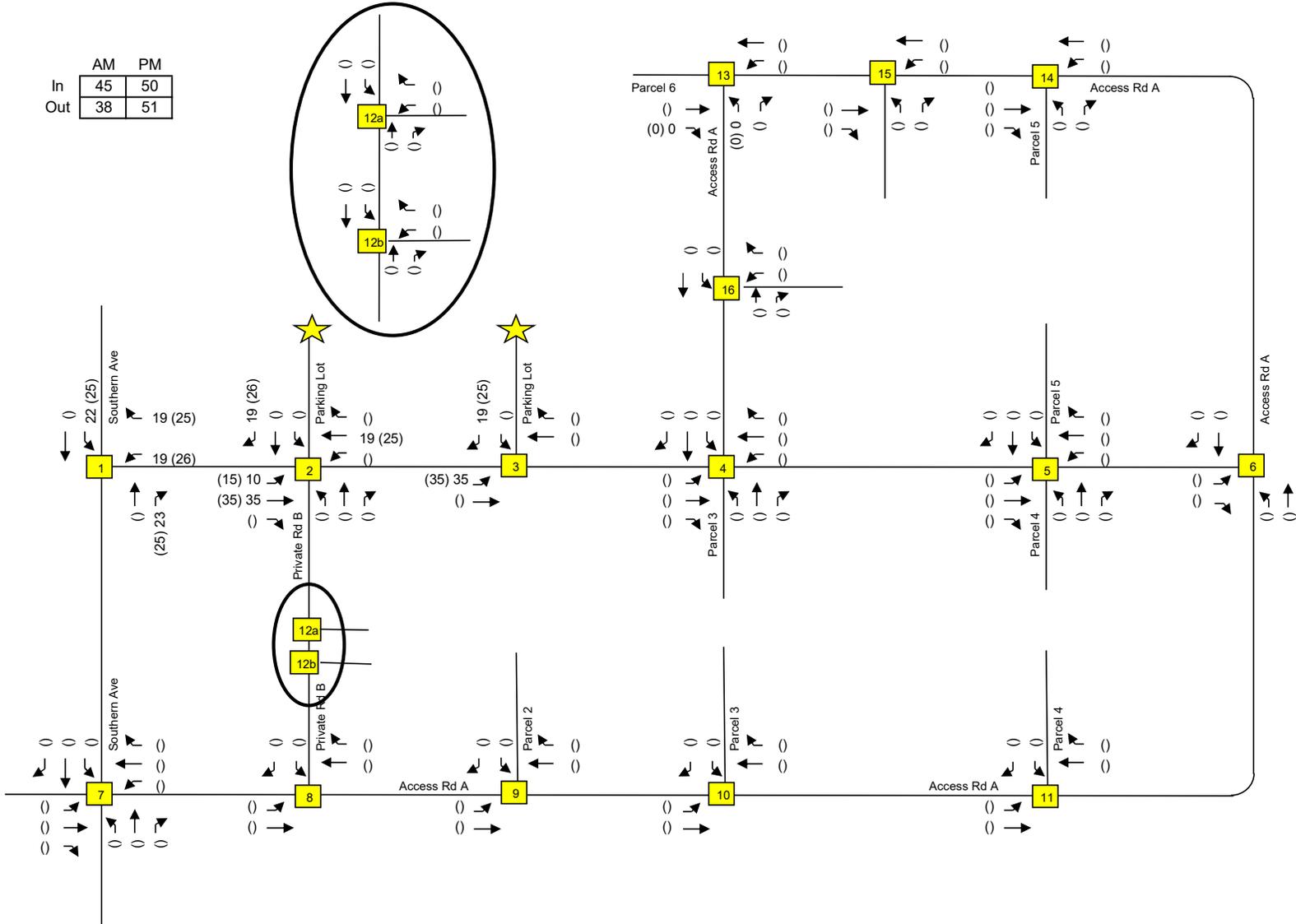
Traffic Impact Analysis  
 Lenhart Traffic Consulting, Inc.  
 Traffic Engineering & Transportation Planning

### Trip Assignment for Parcel 6 (Residential Trips)

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit  
9a**

	AM	PM
In	45	50
Out	38	51



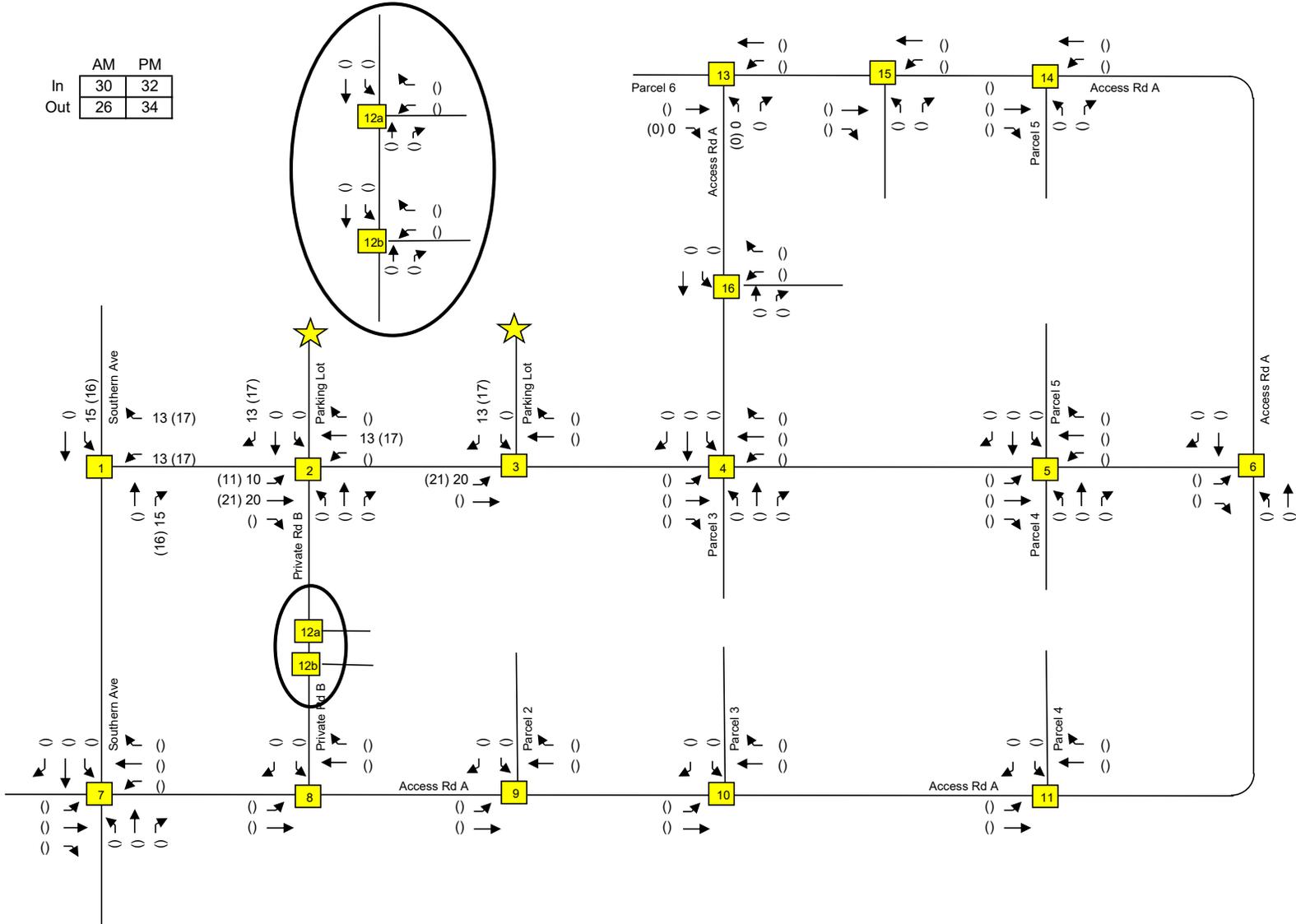
Traffic Impact Analysis  
 Lenhart Traffic Consulting, Inc.  
 Traffic Engineering & Transportation Planning

## Trip Assignment for Parcel 6 (Primary Retail/Daycare Trips)

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit  
 9b**

	AM	PM
In	30	32
Out	26	34

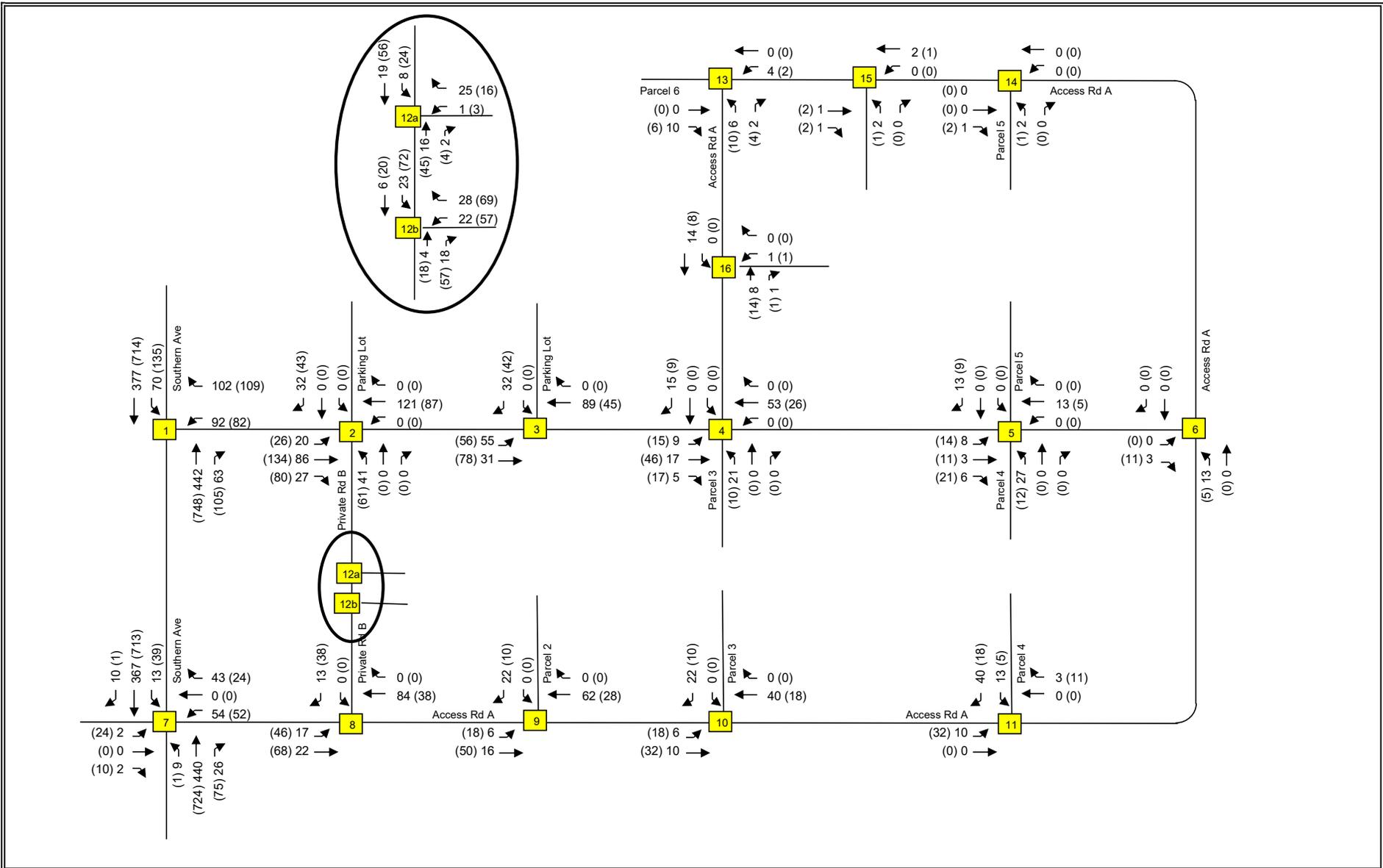


Traffic Impact Analysis  
 Lenhart Traffic Consulting, Inc.  
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**Trip Assignment for Parcel 6  
 (Pass-by Retail/Daycare Trips)**

