



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

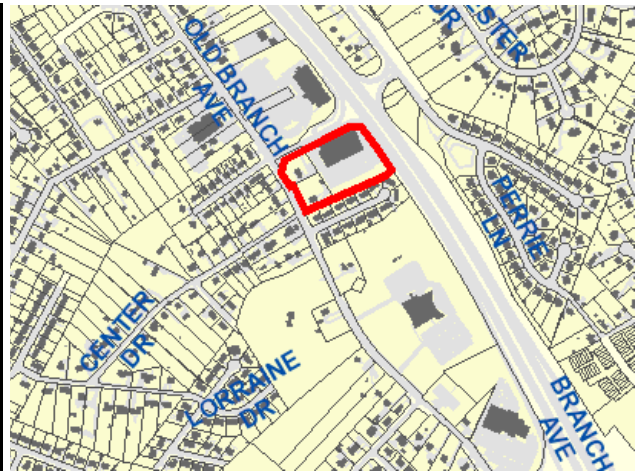
Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>

Conceptual Site Plan Linda Lane Property

CSP-21001

REQUEST	STAFF RECOMMENDATION
Mixed-use development for 105 multifamily units and 104,600 square feet of commercial/retail space.	With the conditions recommended herein: •Approval of Conceptual Site Plan CSP-21001

Location: In the southwest quadrant of the intersection of Linda Lane and MD 5 (Branch Avenue).	
Gross Acreage:	5.60
Zone:	CN/MIO
Prior Zone:	M-X-T/MIO
Reviewed per prior Zoning Ordinance:	Section 27-1903(c)
Dwelling Units:	105
Gross Floor Area:	339,000 sq. ft.
Planning Area:	76B
Council District:	08
Municipality:	None
Applicant/Address: Curtis Investment Group, Inc. 5620 Linda Lane Temple Hills, MD 20748	
Staff Reviewer: Dominique Lockhart Phone Number: 301-952-3411 Email: Dominique.Lockhart@ppd.mncppc.org	



Planning Board Date:	06/01/2023
Planning Board Action Limit:	06/01/2023
Staff Report Date:	05/17/2023
Date Accepted:	03/23/2023
Informational Mailing:	05/24/2021
Acceptance Mailing:	11/01/2022
Sign Posting Deadline:	05/02/2023

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

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Conceptual Site Plan CSP-21001
Linda Lane Property

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

EVALUATION CRITERIA

The property is within the Commercial, Neighborhood (CN) Zone. However, this application is being reviewed and evaluated, in accordance with the prior Prince George's County Zoning Ordinance, as permitted by Section 27-1903(c) of the Zoning Ordinance, which allows an application for a project of any type for properties formerly in the Mixed Use-Transportation Oriented (M-X-T) Zone to be reviewed and approved under the prior Zoning Ordinance. The conceptual site plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the prior Prince George's County Zoning Ordinance for the M-X-T Zone;
- b. The requirements of the 2010 *Prince George's County Landscape Manual*;
- c. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- d. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- e. Referral comments.

FINDINGS

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

1. **Request:** This conceptual site plan (CSP) requests approval for a mixed-use development consisting of 105 multifamily units and 104,600 square feet of commercial/retail space. There are two existing single-family detached dwellings and a commercial/office building on the property, which will be razed.

2. Development Data Summary:

	EXISTING	PROPOSED
Zone(s)	CN (Prior M-X-T)	CN (Prior M-X-T)
Use(s)	Single-Family Residential; Commercial/Office	Multifamily Residential; Commercial/Retail
Gross Tract Acreage	5.60	5.60
Total Parcels	3	3
Total Lots	0	0
Total Gross Floor Area	37,107 sq. ft.	339,000 sq. ft.
Residential	34,568 sq. ft.	234,400 sq. ft.
Non-residential	2,539 sq. ft.	104,600 sq. ft.
Total Dwelling Units	2	105
Parcel 25, Dwelling 1	1 (to be razed)	-
Parcel B, Dwelling 2	1 (to be razed)	-
Parcel C	-	-

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

Base Density Allowed:	0.40 FAR
Residential Optional Method:	1.00 FAR
Total FAR Permitted:	1.40 FAR
Total FAR Proposed:	1.39 FAR*

Note: *Pursuant to Section 27-545(a)(1) of the prior Zoning Ordinance, under the optional method of development, greater densities shall be granted, in increments of up to a maximum floor area ratio (FAR) of eight, for each of the uses, improvements, and amenities (listed in Subsection (b)) which are provided by the developer and are available for public use. Section 27-545(b)(4) states an additional gross floor area equal to a FAR of one shall be permitted where 20 or more dwelling units are provided. The subject application proposes 105 multifamily dwelling units. Utilizing the residential optional method, the total FAR permitted is 1.40. The total proposed gross floor area of the project is 339,000 square feet, which equals a total FAR of 1.39.

- 3. Location:** The subject site is located in the southwest quadrant of the intersection of Linda Lane and MD 5 (Branch Avenue). The site is improved with two single-family detached dwellings and a commercial/office building, which are to be razed.

4. **Surrounding Uses:** North of the project site is Linda Lane, a two-lane roadway, with an existing place of worship beyond, in the Residential, Single-Family-95 (RSF-95) Zone (formerly in the One-Family Detached Residential (R-80) Zone). The site is bound to the east by Branch Avenue, a master-planned freeway, with single-family detached homes beyond, in the RSF-95 Zone. The site is bound to the south by single-family detached homes in the RSF-95 Zone. To the west of the site is C-716 (Old Branch Avenue), a collector roadway, with single-family detached dwellings beyond, in Residential, Rural (RR) Zone (formerly in the Rural Residential (R-R) Zone). In addition, nearby park facilities include the Woodberry Forest Neighborhood Park and the Middleton Valley Park, which are less than a mile southwest of the development site.
5. **Previous Approvals:** A portion of the property (Parcels B and C) was the subject of Special Exception SE-2283 (Prince George's County Council Resolution No. 168-1970), which was approved on April 15, 1970, to allow the use of an automobile parking compound. The SE was approved with three conditions that do not affect the subject application.

Parcels B and C were also subject to Preliminary Plan of Subdivision (PPS) 4-87035, which was approved by the Prince George's County Planning Board on March 26, 1987 (PGCPB Resolution No. 87-111), subject to three conditions. This PPS approved two parcels for development of residential and commercial uses. The conditions of the PPS do not affect the subject application. Parcels B and C were platted after the approval of PPS 4-87035. Parcel 25 has never been the subject of a PPS or a Prince George's County land record plat. However, the entire property will require a new PPS and certificate of adequacy, in accordance with Section 24-1904(b) of the Prince George's County Subdivision Regulations, following approval of a CSP. Also, a detailed site plan (DSP) and final plat of subdivision will be required following the approval of a new PPS, before any building permits may be approved for development of this site.

Subsequent to PPS 4-87035, Zoning Map Amendment (ZMA) A-10043 (Zoning Ordinance No. 9-2018) was approved by the Prince George's County District Council on July 2, 2018. The ZMA rezoned the subject property from the Commercial Shopping Center (C-S-C)/R-80 /Military Installation Overlay (M-I-O) to the M-X-T/M-I-O Zones. No conditions were associated with this ZMA.

6. **Design Features:** The applicant proposed to develop the property as a mixed-use development project, consisting of a maximum of 105 residential units and 104,600 square feet of commercial/retail space. Only one building is proposed with this CSP. The building is located on three individual parcels along the western portion of the site, oriented toward Branch Avenue. Surface parking surrounds the building on three sides, and structured parking is proposed on the lower floor of the building. The mixed-use building will be five stories high, with both internal and surface parking spaces available for future residents and customers. The 104,600 square feet of commercial and retail space will be located on the first and second floors of the building. The proposed 105 multifamily dwelling units will be located on the third through fifth floors.

The site will be accessed from Linda Lane and Old Branch Avenue, both fully improved roadways. These access points will be further evaluated with the PPS and DSP applications. The site design shows pedestrian connections from the public right-of-way of Linda Lane to the entrance of the building, and to the surface parking lot. The illustrative plan below shows the mixed-use buildings, residential/retail/commercial components, and the

proposed parking configuration. Given the scale, configuration, and uses of the proposed development, there are ample opportunities for sustainable and green building techniques. The applicant should apply those techniques, as practical, at the time of the DSP.

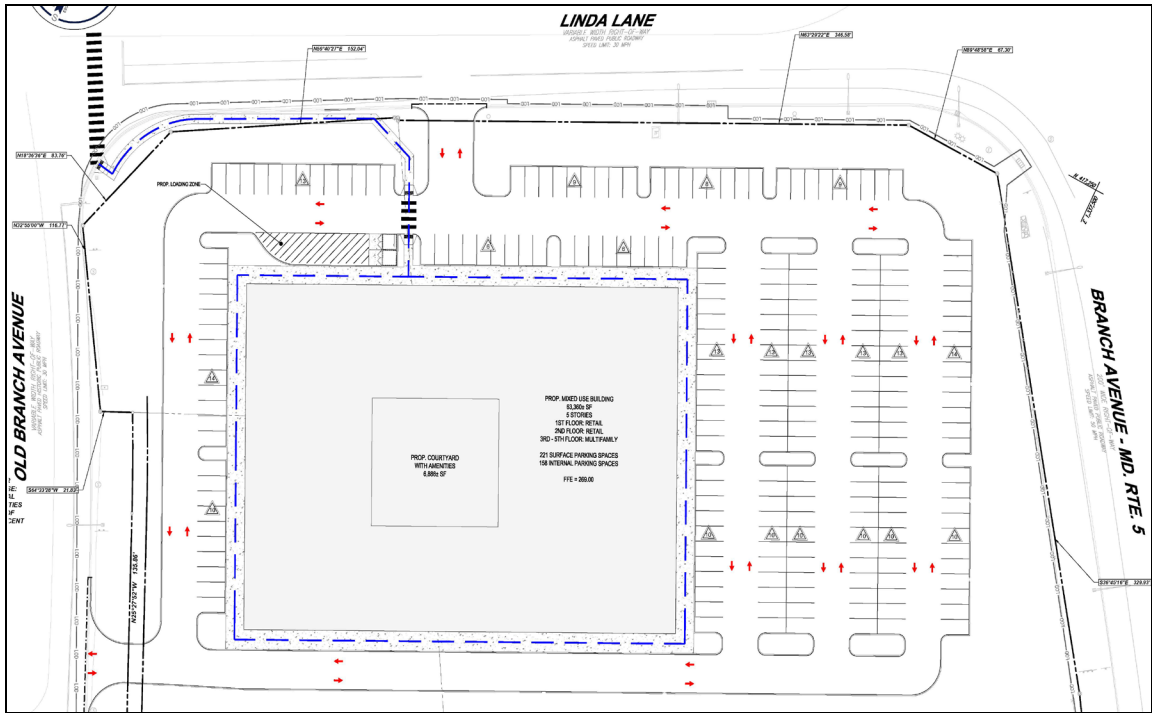


Figure 1: Conceptual Site Plan

Recreational facilities are proposed on-site with this application and are represented as a 6,886 square-foot amenity area shown in Figure 1 above, as the central square within the building. The details of the amenity area were not provided with this application and will be evaluated with the PPS and DSP applications. The Prince George’s County Department of Parks and Recreation (DPR) supports the provision of on-site recreational facilities including increased green areas, and outdoor active and passive amenities, to fulfill the mandatory dedication of parkland requirement.

COMPLIANCE WITH EVALUATION CRITERIA

- 7. **Prince George’s County Zoning Ordinance:** This CSP application has been reviewed for compliance with the requirements of the M-X-T Zone and the site design guidelines of the prior Zoning Ordinance.
 - a. The subject application is in conformance with the requirements of Section 27-547 of the prior Zoning Ordinance, which governs permitted uses in the M-X-T Zone. The application proposes one mixed-use building consisting of 105 dwelling units and 104,600 square feet of commercial/retail space. Multifamily residential dwelling units and commercial/retail uses are permitted in the M-X-T Zone. Section 27-547(d) of the prior Zoning Ordinance requires at least two out of the following three categories of uses be present in every development in the M-X-T Zone:

Section 27-547(d)

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

The Linda Lane property development proposes a mix of uses including residential, commercial, and retail, thus conforming to Section 27-547(d). Per Footnote 7 of Section 27-547(b) - Table of Uses, the maximum number and type of dwelling units should be determined at the time of CSP approval. Therefore, development of this property would be limited to the numbers and types, as proposed in this CSP, that cannot exceed 105 multifamily dwelling units.

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

(a) Maximum floor area ratio (FAR):

- (1) Without the use of the optional method of development—0.40 FAR; and**
- (2) With the use of the optional method of development—8.0 FAR.**

CSP-21001 uses the optional method of development for the project by proposing a residential component of more than 20 units as part of the development. This increases the permitted FAR by 1.0 above the base of 0.40. Therefore, 1.40 FAR is permitted for the overall development. The proposed FAR for this development is 1.39; and therefore, is below the allowed 1.40 FAR for the entire area of the CSP.

- (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 overall development proposes multiple uses in one building and is located on three parcels. No lot is proposed with this application.

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

This requirement is not applicable as this application is for a CSP. Subsequent DSP approvals will provide the dimensions for the location, coverage, and height of all improvements, along with other applicable regulations for development on this property.

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

The development is subject to the requirements of the 2010 *Prince George's County Landscape Manual* (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 and interior incompatible land uses, at the time of DSP.

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

The FAR for the proposed development, of up to 339,000 square feet on the 5.6-acre property, is 1.39. This will be refined further, at the time of the DSP, relative to the final proposed gross floor area of the building, in conformance with this requirement.

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

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

- (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.**

All development parcels have frontage on, and direct access to, public streets. The subject property fronts Branch Avenue to the east, Old Branch Avenue to the west, and Linda Lane to the north. Vehicular access points to the site will be provided along Linda Lane and Old Branch Avenue.

- (h) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand two hundred (1,200) square feet in size, and shall have**

at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half ($\frac{1}{2}$) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the

District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

The subject project does not involve the development of townhouses; therefore, this requirement is not applicable to this CSP.

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

The subject application proposes one mixed-use building with a maximum height of five stories. The height limit of the mixed-use building, which includes a multifamily component, will be further evaluated at the time of the DSP, to demonstrate conformance with this requirement and also the requirements of the M-I-O Zone.

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

The subject property was placed in the M-X-T Zone through ZMA A-10043 (Zoning Ordinance No. 9-2018), which was approved by the District Council on July 2, 2018. Therefore, this requirement is not applicable to this CSP.

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

- (1) The proposed development is in conformance with the purposes and**

other provisions of this Division:

The proposed development is in conformance with the purposes of the M-X-T Zone. For example, one purpose of the M-X-T Zone is to promote the orderly development of land in the vicinity of major intersections, to enhance the economic status of Prince George's County. The proposed development, consisting of residential, commercial, and retail uses, is located approximately 0.5 mile from the intersection of Branch Avenue and I/95-495 (Capital Beltway). The location of this mixed-use development will allow for increased economic activity in this area. It also allows for a reduction of the number and distance of automobile trips, by constructing residential and nonresidential uses near each other. Another purpose of the M-X-T Zone is to create compact, mixed-use, and walkable communities that emphasize the pedestrian experience, with active street fronts. This CSP proposed one mixed-use building which will contain residential, commercial, and retail uses. The site is surrounded by public streets on three sides, which promotes pedestrian connectivity to the larger neighborhood. Pedestrian circulation and activation will also be further evaluated at the time of the PPS and DSP applications. The proposed development also addresses another purpose, which is to encourage an appropriate horizontal and vertical mix of land uses that blend harmoniously. The proposed mix of uses will facilitate and encourage a 24 hour environment to ensure continuing functioning of the project after workday hours, through a maximum of activity. This CSP promotes the purposes of the M-X-T Zone and contributes to the orderly implementation of the 2014 *Plan Prince George's 2035 Approved General Plan*.

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

The subject site was rezoned to the M-X-T Zone through ZMA A-10043 (Zoning Ordinance No. 9-2018), which was approved by the District Council on July 2, 2018. No conditions were approved with the ZMA. Therefore, this requirement is not applicable to this CSP.

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

The proposed development will be outward oriented. The mixed-use five-story building consisting of residential, retail, and commercial uses will be oriented toward the site's frontage, along Linda Lane. As discussed above, the applicant should consider providing active street fronts by locating the commercial/retail uses or other public oriented functions close to pedestrian access points, and by providing active storefronts at ground level to allow synergy among the different commercial/retail uses. The

development also proposes to shield its surface parking from view through various landscaping, in the hope of creating an attractive and desirable streetscape. Staff recommend creating an L-shaped development, with the building relocated closer to Old Branch Avenue and oriented toward Linda Lane. Parking should be towards the rear of the building, adjacent to Branch Avenue and the single-family dwellings, to the south. This placement lowers the visual impact to the single-family dwellings to the south, while creating an active street frontage along Old Branch Avenue.

Based on the CSP provided, this development will contribute to the vibrancy of the community by providing commercial and retail uses to the surrounding residential neighborhoods. The building's relationship to the street, and other urban design considerations, will be addressed at the time of DSP to ensure continued conformance with this requirement.

