



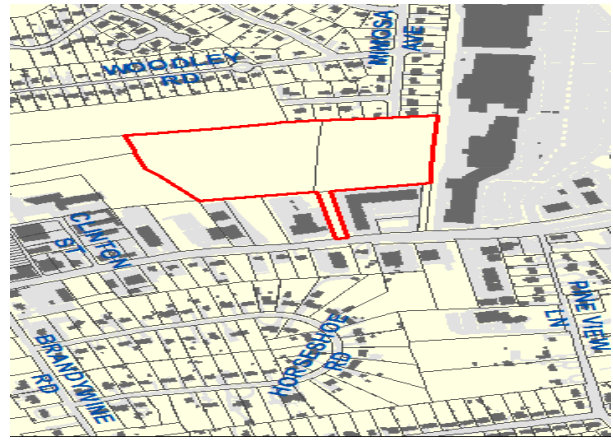
The Maryland-National Capital Park and Planning Commission
 Prince George's County Planning Department
 Development Review Division
 301-952-3530

Conceptual Site Plan Woodyard Station

CSP-19008

REQUEST	STAFF RECOMMENDATION
A mixed-use development with 119 townhouses, 46 multifamily dwelling units, a 112-unit apartment housing for the elderly, and 1,000 square feet of commercial space.	APPROVAL with conditions

Location: On the north side of MD 223 (Woodyard Road) approximately 0.40 miles west of its interchange with MD 5 (Branch Avenue)	
Gross Acreage:	21.82
Zone:	M-X-T/M-I-O
Dwelling Units:	277
Gross Floor Area:	350,287 sq. ft.
Planning Area:	81A
Council District:	09
Election District:	09
Municipality:	N/A
200-Scale Base Map:	212SE06
Applicant/Address: TAC Woodyard, LLC 2100 Powers Ferry Road, Suite 350 Atlanta, GA 30339	
Staff Reviewer: Thomas Burke Phone Number: 301-952-4534 Email: Thomas.Burke@ppd.mncppc.org	



Planning Board Date:	03/12/2020
Planning Board Action Limit:	03/13/2020
Staff Report Date:	02/26/2020
Date Accepted:	01/03/2020
Informational Mailing:	10/03/2019
Acceptance Mailing:	12/24/2019
Sign Posting Deadline:	02/11/2020

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Conceptual Site Plan CSP-19008
Type 1 Tree Conservation Plan TCP1-001-2020
Woodyard Station

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

EVALUATION

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

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

FINDINGS

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

1. **Request:** The subject application proposes a conceptual site plan (CSP) for a mixed-use development consisting of 119 one-family attached (townhouse) dwelling units, 46 multifamily dwelling units, a 112-unit apartment housing for the elderly (senior multifamily), and 1,000 square feet of commercial/retail uses.

2. Development Data Summary:

	EXISTING	PROPOSED
Zone(s)	M-X-T/M-I-O	M-X-T/M-I-O
Use(s)	Vacant	Townhouses; Multifamily, Senior Multifamily; Commercial/Office
Acreage	21.82	21.82
Total Gross Floor Area (sq. ft.)		350,287
Commercial GFA	-	1,000*
Residential GFA	-	349,287
Dwelling Units Total	-	277
Townhouses	-	119
Multifamily	-	46
Senior Multifamily	-	112

Note: *The applicant’s revised statement of justification discusses increasing the commercial GFA to 2,500 square feet, yet the CSP reflects only 1,000 square feet. Therefore, a condition has been added to the Recommendation section of this technical staff report to correct the tabulations on the CSP.

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

Base Density Allowed:	0.40 FAR
Residential Optional Method:	1.00 FAR
Total FAR Permitted:	1.40 FAR*
Total FAR Proposed:	0.369 FAR

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

- 3. Location:** The subject property is located on the north side of MD 223 (Woodyard Road), approximately 2,100 feet west of its intersection with MD 5 (Branch Avenue), in Planning Area 81A and Council District 09. The property is in the 2013 Approved Central Branch Avenue Corridor Revitalization Sector Plan (Central Branch Avenue Sector Plan), and within the Conical Surface (Left Runway) Area E, of the Military Installation Overlay (M-I-O) Zone.
- 4. Surrounding Uses:** The site is bounded to the north by residentially-zoned and developed properties in the One-Family Detached Residential (R-80) Zone, and vacant land in the Mixed Use-Transportation Oriented (M-X-T) Zone; to the west by a church in the R-80 Zone, and vacant land in the M-X-T Zone; to the south by developed commercial properties in the Commercial Shopping Center (C-S-C) Zone, and vacant property in the M-X-T Zone; and to the east by a developed commercial property in the C-S-C Zone.