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit  
 9c**

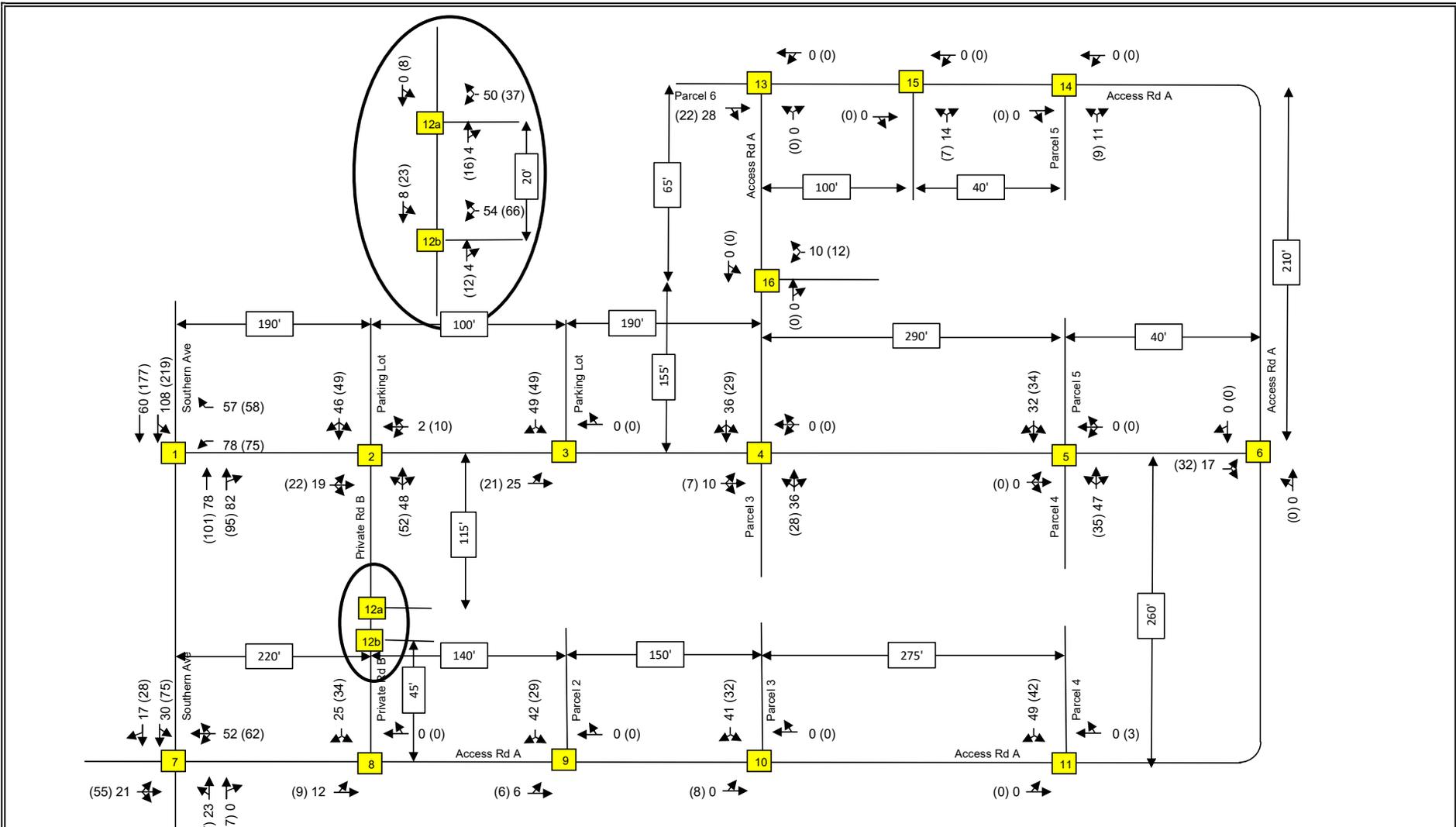


Traffic Impact Analysis  
 Lenhart Traffic Consulting, Inc.  
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**Total Traffic Volumes**

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit  
10**



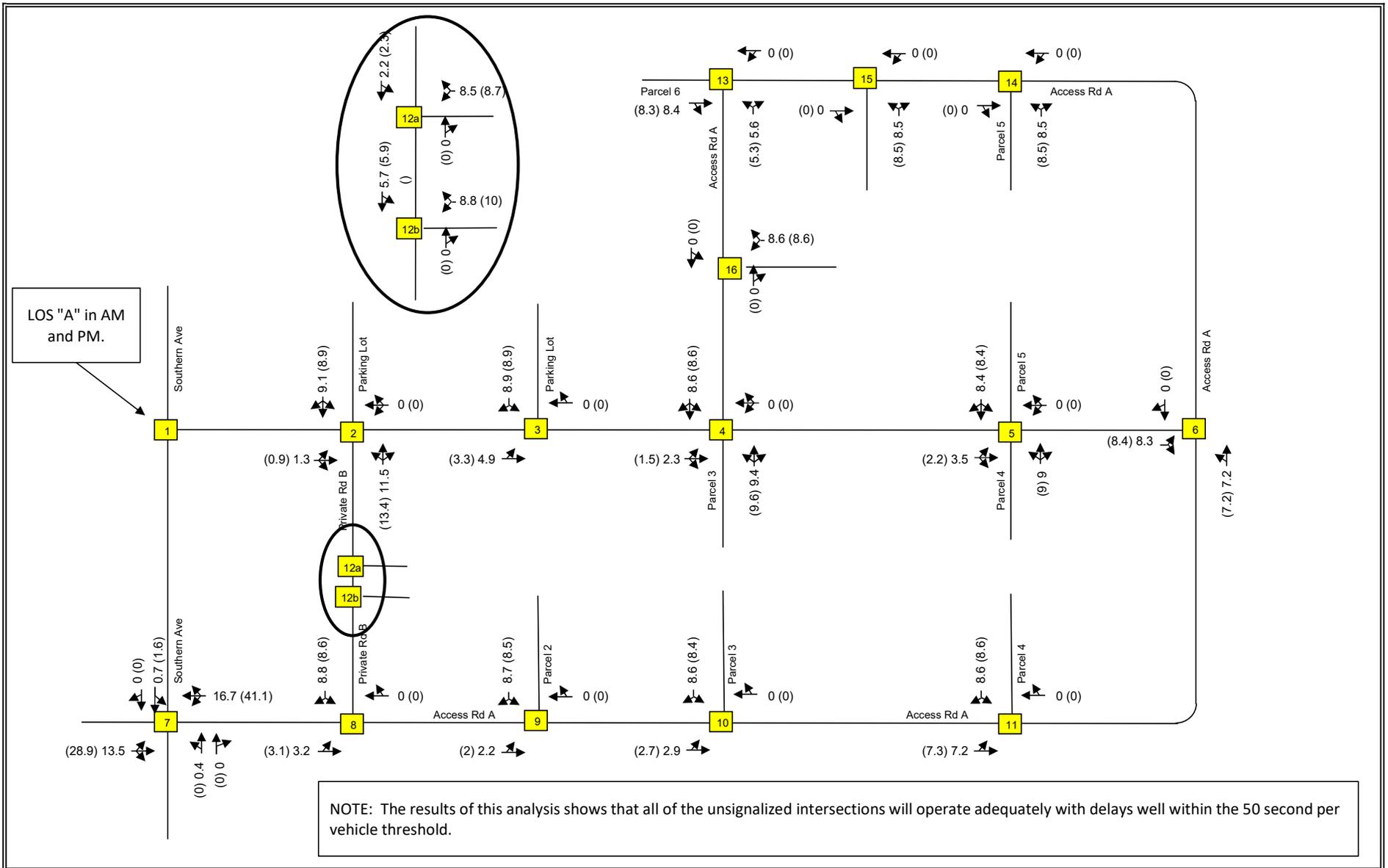
NOTE: The results of this queuing analysis shows that all of the queues for vehicles turning into the onsite driveways will be a maximum of one vehicle (25 feet or less). The queuing for vehicles exiting the onsite driveways will be a maximum of two vehicles (+/- 50 feet or less). Queuing is acceptable and will not block any driveways or cause any operational issues.

Traffic Impact Analysis  
 Lenhart Traffic Consulting, Inc.  
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**95th Percentile Queuing Results (in Feet)**

Key: xx = AM Peak Queue (in Ft) ----- (xx) = PM Peak Queue (in Ft)

**Exhibit  
 11**



Traffic Impact Analysis	<b>Intersection and Movement Delays (In Seconds)</b>	<b>Exhibit 12</b>
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Peak Delay (in Seconds) ----- (xx) = PM Peak Delay (in Seconds)	

# Appendix A

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Synchro / HCM LOS Worksheets

HCM Signalized Intersection Capacity Analysis  
 1: Southern Ave & Parcel A

1501 Southern Ave (The Promise)  
 AM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	92	102	442	63	70	377
Future Volume (vph)	92	102	442	63	70	377
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5			4.5
Lane Util. Factor	1.00	1.00	0.95			0.95
Frt	1.00	0.85	0.98			1.00
Flt Protected	0.95	1.00	1.00			0.99
Satd. Flow (prot)	1770	1583	3473			3512
Flt Permitted	0.95	1.00	1.00			0.81
Satd. Flow (perm)	1770	1583	3473			2856
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	100	111	480	68	76	410
RTOR Reduction (vph)	0	97	7	0	0	0
Lane Group Flow (vph)	100	14	541	0	0	486
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases		8			6	
Actuated Green, G (s)	9.4	9.4	54.4			54.4
Effective Green, g (s)	9.4	9.4	54.4			54.4
Actuated g/C Ratio	0.13	0.13	0.75			0.75
Clearance Time (s)	4.5	4.5	4.5			4.5
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	228	204	2595			2134
v/s Ratio Prot	c0.06		0.16			
v/s Ratio Perm		0.01				c0.17
v/c Ratio	0.44	0.07	0.21			0.23
Uniform Delay, d1	29.3	27.9	2.8			2.8
Progression Factor	1.00	1.00	1.00			1.00
Incremental Delay, d2	1.3	0.1	0.2			0.2
Delay (s)	30.6	28.0	2.9			3.1
Level of Service	C	C	A			A
Approach Delay (s)	29.2		2.9			3.1
Approach LOS	C		A			A

Intersection Summary				
HCM 2000 Control Delay		7.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio		0.26		
Actuated Cycle Length (s)		72.8	Sum of lost time (s)	9.0
Intersection Capacity Utilization		43.0%	ICU Level of Service	A
Analysis Period (min)		15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis  
2: Private Rd B/Parking Lot & Parcel A/Private Rd A

1501 Southern Ave (The Promise)  
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	86	27	0	121	0	41	0	0	0	0	32
Future Volume (Veh/h)	20	86	27	0	121	0	41	0	0	0	0	32
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	93	29	0	132	0	45	0	0	0	0	35
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		238										
pX, platoon unblocked												
vC, conflicting volume	132			122			318	284	108	284	298	132
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	132			122			318	284	108	284	298	132
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			93	100	100	100	100	96
cM capacity (veh/h)	1453			1465			603	616	946	661	605	917
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	144	132	45	35								
Volume Left	22	0	45	0								
Volume Right	29	0	0	35								
cSH	1453	1465	603	917								
Volume to Capacity	0.02	0.00	0.07	0.04								
Queue Length 95th (ft)	1	0	6	3								
Control Delay (s)	1.3	0.0	11.5	9.1								
Lane LOS	A		B	A								
Approach Delay (s)	1.3	0.0	11.5	9.1								
Approach LOS			B	A								
Intersection Summary												
Average Delay			2.8									
Intersection Capacity Utilization			32.6%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
3: Private Rd A & Parking Lot