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

The surrounding area is developed with various institutional, auto-oriented, commercial, and residential uses that are older. The proposed development will improve the general appearance of the area and will set a high standard for future developments in the vicinity. The design of the five-story building, which faces three public roads, should include landmark elements that will be further reviewed at the time of the DSP. The surrounding residential neighborhoods are mostly composed of older single-family detached homes. The proposed mixed-use building will serve as a catalyst for additional development in the surrounding areas.

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

The mix of uses, arrangement of buildings, and other improvements and amenities produce a cohesive development, capable of sustaining an independent environment of continuing quality and stability. The proposed development concept includes a mix of residential and commercial/retail uses with the associated on-site improvements. Recreational facilities are proposed on-site with this application and are represented as a 6,886 square-foot amenity area. Indoor and outdoor amenities will be provided and demonstrated at the time of the DSP.

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

The development proposed with this CSP will be completed in one phase.

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

This requirement will be evaluated in detail at the time of the PPS and DSP. The illustrative plan submitted with the CSP shows sidewalks surrounding the building and connecting the front entrance to Linda Lane. An additional conceptual pedestrian connection should also be provided from the building to Old Branch Avenue, as conditioned herein.

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

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

- (9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, or will be provided by the applicant, 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 site was rezoned to the M-X-T Zone through ZMA A-10043 (Zoning Ordinance No. 9-2018), which was approved by the District Council on July 2, 2018. The subject site is not governed by any previously approved development applications that contain conditions related to transportation adequacy, access, or circulation. Transportation adequacy will be evaluated at the time of the PPS.

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

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

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

The subject property measures 5.6 acres and does not meet the above acreage requirement. Furthermore, this CSP does not propose development of a mixed-use planned community. Therefore, this requirement is not applicable.

- d. The CSP is in conformance with the applicable site design guidelines contained in Section 27-274 of the prior Zoning Ordinance. The proposed development concept provides a mix of new multifamily housing, and commercial/retail uses, designed to front on roadways. A connected circulation system for vehicles and pedestrians is proposed. Detailed designs of all buildings, site infrastructure, features, and amenities will be further reviewed at the time of the DSP.
 - e. In accordance with Section 27-574, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval, at the time of the 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 methodology in Section 27-574(b) requires that parking be computed for each use in the M-X-T Zone. At the time of the DSP review, demonstration of adequacy of proposed parking, including visitor parking and loading configurations, will be required for the development.
- 8. 2010 Prince George’s County Landscape Manual:** This development, located in the prior M-X-T Zone, will be subject to the requirements of the Landscape Manual at the time of the 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; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. The provided CSP shows the approximate locations of the various landscape buffers. A condition has been included to revise the landscape plan legend to show the correct Section 4.6 bufferyard requirement of 75 feet, or to remove the distance specifications on the CSP.
- 9. Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** This site qualifies for a standard exemption from the provisions of the Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance (WCO). Although the property is greater than 40,000 square feet, this site qualifies for a standard exemption from the provisions of the WCO, because there are no woodlands present. A WCO Standard Exemption Letter (S-164-2022) was approved on September 15, 2022, and was submitted with this application. Future land development applications and permits will require a woodland conservation ordinance exemption letter.

The approved natural resources inventory (NRI) identifies three on-site specimen trees (Southern Red Oak) in fair condition, which are shown in areas proposed for impact with this application. Although it is not required because the site is exempt from the woodland conservation ordinance, staff recommend that the applicant consider preserving as many of the specimen trees located on-site as possible, during the design process.

10. Prince George’s County Tree Canopy Coverage Ordinance: Subtitle 25, Division 3, of the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties zoned M-X-T are required to provide a minimum of 10 percent of the gross tract area in TCC. The subject site is 5.6 acres in size and, therefore, requires 0.566 acre of TCC. Conformance with the requirements of the Tree Canopy Coverage Ordinance will be ensured at the time of the DSP.

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

a. **Subdivision Section**—In a memorandum dated May 1, 2023 (Vatandoost to Lockhart), the Subdivision Section noted that the entire property will require a new PPS and a certificate of adequacy, in accordance with Section 24-1904(b) of the Subdivision Regulations, following approval of a CSP. Also, a final plat of subdivision will be required subsequent to approval of a CSP and following the approval of a new PPS, before any building permits may be approved for development of this site. Additional comments include the following:

- (1) Recreational facilities should include a mix of active and passive recreation, indoor and outdoor, for all seasons and age groups.
- (2) A Phase I noise study will be required with the PPS to demonstrate that any planned outdoor recreation areas and the multifamily dwelling units are not impacted by noise. Also, at the time of the DSP, when the positions of dwellings and details of the recreation facilities are known, Phase II noise studies will be required.

b. **Transportation Planning**—In a memorandum dated May 5, 2023 (Ryan to Lockhart), the Transportation Planning Section provided the following comments:

Master Plan Compliance

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

Master Plan Roads

The subject property fronts Branch Avenue along the east side of the proposed development. The MPOT recommends this portion of Branch Avenue as a 6–8 lane freeway, within 300 feet of the right-of-way. The 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* does not contain any right-of-way recommendations for this portion of Branch Avenue.

The subject property also fronts Old Branch Avenue (C-716) along the west side of the proposed development. The MPOT recommends this portion of Old Branch Avenue as a 2-4 lane collector roadway within 80 feet of the right-of-way. The 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* does not contain any right-of-way recommendations for this portion of Old Branch Avenue.

Master Plan Pedestrian and Bike Facilities

This development case is subject to the MPOT which recommends the following facilities:

- Planned Bicycle Lane: Old Branch Avenue

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.

Bicycle and pedestrian facilities will be further addressed at the PPS and DSP stage of development. In addition, to facilitate the MPOT policies regarding site-connected active transportation networks and complete streets, staff recommend that the site is served by an interconnected network of on-site bicycle and pedestrian facilities. The exact location and details of all pedestrian and bicycle facilities shall be provided at the time of the DSP.

Transportation Planning Review

Section 27-546(d)(9) requires a finding of adequate transportation facilities at the time of the CSP for properties placed in the M-X-T Zone by a sectional map amendment. The subject property was placed in the M-X-T Zone by a ZMA during which transportation adequacy was tested; therefore, the requirement for traffic review during this plan is not applicable. The subject plan will be required to have a PPS, and the review of adequacy will be completed concurrently with that plan.

The applicant proposes two points of vehicle access to the site — one along Linda Lane and a second along Old Branch Avenue. An internal circulation loop provides vehicular access throughout the site. Parking is primarily demonstrated along the portion of the site fronting Branch Avenue. However, additional parking is also shown along the north and west sides of the building. Staff recommend relocating the building closer to Old Branch Avenue and oriented toward Linda Lane. Parking should be located adjacent to Branch Avenue and the single-family dwellings to the south. This will create an active and pedestrian oriented streetscape towards the property entrances, while allowing parking to remain further away from the primary roadways. A condition has been included in the Recommendations section of the staff report to relocate the building and parking.

Conceptual pedestrian access has been provided along a portion of Linda Lane and a portion of Old Branch Avenue. At the time of subsequent development applications, staff will evaluate additional bicycle and pedestrian facilities.

Section 27-574 of the Ordinance allows the Planning Board to develop a criterion for parking standards, specific to the proposed development (subject to the evaluation on an analysis), for developing parking standards in the M-X-T zoning district. Staff recommend as a condition of approval, prior to acceptance of a DSP, the applicant shall submit a parking analysis to determine the parking rate for the proposed development, which examines both residential and non-residential uses, in accordance with Section 27-574 of the prior Zoning Ordinance.

- c. **Environmental Planning**—In a memorandum dated May 1, 2023 (Schneider to Lockhart), the Environmental Planning Section provided an analysis of the CSP, and comments are summarized, as follows:

Natural Resources Inventory/Existing Conditions Plan

NRI-083-2017-01 was approved on September 9, 2022, and is provided with this application. The site does not contain 100-year floodplain, wetlands, or their associated buffers. There are three specimen trees scattered throughout the property. The CSP shows all required information correctly, in conformance with the NRI.

Woodland Conservation

This site qualifies for a standard exemption from the provisions of the WCO. Although the property is greater than 40,000 square feet, this site qualifies for a standard exemption from the provisions of the WCO, because there are no woodlands present. A WCO Standard Exemption Letter (S-164-2022) was approved on September 15, 2022, and was submitted with this application.

Specimen Trees

The approved NRI identifies three on-site specimen trees (Southern Red Oak) in fair condition, which are shown in areas proposed for impact with this application. Although it is not required because the site is exempt from the woodland conservation ordinance, staff recommend that the applicant consider preserving as many of the specimen trees located on-site as possible, during the design process.

Soils

The predominant soils found to occur on-site, according to the United States Department of Agriculture, Natural Resources Conservation Service, Web Soil Survey, are Beltsville-Urban land complex and Grosstown-Urban land complex soils. Marlboro clays or Christiana complexes are not identified on, or in, the vicinity of this property.

Stormwater Management (SWM)

An unapproved stormwater management (SWM) concept plan was submitted with the subject application. Currently, SWM Concept Plan No.16942-2022-00 is under review by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). Proposed SWM features include six micro-bioretenion facilities and one large underground stormwater storage area. Submittal of an approved SWM concept plan and approval letter showing the proposed buildings, interior roads, and surface parking, will be required with future development applications.

- d. **Historic Preservation**—In a memorandum dated April 10, 2023 (Stabler, Chisholm, and Smith to Lockhart), the following comments were provided:

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 commercial building located on Branch Avenue was constructed in 1986. The house located at 5710 Old Branch Avenue was built in 1940, according to tax records. The house located at 5702 Old Branch Avenue was built in 1954. The two residences were recorded on Determination of Eligibility Short Forms by architectural historians from the Maryland Department of Transportation State Highway Administration (SHA) in 2006. Both residences were found not to be eligible for listing in the National Register of Historic Places. Although the two residences were recorded on Determination of Eligibility Short Forms, there are no photographs of the structures. Historic Preservation staff will photograph all buildings on the subject property prior to demolition. The subject property does not contain, and is not adjacent to, any designated Prince George's County historic sites or resources.

- e. **Community Planning**—In a memorandum dated April 25, 2023 (Perry to Lockhart), the Community Planning Division noted that pursuant to Part 3, Division 9, Subdivision 2 of the Prior Zoning Ordinance, master plan conformance is not required for this application.
- f. **Prince George's County Department of Parks and Recreation (DPR)**—In a memorandum dated May 1, 2023 (Thompson to Lockhart), DPR supports the applicant's proposal to provide on-site recreational facilities including increased green areas, outdoor active and passive amenities to fulfill the dedication of parkland requirement.
- g. **Special Projects**—At the time of the writing of this technical staff report, the Special Projects Section did not offer comments on this application.

- h. **Prince George’s County Fire/EMS Department**—At the time of the writing of this technical staff report, the Fire/EMS Department did not offer comments on this application.
- i. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated April 20, 2023 (Giles to Lockhart), DPIE provided an evaluation of the subject application and provided the following comments:

Linda Lane is an existing state-maintained roadway to the north of the subject property, with variable right-of-way width. The applicant shall coordinate right-of-way dedications and construct roadway/frontage improvements as required, in accordance with the SHA, as determined necessary. This work shall be permitted prior to the issuance of a fine-grading permit.

Branch Avenue is an existing state-maintained roadway to the east of the subject property, with variable right-of-way width. The applicant shall coordinate right-of-way dedications and construct roadway/frontage improvements as required, in accordance with the SHA, as determined necessary. This work shall be permitted prior to the issuance of a fine grading permit.

Old Branch Avenue is an existing County-maintained urban collector roadway to the west of the subject property with a varying right-of-way width, requiring an 80-foot right-of-way width, as per the 2009 *Approved Countywide Master Plan of Transportation* (Master Plan Road C-716). The applicant shall provide right-of-way dedications and roadway/frontage improvements as required, in accordance with the Prince George’s County Department of Public Works and Transportation Urban Collector Roadway Standard (Std. 100.03). This work shall be permitted prior to, or concurrent with, the issuance of a fine grading permit.

- j. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this technical staff report, Washington Suburban Sanitary Commission did not offer comments on the subject application.
- 12. Based on the foregoing, and as required by Section 27-276(b)(1) of the prior Zoning Ordinance, the CSP, if approved with the proposed conditions below, will represent a most 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 costs and detracting substantially from the utility of the proposed development, for its intended use.
 - 13. Section 27-276(b)(4) of the prior Zoning Ordinance requires that, for approval of a CSP, the regulated environmental features on-site have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-130(b)(5) of the prior Subdivision Regulations. NRI-083-2017-01 was approved on September 9, 2022, and is provided with this application. The site does not contain 100-year floodplain, wetlands, or their associated buffers.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Planning Board adopt the findings of this report and APPROVE Conceptual Site Plan CSP-21001, for Linda Lane Property, subject to the following conditions:

1. Prior to signature approval of the conceptual site plan (CSP), the applicant and the applicant's heirs, successors, and/or assignees shall:
 - a. Show all bearings and distances to be consistent with the legal description and record plat.
 - b. Show the limits of the ultimate right-of-way as being 300 feet wide along the subject property's frontage of Branch Avenue.
 - c. Provide a note on Sheet 4 of the CSP stating that all improvements shown are conceptual.
 - d. Revise the landscape legend to note the correct distance for the Section 4.6 bufferyard requirement of 75 feet as noted in the 2010 Landscape Manual, or remove the distance specifications from the table.
 - e. Revise the landscape legend to reference the 2010 Prince George's County Landscape Manual.
2. Prior to acceptance of the preliminary plan of subdivision for this site, the applicant and the applicant's heirs, successors, and/or assignees shall:
 - a. Submit a new and approved Traffic Impact Study Scoping Agreement as part of a new traffic impact study to evaluate transportation adequacy.
 - b. Provide an approved stormwater management concept plan issued by the Prince George's County Department of Permitting, Inspections, and Enforcement.
3. Prior to acceptance of the detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall:
 - a. Submit a parking analysis to determine the parking rate for the proposed development, which examines both the residential and office/commercial/retail uses, in accordance with Section 27-574 of the prior Prince George's County Zoning Ordinance.
 - b. Submit a bicycle and pedestrian plan which displays the details, location, and extent of an interconnected network of on-site bicycle and pedestrian facilities.

LINDA LANE PROPERTY

Conceptual Site Plan

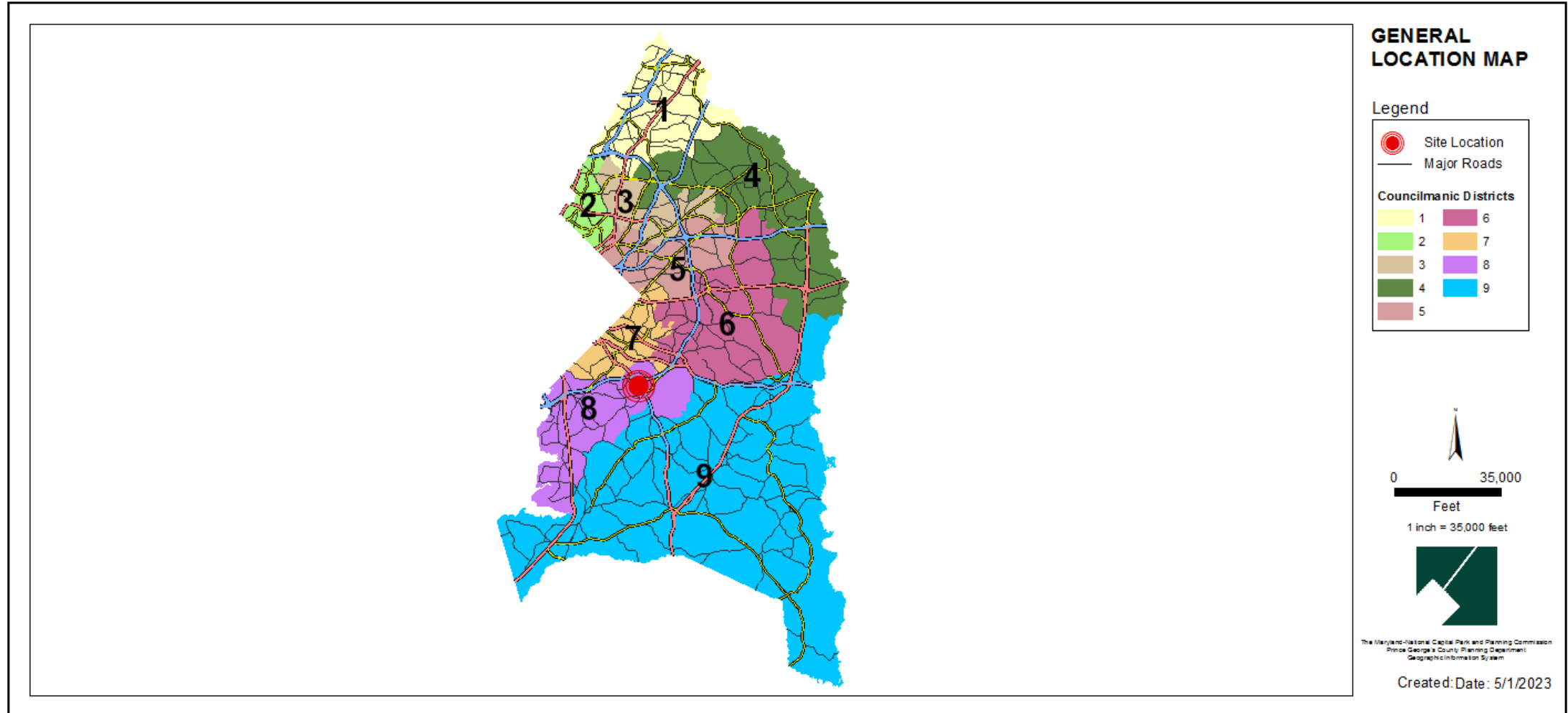
Staff Recommendation: APPROVAL with conditions