5. **Previous Approvals:** Council Resolution CR-13-2018, Minor Amendment Five, reclassified the subject properties from the C-S-C, Commercial Office (C-O), One-Family Detached Residential (R-55), and R-80 Zones to the M-X-T Zone. The site has not previously been the subject of a preliminary plan of subdivision (PPS), or final plat.
6. **Design Features:** The applicant proposes a mixed-use development consisting of residential and commercial/office uses to include 119 townhouse units, two buildings consisting of 158 multifamily dwelling units, including 112 for seniors, and 1,000 square feet of commercial space. The commercial use will be located at the entrance to the community fronting on Woodyard Station Road, a proposed public road, which connects the subject community with MD 223. Although a detailed layout of the community will be evaluated with the PPS, the CSP shows 20-foot-wide townhouses in a grid pattern along the north and east sides of the property, with a mix of front and rear-load garage units. The multifamily buildings will be four stories and located in the southwest section of the property. They are both shown to front on the proposed public roads, with surface parking in the rear. The plan shows proposed road connections to the undeveloped M-X-T-zoned property to the north, to the property to the west, and to the existing Mimosa Avenue to the northeast. An additional potential future roadway is shown running along the southeastern property line, connecting the proposed Woodyard Station Road with the property to the east for use at such time that it redevelops. These roads will be further evaluated at the time of PPS and detailed site plan (DSP).

The plans show a tree preservation area along the northwestern boundary, and in an area on the eastern side of the site. The main community open space parcel, shown as Parcel F, is approximately 0.48 acre, and centrally located. The Prince George's County Department of Parks and Recreation (DPR) has indicated that the site is subject to a mandatory dedication of parkland and is recommending that this area be greater to achieve a safer, and more meaningful recreation area. Smaller open space areas are also provided on the plan as promenades between the townhouse unit blocks. The open space parcels and mandatory dedication of parkland requirement will be further evaluated with the PPS.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject CSP has been reviewed for compliance with the requirements of the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance.
 - a. The subject application is in conformance with the requirements of Section 27-547 of the Zoning Ordinance, which governs uses in all mixed-use zones.
 - (1) The proposed townhouse, multifamily, and commercial/office uses 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, this property would be limited to 119 townhouse and 158 multifamily units, as proposed in this CSP.
 - (2) Section 27-547(d) provides standards for the required mix of uses for sites in the M-X-T Zone, as follows:

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

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

The subject CSP proposes two types of uses, as required, including a residential component consisting of townhouses and multifamily units and a commercial/office component. These proposed uses satisfy the mixed-use requirement of Section 27-547(d).

b. Section 27-548 of the Zoning Ordinance, the M-X-T Zone regulations, 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**

The maximum floor area ratio (FAR) for this project is 0.369, which meets this requirement. Since the development proposes more than 20 residential dwelling units, the site qualifies for the optional method of development bonus incentives in Section 27-545(b), which permits the applicant to increase the proposed FAR to a maximum of 1.40, at the time of DSP.

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

The applicant proposes to include the uses on the M-X-T-zoned property in multiple buildings on more than one lot, as permitted.

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

This requirement is not applicable since this application is for a CSP. Subsequent DSP approvals will provide regulations for development on this property.

- (d) **Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land 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 350,287 square feet on the 21.818-acre property is 0.369. This will be refined further at the time of DSP, relative to the final proposed gross floor area of the buildings, 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, 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.**

The overall development is accessed from a public street; however, the residential and commercial uses will be served by private streets and alleys. At the time of PPS, appropriate frontage and vehicular access for all lots and parcels must be properly addressed.

- (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.

The subject CSP proposes 119 townhouse units. Conformance with these specific townhouse requirements will be reviewed at the time of PPS and DSP, when detailed lot and building information is available.

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

The two multifamily buildings are proposed to be four stories. The height limit will be further evaluated with the DSP.

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

any other provision of this Code, this regulation shall not apply to property subject to the provisions of Section 27-544(f)(2)(I), above.

The subject property was placed in the M-X-T Zone through a council resolution adopted in 2013, for which there was no comprehensive land use planning study conducted by technical staff. Therefore, this requirement does not apply.