1501 Southern Ave (The Promise)  
AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Volume (veh/h)	55	31	89	0	0	32
Future Volume (Veh/h)	55	31	89	0	0	32
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	60	34	97	0	0	35
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		377				
pX, platoon unblocked						
vC, conflicting volume	97			251	97	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	97			251	97	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	96			100	96	
cM capacity (veh/h)	1496			708	959	
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>SB 1</b>			
Volume Total	94	97	35			
Volume Left	60	0	0			
Volume Right	0	0	35			
cSH	1496	1700	959			
Volume to Capacity	0.04	0.06	0.04			
Queue Length 95th (ft)	3	0	3			
Control Delay (s)	4.9	0.0	8.9			
Lane LOS	A		A			
Approach Delay (s)	4.9	0.0	8.9			
Approach LOS			A			
<b>Intersection Summary</b>						
Average Delay			3.4			
Intersection Capacity Utilization			21.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
4: Parcel 3/Access Rd A & Private Rd A

1501 Southern Ave (The Promise)  
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	17	5	0	53	0	21	0	0	0	0	15
Future Volume (Veh/h)	9	17	5	0	53	0	21	0	0	0	0	15
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	18	5	0	58	0	23	0	0	0	0	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		590										
pX, platoon unblocked												
vC, conflicting volume	58			23			114	98	20	98	101	58
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	58			23			114	98	20	98	101	58
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			97	100	100	100	100	98
cM capacity (veh/h)	1546			1592			845	786	1057	879	784	1008
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	33	58	23	16								
Volume Left	10	0	23	0								
Volume Right	5	0	0	16								
cSH	1546	1592	845	1008								
Volume to Capacity	0.01	0.00	0.03	0.02								
Queue Length 95th (ft)	0	0	2	1								
Control Delay (s)	2.3	0.0	9.4	8.6								
Lane LOS	A		A	A								
Approach Delay (s)	2.3	0.0	9.4	8.6								
Approach LOS			A	A								
Intersection Summary												
Average Delay			3.3									
Intersection Capacity Utilization			22.9%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
5: Parcel 4/Parcel 5 & Private Rd A

1501 Southern Ave (The Promise)  
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	3	6	0	13	0	27	0	0	0	0	13
Future Volume (Veh/h)	8	3	6	0	13	0	27	0	0	0	0	13
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	3	7	0	14	0	29	0	0	0	0	14
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		909										
pX, platoon unblocked												
vC, conflicting volume	14			10			52	38	6	38	42	14
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	14			10			52	38	6	38	42	14
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			97	100	100	100	100	99
cM capacity (veh/h)	1604			1610			930	849	1076	962	845	1066
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	19	14	29	14								
Volume Left	9	0	29	0								
Volume Right	7	0	0	14								
cSH	1604	1610	930	1066								
Volume to Capacity	0.01	0.00	0.03	0.01								
Queue Length 95th (ft)	0	0	2	1								
Control Delay (s)	3.5	0.0	9.0	8.4								
Lane LOS	A		A	A								
Approach Delay (s)	3.5	0.0	9.0	8.4								
Approach LOS			A	A								
Intersection Summary												
Average Delay			5.8									
Intersection Capacity Utilization			22.5%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
6: Access Rd A & Private Rd A

1501 Southern Ave (The Promise)  
AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			T	T	
Traffic Volume (veh/h)	0	3	13	0	0	0
Future Volume (Veh/h)	0	3	13	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	3	14	0	0	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						506
pX, platoon unblocked						
vC, conflicting volume	28	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	28	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	99			
cM capacity (veh/h)	978	1085	1623			
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	3	14	0			
Volume Left	0	14	0			
Volume Right	3	0	0			
cSH	1085	1623	1700			
Volume to Capacity	0.00	0.01	0.00			
Queue Length 95th (ft)	0	1	0			
Control Delay (s)	8.3	7.2	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.3	7.2	0.0			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			7.4			
Intersection Capacity Utilization			13.3%	ICU Level of Service	A	
Analysis Period (min)			15			

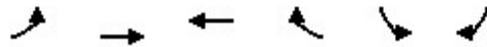
HCM Unsignalized Intersection Capacity Analysis  
7: Southern Ave & Driveway/Access Rd A

1501 Southern Ave (The Promise)  
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	2	54	0	43	9	440	26	13	367	10
Future Volume (Veh/h)	2	0	2	54	0	43	9	440	26	13	367	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	0	2	59	0	47	10	478	28	14	399	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												182
pX, platoon unblocked	0.99	0.99	0.99	0.99	0.99		0.99					
vC, conflicting volume	738	958	205	742	950	253	410			506		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	722	943	184	725	935	253	391			506		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	100	81	100	94	99			99		
cM capacity (veh/h)	288	253	820	305	256	746	1156			1055		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	4	106	249	267	214	210						
Volume Left	2	59	10	0	14	0						
Volume Right	2	47	0	28	0	11						
cSH	426	413	1156	1700	1055	1700						
Volume to Capacity	0.01	0.26	0.01	0.16	0.01	0.12						
Queue Length 95th (ft)	1	25	1	0	1	0						
Control Delay (s)	13.5	16.7	0.4	0.0	0.7	0.0						
Lane LOS	B	C	A		A							
Approach Delay (s)	13.5	16.7	0.2		0.3							
Approach LOS	B	C										
Intersection Summary												
Average Delay			2.0									
Intersection Capacity Utilization			33.9%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 8: Access Rd A & Private Rd B

1501 Southern Ave (The Promise)  
 AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↗	↖		↘	↙
Traffic Volume (veh/h)	17	22	84	0	0	13
Future Volume (Veh/h)	17	22	84	0	0	13
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	24	91	0	0	14
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	91				151	91
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	91				151	91
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	99
cM capacity (veh/h)	1504				831	967
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>SB 1</b>			
Volume Total	42	91	14			
Volume Left	18	0	0			
Volume Right	0	0	14			
cSH	1504	1700	967			
Volume to Capacity	0.01	0.05	0.01			
Queue Length 95th (ft)	1	0	1			
Control Delay (s)	3.2	0.0	8.8			
Lane LOS	A		A			
Approach Delay (s)	3.2	0.0	8.8			
Approach LOS			A			
<b>Intersection Summary</b>						
Average Delay			1.8			
Intersection Capacity Utilization			18.8%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 9: Access Rd A & Parcel 2

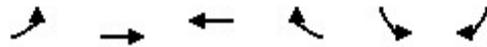
1501 Southern Ave (The Promise)  
 AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↗	↖		↘	↙
Traffic Volume (veh/h)	6	16	62	0	0	22
Future Volume (Veh/h)	6	16	62	0	0	22
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	17	67	0	0	24
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)	1304					
pX, platoon unblocked						
vC, conflicting volume	67				98	67
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	67				98	67
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	98
cM capacity (veh/h)	1535				897	997
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>SB 1</b>			
Volume Total	24	67	24			
Volume Left	7	0	0			
Volume Right	0	0	24			
cSH	1535	1700	997			
Volume to Capacity	0.00	0.04	0.02			
Queue Length 95th (ft)	0	0	2			
Control Delay (s)	2.2	0.0	8.7			
Lane LOS	A		A			
Approach Delay (s)	2.2	0.0	8.7			
Approach LOS			A			
<b>Intersection Summary</b>						
Average Delay			2.3			
Intersection Capacity Utilization			16.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 10: Access Rd A & Parcel 3

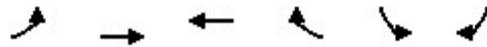
1501 Southern Ave (The Promise)  
 AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↗	↖		↘	↙
Traffic Volume (veh/h)	6	10	40	0	0	22
Future Volume (Veh/h)	6	10	40	0	0	22
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	11	43	0	0	24
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)	1117					
pX, platoon unblocked						
vC, conflicting volume	43				68	43
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	43				68	43
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	98
cM capacity (veh/h)	1566				933	1027
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>SB 1</b>			
Volume Total	18	43	24			
Volume Left	7	0	0			
Volume Right	0	0	24			
cSH	1566	1700	1027			
Volume to Capacity	0.00	0.03	0.02			
Queue Length 95th (ft)	0	0	2			
Control Delay (s)	2.9	0.0	8.6			
Lane LOS	A		A			
Approach Delay (s)	2.9	0.0	8.6			
Approach LOS			A			
<b>Intersection Summary</b>						
Average Delay			3.0			
Intersection Capacity Utilization			15.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 11: Access Rd A & Parcel 4

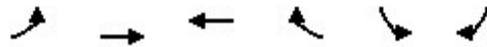
1501 Southern Ave (The Promise)  
 AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	0	0	3	13	40
Future Volume (Veh/h)	10	0	0	3	13	40
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	0	0	3	14	43
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)	865					
pX, platoon unblocked						
vC, conflicting volume	3				24	2
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3				24	2
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	96
cM capacity (veh/h)	1619				986	1083
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>SB 1</b>			
Volume Total	11	3	57			
Volume Left	11	0	14			
Volume Right	0	3	43			
cSH	1619	1700	1057			
Volume to Capacity	0.01	0.00	0.05			
Queue Length 95th (ft)	1	0	4			
Control Delay (s)	7.2	0.0	8.6			
Lane LOS	A		A			
Approach Delay (s)	7.2	0.0	8.6			
Approach LOS			A			
<b>Intersection Summary</b>						
Average Delay			8.0			
Intersection Capacity Utilization			17.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 13: Access Rd A & Parcel 6

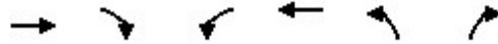
1501 Southern Ave (The Promise)  
 AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↗	↖		↘	↙
Traffic Volume (veh/h)	6	2	4	0	0	10
Future Volume (Veh/h)	6	2	4	0	0	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	2	4	0	0	11
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	4				20	4
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	4				20	4
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1618				993	1080
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>SB 1</b>			
Volume Total	9	4	11			
Volume Left	7	0	0			
Volume Right	0	0	11			
cSH	1618	1700	1080			
Volume to Capacity	0.00	0.00	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	5.6	0.0	8.4			
Lane LOS	A		A			
Approach Delay (s)	5.6	0.0	8.4			
Approach LOS			A			
<b>Intersection Summary</b>						
Average Delay			5.9			
Intersection Capacity Utilization			15.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 14: Parcel 5 & Access Rd A

1501 Southern Ave (The Promise)  
 AM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	↘	↙
Traffic Volume (veh/h)	0	1	0	0	2	0
Future Volume (Veh/h)	0	1	0	0	2	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	0	0	2	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	69					
pX, platoon unblocked						
vC, conflicting volume			1	0		0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1	0		0
tC, single (s)			4.1	6.4		6.2
tC, 2 stage (s)						
tF (s)			2.2	3.5		3.3
p0 queue free %			100	100		100
cM capacity (veh/h)			1622	1023		1084
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>			
Volume Total	1	0	2			
Volume Left	0	0	2			
Volume Right	1	0	0			
cSH	1700	1700	1023			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	8.5			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	8.5			
Approach LOS			A			
<b>Intersection Summary</b>						
Average Delay			5.7			
Intersection Capacity Utilization			13.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
15: Access Rd A

1501 Southern Ave (The Promise)  
AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↘	
Traffic Volume (veh/h)	1	1	0	2	2	0
Future Volume (Veh/h)	1	1	0	2	2	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	1	0	2	2	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			2			2
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2			2
tC, single (s)			4.1			6.2
tC, 2 stage (s)						
tF (s)			2.2			3.3
p0 queue free %			100			100
cM capacity (veh/h)			1620			1083
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>			
Volume Total	2	2	2			
Volume Left	0	0	2			
Volume Right	1	0	0			
cSH	1700	1620	1019			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	8.5			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	8.5			
Approach LOS				A		
<b>Intersection Summary</b>						
Average Delay			2.8			
Intersection Capacity Utilization			13.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
16: Access Rd A