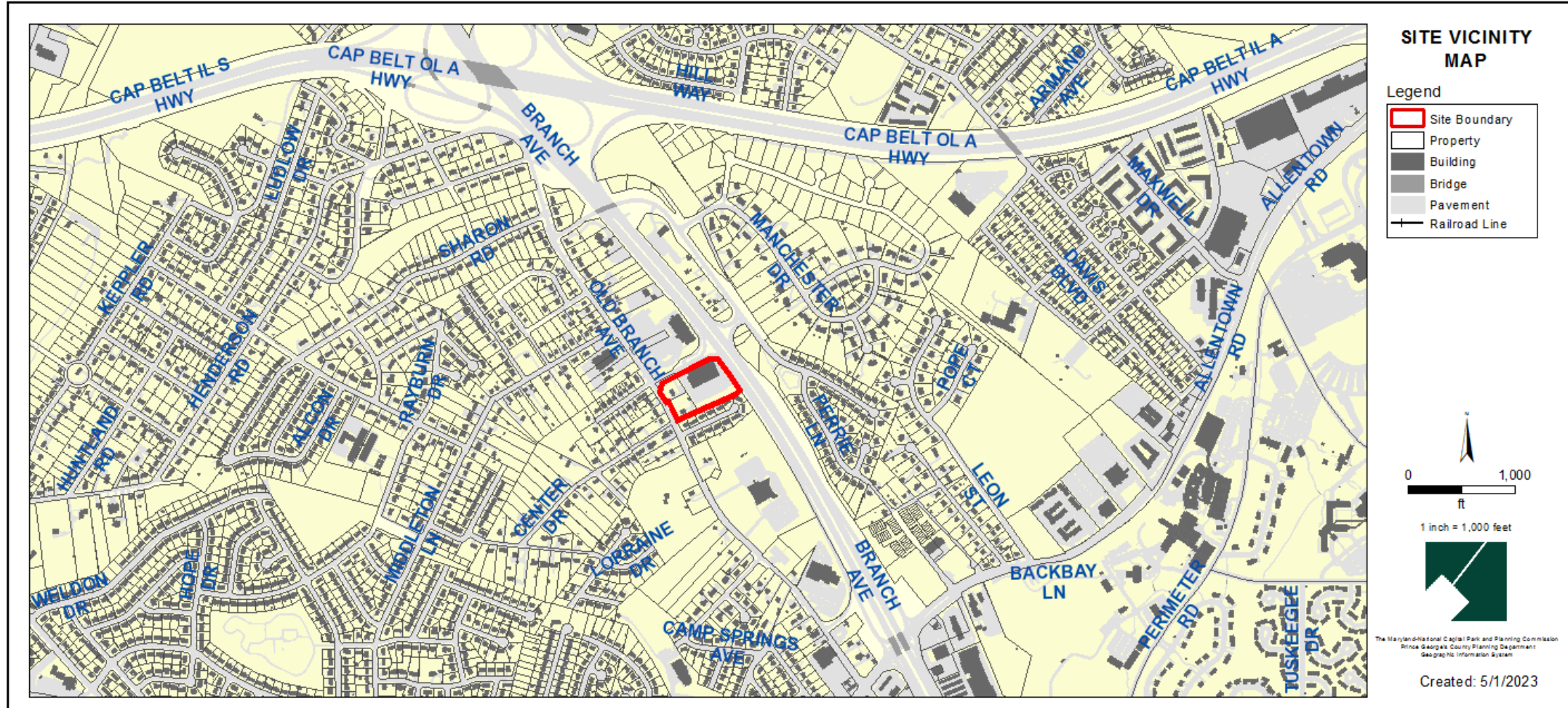
GENERAL LOCATION MAP

Council District: 08

Planning Area: 76B

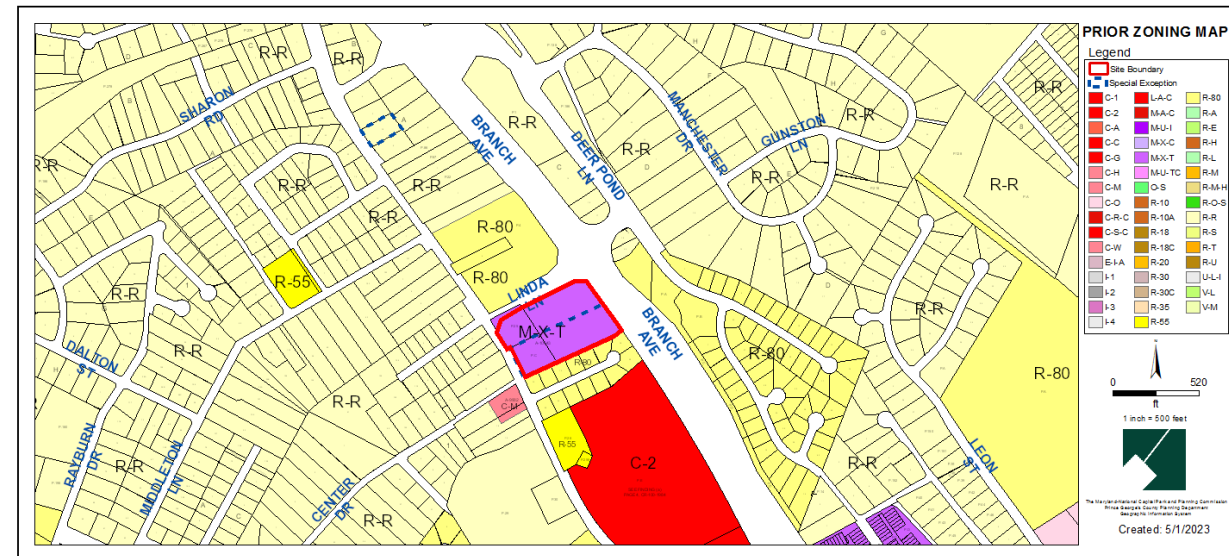
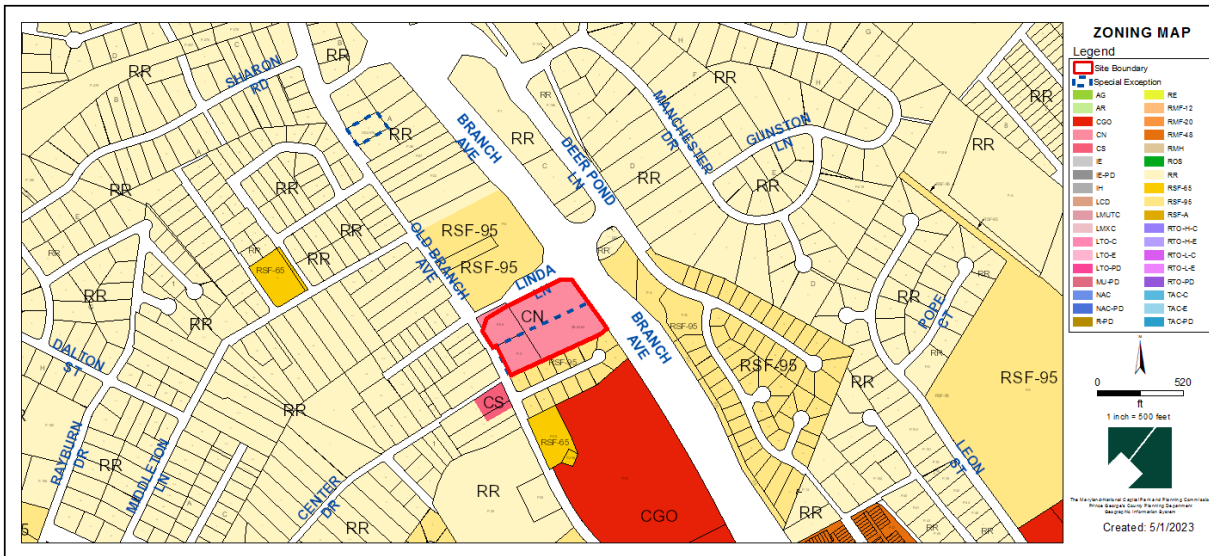


SITE VICINITY MAP

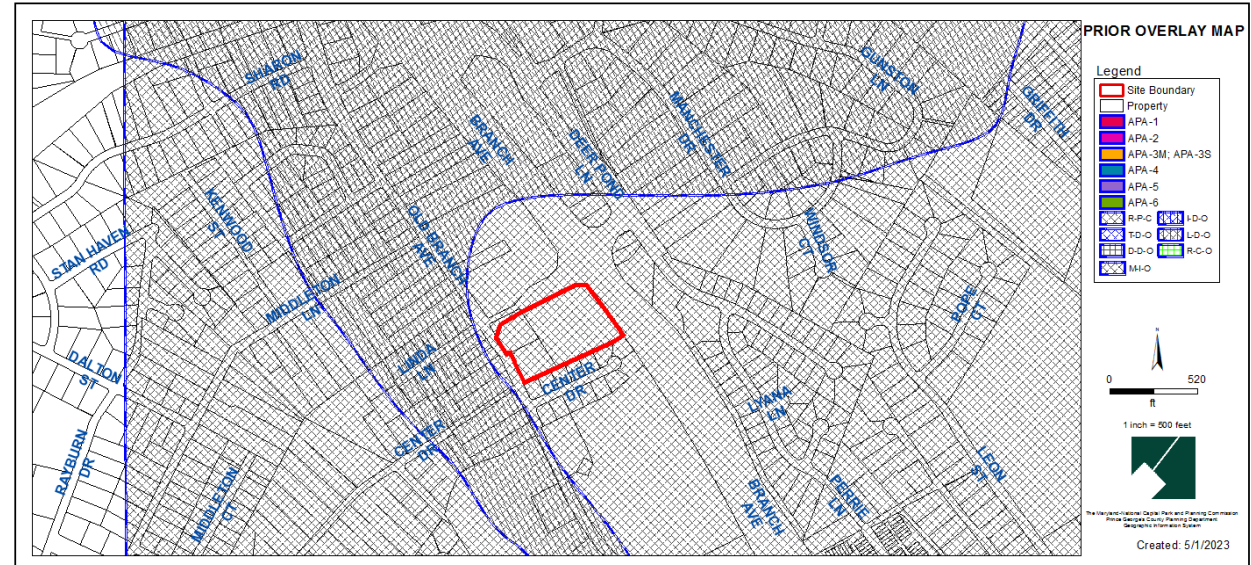
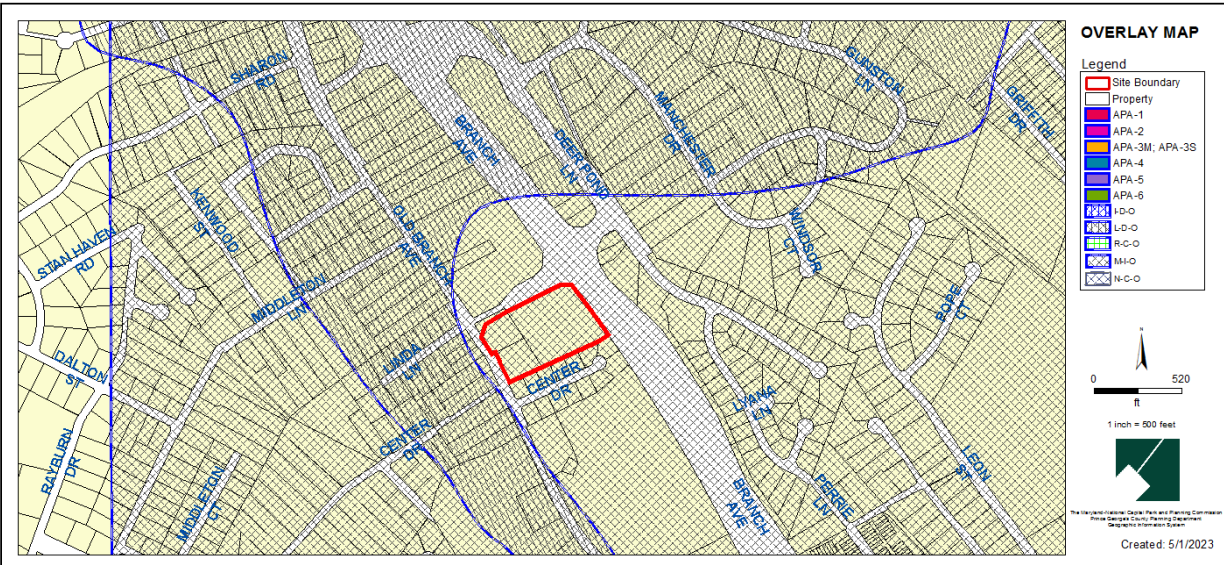