- c. The subject application has been reviewed for conformance with the requirements of Section 27-546(d) of the Zoning Ordinance, which requires additional findings for the Prince George's County 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;

One purpose of the M-X-T Zone is to promote orderly development of land in the vicinity of major intersections to enhance the economic status of Prince George's County. The proposed development, consisting of residential and commercial/office uses, will provide increased economic activity proximate to the intersection of MD 5 and MD 223. It also allows for a potential reduction of the number and distance of automobile trips by constructing residential and nonresidential uses in close proximity to each other, with convenient access being provided to neighboring commercial/retail uses. This CSP promotes the many purposes of the M-X-T Zone and contributes to the overall vision of the Central Branch Avenue Sector Plan.

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

This property was placed in the M-X-T Zone through Council Resolution CR-13-2018, for a minor amendment to the 2013 Subregion 5 Approved Master Plan and Sectional Map Amendment. The proposed development is in conformance with the design guidelines intended to implement the general development concept for the area. This requirement will be further reviewed at the time of DSP when more site details are provided.

- (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 is occurring on a property that is set behind existing commercial uses fronting on MD 223. This proposal includes a public road extension to integrate the existing residential community to the north and MD 223 to the south, as well as a public road to connect to future development west of this site. Development along these proposed public roads will be outwardly oriented. How buildings relate to the street and other urban design considerations will be addressed at the time of PPS and DSP.

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

The development has been evaluated with the illustrative development concepts in the Central Branch Avenue Sector Plan. The plan demonstrates compatibility with the surrounding residential and commercial uses, as conceptualized in the sector plan.

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

The mix of uses, arrangement of buildings, and other improvements and amenities will complement the surrounding uses to produce a cohesive development capable of sustaining an independent environment of continuing quality and stability.

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

The applicant has not indicated that this project will be phased.

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

This requirement will be further evaluated in detail at the time of DSP. The illustrative CSP shows sidewalks along all public and private roads, as well as connections to the adjacent uses, forming a comprehensive pedestrian network throughout the site.

- (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 DSP.

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

This CSP is for a mixed-use development consisting of the following uses having the following trip generation (with the use quantities shown in the table as described in the submitted traffic study). The trip generation is estimated using trip rates and requirements in the 2012 “Transportation Review Guidelines, Part 1” (Guidelines). The table below summarizes trip generation in each peak-hour that will be used in reviewing traffic for the site:

Trip Generation Summary: CSP-19008: Woodyard Station								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Townhouse	116	Units	16	65	81	60	33	93
Multifamily	46	Units	5	19	24	18	10	28
Senior Housing (multifamily building)	112	Units	6	9	15	11	7	18
Net Residential Trips			27	93	120	89	50	139
General Office	1,000	Square feet	2	0	2	0	2	2
Total Trips, CSP-19008 (sum of bold numbers)			29	93	122	89	52	141

The applicant submitted a traffic impact study dated October 2019. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by staff of the Transportation Planning Section, consistent with the Guidelines. The table below shows the intersections deemed to be critical, as well as the levels of service representing existing conditions:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 5 at Coventry Way	586	740	A
Coventry Way at Schultz Road	14.9*	17.6*	--	--
Schultz Road at Springbrook Lane	9.6*	10.2*	--	--
Schultz Road at Rockwell Drive	8.7*	8.9*	--	--
MD 5 at MD 223	975	1,040	A	B
MD 5 at Woody Terrace	835	1,001	A	B
MD 5 at Pine View Lane	840	1,126	A	B
MD 223 at site access	Future	--	--	--
MD 223 at Old Branch Avenue/Brandywine Road	1,348	1,318	D	D

*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.

No approved developments are identified in the study area for the purpose of developing background traffic. Given the major growth just outside of the study area, a 1.5 percent annual growth rate for a period of six years has been assumed.