1501 Southern Ave (The Promise)  
AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	0	8	1	0	14
Future Volume (Veh/h)	1	0	8	1	0	14
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	0	9	1	0	15
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	24	10			10	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	24	10			10	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	991	1072			1610	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	1	10	15			
Volume Left	1	0	0			
Volume Right	0	1	0			
cSH	991	1700	1610			
Volume to Capacity	0.00	0.01	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	8.6	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.6	0.0	0.0			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			0.3			
Intersection Capacity Utilization			13.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
121: Private Rd B

1501 Southern Ave (The Promise)  
AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	25	16	2	8	19
Future Volume (Veh/h)	1	25	16	2	8	19
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	27	17	2	9	21
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	57	18			19	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	57	18			19	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	97			99	
cM capacity (veh/h)	945	1061			1597	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	28	19	30			
Volume Left	1	0	9			
Volume Right	27	2	0			
cSH	1056	1700	1597			
Volume to Capacity	0.03	0.01	0.01			
Queue Length 95th (ft)	2	0	0			
Control Delay (s)	8.5	0.0	2.2			
Lane LOS	A		A			
Approach Delay (s)	8.5	0.0	2.2			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			4.0			
Intersection Capacity Utilization		18.0%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 122: Private Rd B & Driveway

1501 Southern Ave (The Promise)  
 AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	22	28	4	18	23	6
Future Volume (Veh/h)	22	28	4	18	23	6
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	24	30	4	20	25	7
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	62					
pX, platoon unblocked						
vC, conflicting volume	71	14			24	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	71	14			24	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	97			98	
cM capacity (veh/h)	919	1066			1591	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	54	24	32			
Volume Left	24	0	25			
Volume Right	30	20	0			
cSH	995	1700	1591			
Volume to Capacity	0.05	0.01	0.02			
Queue Length 95th (ft)	4	0	1			
Control Delay (s)	8.8	0.0	5.7			
Lane LOS	A		A			
Approach Delay (s)	8.8	0.0	5.7			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			6.0			
Intersection Capacity Utilization			18.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis  
 1: Southern Ave & Parcel A

1501 Southern Ave (The Promise)  
 PM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	82	109	748	105	135	714
Future Volume (vph)	82	109	748	105	135	714
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5			4.5
Lane Util. Factor	1.00	1.00	0.95			0.95
Frt	1.00	0.85	0.98			1.00
Flt Protected	0.95	1.00	1.00			0.99
Satd. Flow (prot)	1770	1583	3474			3511
Flt Permitted	0.95	1.00	1.00			0.71
Satd. Flow (perm)	1770	1583	3474			2505
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	89	118	813	114	147	776
RTOR Reduction (vph)	0	100	15	0	0	0
Lane Group Flow (vph)	89	18	912	0	0	923
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases		8			6	
Actuated Green, G (s)	6.1	6.1	25.2			25.2
Effective Green, g (s)	6.1	6.1	25.2			25.2
Actuated g/C Ratio	0.15	0.15	0.63			0.63
Clearance Time (s)	4.5	4.5	4.5			4.5
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	267	239	2172			1566
v/s Ratio Prot	c0.05		0.26			
v/s Ratio Perm		0.01				c0.37
v/c Ratio	0.33	0.07	0.42			0.59
Uniform Delay, d1	15.3	14.7	3.8			4.5
Progression Factor	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.7	0.1	0.1			0.6
Delay (s)	16.0	14.8	4.0			5.1
Level of Service	B	B	A			A
Approach Delay (s)	15.3		4.0			5.1
Approach LOS	B		A			A

Intersection Summary				
HCM 2000 Control Delay		5.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio		0.54		
Actuated Cycle Length (s)		40.3	Sum of lost time (s)	9.0
Intersection Capacity Utilization		63.5%	ICU Level of Service	B
Analysis Period (min)		15		

c Critical Lane Group

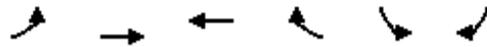
HCM Unsignalized Intersection Capacity Analysis  
 2: Private Rd B/Parking Lot & Parcel A/Private Rd A

1501 Southern Ave (The Promise)  
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	134	80	0	87	0	61	0	0	0	0	43
Future Volume (Veh/h)	26	134	80	0	87	0	61	0	0	0	0	43
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	146	87	0	95	0	66	0	0	0	0	47
Pedestrians					25			25				
Lane Width (ft)					12.0			12.0				
Walking Speed (ft/s)					3.5			3.5				
Percent Blockage					2			2				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		240										
pX, platoon unblocked												
vC, conflicting volume	95			258			412	366	240	366	409	95
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	95			258			412	366	240	366	409	95
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			87	100	100	100	100	95
cM capacity (veh/h)	1499			1276			494	539	762	558	510	962
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	261	95	66	47								
Volume Left	28	0	66	0								
Volume Right	87	0	0	47								
cSH	1499	1276	494	962								
Volume to Capacity	0.02	0.00	0.13	0.05								
Queue Length 95th (ft)	1	0	11	4								
Control Delay (s)	0.9	0.0	13.4	8.9								
Lane LOS	A		B	A								
Approach Delay (s)	0.9	0.0	13.4	8.9								
Approach LOS			B	A								
<b>Intersection Summary</b>												
Average Delay			3.3									
Intersection Capacity Utilization			39.4%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 3: Private Rd A & Parking Lot

1501 Southern Ave (The Promise)  
 PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Volume (veh/h)	56	78	45	0	0	42
Future Volume (Veh/h)	56	78	45	0	0	42
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	61	85	49	0	0	46
Pedestrians					25	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					2	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		383				
pX, platoon unblocked						
vC, conflicting volume	74				281	74
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	74				281	74
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				100	95
cM capacity (veh/h)	1489				664	964
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>SB 1</b>			
Volume Total	146	49	46			
Volume Left	61	0	0			
Volume Right	0	0	46			
cSH	1489	1700	964			
Volume to Capacity	0.04	0.03	0.05			
Queue Length 95th (ft)	3	0	4			
Control Delay (s)	3.3	0.0	8.9			
Lane LOS	A		A			
Approach Delay (s)	3.3	0.0	8.9			
Approach LOS			A			
<b>Intersection Summary</b>						
Average Delay			3.7			
Intersection Capacity Utilization		23.9%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
4: Parcel 3/Access Rd A & Private Rd A

1501 Southern Ave (The Promise)  
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	46	17	0	26	0	10	0	0	0	0	9
Future Volume (Veh/h)	15	46	17	0	26	0	10	0	0	0	0	9
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	50	18	0	28	0	11	0	0	0	0	10
Pedestrians								13			13	
Lane Width (ft)								12.0			12.0	
Walking Speed (ft/s)								3.5			3.5	
Percent Blockage								1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		596										
pX, platoon unblocked												
vC, conflicting volume	41			81			142	145	72	132	154	41
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	41			81			142	145	72	132	154	41
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			99	100	100	100	100	99
cM capacity (veh/h)	1549			1498			788	720	978	808	712	1017
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	84	28	11	10								
Volume Left	16	0	11	0								
Volume Right	18	0	0	10								
cSH	1549	1498	788	1017								
Volume to Capacity	0.01	0.00	0.01	0.01								
Queue Length 95th (ft)	1	0	1	1								
Control Delay (s)	1.5	0.0	9.6	8.6								
Lane LOS	A		A	A								
Approach Delay (s)	1.5	0.0	9.6	8.6								
Approach LOS			A	A								
Intersection Summary												
Average Delay			2.4									
Intersection Capacity Utilization			25.9%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
5: Parcel 4/Parcel 5 & Private Rd A

1501 Southern Ave (The Promise)  
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	11	21	0	5	0	12	0	0	0	0	9
Future Volume (Veh/h)	14	11	21	0	5	0	12	0	0	0	0	9
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	12	23	0	5	0	13	0	0	0	0	10
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		915										
pX, platoon unblocked												
vC, conflicting volume	5			35			68	58	24	58	70	5
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	5			35			68	58	24	58	70	5
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			99	100	100	100	100	99
cM capacity (veh/h)	1616			1576			909	825	1053	931	813	1078
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	50	5	13	10								
Volume Left	15	0	13	0								
Volume Right	23	0	0	10								
cSH	1616	1576	909	1078								
Volume to Capacity	0.01	0.00	0.01	0.01								
Queue Length 95th (ft)	1	0	1	1								
Control Delay (s)	2.2	0.0	9.0	8.4								
Lane LOS	A		A	A								
Approach Delay (s)	2.2	0.0	9.0	8.4								
Approach LOS			A	A								
Intersection Summary												
Average Delay			4.0									
Intersection Capacity Utilization			23.3%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
6: Access Rd A & Private Rd A

1501 Southern Ave (The Promise)  
PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	11	5	0	0	0
Future Volume (Veh/h)	0	11	5	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	12	5	0	0	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None	None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	10	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	10	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	1007	1085	1623			
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	12	5	0			
Volume Left	0	5	0			
Volume Right	12	0	0			
cSH	1085	1623	1700			
Volume to Capacity	0.01	0.00	0.00			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	8.4	7.2	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.4	7.2	0.0			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			8.0			
Intersection Capacity Utilization			13.3%	ICU Level of Service	A	
Analysis Period (min)			15			

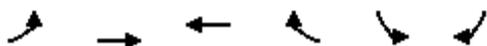
HCM Unsignalized Intersection Capacity Analysis  
 7: Southern Ave & Driveway/Access Rd A

1501 Southern Ave (The Promise)  
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	0	10	52	0	24	1	724	75	39	713	1
Future Volume (Veh/h)	24	0	10	52	0	24	1	724	75	39	713	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	0	11	57	0	26	1	787	82	42	775	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											182	
pX, platoon unblocked	0.90	0.90	0.90	0.90	0.90		0.90					
vC, conflicting volume	1281	1730	388	1312	1690	434	776			869		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1083	1584	88	1118	1539	434	520			869		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	82	100	99	58	100	95	100			95		
cM capacity (veh/h)	141	91	855	137	97	570	935			771		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	37	83	394	476	430	388						
Volume Left	26	57	1	0	42	0						
Volume Right	11	26	0	82	0	1						
cSH	187	180	935	1700	771	1700						
Volume to Capacity	0.20	0.46	0.00	0.28	0.05	0.23						
Queue Length 95th (ft)	18	54	0	0	4	0						
Control Delay (s)	28.9	41.1	0.0	0.0	1.6	0.0						
Lane LOS	D	E	A		A							
Approach Delay (s)	28.9	41.1	0.0		0.8							
Approach LOS	D	E										
Intersection Summary												
Average Delay			2.9									
Intersection Capacity Utilization			58.2%		ICU Level of Service				B			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
8: Access Rd A & Private Rd B

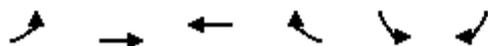
1501 Southern Ave (The Promise)  
PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Volume (veh/h)	46	68	38	0	0	38
Future Volume (Veh/h)	46	68	38	0	0	38
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	50	74	41	0	0	41
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	41				215	41
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	41				215	41
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				100	96
cM capacity (veh/h)	1568				749	1030
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>SB 1</b>			
Volume Total	124	41	41			
Volume Left	50	0	0			
Volume Right	0	0	41			
cSH	1568	1700	1030			
Volume to Capacity	0.03	0.02	0.04			
Queue Length 95th (ft)	2	0	3			
Control Delay (s)	3.1	0.0	8.6			
Lane LOS	A		A			
Approach Delay (s)	3.1	0.0	8.6			
Approach LOS			A			
<b>Intersection Summary</b>						
Average Delay			3.6			
Intersection Capacity Utilization		22.8%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 9: Access Rd A & Parcel 2