ZONING MAP

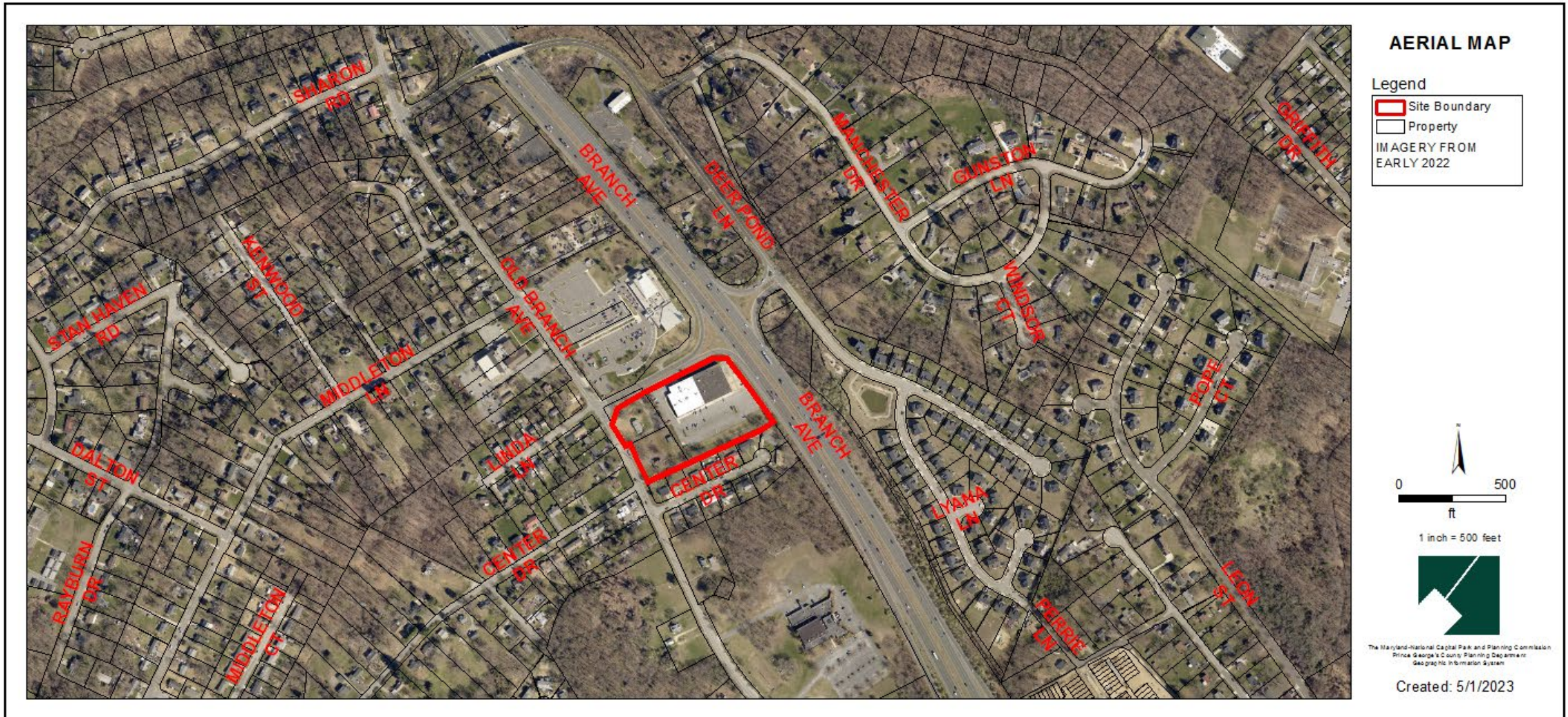
Property Zone: CN/M-I-O



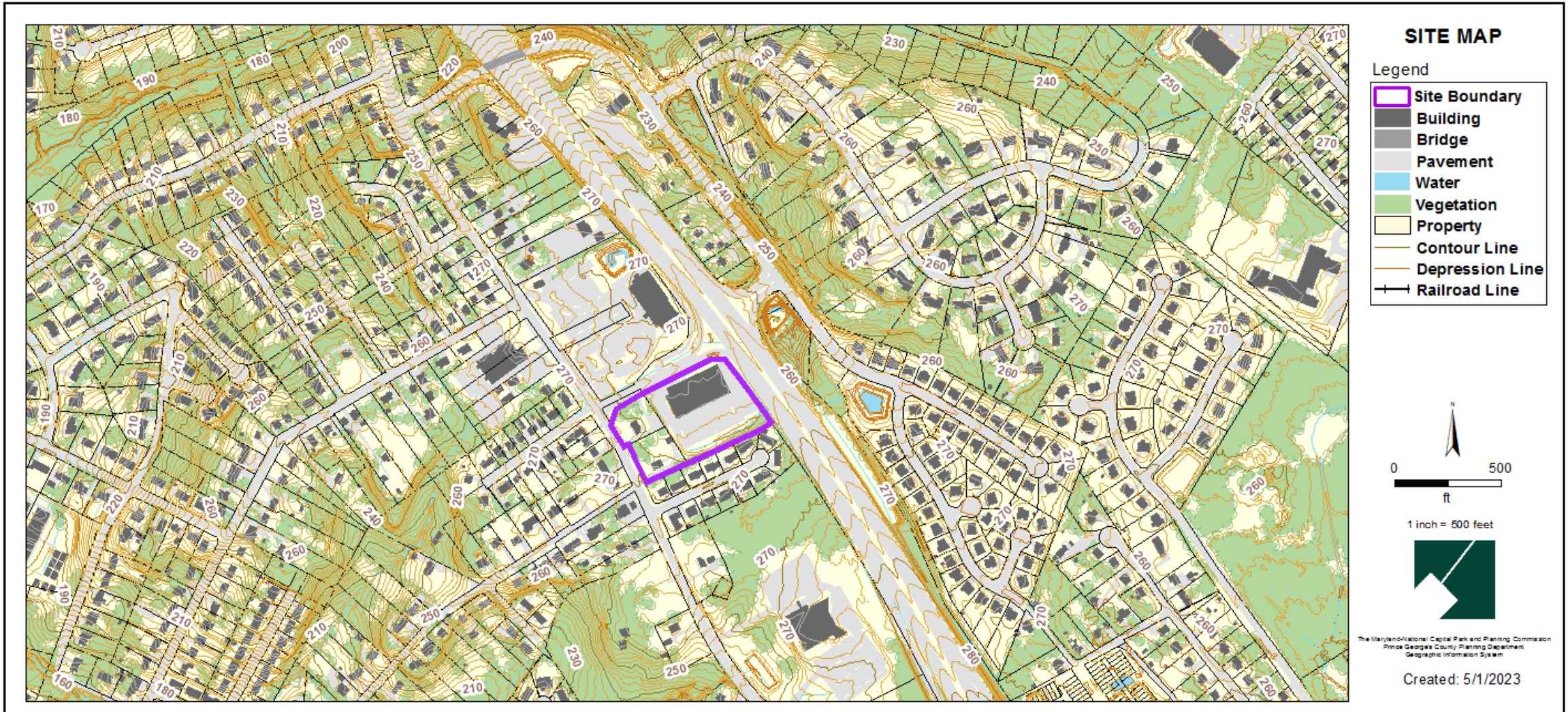
OVERLAY MAP



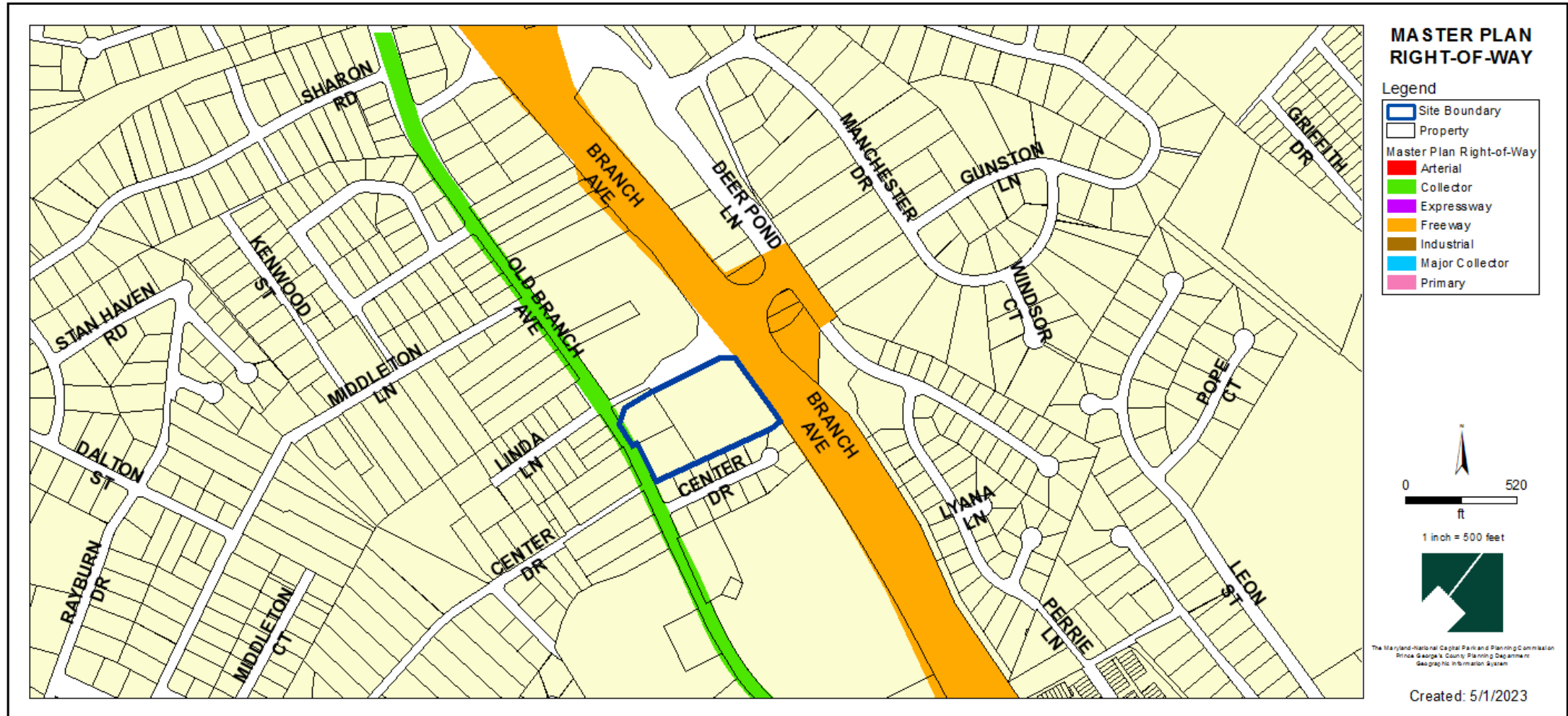
AERIAL MAP



SITE MAP



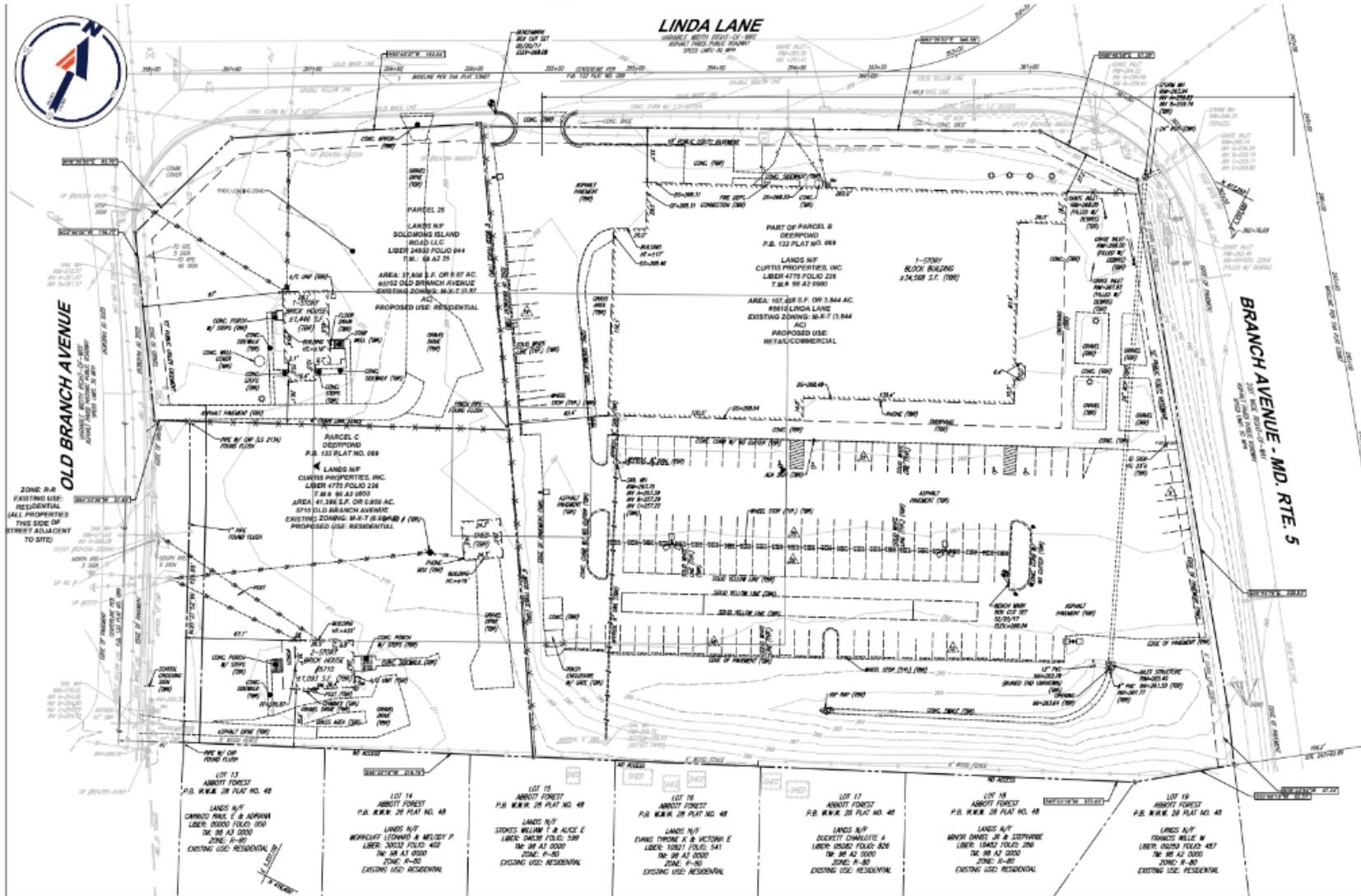
MASTER PLAN RIGHT-OF-WAY MAP



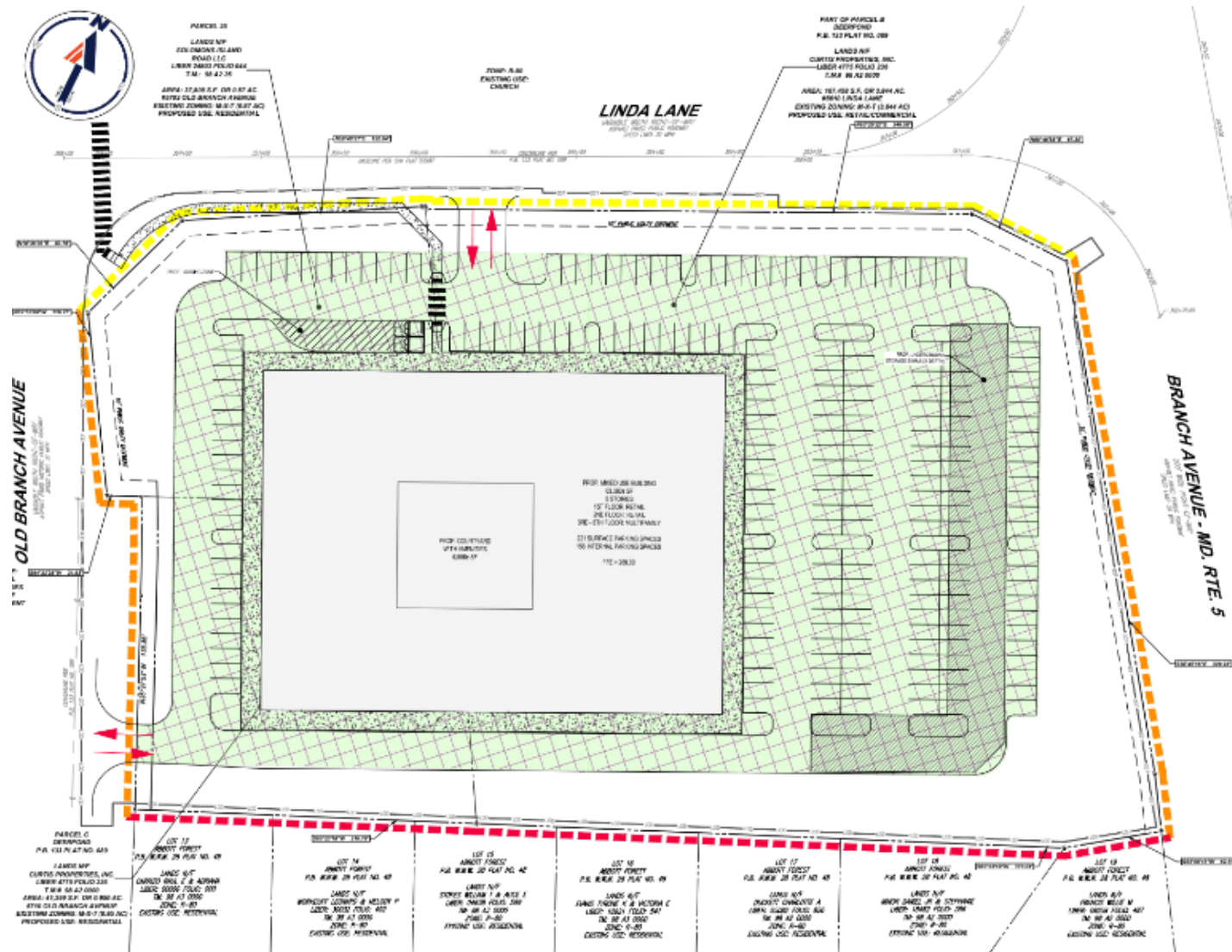
BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



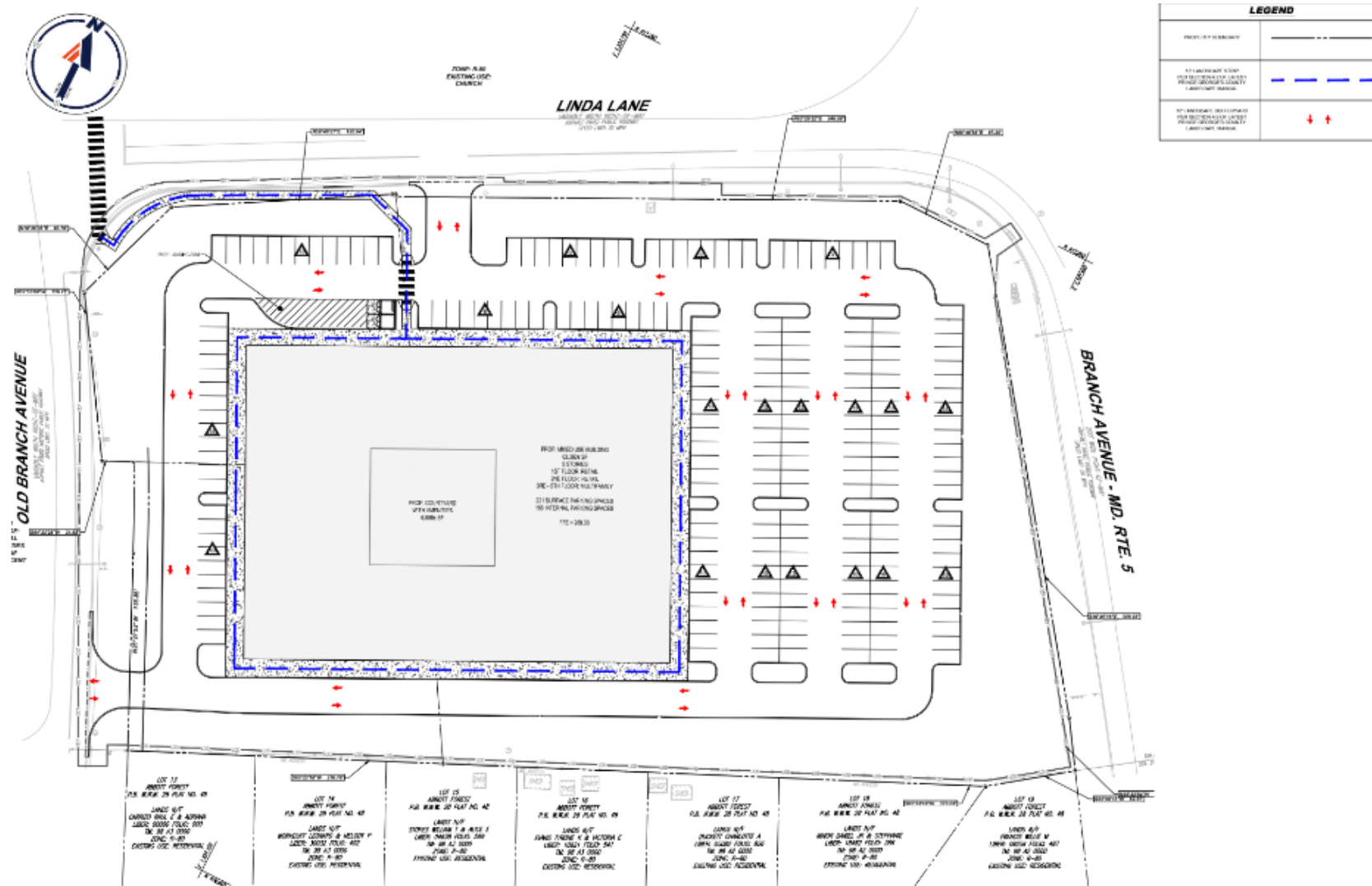
EXISTING CONDITIONS



CONCEPTUAL SITE PLAN – SITE PLAN



CONCEPTUAL SITE PLAN – CIRCULATION PLAN



STAFF RECOMMENDATION

APPROVAL with conditions

- CSP-21001

Major/Minor Issues:

- None

Applicant Required Mailings:

- Informational Mailing: 5/04/2021
- Acceptance Mailing: 11/01/2022

**STATEMENT OF JUSTIFICATION
CSP-21001**

Linda Lane Mixed-Use

APPLICANT: Curtis Investment Group, Inc.
5620 Linda Lane
Camp Springs, MD 20748

OWNER: Curtis Properties, Inc.
5620 Linda Lane
Camp Springs, MD 20748

Solomons Island Road, LLC
5620 Linda Lane
Camp Springs, MD 20748

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

CIVIL ENGINEER: Bohler Engineering
16701 Melford Blvd., Ste. 310
Bowie, Maryland 20715
(301) 809-4500

REQUEST: Conceptual Site Plan (CSP-21001) to develop a mixed-use development of residential and commercial/retail uses.

I. DESCRIPTION OF PROPERTY

1. Address – 5620 Linda Lane, and 5702 and 5710 Old Branch Avenue, Temple Hills, MD 20748
2. Location – Located in the southwestern quadrant of the intersection of Linda Lane and Branch Avenue (MD Route 5).
3. Proposed Use – Mixed-use development consisting of residential and commercial uses totaling approximately 105 multifamily units (proposed); and 104,600 square feet of commercial/retail space (proposed).
4. Incorporated Area – None.

5. Council District – 8.
6. Existing Lots and Parcels – Parcels 25, B and C.
7. Total Area – 5.6 acres.
8. Tax Map/Grid – 98-A2.
9. Zoned: M-X-T / M-I-O.
10. WSSC Grid – 208SE05.
11. Archived 2002 General Plan Tier – Developed.
12. Plan 2035 Growth Policy Area – Established Communities.

II. APPLICANT’S PROPOSAL

The applicant is requesting the approval of a Conceptual Site Plan (CSP-21001) for the properties located at 5620 Linda Lane and 5702 and 5710 Old Branch Avenue, Temple Hills, Maryland 20748. Consistent with the M-X-T Zone, the application proposes a mixed-use development with residential and commercial uses.

CSP-21001 is conceptually proposed to be developed with approximately 105 multifamily units; and 104,600 square feet of commercial/retail space.

The proposed Development Summary for CSP-21001 is as follows:

	EXISTING	PROPOSED
Zone	M-X-T	M-X-T
Use(s)	Office	Residential & Commercial/Retail
Acreage	5.6	5.6
Dwelling Units	2	Multifamily – 105
Lots	0	0
Parcels	3	1-3
Residential Square Footage/GFA	2,539	234,400
Office/Commercial/Retail	34,568	104,600
Total Square Footage/GFA	37,107	339,000
Floor Area Ratio	0.15	1.39

III. COMMUNITY

The subject property is located in Planning Area 76B and Councilmanic District 8. More specifically, the site is located on the west side of Branch Avenue (MD 5), in the southwest quadrant of its intersection with Linda Lane, to the east of Old Branch Avenue. The subject property is currently located in the M-X-T (Mixed-Use-Transportation) / M-I-O (Military Installation Overlay) Zones. On July 2, 2018, the District Council adopted Zoning Ordinance 9-2018 approving A-10043, which rezoned the property from the CSC/R-80 Zones to the M-X-T Zone, with no conditions.

The subject property is surrounded by the following uses/zones:

North: Linda Lane, and beyond, an existing church in the R-80 Zone.

South: Existing single family detached dwellings in the R-80 Zone.

East: Branch Avenue (MD 5), and beyond, Manchester Crossing Homeowners Association property in the R-80 Zone.

West: Old Branch Avenue, and beyond, existing single-family detached dwellings in the R-R Zone.

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

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

Section 27-276. Planning Board procedures.

(b) Required findings.

- (1) The Planning Board may approve a Conceptual Site Plan if it finds that the Plan represents a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. If it cannot make this finding, the Planning Board may disapprove the Plan.**

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

- (2) The Planning Board may approve a Conceptual Site Plan for a Mixed-Use Planned Community in the E-I-A or M-X-T Zone if it finds that the property and the Plan satisfy all criteria for M-X-T Zone approval in Part 3, Division 2; the Plan and proposed development meet the**

purposes and applicable requirements of the M-X-T Zone; the Plan meets all requirements stated in the definition of the use; and the Plan shows a reasonable alternative for satisfying, in a high-quality, well-integrated mixed-use community, all applicable site design guidelines.

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

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

COMMENT: Not applicable. Linda Lane Mixed-Use is not a Regional Urban Community as that term is defined in Section 27-107.01(a)(197.1) of the Zoning Ordinance.

- (4) The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).**

COMMENT: This criterion is met. CSP-21001 includes a Woodland Conservation Letter of Exemption, dated April 20, 2019 (S-06-2017). In addition, the subject property has an approved NRI-EL that is valid until April 20, 2022 (NRI-083-2017).

Section 27-547. Uses Permitted

The subject application is in conformance with the requirements of Section 27-547, Use Permitted, of the Zoning Ordinance, which governs uses in all mixed-use zones, as follows:

- (1) The proposed mixed uses with office/commercial/retail and multifamily residential dwelling units are permitted in the M-X-T Zone. Per Footnote 7 of the Table of Uses, the maximum number and type of dwelling units should be determined at the time of CSP approval. Therefore, development of this property would be limited to the numbers and types, as proposed in this CSP, that are proposed to be 105 dwelling units.**
- (2) Section 27-547(d) provides standards for the required mix of uses for sites in the M-X-T Zone, as follows:**
 - (d) At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of**

the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:

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

COMMENT: This CSP proposes two types of uses, as required, including residential and commercial/retail uses. These proposed uses, in the amount shown, satisfy the mixed-use requirement of Section 27-547(d).

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

Section 27-548 of the Zoning Ordinance, establishes additional standards for the development in this zone. The CSP's conformance with the applicable provisions is discussed, as follows:

- (a) Maximum floor area ratio (FAR):**
 - (1) Without the use of the optional method of development—0.40 FAR**
 - (2) With the use of the optional method of development—8.0 FAR**

COMMENT: A floor area ratio (FAR) range of 1.39 is proposed in this CSP. This is below the maximum allowed 1.40 FAR, in accordance with Section 27-545(b)(4), Optional Method of Development, which allows an additional FAR of 1.0 on top of the base 0.4 FAR to be permitted where 20 or more dwelling units are proposed. In this CSP, a total of 105 dwelling units are proposed.

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

COMMENT: The applicant proposes to include the uses on the M-X-T-zoned property in one or more buildings on one or more lots, as permitted.

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

COMMENT: This requirement is not applicable since this application is for a CSP. Subsequent DSP approvals will provide regulations for development on this property, as required by this criterion.

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

COMMENT: The development is subject to the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). The CSP provides the areas for the applicable sections of the Landscape Manual, however, specific details regarding buffers and plantings will be provided with the future DSP.

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

COMMENT: The FAR for the proposed development is 1.39, which is below the maximum allowed FAR of 1.4. This will be refined further at the time of DSP, relative to the final proposed gross floor area of the building(s), in conformance with this requirement.

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

COMMENT: There are no private structures within the air space above, or in the ground below public rights-of-way as part of this project.

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

COMMENT: The overall development is accessed from a public street. At the time of preliminary plan of subdivision (PPS) and DSP, appropriate frontage and vehicular access will be analyzed.

- (h) **Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand two hundred (1,200) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of**

any individual unit. Garages may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

COMMENT: Not applicable. The CSP does not propose any townhouses.

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

COMMENT: The height limit will be further evaluated with the DSP for the proposed multifamily buildings, and in accordance with the M-I-O Zone (Conical Surface (20:1) – Left Runway (Area E).

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

COMMENT: The subject property was placed in the M-X-T Zone through a zoning map amendment (A-10043; Zoning Ordinance 9-2018). Therefore, this requirement does not apply.

Section 27-546. Site plans.

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

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

COMMENT: The District Council previously determined that the development conceptually proposed in CSP-21001 will be in conformance with the requirements of Part 10, Division 2, of the Zoning Ordinance when it reviewed and approved of A-10043. That is, on July 2, 2018, the District Council rezoned the property to the M-X-T Zone through Zoning Ordinance No. 9-2018. This action was taken in response to the Zoning Map Amendment case number A-10043.

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

COMMENT: On July 2, 2018, the District Council rezoned the property to the M-X-T Zone through Zoning Ordinance No. 9-2018. This action was taken in response to Zoning Map Amendment case number A-10043.

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

COMMENT: CSP-21001 proposes a mix of residential and commercial/retail development. The site will be accessed by Linda Land and Old Branch Avenue. More specifically, the property is located in the southwest quadrant of the intersection of Linda Lane and MD 5 (Branch Avenue) and in the southeast quadrant of the intersection of Linda Lane and Old Branch Avenue. In other words, the site fronts on the three roads. Consequently, any development will have an outward orientation that will either be physically or visually integrated with existing adjacent development since it will have to face outward onto one or more of the fronting streets.

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

COMMENT: The benefit of developing in the M-X-T Zone is that it facilitates the ability for the project to promote the most beneficial relationships between land and buildings, because it requires conformance with the Table of Permitted Uses, and because it requires conformance with the provisions of the Landscape Manual which provide for the screening of service functions and the

buffering of incompatible adjoining uses. In addition, the standards and design guidelines enumerated in the Zoning Ordinance to direct the approval of Conceptual Site Plans and Detailed Site Plans, which are required by the regulations for the M-X-T Zone, afford additional opportunities to promote the good planning practices suggested by this requirement. The flexible land planning standards of the M-X-T Zone allow for a flexible response to the numerous planning considerations that impact the property, specifically including: (1) presentation of an attractive aspect to the peripheral high-classification roadway (MD 5), while simultaneously minimizing the effects of the adverse impacts from those roadways, including noise; and (2) providing an appropriate transition to the nearby residential development which addresses density, scale and character.

Given the character of commercial and institutional uses which are preponderant in the area between Old Branch Avenue and Branch Avenue (MD 5) and the severe noise impact on the subject property from Branch Avenue (MD 5) the proposed development, which is permitted in the M-X-T Zone, is context-sensitive and compatible with existing 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;**

COMMENT: The site is currently developed with a mix of uses comprising of two single family detached dwellings and a large commercial/office building that was a former commercial/retail establishment. The consolidation of the existing mixed uses into a modern new development consisting of multifamily residential dwelling units and commercial/retails uses – located along the heavily traveled Branch Avenue (MD 5) (a designated freeway on the MPOT) – will attract both local and pass by customers, and serve as the focal point for the residential component of the development by providing convenient shopping in a walkable setting. Sidewalks connecting the development to the two adjacent roadways provide access and connectivity to the surrounding neighborhoods. The specifics of the arrangement and design of the buildings will be further examined at the time of Detailed Site Plan.

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

COMMENT: CSP-21001 proposes only one phase.

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

COMMENT: Both the commercial uses and the multifamily residential use are located along the heavily traveled Master Planned Roadway (MD Route 5, designated as a Freeway), attracting both local and pass by customers, but also serving as the focal point for the residential component of the development by providing convenient shopping in a walkable setting. Sidewalks connecting the development to the two adjacent roadways provide access to the adjoining roads and

connectivity to the surrounding neighborhoods. The specifics of the arrangement and design of the buildings and pedestrian system will be further examined at the time of Detailed Site Plan.

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

COMMENT: At the time of DSP, it is expected that the areas of the development that will be used for pedestrian activities or as gathering places for people will provide human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial).

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

COMMENT: The subject property was placed in the M-X-T Zone through A-10043 and Zoning Ordinance 9-2018. Therefore, this finding is not applicable. Transportation adequacy will be further tested at the time of preliminary plan of subdivision.

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

COMMENT: At the time of detailed site plan, this finding will be addressed, if applicable/triggered.

- (11) **On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned**

Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.

COMMENT: Not applicable, the subject property contains 5.6 acres.

Section 27-274. Design Guidelines

Generally, Section 27-274 provides design guidelines regarding parking, loading, and circulation; lighting; views; green area; site and streetscape amenities; grading; service areas; public spaces; and architecture. It is worth noting that every sub-part of Section 27-274(a) uses the word “should” when describing each of the guidelines. Thus, none of the design guidelines are mandatory; instead, they are as they appear, guidelines used to promote the purposes of the zone. It should further be noted that the District Council, in adopting Zoning Ordinance 9-2018, and approving A-10043, determined, as the Zoning Hearing Examiner did, that a future mixed use development, as required by the M-X-T Zone are in keeping with the general purposes of the Zoning Ordinance (Sec. 27-102) and the specific purposes of the M-X-T Zone (Sec. 27-542(a)). Consequently, the Planning Board is authorized to approve a conceptual site plan so long as the plan promotes the development in accordance with the principles for the orderly, planned, efficient, and economic development contained in the Sector Plan; and explains the relationship among proposed and existing uses, illustrates approximate locations where buildings and other proposed improvements may be placed, and generally describes recreational facilities, building architecture, and street furniture to be used on the final plan. Ultimately, a future detailed site plan will be filed that will show much more details and the Planning Board is authorized to approve said future detailed site plan so long as the plan represents a *reasonable alternative to satisfying the guidelines* – without requiring unreasonable costs or detracting substantially from the utility of the proposed development for its intended (and *permitted*) use.

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

- The parking lot has been designed to provide safe and efficient vehicular and pedestrian circulation within the site;
- Parking spaces have been designed to be located near the use that it serves;
- Parking aisles have been oriented and designed to minimize the number of parking lanes crossed by pedestrians;
- Plant materials will be added to the parking lot for the commercial use to avoid large expanses of pavement;
- The loading space will be located to avoid conflicts with vehicles or pedestrians;
- The loading area will be clearly marked and separated from parking areas;
- Light fixtures will be designed to enhance the site’s design character;

- Luminosity and location of exterior fixtures will enhance user safety and minimize vehicular /pedestrian conflicts;
- Lighting will be designed to enhance building entrances and pedestrian pathways;
- The pattern of light pooling will be directed to the site;
- The site complies with the Landscape Manual or seeks Alternative Compliance for any requirements that cannot be met by proposing landscaping that will be equal to or better than what would be required;
- Public amenities including outdoor seating, bike racks, benches, etc. will be proposed; and
- Building architecture and materials will be high quality and visually interesting.

Specifically, the applicant offers the following:

(1) General.

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

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

Section 27-281. Purpose of Detailed Site Plans.

(b) General purposes.

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

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

(c) Specific purposes.

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

- (A) To show the specific location and delineation of buildings and structures, parking facilities, streets, green areas, and other physical features and land uses proposed for the site;**
- (B) To show specific grading, planting, sediment control, tree preservation, and storm water management features proposed for the site;**
- (C) To locate and describe the specific recreation facilities proposed, architectural form of buildings, and street furniture (such as lamps, signs, and benches) proposed for the site; and**

- (D) To describe any maintenance agreements, covenants, or construction contract documents that are necessary to assure that the Plan is implemented in accordance with the requirements of this Subtitle.**

COMMENT: This Conceptual Site Plan will promote the purposes found in Section 27-281. Specifically, this plan helps to fulfill the purposes of the M-X-T Zone in which the subject property is located. A mixed-use development consisting of a mix of residential units and commercial/retail use(s) are permitted in the M-X-T Zone. The site plan gives an illustration as to the area and/or delineation of all proposed development areas, green areas, and other similar physical features and land uses proposed for the site.

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

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

COMMENT: CSP-21001 proposes surface parking for residents, visitors and patrons of the mixed use development that will be both efficient and safe, and conveniently located. The location of the parking will be designed to minimize any conflict with pedestrians. At the time of detailed site plan, the applicant, pursuant to Section 27-583, will provide a parking matrix/study to determine the appropriate number of parking spaces based on the actual uses proposed.

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

COMMENT: This Conceptual Site Plan anticipates activities taking place in the evening and will provide adequate lighting levels for safe vehicular and pedestrian movements. The site lighting will provide the new residents and future patrons of the commercial/retail component with a bright, safe atmosphere while not causing a glare or light bleeding onto adjoining properties, as the applicant would anticipate using full cut-off light fixtures. Although a specific detail of all residential and commercial lighting has not yet been identified, some possible examples of public lighting may include the following:



(4) Views.