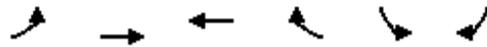
1501 Southern Ave (The Promise)  
 PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (veh/h)	18	50	28	0	0	10
Future Volume (Veh/h)	18	50	28	0	0	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	54	30	0	0	11
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	30				124	30
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	30				124	30
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	99
cM capacity (veh/h)	1583				860	1044
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>SB 1</b>			
Volume Total	74	30	11			
Volume Left	20	0	0			
Volume Right	0	0	11			
cSH	1583	1700	1044			
Volume to Capacity	0.01	0.02	0.01			
Queue Length 95th (ft)	1	0	1			
Control Delay (s)	2.0	0.0	8.5			
Lane LOS	A		A			
Approach Delay (s)	2.0	0.0	8.5			
Approach LOS			A			
<b>Intersection Summary</b>						
Average Delay			2.1			
Intersection Capacity Utilization			20.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 10: Access Rd A & Parcel 3

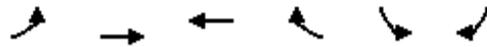
1501 Southern Ave (The Promise)  
 PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (veh/h)	18	32	18	0	0	10
Future Volume (Veh/h)	18	32	18	0	0	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	35	20	0	0	11
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	20				95	20
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	20				95	20
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	99
cM capacity (veh/h)	1596				893	1058
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>SB 1</b>			
Volume Total	55	20	11			
Volume Left	20	0	0			
Volume Right	0	0	11			
cSH	1596	1700	1058			
Volume to Capacity	0.01	0.01	0.01			
Queue Length 95th (ft)	1	0	1			
Control Delay (s)	2.7	0.0	8.4			
Lane LOS	A		A			
Approach Delay (s)	2.7	0.0	8.4			
Approach LOS			A			
<b>Intersection Summary</b>						
Average Delay			2.8			
Intersection Capacity Utilization			19.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 11: Access Rd A & Parcel 4

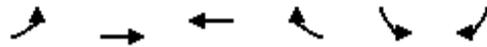
1501 Southern Ave (The Promise)  
 PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↗	↖		↘	↙
Traffic Volume (veh/h)	32	0	0	11	5	18
Future Volume (Veh/h)	32	0	0	11	5	18
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	35	0	0	12	5	20
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	12				76	6
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	12				76	6
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				99	98
cM capacity (veh/h)	1607				907	1077
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>SB 1</b>			
Volume Total	35	12	25			
Volume Left	35	0	5			
Volume Right	0	12	20			
cSH	1607	1700	1038			
Volume to Capacity	0.02	0.01	0.02			
Queue Length 95th (ft)	2	0	2			
Control Delay (s)	7.3	0.0	8.6			
Lane LOS	A		A			
Approach Delay (s)	7.3	0.0	8.6			
Approach LOS			A			
<b>Intersection Summary</b>						
Average Delay			6.5			
Intersection Capacity Utilization			18.4%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 13: Access Rd A & Parcel 6

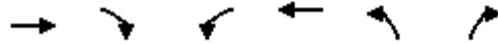
1501 Southern Ave (The Promise)  
 PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↘	↙
Traffic Volume (veh/h)	10	4	2	0	0	6
Future Volume (Veh/h)	10	4	2	0	0	6
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	4	2	0	0	7
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2				28	2
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2				28	2
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	99
cM capacity (veh/h)	1620				980	1082
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>SB 1</b>			
Volume Total	15	2	7			
Volume Left	11	0	0			
Volume Right	0	0	7			
cSH	1620	1700	1082			
Volume to Capacity	0.01	0.00	0.01			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	5.3	0.0	8.3			
Lane LOS	A		A			
Approach Delay (s)	5.3	0.0	8.3			
Approach LOS			A			
<b>Intersection Summary</b>						
Average Delay			5.8			
Intersection Capacity Utilization			17.4%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 14: Parcel 5 & Access Rd A

1501 Southern Ave (The Promise)  
 PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	
Traffic Volume (veh/h)	0	2	0	0	1	0
Future Volume (Veh/h)	0	2	0	0	1	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	2	0	0	1	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			2		1	1
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2		1	1
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1620		1022	1084
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>			
Volume Total	2	0	1			
Volume Left	0	0	1			
Volume Right	2	0	0			
cSH	1700	1700	1022			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	8.5			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	8.5			
Approach LOS			A			
<b>Intersection Summary</b>						
Average Delay			2.8			
Intersection Capacity Utilization			13.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
15: Access Rd A

1501 Southern Ave (The Promise)  
PM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↘	
Traffic Volume (veh/h)	2	2	0	1	1	0
Future Volume (Veh/h)	2	2	0	1	1	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	2	0	1	1	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			4			3
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			4			3
tC, single (s)			4.1			6.2
tC, 2 stage (s)						
tF (s)			2.2			3.3
p0 queue free %			100			100
cM capacity (veh/h)			1618			1081
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>			
Volume Total	4	1	1			
Volume Left	0	0	1			
Volume Right	2	0	0			
cSH	1700	1618	1018			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	8.5			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	8.5			
Approach LOS			A			
<b>Intersection Summary</b>						
Average Delay			1.4			
Intersection Capacity Utilization			13.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
16: Access Rd A

1501 Southern Ave (The Promise)  
PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	0	14	1	0	8
Future Volume (Veh/h)	1	0	14	1	0	8
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	0	15	1	0	9
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	24	16			16	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	24	16			16	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	991	1064			1602	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	1	16	9			
Volume Left	1	0	0			
Volume Right	0	1	0			
cSH	991	1700	1602			
Volume to Capacity	0.00	0.01	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	8.6	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.6	0.0	0.0			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			0.3			
Intersection Capacity Utilization			13.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
121: Private Rd B

1501 Southern Ave (The Promise)  
PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	16	45	4	24	56
Future Volume (Veh/h)	3	16	45	4	24	56
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	17	49	4	26	61
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	164	51			53	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	164	51			53	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	98			98	
cM capacity (veh/h)	813	1017			1553	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	20	53	87			
Volume Left	3	0	26			
Volume Right	17	4	0			
cSH	980	1700	1553			
Volume to Capacity	0.02	0.03	0.02			
Queue Length 95th (ft)	2	0	1			
Control Delay (s)	8.7	0.0	2.3			
Lane LOS	A		A			
Approach Delay (s)	8.7	0.0	2.3			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			2.3			
Intersection Capacity Utilization			20.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 122: Private Rd B & Driveway

1501 Southern Ave (The Promise)  
 PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	57	69	18	57	72	20
Future Volume (Veh/h)	57	69	18	57	72	20
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	62	75	20	62	78	22
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	229	51			82	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	229	51			82	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	91	93			95	
cM capacity (veh/h)	720	1017			1515	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	137	82	100			
Volume Left	62	0	78			
Volume Right	75	62	0			
cSH	857	1700	1515			
Volume to Capacity	0.16	0.05	0.05			
Queue Length 95th (ft)	14	0	4			
Control Delay (s)	10.0	0.0	5.9			
Lane LOS	A		A			
Approach Delay (s)	10.0	0.0	5.9			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			6.2			
Intersection Capacity Utilization			25.8%	ICU Level of Service	A	
Analysis Period (min)			15			

# Appendix B

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Synchro / HCM Queuing Worksheets

Queuing and Blocking Report  
AM Peak Hour

10/19/2022

Intersection: 1: Southern Ave & Parcel A

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	TR	LT	T
Maximum Queue (ft)	102	68	86	100	140	89
Average Queue (ft)	40	33	41	36	56	21
95th Queue (ft)	78	57	78	82	108	60
Link Distance (ft)	141	141	131	131	1069	1069
Upstream Blk Time (%)				0		
Queuing Penalty (veh)				0		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Private Rd B/Parking Lot & Parcel A/Private Rd A

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	38	3	53	53
Average Queue (ft)	3	0	26	20
95th Queue (ft)	19	2	48	46
Link Distance (ft)	141	80	47	87
Upstream Blk Time (%)			1	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Private Rd A & Parking Lot

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	32	62
Average Queue (ft)	6	20
95th Queue (ft)	25	49
Link Distance (ft)	80	48
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report  
AM Peak Hour

10/19/2022

Intersection: 4: Parcel 3/Access Rd A & Private Rd A

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	18	31	30
Average Queue (ft)	1	14	12
95th Queue (ft)	10	36	36
Link Distance (ft)	146	29	95
Upstream Blk Time (%)		1	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Parcel 4/Parcel 5 & Private Rd A

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	57	34
Average Queue (ft)	19	9
95th Queue (ft)	47	32
Link Distance (ft)	34	46
Upstream Blk Time (%)	2	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Access Rd A & Private Rd A

Movement	EB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	3
95th Queue (ft)	17
Link Distance (ft)	4
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report  
AM Peak Hour

10/19/2022

Intersection: 7: Southern Ave & Driveway/Access Rd A

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LT	LT	TR
Maximum Queue (ft)	31	68	47	54	24
Average Queue (ft)	4	29	4	6	1
95th Queue (ft)	21	52	23	30	17
Link Distance (ft)	272	188	1413	131	131
Upstream Blk Time (%)				0	0
Queuing Penalty (veh)				0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 8: Access Rd A & Private Rd B

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	24	29
Average Queue (ft)	1	7
95th Queue (ft)	12	25
Link Distance (ft)	188	70
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Access Rd A & Parcel 2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	6	35
Average Queue (ft)	0	17
95th Queue (ft)	6	42
Link Distance (ft)	117	113
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report  
AM Peak Hour

10/19/2022

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Intersection: 10: Access Rd A & Parcel 3

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Movement	SB
Directions Served	LR
Maximum Queue (ft)	36
Average Queue (ft)	16
95th Queue (ft)	41
Link Distance (ft)	124
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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Intersection: 11: Access Rd A & Parcel 4

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Movement	SB
Directions Served	LR
Maximum Queue (ft)	54
Average Queue (ft)	27
95th Queue (ft)	49
Link Distance (ft)	115
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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Intersection: 13: Access Rd A & Parcel 6

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Movement	SB
Directions Served	LR
Maximum Queue (ft)	28
Average Queue (ft)	8
95th Queue (ft)	28
Link Distance (ft)	62
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report  
AM Peak Hour

10/19/2022

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Intersection: 14: Parcel 5 & Access Rd A

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Movement	NB
Directions Served	LR
Maximum Queue (ft)	23
Average Queue (ft)	1
95th Queue (ft)	11
Link Distance (ft)	55
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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Intersection: 15: Access Rd A

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Movement	NB
Directions Served	LR
Maximum Queue (ft)	22
Average Queue (ft)	2
95th Queue (ft)	14
Link Distance (ft)	49
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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Intersection: 16: Access Rd A

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Movement	WB
Directions Served	LR
Maximum Queue (ft)	18
Average Queue (ft)	1
95th Queue (ft)	10
Link Distance (ft)	47
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

# Queuing and Blocking Report

## AM Peak Hour

10/19/2022

### Intersection: 121: Private Rd B

Movement	WB	NB
Directions Served	LR	TR
Maximum Queue (ft)	60	6
Average Queue (ft)	22	0
95th Queue (ft)	50	4
Link Distance (ft)	44	49
Upstream Blk Time (%)	1	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

### Intersection: 122: Private Rd B & Driveway

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	67	6	14
Average Queue (ft)	28	0	1
95th Queue (ft)	54	4	8
Link Distance (ft)	58	70	49
Upstream Blk Time (%)	0		0
Queuing Penalty (veh)	0		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

### Network Summary

Network wide Queuing Penalty: 0
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Queuing and Blocking Report  
PM Peak Hour

10/20/2022

Intersection: 1: Southern Ave & Parcel A

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	TR	LT	T
Maximum Queue (ft)	101	71	119	115	256	219
Average Queue (ft)	36	34	57	50	129	71
95th Queue (ft)	75	58	101	95	219	177
Link Distance (ft)	141	141	131	131	1069	1069
Upstream Blk Time (%)			0	0		
Queuing Penalty (veh)			0	0		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Private Rd B/Parking Lot & Parcel A/Private Rd A

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	44	19	58	55
Average Queue (ft)	4	1	29	22
95th Queue (ft)	22	10	52	49
Link Distance (ft)	141	80	47	87
Upstream Blk Time (%)			1	0
Queuing Penalty (veh)			1	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Private Rd A & Parking Lot

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	36	62
Average Queue (ft)	4	24
95th Queue (ft)	21	49
Link Distance (ft)	80	48
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report  
PM Peak Hour

10/20/2022

Intersection: 4: Parcel 3/Access Rd A & Private Rd A

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	12	28	30
Average Queue (ft)	1	8	8
95th Queue (ft)	7	28	29
Link Distance (ft)	146	29	95
Upstream Blk Time (%)		1	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Parcel 4/Parcel 5 & Private Rd A

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	33	45
Average Queue (ft)	12	10
95th Queue (ft)	35	34
Link Distance (ft)	34	46
Upstream Blk Time (%)	1	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Access Rd A & Private Rd A

Movement	EB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	9
95th Queue (ft)	32
Link Distance (ft)	4
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report  
PM Peak Hour

10/20/2022

Intersection: 7: Southern Ave & Driveway/Access Rd A

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	65	90	11	17	101	70
Average Queue (ft)	25	31	1	1	26	3
95th Queue (ft)	55	62	7	7	75	28
Link Distance (ft)	272	188	1413	1413	131	131
Upstream Blk Time (%)					0	
Queuing Penalty (veh)					0	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 8: Access Rd A & Private Rd B

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	18	28
Average Queue (ft)	1	16
95th Queue (ft)	9	34
Link Distance (ft)	188	70
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Access Rd A & Parcel 2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	12	34
Average Queue (ft)	0	7
95th Queue (ft)	6	29
Link Distance (ft)	117	113
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report  
PM Peak Hour

10/20/2022

Intersection: 10: Access Rd A & Parcel 3

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	18	30
Average Queue (ft)	1	9
95th Queue (ft)	8	32
Link Distance (ft)	130	124
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Access Rd A & Parcel 4

Movement	WB	SB
Directions Served	TR	LR
Maximum Queue (ft)	4	40
Average Queue (ft)	0	16
95th Queue (ft)	3	42
Link Distance (ft)	28	115
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: Access Rd A & Parcel 6

Movement	SB
Directions Served	LR
Maximum Queue (ft)	28
Average Queue (ft)	5
95th Queue (ft)	22
Link Distance (ft)	62
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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Intersection: 14: Parcel 5 & Access Rd A

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Movement	NB
Directions Served	LR
Maximum Queue (ft)	11
Average Queue (ft)	1
95th Queue (ft)	9
Link Distance (ft)	55
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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Intersection: 15: Access Rd A

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Movement	NB
Directions Served	LR
Maximum Queue (ft)	16
Average Queue (ft)	1
95th Queue (ft)	7
Link Distance (ft)	49
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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Intersection: 16: Access Rd A

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Movement	WB
Directions Served	LR
Maximum Queue (ft)	23
Average Queue (ft)	2
95th Queue (ft)	12
Link Distance (ft)	47
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

# Queuing and Blocking Report

## PM Peak Hour

10/20/2022

### Intersection: 121: Private Rd B

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	30	32	18
Average Queue (ft)	13	2	1
95th Queue (ft)	37	16	8
Link Distance (ft)	44	49	47
Upstream Blk Time (%)	0	0	0
Queuing Penalty (veh)	0	0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

### Intersection: 122: Private Rd B & Driveway

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	75	27	31
Average Queue (ft)	41	1	5
95th Queue (ft)	66	12	23
Link Distance (ft)	58	70	49
Upstream Blk Time (%)	1		0
Queuing Penalty (veh)	0		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

### Network Summary

Network wide Queuing Penalty: 1
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September 20, 2022

**MEMORANDUM**

**TO:** Henry Zhang, Urban Design Section, Development Review Division

**VIA:** Tom Gross, Acting 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:** **DSP-19071, DDS-685, AC-22002; The Promise**

The subject property comprises 13.01 acres located at 1501 Southern Avenue in Oxon Hill, Maryland. The subject application proposes a mixed-use development containing 1,014 multi-family units, 37,810 square feet of commercial space, and a departure from design standards for the required parking space size. The subject property is within the 2014 *Approved Southern Green Line Station Area Sector Plan* area and is zoned NAC (Neighborhood Activity Center).

The 2014 *Approved Southern Green Line Station Area Sector Plan* contains minimal goals and policies regarding historic preservation and are not specific to the subject site or applicable to the proposed development. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain, and is not adjacent to any Prince George's County historic sites or resources. This proposal will not impact any historic sites, historic resources, or known archeological sites. Due to previous disturbance on the site and steep slopes, a Phase I archeology survey is not recommended. The Historic Preservation Section staff recommend approval of DSP-19071, DDS-685, and AC-22002, The Promise, without conditions.



HEALTH  
DEPARTMENT  
Prince George's County

*Division of Environmental Health/Disease Control*

Date: September 20, 2022

To: Henry Zhang, Urban Design, M-NCPPC

From: Adebola Adepoju, Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: DSP-19071 (DDS-685) (AC-22002) The Promise

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan submission for The Promise located at 1501 Southern Avenue, Maryland and has the following any comments/recommendations:

1. Health Department permit records indicate there are no carry-out/convenience store food facilities or markets/grocery stores within a ½ mile radius of this location. 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. ***The applicant plans on designating space for a 18,946 sq. ft. grocery store that provides healthy food options.***
2. Scientific research has demonstrated that a high quality pedestrian environment can support walking both for utilitarian purposes and for pleasure, leading to positive health outcomes. Indicate how development of the site will provide for safe pedestrian access to amenities in the adjacent communities.
3. The design 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 areas.
4. There is an increasing body of scientific research suggesting that community gardens enhance nutrition and physical activity and promote the role of public health in improving quality of life. The developer should consider setting aside space for a community garden.
5. ***This site is located within walking distance of the Southern Avenue Metro station which would promote the use of public transportation.***



Angela Alsobrooks  
County Executive

Environmental Engineering/Policy Program  
Largo Government Center  
9201 Basil Court, Suite 318, Largo, MD 20774  
Office 301-883-7681, Fax 301-883-7266, TTY/STS Dial 711  
[www.princegeorgescountymd.gov/health](http://www.princegeorgescountymd.gov/health)



*Division of Environmental Health/Disease Control*

6. During the 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.
7. During the 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](mailto:aoadepoju@co.pg.md.us).



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## 1 - Water and sewer Design General Comment

Created by: Jonathan Madagu  
On: 09/16/2021 04:09 PM

- 1). Show and label existing water and sewer mains on plan, should be labeled with correct pipe size, material and WSSC contract number.
- 2). Show and label easement limits on plan for all existing and proposed water and sewer mains.
- 3). Location of water and sewer pipelines shall not be located with the MTA Rail Line of Influence See WSSC 2017 Pipeline Design, Section 3; Pipeline Crossings and Clearances.
- 4). Water loop(s) may be required to provide a second feed for system outage. This will be determined with WSSC Hydraulic Planning Analysis.
- 5). Water pipelines 12-inch and smaller must have the greater of: a minimum of 15 feet horizontal separation from any building or dwelling or a 1:1 slope from the bottom of the foundation of the existing or proposed building to the bottom edge of the pipeline trench.
- 6). **METERING - Mixed-Use Buildings.**  
Where both residential and commercial units in the same building are served by single water service connection or multiple service connections forming into a single system on property, a minimum of two meters shall be installed, as set forth below, to allow for the separate registering or computations of residential unit and commercial unit water consumptions at the building. For mixed-use properties located in Prince George's County, each residential unit must be metered separately. See 2019 Plumbing & Fuel Gas Code 111.5.8.1
- 7). **Conversion to condominium (Prince George's County ONLY)**  
In accordance with State Law, where a property use is being converted to condominium or cooperative ownership of residential units, plumbing modifications shall be permitted, inspected, and approved, prior to the conversion, to individually meter each unit with a WSSC furnished meter and individual water/sewer account. Refer to sections 111.5.8.2 and 111.5.8.3 for details. See WSSC 2019 Plumbing & Fuel Gas Code 111.5.1.1.1
- 8). **OUTSIDE METERS - 3-inch and larger meter settings shall be furnished and installed by the utility contractor in an outside meter vault. Show and label vault and required WSSC easement. WSSC prefers an outside meter in a vault, however and indoor meter may be allowed under certain conditions. See WSSC 2019 Plumbing & Fuel Gas Code 111.5.7 & 603.4.1 (FYI: Outside Meter Vault Applies for any commercial 3-inch meter settings or larger, for short lengths this requirement may be waived, talk to your DM)**
- 9). A single water/sewer service connection for two or more buildings in a single lot/parcel requires a covenant. Should the property be subdivided or sold in the future, individual water/sewer connections for each building will be required.

----- 0 Replies -----

## 2 - Easements

Created by: Jonathan Madagu  
On: 09/16/2021 04:31 PM

1). WSSC easements must be free and clear of other utilities, including storm drain systems, ESD devices, gas, electric, telephone, CATV, etc., with the exception of allowed crossings designed in accordance with the WSSC 2017 Pipeline Design Manual. Landscaping and Hardscaping are also not allowed without approval. Under certain conditions (and by special request) the items listed above may be permitted within the WSSC easement. However, this will be evaluated on a case by case basis and if allowed, will require execution of a special agreement and/or Hold Harmless Agreement between WSSC and the developer.

2). Private Street & Alley Easement Requirements. Service mains proposed for this project are located in roadways that are or may be private. Private water and sewer mains are preferred in private streets and alleys. If the applicant desires public water and sewer mains in these private streets and alleys, then the following criteria must be met:

- All separation requirements in the WSSC 2017 Pipeline Design Manual (PDM) must be met.
- A 10 foot Public Utility Easements (PUE) shall be provided on both sides of the private street -and/or alley or space within the private street will be provided to assure PDM separations are met and limiting utility crossings of the WSSC water and sewer lines.
- Blanket easements for other utilities (gas, electric, telephone, CATV, fiber optic, etc.) within the private street and/or alley parcel will not be allowed. The HOA documents shall not provide for a blanket easement across and under a private street and/or alley parcel.
- Dry utilities are to be located in the PUE or as described above. No dry utilities are to be placed within the WSSC easement for public water and sewer except to cross perpendicular to the public water and sewer mains.
- The storm drain system located in a private street and/or alley containing public water and sewer mains shall also be public and maintained by the County.

3). WSSCs minimum easement width for a normal (14-inch diameter or less) pipeline (water or sewer at normal depth) is 20-feet. When both water and sewer (normal diameter and depth) are installed in the same easement, the minimum width is 30-feet. Installation of deep or large water/sewer will require additional easement width.

4). The minimum horizontal clearance from a building to the outside diameter of a WSSC pipeline is 15-feet. The minimum spacing between adjacent buildings with both water and sewer lines between them must be 40-feet. In some cases where connections, fire hydrants, or deep water/sewer lines are involved, additional easement width is required.

5). Balconies or other building appurtenances must not encroach within WSSC easements. Water/Sewer pipeline alignment should maintain a minimum 5-foot horizontal clearance from storm-drain pipeline/structures and other utilities. Review of plan submitted does not meet these requirements.