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

COMMENT: This Conceptual Site Plan complies with the design guidelines outlined in sub-part (4). This plan is designed to preserve, create, or emphasize views from the public roads and the adjoining property. All buildings will be designed to provide a modern, clean and strong presence along road frontages with an outward orientation.

(5) Green Area.

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

COMMENT: As previously mentioned, the property is already development with minimum existing green areas. Nevertheless, at the time of DSP, the applicable landscape buffers and planting yards will be provided, and the applicant will provide the requisite tree plantings to ensure conformance with the Tree Canopy Coverage requirements. As conceptually envisioned, CSP-21001 is filed with the overall vision for a mixed-use development, with generalized layout to facilitate a mixed residential/commercial/retail uses.

(6) Site and streetscape amenities.

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

COMMENT: The Conceptual Site Plan and Landscape Plan submitted with this application comply with the design guidelines outlined in sub-part (6). The proposed site and streetscape amenities will contribute to an attractive, coordinated development. That is, the site fixtures will be durable high quality material and will be attractive, which will enhance the site for the future residents and patrons. Some possible examples of site fixtures and anticipated streetscape are

provided below.



(7) Grading.

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

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

(8) Service Areas.

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

COMMENT: Service areas, like loading areas to serve the commercial retail development, will be conveniently located next to the commercial building, but screened from view. Where possible, service areas serving multiple buildings will be designed so that the number of service areas can be limited.

(9) Public Spaces.

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

COMMENT: The overall massing of buildings and attention to scale for this project, which are a mix of uses, will help create pedestrian and public areas that will be convenient to the residents and patrons. Possible public spaces to create pedestrian and public areas that will be convenient to the residents and patrons may also include something similar to those depicted below:



(10) Architecture.

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

COMMENT: Architectural plans are not required at the time of CSP and none have been prepared with this application since a builder has not yet been identified. However, the Conceptual Site Plan complies with the design guidelines outlined in sub-part (10). At the time of Detailed Site Plan, the applicant will endeavor to ensure that all architecture for the residential and commercial buildings will provide a high quality of building materials and provide a variety of architectural elements. Further, although it is dependent upon the ultimate builder for the project, where possible, the applicant will endeavor to provide sustainable construction techniques, improve energy efficiency, and resource conservation. It will be the goal of this community, where possible, to reduce material waste and improve energy efficiency while at the same time creating enhanced value and savings for the future residents. Some possible examples of commercial architecture are provided below along with sample mixed use architecture.





(11) Townhouses and Three-Story Dwellings.

- (A)** Open space areas, particularly areas separating the rears of buildings containing townhouses, should retain, to the extent possible, single or small groups of mature trees. In areas where trees are not proposed to be retained, the applicant shall demonstrate to the satisfaction of the Planning Board or the District Council, as applicable, that specific site conditions warrant the clearing of the area. Preservation of individual trees should take into account the viability of the trees after the development of the site.
- (B)** Groups of townhouses should not be arranged on curving streets in long, linear strips. Where feasible, groups of townhouses should be at right angles to each other, and should facilitate a courtyard design. In a more urban environment, consideration should be given to fronting the units on roadways.

- (C) **Recreational facilities should be separated from dwelling units through techniques such as buffering, differences in grade, or preservation of existing trees. The rears of buildings, in particular, should be buffered from recreational facilities.**
- (D) **To convey the individuality of each unit, the design of abutting units should avoid the use of repetitive architectural elements and should employ a variety of architectural features and designs such as roofline, window and door treatments, projections, colors, and materials. In lieu of this individuality guideline, creative or innovative product design may be utilized.**
- (E) **To the extent feasible, the rears of townhouses should be buffered from public rights-of-way and parking lots. Each application shall include a visual mitigation plan that identifies effective buffers between the rears of townhouses abutting public rights-of-way and parking lots. Where there are no existing trees, or the retention of existing vegetation is not practicable, landscaping, berming, fencing, or a combination of these techniques may be used. Alternatively, the applicant may consider designing the rears of townhouse buildings such that they have similar features to the fronts, such as reverse gables, bay windows, shutters, or trim.**
- (F) **Attention should be given to the aesthetic appearance of the offsets of buildings.**

COMMENT: Not applicable. Townhouses are not proposed with this CSP.

V. PRIVATE RECREATIONAL FACILITIES

The applicant intends to provide on-site private recreational facilities. Details will be provided at time of Preliminary Plan of Subdivision and Detailed Site Plan reviews.

VII. M-I-O Zone

The subject property is also classified in the M-I-O Zone which classification would not be affected by the CSP, and will be reviewed in greater detail with the DSP when actual buildings are proposed. The conformance of the subject property to the provisions of the M-I-O Zone in Part 10C of the Zoning Ordinance is as follows:

Part 10C includes three Impact Maps, which establish the boundaries of the M-I-O Zone. Figure A establishes the area subject to restrictions related to height, Figure B establishes the area subject to restrictions related to noise, and Figure C establishes the area subject to the restrictions related to Accident Potential/Clear Zones North and South.

Based upon a review of the Impact Maps, the subject site is included within the boundaries of the Impact Map on Figure A, which establishes the area subject to restrictions related to height, but is not within the boundaries established by any other Impact Map.

Section 27-584.54. Requirements for Height.

COMMENT: Requirements for maximum permissible structure height in the M-I-O Zone are found in Section 27-548.54. The subject site is located under the limits of Conical Surface E, and as such is subject to the height restrictions.

The provisions of §27-548.54(e)(2)(D), followed verbatim, apply as follows: The distance between Surface A and the nearest boundary of the subject property is 10,546 feet, and the distance between the subject property and the border of Surfaces D and E is 4,048 feet; the subtotal per §27-548.54(e)(2)(D)(i): $10,546 \text{ minus } 4,048 = 6,498$; and, $6,498 \text{ divided by } 20 = 325$, and 150 added to that yields 475 feet. Finally, the provisions of §27-548.54(e)(2) require that the difference between the highest elevation on the subject property (271) and the height of the runway surface (274), or three feet, be added to the 475-foot height to yield a highest permissible structure of 478 feet.

An inspection of the Zoning Ordinance's definitions of the height limit surfaces, however, strongly suggests that the result of a 478-foot height limit at the subject site is not the intended result; Surface E, the "Conical Surface," is defined as, "an inclined imaginary surface extending outward and upward from the outer periphery of the inner horizontal surface....The slope of the conical surface is 20:1." Surface D, the "Inner Horizontal Surface," is defined as, "an imaginary surface that is an oval plane at a height of 150 feet above the established airfield elevation." Therefore, a property which is located 4,048 feet from the border of Surfaces D and E should limit a structure thereon by only an additional 202 feet (or, the 4,048 feet horizontal distance divided by the 20:1 slope of the conical surface) above the 150-foot height of Surface D. Further applying the provisions of §27-548.54(e)(2), as was done above, would then yield a highest permissible structure of 355 feet.

In either case, however, given the very high permissible limits, the provisions of the Military Installation Overlay Zone will not restrict the subject site from being reasonably developed with the permitted uses provided for in the Table of Uses for the M-X-T Zone.

Section 27-584.55. Requirements for Noise.

COMMENT: As noted above, the subject property is not within the limit of the 60dB contour associated with the M I O Zone, so no sound reduction certification is applicable, nor is it in the High-Intensity Noise Area as delineated on Figure B, and as such would not be subject to the seven categories of prohibited uses laid out in §27-548.55(c)(1)(C).

Section 27-584.56. Requirements Part 10C.

COMMENT: With respect to the use restriction listed in Section 27-548.56, the subject site is not located within the limits of any of the Safety Zones (to wit, the Clear Zone and the Accident Potential Zones 1 and 2); as such, these restrictions are not applicable to the subject site.

The purposes of the M I O (Military Installation Overlay) Zone, are laid out in Section 27-548.51, as follows:

Section 27-548.51. Purposes.

The purposes of the Military Installation Overlay Zone are to regulate the development and use of structures and property in order to promote land uses compatible with operations at Joint Base Andrews; to protect the safety and welfare of individuals in the area from the adverse impacts associated with high levels of noise from flight operations and the potential for aircraft accidents associated with proximity to Joint Base Andrews operations. The intent of the regulations is to recognize the rights of individual property owners while reducing interference with the military operations at Joint Base Andrews.

COMMENT: As indicated by the foregoing analysis of Part 10C's limitations on structure height, noise impacts, land uses and interference with communications, the approval of the subject Application will be in conformance with the purposes of the M I O Zone. §27-213(a)(2)

VIII. CONCLUSION

Based on the foregoing, as well as all of the development plans filed in conjunction with this application, the applicant respectfully requests the approval of CSP-21001.

Respectfully submitted,
MCNAMEE HOSEA, P.A.

By: 
Matthew C. Tedesco, Esq.

Date: ~~February 15, 2022~~
April 26, 2023
(Post SDRC Submission)



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Clerk of the Council
(301) 952-3600

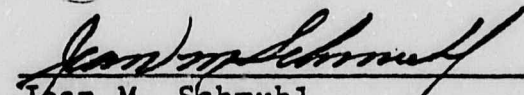
SE 2283
(Deer Pond, Inc.)

NOTICE OF FINAL DECISION OF THE DISTRICT COUNCIL

Pursuant to the provisions of Section 27-134 of the Zoning Ordinance of Prince George's County, Maryland, requiring notice of decision of the District Council, you will find enclosed herewith a copy of the Council Order setting forth the action taken by the District Council in your case on February 24, 1986.

CERTIFICATE OF SERVICE

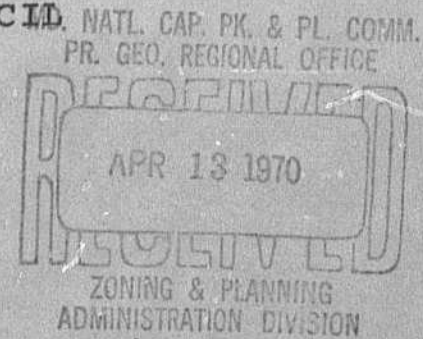
This is to certify that on February 28, 1986, this notice and attached Council Order were mailed, postage prepaid, to all persons of record.



Jean M. Schmuhl
Clerk of the Council

(6/85)

SPECIAL EXCEPTION #2283
Automobile Parking Compound and Parking Waiver
COMMENTS BY THE DEPARTMENT OF INSPECTIONS AND PERMITS TO THE
PLANNING BOARD AND THE DISTRICT COUNCIL
April 9, 1970



1. OBSERVATIONS:

a. Applicant's Request -

This special exception would authorize the construction of a 372 space automobile parking compound in conjunction with a proposed office building on commercial property.

b. Location -

The site is on the west side of Branch Avenue at its intersection with Deer Pond Lane in Camp Springs.

c. Access -

Branch Avenue is a divided, four-lane major highway with very heavy traffic. Deer Pond Lane is a two-lane residential street with light traffic. The parking compound will also have access to Old Branch Avenue, which is a two-lane residential highway with medium to heavy traffic.

d. Conditions on Subject Property -

The site encompasses approximately 3 acres zoned R-R and is presently undeveloped. The commercial site contains approximately 1.87 acres slated to contain a three-story office building and parking for 73 automobiles.

e. Surrounding Area -

The property is abutted as follows:

North: Across Deer Pond Lane are several single-family dwellings and some undeveloped R-R property.

South: Abutting the parking compound are seven single-family dwellings.

East: Across Branch Avenue is a large tract of undeveloped R-R property.

West: At the corner of Deer Pond Lane and Old Branch Avenue is a single-family dwelling which will be completely surrounded by the proposed development.

SE 2283

April 9, 1970

The surrounding area in general is developing commercial and rural residential.

f. Parking Waiver -

In addition to the special exception the applicant is requesting a waiver of the off-street parking requirements as follows:

- (1) The office building as proposed would require 515 off-street parking spaces. The applicant proposes to provide only 445 or 86.4% of the required spaces.
- (2) The number of spaces required would be unchanged by the adoption of a proposed amendment to the parking regulations prepared by the Maryland-National Capital Park and Planning Commission.
- (3) In addition, the applicant proposes to make the spaces only 9' x 20' rather than the required 10' x 20'. That size, however, is in accord with a proposed revision of section 24.0 of the Prince George's County Zoning Ordinance, governing off-street parking, prepared by the staff of the Maryland-National Capital Park and Planning Commission.
- (4) The plot plan reviewed by this office contained no detail with regard to the planting and screening, to be placed along all property lines abutting developed residential property, as required by section 24.7 of the zoning ordinance.
- (5) The applicant requests that the District Council sanction his proposals by granting a waiver of 70 parking spaces and a one-foot variance of the width requirement for all the 445 proposed parking spaces.

2. APPLICABLE ORDINANCES:

The following are particularly applicable to this petition:

Zoning Ordinance - section 13.11 - auto parking compound
section 24.6 - approval of design and plans
section 24.7 - lighting and screening
section 24.8 - covenant
section 31.4 - use and occupancy permit

SE 2288

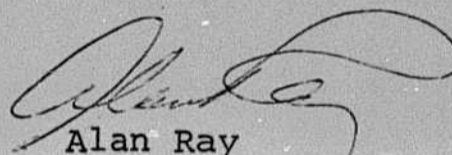
April 9, 1970

3. OPINIONS:

- a. The plan for the proposed office building appears to reflect an over-development of this commercial property which is surrounded by residences.
- b. The application contains no justification for waiving the parking requirements, and none is apparent.
- c. The single ingress/egress at Deer Pond Lane is likely to cause serious congestion on that narrow road.
- d. A waiver of one foot in the width of individual parking spaces would not be detrimental.

4. RECOMMENDATIONS:

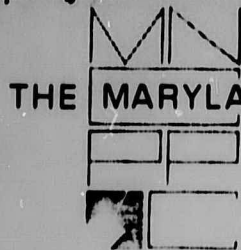
- a. If this special exception is approved, it should be subject to the following stipulations:
 - (1) The site plan shall be revised to provide for adequate fencing and variety of screen planting.
 - (2) The parking lot shall be completely developed before the proposed office building is occupied.
 - (3) The covenant required by section 24.8 be filed within ten days of approval of this special exception.
- b. If the special exception is approved, also approve a waiver of one foot in the width of individual parking spaces.



Alan Ray
Chief Zoning Inspector

cc: Russell W. Shipley
3731 Branch Avenue, S.E.
Hillcrest Heights, Maryland 20031

SE 2283



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

PGCPB No. 87-111

File No. 4-87035

R E S O L U T I O N

WHEREAS, Curtis Properties, Inc. is the owner of a 4.790 acre parcel of land known as Deerpond (Parcels B & C), said property being in the 6th Election District of Prince George's County, Maryland, and being zoned C-S-C and ~~R-1~~; and

^{R-80}
WHEREAS, on February 24, 1987, Curtis Properties, Inc. filed an application for approval of a Preliminary Subdivision Plat (Staff Exhibit #1) for 2 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plat, also known as Preliminary Plat 4-87035, 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 March 26, 1987, for its review and action in accordance with Article 28, Section 7-116, 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 modifications; and

WHEREAS, on March 26, 1987, 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 Preliminary Plat of Subdivision 4-87035 with the following modifications:

1. Compliance with State Highway Administration plans for the upgrading of Branch Avenue (Maryland Route 5).
- ✓ 2. Compliance with conditions of S.E. No. 2283.
- ✓ 3. Vehicle access from Parcel B to Old Branch Avenue shall be prohibited.

PGCPB No. 87-111
File No. 4-87035
Page Two

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, meets the legal requirements of Subtitle 24 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.
2. Since road improvements are planned for Branch Avenue (Maryland Route 5) by the State, this subdivision must be coordinated with the State Highway Administration's upgrading plans.
3. Since the site has existing uses, no significant environmental impact would result from this subdivision.

* * * * *

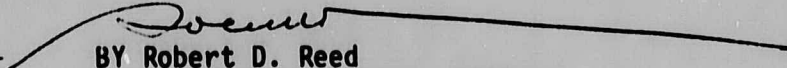
This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Dabney, seconded by Commissioner Yewell, with Commissioners Dabney, Yewell, Keller, Botts, and Rhoads voting in favor of the motion, at its regular meeting held on Thursday, March 26, 1987, in Upper Marlboro, Maryland.

APPROVED AS TO LEGAL SUFFICIENCY


M-NCPPC Legal Department

Date 4/13/87

Thomas H. Countee, Jr.
Executive Director


BY Robert D. Reed
Community Relations Officer

THC/RDR/DRA:lg

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION
DEVELOPMENT DIVISION

TM 98 A-2

200' sheet 208SE 5(R)
PA 76 A 4.87035

APPLICATION FOR APPROVAL OF PRELIMINARY SUBDIVISION PLAT

(Submit one application form to the Prince George's County Subdivision Office) E/S 5/5

The undersigned hereby applies for approval by the Prince George's County Planning Board of the accompanying preliminary subdivision plat and certifies the information supplied herewith to be correct.

Name of Proposed Subdivision DEERPOND

Lot & Block Nos. Parcel B & Parcel C

Location Prince Georges County - Spauldings (No. 6)
(Town or Locality) (County) (Election Dist.) (Special Tax Area)

Proposed Use of Property Residential parcel for existing house, existing retail store & Parking Compound-subject to Special Exception SE 2283

Geographical Location Southwest quadrant, Old Branch Avenue at Linda Lane

Zoning ~~C-16R-R~~ ~~C-16R-R~~ ~~CSC-16R~~ ~~CSC-16R~~ No. of Lots Proposed 2 Fee 274.00 (Previously paid)

Proposed Sanitary Facilities Public Water Private Public (Sewage Disposal)

Owner Curtis Properties Inc. (Name) 678-1000 (Telephone Number)

2041 Martin Luther King Avenue, S.E., Washington, D.C. 20020
(Address)

Title Citation (Last recorded conveyance):
Grantor Deerpond Inc. Date of Conveyance May 11, 1977

Grantee Curtis Properties Inc. Land Records Reference L.4775 F 236

Area of Tract as Conveyed 4.79 Ac. Area Included on plat 4.79 Ac.

Existing Legal Encumbrances:
Rights of Way L. 3719 F. 184 Easements _____

Other _____

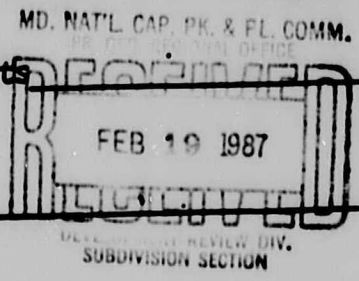
Existing Covenants _____

Engineer/Surveyor
Name KWM Corporation (KATIE LEE) Telephone No. 858-0303

Address 2139 Espey Court, Crofton, MD 21114

Note any further proposals or unusual conditions affecting the property using the reverse side of this page.

SIGNATURE OF OWNER: Guy Roth





THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Clerk of the Council
(301) 952-3600

July 10, 2018

**RE: A-10043 Linda Lane Commercial Park
Curtis Properties, Inc., Applicant**

NOTICE OF FINAL DECISION OF THE DISTRICT COUNCIL

Pursuant to the provisions of Section 27-134 of the Zoning Ordinance of Prince George's County, Maryland requiring notice of decision of the District Council, you will find enclosed a copy of Zoning Ordinance No. 9 - 2018 setting forth the action taken by the District Council in this case on July 2, 2018.

CERTIFICATE OF SERVICE

This is to certify that on July 10, 2018, this notice and attached Council order were mailed, postage prepaid, to all persons of record.

A handwritten signature in cursive script, reading "Redis C. Floyd", is written over a horizontal line.

Redis C. Floyd
Clerk of the Council

Case No.: A-10043
Linda Lane Commercial Park

Applicant: Curtis Properties, Inc.

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,
SITTING AS THE DISTRICT COUNCIL

ZONING ORDINANCE NO. 9 -2018

AN ORDINANCE to amend the Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland, by an individual Zoning Map Amendment.

WHEREAS, Zoning Map Amendment Application No. 10043 (A-10043) is a request for the rezoning of approximately 5.61 acres of land, located on the west side of Branch Avenue (MD 5), in the southwest quadrant of its intersection with Linda Lane, and east of Old Branch Avenue, also identified as 5620 Linda Lane, and 5702 and 5710 Old Branch Avenue, Temple Hills, Maryland, from the C-S-C (Commercial Shopping Center)/R-80 (One-Family Detached Residential)/M-I-O (Military Installation Overlay) to the M-X-T (Mixed Use-Transportation Oriented)/M-I-O Zones; and

WHEREAS, the application was advertised and the property was posted prior to public hearings, in accordance with all requirement of law; and

WHEREAS, the application was reviewed by the Planning Department's Technical Staff; and

WHEREAS, Technical Staff recommended that the request to rezone the subject property from the C-S-C (Commercial Shopping Center)/R-80 (One-Family Detached Residential)/M-I-O (Military Installation Overlay) to the M-X-T (Mixed Use-Transportation Oriented)/M-I-O Zones should be DENIED; and

WHEREAS, the Planning Board elected to adopt the recommendations of Technical Staff;
and

WHEREAS, on February 14, 2018, an evidentiary hearing was held on the proposed rezoning before the Zoning Hearing Examiner; and

WHEREAS, at the close of the evidentiary hearing the record was left open for several documents, and upon receipt of which, the record was closed on March 6, 2018; and

WHEREAS, on April 10, 2018, the Zoning Hearing Examiner issued a notice of decision;
and

WHEREAS, the Examiner recommended that the request to rezone the subject property from the C-S-C (Commercial Shopping Center)/R-80 (One-Family Detached Residential)/M-I-O (Military Installation Overlay) to the M-X-T (Mixed Use-Transportation Oriented)/M-I-O Zones should be APPROVED; and

WHEREAS, pursuant to Section 27-131 of the County Code, an appeal or exceptions to a decision of the Zoning Hearing Examiner shall be filed within thirty (30) days after the written decision of the Examiner; and

WHEREAS, pursuant to law, the District Council finds that no timely appeal or exceptions were filed; and

WHEREAS, having reviewed the record, the District Council hereby adopts the disposition recommendation of the Zoning Hearing Examiner; and

WHEREAS, as the basis for its final decision, the District Council adopts and incorporates by reference, as if fully stated herein, the findings of fact and conclusions of law within the Examiner's decision issued on April 10, 2018.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. The request to rezone approximately 5.61 acres of land, located on the west side of Branch Avenue (MD 5), in the southwest quadrant of its intersection with Linda Lane, and east of Old Branch Avenue, also identified as 5620 Linda Lane, and 5702 and 5710 Old Branch Avenue, Temple Hills, Maryland, from the C-S-C (Commercial Shopping Center)/R-80 (One-Family Detached Residential)/M-I-O (Military Installation Overlay) to the M-X-T (Mixed Use-Transportation Oriented)/M-I-O Zones is hereby APPROVED.

SECTION 2. BE IT FURTHER ENACTED that this Ordinance shall become effective on the date of its enactment.

ENACTED this 2nd day of July, 2018, by the following vote:

In Favor: Council Members Davis, Franklin, Glaros, Lehman, Patterson, Taveras, Toles and Turner.

Opposed:

Abstained:

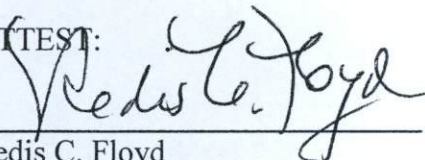
Absent: Council Member Harrison.

Vote: 8-0.

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND, SITTING AS THE DISTRICT COUNCIL FOR THAT PART OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT IN PRINCE GEORGE'S COUNTY, MARYLAND

By: 
Dannielle M. Glaros, Chair

ATTEST:


Redis C. Floyd
Clerk of the Council

May 1, 2023

MEMORANDUM

TO: Dominique Lockhart, Planner III, Urban Design Section
VIA: Mridula Gupta, Planner IV, Subdivision Section *MG*
FROM: Mahsa Vatandoost, Planner II, Subdivision Section *MV*
SUBJECT: CSP-21001; Linda Lane Property

The subject property is located on Tax Map 98 in Grids A-2 and A-3. It consists of three parcels known as Parcel B, Parcel C, and Parcel 25. Parcels B and C are recorded in the Prince George's County Land Records in Plat Book NLP 133 plat no. 89 on January 1987 entitled "Parcels B and C, Deerpond", and Parcel 25 is described by deed recorded in Liber 24803 at folio 44. The property measures approximately 5.6 acres and is located within the Commercial, Neighborhood (CN) and Military Installation Overlay (MIO) zones. However, this application is being reviewed pursuant to the prior Zoning Ordinance and Subdivision Regulations pursuant to Section 27-1900 of the Zoning Ordinance and pursuant to the prior Mixed-Use Transportation Oriented (M-X-T) and M-I-O zones of the subject property.

This conceptual site plan (CSP) proposes a mixed-use development consisting of residential and commercial uses including 105 multifamily dwelling units and 104,600 square feet of commercial retail space.

A portion of this property (Parcels B and C) is subject to Preliminary Plan of Subdivision (PPS) 4-87035 which was approved by the Prince George's County Planning Board on March 26, 1987 (PGCPB Resolution No. 87-111), subject to three conditions, and Parcels B and C were platted subsequent to this approved PPS. Parcel 25 has never been the subject of a PPS or a record plat. However, the entire property will require a new PPS and a certificate of adequacy in accordance with Section 24-1904(b) of the Subdivision Regulations following approval of the CSP. Also, a final plat of subdivision will be required subsequent to approval of this CSP and following the approval of a new PPS before any building permits may be approved for development of this site.

Additional Comments:

1. The CSP identifies one location for proposed on-site recreational facilities, specifically, in a courtyard internal to the proposed mixed-use building. The adequacy of any on-site recreational facilities to satisfy Section 24-134 mandatory dedication of parkland requirement will be evaluated at the time of PPS and detailed site plan (DSP) review.

Recreational facilities should include a mix of active and passive recreation, indoor and outdoor, for all seasons and age groups.

2. The property is located adjacent to MD 5 (Branch Avenue), a master planned freeway. A Phase I noise study will be required with the PPS to demonstrate that any planned outdoor recreation areas and the multifamily dwelling units are not impacted by noise. Also, at the time of DSP when the positions of dwellings and details of the recreation facilities are known, Phase II noise studies will be required. Mitigation will be required for all exterior noise-sensitive areas exposed to traffic noise levels above 65 dBA Ldn, to ensure traffic noise is reduced to not higher than that level. All dwellings exposed to noise levels above 65 dBA Ldn must achieve an interior noise level no higher than 45 dBA Ldn.
3. The CSP does not propose any new lots or parcels and General Note 5 states that the three existing parcel lines are to remain. No public and private streets are proposed for the development included in the CSP. The lotting and circulation pattern, and any required right-of-way dedication, will be reviewed further with the PPS application. Moreover, the location of required public utility easements along all public and private streets will be determined with the PPS and should be in accordance with Section 24-122(a) and Section 24-128(b)(12) of the prior Subdivision Regulations.
4. This property was rezoned to M-X-T in 2018 with Basic Plan A-10043, with no conditions.

Recommended Conditions:

None.

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

MIN
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION



Countywide Planning Division
Transportation Planning Section

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


301-952-3680

May 5, 2023

MEMORANDUM

TO: Dominique Lockhart, Urban Design Section, Development Review Division

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

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

SUBJECT: **CSP-21001 - Linda Lane**

Proposal:

The subject Conceptual Site Plan (CSP) application proposes 105 multi-family dwelling units, and 104,600 square feet of office/commercial/retail use. The site is located along the west side of MD-5 at its intersection with Linda Lane. The site falls within the Mixed-Use Transportation Oriented (M-X-T) zoning district. The Transportation Planning Section's review of the CSP application was evaluated using the standards of Section 27 of the prior Zoning Ordinance.

Prior Conditions of Approval:

The subject site is not governed by any previously approved development applications that contain conditions related to transportation adequacy, access, or circulation.

Master Plan Compliance

Master Plan Roads

The subject property fronts MD 5 (F-9) along the east side of the proposed development. The 2009 *Countywide Master Plan of Transportation* (MPOT) recommends this portion of MD 5 as a 6-8 lane freeway within 300 feet of right-of-way. The 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* does not contain any right-of-way recommendations for this portion of MD 5.

The subject property also fronts Old Branch Avenue (C-716) along the west side of the proposed development. The MPOT recommends this portion of Old Branch Avenue as a 2-4 lane collector roadway within 80 feet of right-of-way. The 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* does not contain any right-of-way recommendations for this portion of Old Branch Avenue.

Comment: Though master plan compliance is evaluated at the time of Preliminary Plan of Subdivision, staff requests the applicant update the CSP to show 300 feet of right-of-way along the subject property's frontage of MD 5, which is consistent with the MPOT.

Master Plan Pedestrian and Bike Facilities

This development case is subject to the 2009 MPOT, which recommends the following facilities:

Planned Bicycle Lane: Old Branch Avenue

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: Bicycle and pedestrian facilities will be further addressed at the Preliminary Plan of Subdivision (PPS) and Detailed Site Plan (DSP) stage of development. In addition, to facilitate the MPOT policies regarding site-connected active transportation networks and complete streets, staff recommend that the site is served by an interconnected network of on-site bicycle and pedestrian facilities. The exact location and details of all pedestrian and bicycle facilities shall be provided at the time of DSP.

Transportation Planning Review

Analysis of Traffic Impacts

Section 27-546(d)(9) requires a finding of adequate transportation facilities at the time of conceptual site plan for properties placed in the M-X-T Zone by a sectional map amendment. The subject property was placed in the M-X-T Zone by a zoning map amendment during which transportation adequacy was tested; therefore, the requirement for traffic review during this plan is not applicable. The subject plan will be required to have a preliminary plan of subdivision, and the review of adequacy will be completed concurrently with that plan.

Zoning Ordinance Compliance

Section 27-546(b)(7) and Section 27-546(d) (6-7) discuss transportation and circulation 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 on 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:

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

Comment: The applicant proposes two points of vehicle access to the site, one along Linda Lane and a second along Old Branch Avenue. An internal circulation loop provides vehicular access throughout the site. Parking is primarily proposed along the portion of the site fronting MD 5. However, additional parking is also proposed along the north and west sides of the building.

Conceptual pedestrian access has been provided along a portion of Linda Lane and a portion of Old Branch Avenue. At the time of subsequent development applications, staff will evaluate additional bicycle and pedestrian facilities; However, in reviewing the subject application, staff finds that this CSP is sufficient for facilitating bicycle and pedestrian access and meets the required findings per section 27-546 of the Ordinance which examines “physical and functional relationship of the project uses and components” within the M-X-T Zone.

Section 27-574(a) and Section 27-574(b) (1-3) discuss parking requirements in the M-X-T Zone and are copied below:

(a) 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.

(b) The number of off-street parking spaces required for development in the M-X-T Zone and in 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 one (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).

(2) For each hour of the day, the number of parking spaces to be occupied by each use shall be calculated. These numbers are known as the hourly fluctuation pattern. For each use, at least one (1) hour shall represent the peak parking demand, and the remaining hours will represent a percentage of the peak. There may be more than one (1) hour at the peak level.

- (3) The total number of parking spaces required for all uses proposed in the M-X-T Zone and in a Metro Planned Community shall be the greatest number of spaces in any one (1) hour for the combined total of all uses proposed, based on the calculations in paragraphs (1) and (2), above. This total is known as the base requirement. The maximum parking allowable for non-residential uses is 115% of the base requirement for M-X-T properties. Parking spaces within a parking structure shall not be counted in the calculation of the maximum number of parking spaces.

Comment: Section 27-574 of the Ordinance allows the Planning Board to develop a criterion for parking standards, specific to the proposed development (subject to the evaluation on an analysis), for developing parking standards in the M-X-T zoning district. Staff recommends as a condition of approval that prior to acceptance of a DSP, the applicant shall submit a parking analysis to determine the parking rate for the proposed development, which examines both the residential and non-residential uses in accordance with Section 27-574 of the prior Ordinance.

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 certification of the conceptual site plan, the applicant, and the applicant's heirs, successors, and/or assigns shall provide the following:
 - a. Show the limits of the ultimate right-of-way as being 300 feet wide along the subject property's frontage of MD 5
2. Prior to the acceptance of a preliminary plan of subdivision, the applicant, and the applicant's heirs, successors, and/or assigns shall:
 - a. Submit a new and approved Traffic Impact Study Scoping Agreement as part of a new Traffic Impact Study to evaluate transportation adequacy as part of the Preliminary Plan of Subdivision application.
3. Prior to the acceptance of a detailed site plan, the applicant, and the applicant's heirs, successors, and/or assigns shall:
 - a. Submit a parking analysis to determine the parking rate for the proposed development, which examines both the residential and office/commercial/retail uses in accordance with Section 27-574 of the prior Ordinance.
 - b. Submit a bicycle and pedestrian plan which displays the details, location, and extent of an interconnected network of onsite bicycle and pedestrian facilities.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

Countywide Planning Division
 Environmental Planning Section

301-952-3650

May 1, 2023

MEMORANDUM

TO: Dominique Lockhart, Planner III, Urban Design Section, DRD

VIA: Tom Burke, Supervisor, Environmental Planning Section, CWPD *TB*

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

SUBJECT: **5620 Linda Lane; CSP-21001**

The Environmental Planning Section (EPS) has reviewed the above referenced Conceptual Site Plan (CSP-21001) received on March 23, 2023. Comments were provided in a Subdivision and Development Review Committee (SDRC) meeting on April 14, 2023, and revised information was received on April 27, 2023. The EPS recommends approval of CSP-21001 with no conditions.

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-083-2017-01	N/A	Staff	Approved	9/9/2022	N/A
SE-2283	N/A	County Council	Approved	4/15/1970	168/1970
A-10043	N/A	County Council	Approved	7/2/2018	ZO # 9-2018
CSP-21001	S-164-2022	Planning Board	Pending	Pending	Pending

PROPOSED ACTIVITY

The applicant is requesting approval of CSP-21001 for the construction of a mixed-use development consisting of 105 multifamily residential units and 104,600 square feet of commercial/retail space. The current zoning for the site is Commercial, Neighborhood (CN); however, the applicant has opted to apply the zoning standards to this application that were in effect prior to April 1, 2022, for the Mixed-Use Transportation Oriented (M-X-T) Zone.