6). Acquisition of off-site easements from other property owners will be required for the proposed (water/sewer) extension(s). The Applicant is responsible for obtaining the easements. Delineate and show the proposed off-site easement limits on plan. See WSSC Design Manual C-2.1

----- 0 Replies -----

### 3 - Environmental General

Created by: Jonathan Madagu  
On: 09/16/2021 04:41 PM

1). Environmental Impacts. The proposed [water main and/or outfall sewer] impacts wetlands, stream buffers, 100 year flood plain, steep slopes and possibly large trees. Main alignment may need adjustment in the design stage of the WSSC Development Services System Integrity review process. See WSSC 2017 Pipeline Design Manual Part Three, Section 23

- 2). An Environmental Site Assessment report may/will be required for the proposed site.
- 3). Wetlands permit will be required for any construction within nontidal wetland areas. See WSSC 2017 Pipeline Design Manual Part Three, Section 23

----- 0 Replies -----

#### 4 - water and Sewer General

Created by: Jonathan Madagu  
On: 09/16/2021 04:50 PM

- 1). A 2,160-foot long [non-CIP sized water main extending to the property line will be required, connecting to the existing 10-inch water main located in Southern Avenue contract no.1961-4930. Additional public mains will be required within the site.
- 2). A 3,630-foot long non-CIP sized sewer, extending to the property line, will be required, connecting to the existing 24" sewer main MH 002J located on Southern Avenue, contract no.1949-0358. Additional public mains will be required within the site.
- 3).System Planning Forecasts may be performed on projects in Service Categories 5 or 6 if requested. Complete Hydraulic Planning Analysis is only performed for projects in Service Categories 1-4.
- 4). Projects in Service Category W-4 and/or S-4 can have complete Hydraulic Planning Analysis performed however the design plans cannot be approved until the property is designated W-3 and/or S-3.
- 5).To determine the current Service Category or request a change, contact the Department of Permitting, Inspection and Enforcement 301-636-2060.

----- 0 Replies -----



**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**  
 14741 Governor Oden Bowie Drive  
 Upper Marlboro, Maryland 20772

**DATE:** October 28, 2022  
**TO:** Andree Green Checkley, Esq., Planning Director  
**VIA:** Jill Kosack, Chair, Alternative Compliance Committee  
**FROM:** Andrew Bishop, Alternative Compliance Committee Member  
**PROJECT NAME:** The Promise  
**PROJECT NUMBER:** Alternative Compliance AC-22002  
**COMPANION CASE:** DSP-19071

<b>ALTERNATIVE COMPLIANCE</b>			
<b>Recommendation:</b>	<input checked="" type="checkbox"/> Approval Section 4.2	<input checked="" type="checkbox"/> Denial Section 4.10	
<b>Justification:</b> SEE ATTACHED			
			Andrew Bishop
			<i>N. Andrew Bishop</i> Reviewer's Signature

<b>PLANNING DIRECTOR'S REVIEW</b>					
<input type="checkbox"/>	Final Decision	<input type="checkbox"/>	Approval	<input type="checkbox"/>	Denial
<input checked="" type="checkbox"/>	Recommendation	<input checked="" type="checkbox"/>	Approval	<input type="checkbox"/>	Denial
<input checked="" type="checkbox"/>	To Planning Board				
	To Zoning Hearing Examiner				
Planning Director's Signature _____					Date _____

<b>APPEAL OF PLANNING DIRECTOR'S DECISION</b>				
<b>Appeal Filed:</b>				
<b>Planning Board Hearing Date:</b>				
<b>Planning Board Decision:</b>	<input type="checkbox"/>	Approval	<input type="checkbox"/>	Denial
<b>Resolution Number:</b>				

Alternative Compliance: AC-22002  
 Name of Project: The Promise  
 Companion Case: DSP-19071  
 Date: October 28, 2022

Alternative compliance is requested from the requirements of Section 4.2, Requirements for Landscape Strips Along Streets, for the site’s Southern Avenue frontage and along an internal private street, and from Section 4.10, Street Trees Along Private Streets, on all of the private streets in the development, of the 2010 *Prince George's County Landscape Manual* (Landscape Manual).

**Location**

The subject 15.10-acre property is located on the southeast side of Southern Avenue, along the border of the District of Columbia, in Planning Area 76A, Council District 7, in Temple Hills. The site is within the prior Development District Overlay (D-D-O) Zone designated by the *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment*, as adopted in Prince George’s County Council Resolution CR-10-2014.

The property is also located within the geography previously designated as the Developed Tier of the 2014 *Plan Prince George's 2035 Approved General Plan*, as found in Prince George's County Planning Board Resolution No. 14-10 (see Prince George’s County Council Resolution CR-26-2014).

**Background**

Detailed Site Plan DSP-19071 is requesting approval of a mixed-use development containing 1,014 multifamily dwelling units and 37,810 square feet of commercial space. The applicant requests alternative compliance from the requirements of Section 4.2, Requirements for Landscape Strips Along Streets, for the required landscape strips along Southern Avenue and an internal private street, and from the requirements of Section 4.10, Street Trees Along Private Streets, for the treatment of the streetscape on the private streets. Specifically, the applicant is seeking relief as follows:

**Section 4.2-1, Requirements for Landscape Strips Along Streets**

**REQUIRED: Section 4.2(3)(A)(i), Requirements for Landscape Strips Along Streets, along Southern Avenue**

Length of Landscape Strip	150 feet
Width of Landscape Strip	10 feet
Shade Trees (1 per 35 linear feet)	5
Shrubs	43

**PROVIDED: Section 4.2(c)(3)(A)(i), Requirements for Landscape Strips Along Streets, along Southern Avenue**

Length of Landscape Strip	150 feet
Width of Landscape Strip	10 feet
Shade Trees (1 per 35 linear feet)	0
Ornamental/Evergreen Trees	5
Shrubs	58

**Justification of Recommendation**

The applicant is requesting alternative compliance from Section 4.2(c)(3)(A)(i), Requirements for Landscape Strips Along Streets, which requires a landscape strip be provided for the entire 150 feet of the property’s frontage along Southern Avenue.

The applicant is proposing to use Option 1 to satisfy the requirements of Section 4.2, which requires a 10-foot-wide landscape strip, planted with 1 shade tree and 10 shrubs per 35 feet of linear frontage. The applicant is proposing a varied-width landscape strip that is a minimum of 12.6 feet, and a maximum of 21.5 feet wide. The landscape strip includes a slope that rises approximately six feet to the building and includes additional planting. None of the required shade trees are included in the landscape strip in this area, but they have been replaced by ornamental flowering trees. The planting strip includes 58 shrubs, which exceeds the 43 shrubs that are required, as well as other perennial and groundcover plantings.

The Alternative Compliance Committee finds that the applicant’s proposed solution meets the requirements of the width of the landscape strip, but is deficient in the required number of shade trees, and does not find the applicant’s proposal equally effective as normal compliance with Section 4.2.

While the committee understands the special constraints created by the building’s placement and the location of the public utility easement along Southern Avenue, staff recommends that a minimum of six columnar evergreens be substituted for approximately 20 of the shrubs adjacent to the building. Evergreen trees provide a greater number of planting units than shrubs, which will increase the total number of planting units. If replaced, the total planting units will be closer to the number of plant units normally required and the columnar habit of these evergreens will provide a vertical accent. A condition is included herein requiring the applicant to substitute the shrubs with columnar evergreens. With this substitution, the Alternative Compliance Committee finds that the applicant’s proposal will be equally effective as normal compliance with Section 4.2.

**REQUIRED: Section 4.2(c)(3)(A)(i). Requirements for Landscape Strips Along Streets, on Private Road A to screen the parking lot**

Length of Landscape Strip	155 feet
Width of Landscape Strip	10 feet
Shade Trees (1 per 35 linear feet)	5
Shrubs	44

**PROVIDED: 4.2(c)(3)(A)(i). Requirements for Landscape Strips Along Streets, on Private Road A to screen the parking lot**

Length of Landscape Strip	155 feet
Width of Landscape Strip	7 feet
Shade Trees (1 per 35 linear feet)	5
Shrubs	52

**Justification of Recommendation**

The applicant is requesting alternative compliance from Section 4.2(c)(3)(A)(i), Requirements for Landscape Strips Along Streets, which requires a landscape strip be provided for the entire 155 linear feet of frontage of the parking lot on Parcel 6 along internal Private Road A.

The applicant is proposing to use Option 1 to satisfy the requirements of Section 4.2, which requires a 10-foot-wide landscape strip, planted with 1 shade tree and 10 shrubs per 35 feet of linear frontage. The applicant is proposing a 7-foot-wide landscape strip for the entire frontage and is providing the required 5 shade trees and 52 shrubs, which is more than the 44 required. Due to spatial limitations between the proposed right-of-way and curb-line of the proposed parking lot, the proposed landscape strip has been reduced by 3 feet. The applicant is providing 8 more plant units than would be required, for a total of 102 planting units.

Due to the increase in the number of shrubs and the total number of plant units, the Alternative Compliance Committee finds that the parking lot will be adequately screened and that the applicant’s proposal is equally effective as normal compliance with Section 4.2.

**Section 4.10. Street Trees Along Private Streets**

The application is subject to Section 4.10, which requires a 5-foot-wide landscape strip between the street curb or edge of paving and the sidewalk, and a minimum number of shade trees per linear feet of roadway. Private Road A is a total of 5,684 linear feet, which would be required to include 162 shade trees, but the applicant is proposing to plant only 17 shade trees. Private Road A includes both the central primary roadway for the development and a road located at the rear of the buildings, that is proposed more as an emergency access road. The primary road includes planting areas and landscaping; however, the emergency access roads do not include shade trees.

**REQUIRED: Section 4.10(c)(1). Street Trees Along Private Streets, along Private Road A**

Length of Landscape Strip	5,684 linear feet*
Width of Landscape Strip	5 feet
Shade Trees (1 per 35 linear feet)	162

**PROVIDED: Section 4.10(c)(1). Street Trees Along Private Streets, along Private Road A**

Length of Landscape Strip	5,684 linear feet*
Width of Landscape Strip	5 feet
Shade Trees (1 per 35 linear feet)	17

**Note:** \*A portion of Private Road A includes the emergency access roads, which do not propose any landscape treatment.

**Justification of Recommendation**

The applicant is requesting alternative compliance from Section 4.10, along the entirety of Private Road A on the subject property. Along the central primary portion of the road, landscape treatment is provided by including shade and ornamental trees, shrubs, and perennials. However, the roadway continues behind the buildings on-site and no shade trees are provided in these areas because these portions of Private Road A are intended to provide service and emergency access. Therefore, the applicant’s proposal does not meet the required number of shade trees for the private streets on-site. The applicant states that strict conformance to the requirements of the Landscape Manual cannot be met, due to limited space within the private right-of-way for the

placement of necessary site utilities, stormwater management devices, and the number of required shade trees.

While the Alternative Compliance Committee understands that the limitations of the site hinder the ability to meet the requirements of Section 4.10, the Committee finds that the applicant's proposal is not equally effective as normal compliance in fulfilling the intent and purposes of Section 4.10, which is to define the private streets, establish human scale, and promote pedestrian activity by fostering a safe, pedestrian-friendly streetscape along private streets. Therefore, it is determined that the proposed alternative design solution fails to meet the approval criteria.

**Recommendation**

The Alternative Compliance Committee recommends APPROVAL of Alternative Compliance AC-22002 from the 2010 *Prince George's County Landscape Manual* for Section 4.2, Requirements for Landscape Strips Along Streets, on Private Road A screening the parking lot on Parcel 6 and for the site's Southern Avenue frontage, and DISAPPROVAL of Alternative Compliance AC-22002 from the 2010 *Prince George's County Landscape Manual* for Section 4.10, Street Trees Along Private Streets, subject to the following condition:

1. Prior to certification, the applicant shall revise the detailed site plan, as follows:
  - a. Substitute a minimum of 6 columnar evergreen trees for approximately 20 of the shrubs adjacent to the building along the Southern Avenue frontage.

# **Additional Back-up**

**For**

**DSP-19071 & DDS-685  
The Promise (ETOD)**

November 15, 2022

**MEMORANDUM**

TO: The Prince George's County Planning Board

VIA: *JAH* James Hunt, Chief, Development Review Division

*AF* Anne Fothergill, Supervisor, Urban Design Section  
Development Review Division

FROM: *TB* Tom Burke, Planner IV, Urban Design Section  
Development Review Division

**SUBJECT:** Planning Board Agenda November 17, 2022 – Staff Revisions to Technical Report  
**Items 8 and 9 - Detailed Site Plan DSP-19071, Departure from Design  
Standards DDS-685, and Alternative Compliance AC-22002  
The Promise**

The following adjustments are recommended to the technical staff report dated November 3, 2022. This supplemental memorandum provides updated findings, recommendations, and conditions, in response to clarification provided by the applicant.