GRANDFATHERING

The project is not grandfathered, and is subject to the environmental regulations contained in Subtitle 25 and prior Subtitles 24 and 27, because the application is for a new CSP.

SITE DESCRIPTION

The application area is 5.60 acres and is located at 5620 Linda Lane, on the southwest corner of the Linda Lane and Branch Avenue intersection, in Temple Hills. A review of the available information indicates that no regulated environmental features (REF), such as 100-year floodplain and wetlands with associated buffers, are present on-site. According to the Sensitive Species Project Review Area (SSPRA) map received

from the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP) and as provided on PGAtlas, there are no rare, threatened, or endangered (RTE) species found to occur on or near this property. This site is in the Henson Creek watershed that flows into the Potomac River. The site has frontage on three roads: Branch Avenue (MD Route 5), Old Branch Avenue, and Linda Lane. Branch Avenue is classified as a master-planned freeway, Old Branch Avenue is classified as a master-planned collector, and Linda Lane does not have a master plan roadway designation. Of the three roads, only Old Branch Avenue is identified as an historic roadway. The site is located within the Environmental Strategy Area 2 of the Regulated Environmental Protection Areas Map, as designated by *Plan Prince George's 2035 Approved General Plan*. According to the *Countywide Green Infrastructure Plan* and the *Approved Prince George's County Resource Conservation Plan* (May 2017), no network areas are present on-site.

ENVIRONMENTAL REVIEW

Natural Resource Inventory

A Natural Resource Inventory (NRI-083-2017-01) was approved on September 9, 2022, and is provided with this application. The site does not contain 100-year floodplain, wetlands, or their associated buffers. There are three specimen trees scattered throughout the property. The CSP shows all the required information correctly in conformance with the NRI. No additional information is required for conformance to the NRI.

Woodland Conservation

This site qualifies for a standard exemption from the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because, although the property is greater than 40,000 square feet in size, there are no woodlands present. A WCO Standard Exemption Letter (S-164-2022) was approved on September 15, 2022, and was submitted with this application. Future land development applications and permits will require a woodland conservation ordinance exemption letter.

Specimen Trees

The approved NRI identifies three on-site specimen trees (Southern Red Oak) in fair condition, which are shown in areas proposed for impact with this application. Although it is not required because the site is exempt from the woodland conservation ordinance, staff recommends that the applicant consider preserving as many of the specimen trees located on-site as possible during the design process.

SPECIMEN TREE SCHEDULE SUMMARY

SPECIMEN TREE #	COMMON NAME	DBH (inches)	CONDITION	APPLICANTS PROPOSED DISPOSITION
225	Southern Red Oak	35.6	Good	Remove
295	Southern Red Oak	42.3	Good	Remove
296	Southern Red Oak	30.6	Good	Remove

Soils

The predominant soils found to occur on-site, according to the U. S. Department of Agriculture, Natural Resources Conservation Service (USDA NRCS), Web Soil Survey, are Beltsville-Urban land complex and Grosstown-Urban land complex soils. Marlboro clays or Christiana complexes are not identified on or in the vicinity of this property.

Stormwater Management

An unapproved stormwater management (SWM) concept plan was submitted with the subject application. Currently, the SWM concept plan is under review by the Department of Permitting,

Inspections and Enforcement (DPIE), and the concept number is 16942-2022-00. Proposed SWM features include six micro-bioretenion facilities and one large underground stormwater storage area. Submittal of an approved SWM concept plan and approval letter showing the proposed buildings, interior roads, and surface parking will be required with future development applications.

SUMMARY OF RECOMMENDED CONDITIONS

The EPS recommends approval of Conceptual Site Plan CSP-21001, with no conditions.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco
301-952-3680

Countywide Planning Division
Historic Preservation Section

April 10, 2023

MEMORANDUM

TO: Dominique Lockhart, Urban Design Section, Development Review Division

VIA: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division **JAS**

FROM: Tyler Smith, Historic Preservation Section, Countywide Planning Division **TAS**
Amelia Chisholm, Historic Preservation Section, Countywide Planning Division **AGC**

SUBJECT: CSP-21001 Linda Lane Property

The subject property comprises 5.60 acres and is located in the southwest quadrant of the intersection of Lina Lane and MD-5 (Branch Avenue). The subject property is zoned CN and located within the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan*. The subject application proposes a mixed-use development for 105 multifamily units and 104,600 square feet of commercial/retail space.

The subject property is within the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* area. The Master Plan contains goals and policies related to Historic Preservation (pages 132-134). However, these 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 commercial building located on Branch Avenue (MD 5) was constructed in 1986. The house located at 5710 Old Branch Avenue was built in 1940, according to tax records. The house located at 5702 Old Branch Avenue was built in 1954. The two residences were recorded on Determination of Eligibility Short Forms by architectural historians from the Maryland State Highways Department in 2006. Both residences were found to be not eligible for listing in the National Register of Historic Places. Although the two residences were recorded on Determination of Eligibility Short Forms, there are no photographs of the structures. Historic Preservation staff will photograph all buildings on the subject property prior to demolition.

CDP-21001 Linda Lane Property

April 10, 2023

Page 2 of 2

The subject property does not contain, and is not adjacent to, any designated Prince George's County Historic Sites or resources. Historic Preservation Section staff recommends approval of CSP-21001, Linda Lane Property, without conditions.



Prince George's County Planning Department
Community Planning Division

14741 Governor Oden Bowie Drive
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301-952-3972

April 25, 2023

MEMORANDUM

TO: Dominique Lockhart, Planner II, Zoning Section, Development Review Division

VIA: David A. Green, Planner IV, Long-range Planning Section, Community Planning Division *DAG*

FROM: Elena Perry, Planner II, Master Plans and Studies Section, Community Planning Division *EP*

SUBJECT: **CSP-21001 Linda Lane Property**

FINDINGS

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

BACKGROUND

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

Location: 5620 Linda Lane, Temple Hills, MD 20748

Size: 5.6 acres

Existing Use: Commercial/Office and Residential (Single Family)

Proposal: Mixed use development for 105 multifamily units and 104,600 square feet of commercial/retail space

Zoning: CN (Commercial, Neighborhood)/M-I-O-Z - Requirements for Heights in Surface E (Conical Surface)

Prior Zoning: M-X-T (Mixed Use Transportation Oriented)/M-I-O-Z - Requirements for Heights in Surface E (Conical Surface)

Zoning Ordinance or Subdivision Regulations: Prior

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: The 2014 *Plan Prince Georges 2035 Approved General Plan (Plan 2035)* places this application in the Established Communities. “Established communities are most appropriate for context-sensitive infill and low- to medium-density development. Plan 2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries, schools, parks, and open space), and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met.” (Page 20)

Master Plan: The 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* recommends residential low land uses on the subject property.

In addition, the sector plan recommends the following to help advance the intent and purpose of the approved sector plan when the preliminary plan is submitted:

Site Design

- “Orient building frontages to face the street, courtyard, or plaza. In mixed-use areas, the street facing buildings should establish a street wall deep enough from the street curb to provide wide pedestrian walkways in front of the buildings. This will create and define public spaces and encourage an active street frontage.” (pg. 114)
- “Place parking at the rear or side of all buildings in order to avoid a direct view of parking lots from the street. Provide parking islands with landscaping to soften the view of asphalt pavement and to avoid the prospect of a sea of parked cars.” (pg. 115)

Building Design

- “Ensure that parking garages are designed and articulated to promote visual interest and avoid long, traditional, horizontal openings. Ensure that the ground floors of parking garages fronting public streets in a retail environment are developed with retail uses.” (pg. 117)
- “Step buildings down to two or three floors when they are adjacent to, or across from, single family residential dwellings.” (pg. 117)

Connectivity and Circulation

- “Provide sidewalks throughout the sector plan area. Use special paving in high pedestrian areas to provide a visible connecting element that reinforces the pedestrian system. Seek opportunities to connect sidewalks to the trail network.” (pg. 118)

The Environment

- “Promote the use of environmentally sensitive (green) development techniques in redevelopment and new development projects, including the use of bioretention landscaping, minimizing impervious surfaces, and the use of grass channels and swales to reduce runoff and sheet flow into stream and wetland buffers.” (pg. 129)
- “Ensure that site and street designs include the use of full cutoff optic lighting systems that provide consistent light levels throughout the revitalization areas.” (pg. 129)
- “Mitigate noise created by transportation uses on existing and future residential communities by designing residential uses to minimize noise impacts through building

CSP-21001 Linda Lane Property

placement or construction materials. Discourage inappropriate land uses, such as outdoor recreation, in areas subject to high noise levels.” (pg. 129)

“Additionally, the corridor includes a Base Realignment and Closure (BRAC) zone, which is automatically considered a Community Legacy area.” The property falls within the BRAC Zone (map 48, page 140).

Planning Area: 76B Henson Creek

Aviation/MIOZ: This application is located within the Military Installation Overlay Zone Requirements for Heights in Surface E (Conical Surface). The application must comply with Section 27-548.54(e)(2)(D) Requirements for Height.

SMA/Zoning: Zoning Map Amendment A-10043 reclassified the subject property into the M-X-T zone.

c: Long-range Agenda Notebook

Kierre McCune, Supervisor, Master Plans and Studies Section, Community Planning Division



MEMORANDUM

DATE: May 1, 2023

TO: Dominique Lockhart, Planner III
Zoning Urban Design Section
Development Review Division
Planning Department

VIA: Sonja Ewing, Assistant Division Chief [SME](#)
Dominic Quattrocchi, Planning Supervisor [DAQ](#)
Park Planning and Development Division
Department of Parks and Recreation

FROM: Ivy R. Thompson, Planner III [IRT](#)
Land Acquisition/Management & Development Review Section
Park Planning and Development Division
Department of Parks and Recreation

SUBJECT: **CSP-21001 Linda Lane Property**

The Department of Parks and Recreation (DPR) has reviewed and evaluated this conceptual site plan amendment for conformance with the requirements as they pertain to public parks and recreational facilities.

PROPOSAL

This application is for the development of 105 multifamily units and 104,600 square feet of commercial/retail space.

BACKGROUND:

The subject property is approximately 5.60-acres located at the southwest quadrant of the intersection of Linda Lane and Branch Avenue (MD5). This proposal is subject to the 2009 Approved *Marlboro Pike Sector Plan*, the 2017 *Land Preservation, Parks and Recreation Plan for Prince George's County*, and *Formula 2040, Functional Master Plan for Parks, Recreation and Open Space*.

DISCUSSION:

Nearby park facilities include the Woodberry Neighborhood Park and the Middleton Valley Park, which are less than a mile southwest of the development site. The Temple Hills Community Center is within two miles of the development site. The 2013 Approved *Central Branch Corridor Revitalization Sector Plan* indicates there are adequate recreation opportunities in the area, yet there is a need for more urban parks (p.40) and stream valley protection. The subject property is not adjacent to any streams. Any land conveyed to DPR is insufficient to meet the recreational needs of residents in the surrounding areas. The proposed stormwater management (SWM) facilities and parking areas border the entire property. The applicant is proposing to provide seated areas

CSP-21001 Linda Lane Property

enhanced with large potted shrubs and flowers to meet the public spaces requirements of Section 27-274(a)(9) of the Zoning Ordinance. The Conceptual Site Plan does not identify a specific open space amenity area within the property boundaries, however, the Statement of Justification states that the applicant intends to provide private on-site recreation facilities with details being provided at Preliminary Plan of Subdivision and Detailed Site Plan review. The siting of the building, design of the SWM facilities and parking areas will determine the location outdoor recreation areas.

RECOMMENDATION:

The Park Planning & Development Division of DPR staff recommends to the Planning Board approval of Conceptual Site Plan amendment CSP-21001 Linda Lane Property with the recommendation that at the time of Preliminary Plan of Subdivision review, the applicant proposes the provision of on-site recreation facilities, including increased green areas, outdoor active and passive amenities to fulfill the dedication of parkland requirement.

cc: Alvin McNeal
Bridget Stesney

MEMORANDUM

April 20, 2023

TO: Dominique Lockhart, Urban Design Section
Development Review Division, M-NCPPC

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

Re: Linda Lane Property
Conceptual Site Plan (CSP-21001)

CR: Linda Lane
CR: Old Branch Avenue
CR: MD-5 (Branch Avenue)

This memorandum is in response to Conceptual Site Plan (CSP-21001) referral, for mixed use development for 105 multifamily units and 104,600 sq. ft. of commercial/retail space. The Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The property is in Temple Hills, MD, located at the southwest quadrant of the intersection of Linda Lane and MD-5 (Branch Avenue).
- **Linda Lane** is an existing State-maintained roadway to the north of the subject property with variable right-of-way width. The applicant shall coordinate right-of-way dedications and construct roadway/frontage improvements as required in accordance with the Maryland State Highway Administration (MSHA) as determined necessary. This work shall be permitted prior to the issuance of a fine grading permit.
- **MD-5 (Branch Avenue)** is an existing State-maintained roadway to the east of the subject property with variable right-of-way width. The applicant shall coordinate right-of-way dedications and construct roadway/frontage improvements as required in accordance with the Maryland State Highway Administration (MSHA) as determined necessary. This work shall be permitted prior to the issuance of a fine grading permit.
- **Old Branch Avenue** is an existing County-maintained Urban Collector roadway to the west of the subject property with a varying right-of-way width, requiring an 80' right-of-way width as per the Master Plan (Master Plan Road C-716). The applicant shall provide right-of-way dedications and roadway/frontage improvements as required in accordance with the Department of Public Works and Transportation (DPW&T) Urban Collector Road standard (Std. 100.03). This work shall be permitted prior to or concurrent with issuance of a fine grading permit.
- Provide 30-ft wide commercial entrance according to DPW&T standards for commercial entrance.
- Full-width, 2-inch mill-and-overlay for all existing County, roadway frontages are required.

- Conformance with DPIE street lighting specifications and standards are required. Adjustments to street lighting, to accommodate the proposed plan improvements, are required in accordance with Section 23-140 of the Prince George's Road Ordinance.
- All improvements within the public right-of-way as dedicated to the County are to be in accordance with the County Road Ordinance, DPW&T's Specifications and Standards and the Americans with Disabilities Act (ADA).
- The 2018 Water and Sewer Plan designates parcels B, C & 25 in Water and Sewer Category 3, inside the Sewer Envelope, in the Growth Tier, and within Tier 1 under the Sustainable Growth Act, to be developed on the public sewer system. The properties appear developed in the aerial views with residential homes and a commercial building.
- Water and sewer lines in Old Branch Avenue abut Parcel C & Parcel 25. A water line in Linda Lane abut Parcel 25 & Parcel B.
- Existing utilities may require relocation and/or adjustments. Coordination with the various utility companies is required.
- The Site Development Concept Plan filed under DPIE case no. 16942-2022-0 is still under review, the SWM concept to be approved prior to the approval of CSP-21001.
- The proposed development will require a site development fine grading permit approved by DPIE.
- Maintenance of private streets is not the responsibility of Prince George's County.
- A soils investigation report which includes subsurface exploration and geotechnical engineering evaluation for all proposed roadways and Marlboro clay is required.
- This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:
 - a) Final site layout, exact impervious area locations are shown on plans.
 - b) Exact acreage of impervious areas has not been provided.
 - c) Proposed grading is shown on plans.
 - d) Stormwater volume computations have not been provided.
 - e) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth.
 - f) Disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion, and sediment control practices are not included in the submittal.
 - g) A narrative in accordance with the code has not been provided.

h) Applicant shall provide items (a-g) at the time of filing final site permits.

If you have any questions or require additional information, please contact Mr. Mariwan Abdullah, District Engineer for the area, at 301.883.5710.

MA: II:AG:

cc: Rene' Lord-Attivor, Chief, Traffic Engineering, S/RPRD, DPIE
Mariwan Abdullah, P.E., District Engineer, S/RPRD, DPIE
Salman Babar, CFM, Engineer, S/RPRD, DPIE
MJ Labban, Engineer, S/RPRD, DPIE
Yonas Tesfai, P.E., Engineer, S/RPRD, DPIE
Curtis Investment, 5620 Linda Lane, MD 20748
McNamee Hosea, 6411 Ivy Lane Suite #200, MD 20770

Additional Back-up

For

CSP-21001

Linda Lane Property

From: [Valerie Love](#)
To: [PPD-PGCPB](#)
Subject: CSP-21001 - Linda Lane Property
Date: Tuesday, May 30, 2023 10:42:53 AM

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

I am opposed to the Linda Lane Property request to develop 105 multifamily units.

My opposition is based on the planned project adding an additional burden on already congested thoroughfares and severely impacting the quality of life of existing communities.

The traffic at the I95/495 Branch Avenue, the Linda Lane exit, Old Branch Avenue exit and the Allentown Road exit are currently congested and heavily trafficked. Adding 105 multifamily units will further stall the feeder streets surrounding Linda Lane.

The proposal indicates that a planned parking garage and parking lot will be located adjacent to several existing single family homes. The constant movement of traffic, backup horns of commercial vehicles; opening and closing of vehicle doors; honking of horns; and the exposure to vehicle headlights would be horrendous for the existing homeowners.

These negative impacts could result in a reduction of property values for the surrounding communities.

I oppose this Linda Lane Property request.

Valerie Love
6405 Gifford Lane
Temple Hills, MD 20748
love-valerie@outlook.com