Staff recommends the following revised findings and conditions of approval (added text underlined, deleted text [~~striketrough~~):

**Coversheet Proposal information:**

<b>Location:</b> On the south side of Southern Avenue, <u>approximately</u> 2,100 feet north of its intersection with Wheeler Road.	
Gross Acreage:	15.10
Zone:	NAC
Prior Zone:	M-X-T/D-D-O
Reviewed per prior Zoning Ordinance:	Section 27-1704(b)
Dwelling Units:	[ <del>1,014</del> ] <u>985</u>
Gross Floor Area:	1,278,170 sq. ft.
Planning Area:	76A
Council District:	07
Municipality:	N/A

**Revised Language — Finding 1, page 4**

- Request:** This detailed site plan (DSP) application is for approval of a mixed-use development containing 481 multifamily residential units, [~~399~~] 504 units for the elderly [~~and~~] or physically handicapped, [~~134 assisted living units,~~] and 37,810 square feet of commercial space. The applicant is proposing to phase the indoor and courtyard recreational facilities.

The applicant also requests a departure from design standards (DDS) to Section 27-558(a) of the prior Prince George's County Zoning Ordinance, for a reduction in the size of standard parking spaces to 9 feet by 18 feet for both structured and surface parking spaces; to allow loading spaces to be located 36 feet and 42 feet from residential uses; and to allow a reduction in the number of street trees from 162 required shade trees to 17 shade trees provided along a private road, in accordance with Section 4.10 of the 2010 Prince George's County Landscape Manual.

**Revised Language — Finding 2, page 5**

<b>Loading Spaces</b>	<b>Requirement</b>	<b>Required</b>	<b>Proposed</b>
Multifamily dwelling	1 per 100 to 300 residential units	3	3
Apartment housing for the elderly [ <del>and</del> ] <u>or</u> physically handicapped	1 per 100 to 300 residential units	4	4
Grocery	1 per 2,000 to 10,000 square feet	1	1
Retail	1 per 2,000 to 10,000 square feet	2	2
<b>Total Loading Spaces</b>		<b>10</b>	<b>10</b>

### Revised Language — Finding 6, page 5

6. **Design Features:** The applicant proposes to develop this site with ~~[1,014]~~ 985 residential units, including 481 multifamily units, ~~[399]~~ and 504 units for the elderly or physically handicapped ~~[, and 134 assisted living units]~~. The site is also proposed to contain 18,946 square feet of grocery store, 9,411 square feet of retail space, and a 9,453-square-foot, 150-student daycare center. Both indoor and outdoor amenities will be provided, allowing residents and guests access to public and private social areas, outdoor benches and plazas, rooftop gathering, indoor fitness centers, playgrounds, and a Capital Bikeshare station.

### Revised Language — Finding 6, page 10

#### Recreational Facilities

At the time of PPS 4-19052, it was determined that the mandatory parkland dedication of 15 percent of the net residential lot area could be required to be dedicated to the Maryland-National Capital Park and Planning Commission for public parks, which equates to 2.13 acres, but that this would be met through on-site private recreational facilities.

The recreational amenities for this site are proposed as a combination of indoor and outdoor facilities. The site will have a Capital Bikeshare station with docking for 11 e-bikes. In addition, there will be indoor and outdoor bike racks for each building, totaling 183 and 83 spaces, respectively. An approximately 7,000-square-foot playground with an open-access play sculpture, café chairs and tables, benches, decorative boulders, and a wooden arch with a wooden bridge are proposed in the center of the community. The plans show the multipurpose recreational courtyard for Building 4 will be 12,000 square feet and include a log play sculpture, with café tables and chairs, benches, and will be surrounded by a planting bed and planting wall. The other buildings will also have multiuse courtyards totaling 35,000 square feet, and rooftop facilities; however, since the applicant is requesting to phase the indoor and courtyard recreational facilities for each building, the specific amenities for residential buildings other than Building 4 have not been detailed on the plans provided. At this time, only the indoor and courtyard recreational facilities for Building 4 are being proposed for approval. A condition is included herein, requiring that the approval of an amended DSP application(s) will be necessary prior to approval of any permits for the other residential buildings on this DSP. The size and scope of facilities proposed in Building 4 will be used as a guide in reviewing and approving the facilities in the other buildings. As conditioned with the PPS, prior to submission of a final plat, a recreational facilities agreement (RFA) must be submitted for approval, which can reference the DSP, as amended, as showing the approved facilities. In addition, prior to issuance of individual building permits, bonding will be required for the recreational facilities deemed necessary to meet adequacy requirements on the DSP for that building. The applicant may choose, with subsequent DSP amendments, to provide additional facilities above the adequacy requirements, which would not be required to be subject to the RFA or bonding requirements.

### Revised Language — Finding 10, page 29

- 10. 2010 Prince George’s County Landscape Manual:** Per Section 27-544(a) of the prior Zoning Ordinance, landscaping, screening, and buffering for property zoned M-X-T are subject to the provisions of the Landscape Manual. Specifically, this application is subject to the requirements of Section 4.1, Residential Requirements; Section 4.2, Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.7, Buffering Incompatible Uses; Section 4.9, Sustainable Landscaping Requirements; and Section 4.10, Street Trees Along Private Streets. ~~[The landscape plan provided with this DSP contains errors and deficiencies, which have been addressed as conditions in the Recommendation section.]~~ The required plantings and schedules are provided in conformance with the Landscape Manual and are acceptable, except for Section 4.2.

### Revised Referral Comments, page 34

- d. **Transportation Planning**—In a memorandum dated October 24, 2022 (Ryan to Burke), incorporated herein by reference, the Transportation Planning Section provided a review of the application using the standards of Subtitle 27 of the prior Zoning Ordinance, and a response to preliminary plan conditions.

The applicant submitted an operational analysis dated October 24, 2022, which provides details of the site access points along Southern Avenue, the site layout configuration, and the proportional distribution of trips to each building based on the assigned density and land use. The analysis reported the extent of queuing at each on-site garage access and intersection, which showed nominal queues at these locations that did not exceed the available storage between each facility.

Fire Access Road A is the southern point of access along Southern Avenue. Upon initial receipt of the subject application, staff requested that the applicant clarify the functionality of Fire Access Road A and recommended that if the facility is intended for emergency vehicles only, that the applicant would need to provide signage restricting Fire Access Road A to emergency vehicles only. The applicant’s response to comments (Agesen to Burke, October 6, 2022) provided that “Fire Access Road A is not intended to be restricted to emergency vehicles only and is open to private vehicles and delivery trucks.” ~~[A condition is provided herein, to label “fire lane” to “private road”. In addition, staff recommends a 5-foot-wide sidewalk along both sides of this road, to meet the standards of a private road, as required by both the 2009 Approved Countywide Master Plan of Transportation and Condition 14 of the approved PPS.]~~ A condition is provided herein, to relabel “Fire Access Road A” to “Alley.”

### Revised Referral Comments, page 35

- i. **Prince George’s County Health Department**—In a memorandum dated September 20, 2022 (Adepoju to Zhang), incorporated herein by reference, the Health Department offered seven comments on this application. ~~[The comments on noise and dust have been included as conditions in the Recommendation section of this report]~~

**Revised Recommended Conditions, pages 36 and 37**

- B. APPROVE Detailed Site Plan DSP-19071 and Type 2 Tree Conservation TCP2-036-2022, and partially approve Alternative Compliance AC-22002 for The Promise, subject to the following conditions:
1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made, or information be submitted:
    - a. Provide a column in the Development Use Summary for building area devoted to vehicular parking and parking access
    - b. Provide elevations of the proposed picnic pavilion on the existing foundation platform.
    - c. Provide the details on the wooden arch and bridge, as proposed on the central, open access recreation area.
    - d. Locate benches closer to the residential entrances throughout the site.
    - e. Clearly indicate the floor area ratio on the DSP.
    - f. The symbol for signs is provided on the plan; however, the symbol is not defined in the legend. Provide a symbol for the signs and identify the bus stop located to the south of the proposed private road.
    - g. Identify the existing sanitary sewer line on Southern Avenue.
    - h. Provide a general note addressing how noise attenuation for the interior of dwellings is proposed to be provided.
    - i. Depict and label the modeled unmitigated and mitigated noise lines.
    - j. The Type 2 tree conservation plan (TCP2) shall be revised as follows:
      - (1) Remove Note 2 under the specimen tree table.
      - (2) Have the revised plan signed and dated by the qualified professional preparing the plan.
      - (3) Documents for the required woodland conservation easements shall be prepared and submitted to the Environmental Planning Section for review by the Office of Law and submitted to the Office of Land Records for recordation. The following note shall be added to the standard TCP2 notes on the plan as follows:

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

- [k.] ~~Revise the DSP sheets to include 5-foot-wide sidewalks along both sides of “Fire Access Road A”.~~
  - [l.] ~~k.~~ Relabel “Fire Access Road A” to [“Private Road”] “Alley” and provide traffic calming measures, in accordance with Prince George’s County Department of Public Works and Transportation design standards or any other nationally recognized standards for traffic control devices. The exact design and details shall be evaluated and accepted by the Transportation Planning Section.
  - [m.] ~~l.~~ Provide a DSP sheet which displays the distances between each on-site intersection, as well as the distance between each on-site garage.
  - [n.] ~~m.~~ Revise the DSP to include a rideshare pickup and drop-off location at Parcel 1, at a location convenient to the entrance, but that will not impede traffic operations along the on-site private roadways.
  - [o.] ~~n.~~ Revise the DSP to include on-site signage directing drivers to rideshare pickup and drop-off locations at all residential buildings.
  - [p.] ~~o.~~ Revise the DSP to modify the limits of the proposed public use easement, to extend behind the proposed bike share station.
  - [q.] ~~p.~~ Substitute a minimum of six columnar evergreens for ~~evergreen shrubs adjacent to the building and retaining wall~~ approximately 20 of the shrubs adjacent to the building along Southern Avenue.
  - ~~q.~~ Correct General Note 13 to reflect 481 multifamily residential units and 504 senior living housing units, for a total of 985 residential units.
  - ~~r.~~ Correct all references on the DSP to “housing for the elderly or physically handicapped” to be consistent with the provision in the Prince George’s County Code.
2. ~~[Prior to issuance of building permits with residential units other than Building 4, an approved, amended detailed site plan will be required to show all internal and courtyard recreational facilities for all buildings.]~~

Prior to approval of building permits that include residential units, other than the building on Parcel 4, the detailed site plan shall be amended by the Planning Director, as designee of the Planning Board, to show all internal and courtyard

recreational facilities, to meet adequacy for the relevant building. Such recreational facilities shall be found to be equal to or superior, in terms of size and quality, as those approved for the building on Parcel 4, but proportional to the number of dwelling units in the relevant building.

3. [~~Prior to certificate of occupancy for Building 4, the indoor and courtyard recreational facilities, dog park, picnic pavilion, and outdoor, Central Access Recreation Area shall be fully constructed.~~]

Prior to certificate of occupancy for each residential building, the indoor and courtyard recreational facilities shall be fully constructed and open for use.

4. [~~Prior to certificate of occupancy for all residential buildings, the indoor and courtyard recreational facilities shall be fully constructed.~~]

Prior to certificate of occupancy, the building on Parcel 5, the indoor and courtyard recreational facilities, the dog park, the picnic pavilion, and the outdoor central access recreation area shall be fully constructed and open for use.

5. Prior to approval of the final plat of subdivision, the applicant and the applicant's heirs, successors, and/or assignees shall record a Public Use Easement Agreement for public use of the bike share facility on the subject property, as provided on the certified detailed site plan. The easement agreement shall be approved by the Maryland-National Capital Park and Planning Commission, recorded in Prince George's County land records, and the Liber/folio shown on the final plat, prior to recordation.