The intersection of MD 223 and Old Branch Avenue/Brandywine Road is programmed for improvement with 100 percent construction funding within the next six years in the current Prince George's County Capital Improvement Program (CIP), with the requirement for developer funding and, as such, it is computed into total traffic and not background traffic. The traffic study also assumes a public street connection will be constructed between MD 223 and Brandywine Road in the southwestern quadrant of this intersection, and it utilizes a diversion for this connection. A second analysis was done to evaluate the impact of background developments. The analysis revealed the following results:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 5 at Coventry Way	640	809	A
Coventry Way at Schultz Road	16.4*	20.5*	--	--
Schultz Road at Springbrook Lane	9.7*	10.4*	--	--
Schultz Road at Rockwell Drive	8.8*	9.0*	--	--
MD 5 at MD 223	1,066	1,137	B	B
MD 5 at Woody Terrace	913	1,095	A	B
MD 5 at Pine View Lane	918	1,231	A	C
MD 223 at site access	Future	--	--	--
MD 223 at Old Branch Avenue/Brandywine Road	1,473	1,441	E	D
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

The following critical intersections, interchanges, and links identified above, when analyzed with the programmed improvements and total future traffic as developed using the Guidelines, including the site trip generation as described above, operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 5 at Coventry Way	657	819	A
Coventry Way at Schultz Road	16.5*	20.8*	--	--
Schultz Road at Springbrook Lane	10.0*	10.9*	--	--
Schultz Road at Rockwell Drive	8.9*	9.0*	--	--
MD 5 at MD 223	1,077	1,149	B	B
MD 5 at Woody Terrace	937	1,108	A	B
MD 5 at Pine View Lane	942	1,245	A	C
MD 223 at site access (standards for passing are shown in parentheses)				
Delay Test (50 seconds or less)	52.2*	63.9*	Fail	Fail
Minor Street Volume Test (100 or fewer)	58	33	Pass	Pass
MD 223 at Old Branch Avenue/Brandywine Road	1,483	1,453	E	E
With Capital Improvement Project	930	1,103	A	B
*In analyzing two-way stop-controlled intersections, a three-step procedure is employed in which the greatest average delay in seconds for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume is computed and compared to the approved standards. According to the Guidelines, all three tests must fail in order to require a signal warrant study.				

An inadequacy in both peak hours is noted in the table above at the MD 223 and Old Branch Avenue/Brandywine Road intersection. The intersection of MD 223 and Old Branch Avenue/Brandywine Road is programmed for improvement with 100 percent construction funding within the next six years in the current CIP, with the requirement for developer funding. The

improvements included within the “Brandywine Road and MD 223 Intersection” project in the current CIP include the following:

- (1) On the northbound approach, three approach lanes with exclusive through, right-turn, and left-turn lanes.
- (2) On the westbound approach, three approach lanes with exclusive through and left-turn lanes and a shared through/right-turn lane.
- (3) On the eastbound approach, four approach lanes with two through lanes and exclusive right-turn and left-turn lanes.

It is determined, therefore, that the CIP project with partial developer funding will result in acceptable operations at this intersection. Therefore, the applicant will be required to provide funding toward this improvement, with the level of construction and/or financial participation to be determined in cooperation with the Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE) and/or the Prince George’s County Department of Public Works and Transportation, and supplied at the time of PPS.

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

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

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

The subject property measures 21.82 acres and does not meet the above acreage requirement. Furthermore, it is not being developed as a mixed-use planned community. Therefore, this requirement is not relevant to the subject project.

- d. The CSP is in conformance with the applicable CSP site design guidelines contained in Section 27-274 of the Zoning Ordinance. The subject development provides a compact urban layout, consistent with the vision conceptualized in the Central Branch Avenue Sector Plan. To convey the individuality of each townhouse unit, the

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

- e. In accordance with Section 27-574, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval, at the time of DSP. Therefore, the parking calculations should be removed from the CSP, as conditioned herein. Adequate visitor parking for all residential units will need to be addressed at the time of DSP.

8. Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:

This property is subject to the provisions of the Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 1 Tree Conservation Plan TCP1-001-2020 was submitted with this CSP application.

Based on the natural resource inventory (NRI) submitted with this application, the total site area is 21.80 acres and contains 18.20 acres of woodlands, but the submitted TCP1 states that the total site area is 21.82 acres and contains 18.10 acres of woodlands. These numbers need to be corrected and the NRI needs to be revised, or the TCP1 needs to reflect the NRI numbers. The woodland conservation worksheet needs to be revised to show the corrected numbers.

The preserved woodland area along the eastern property line should be relocated north to include Specimen Tree (ST) 5, and the preservation area should be used for stormwater management (SWM). This layout change would increase the size of the preservation area and save a specimen tree. Conditions regarding these issues have been included herein.

9. Other site-related regulations: Additional regulations are applicable to site plan review that usually require detailed information, which can only be provided at the time of DSP. The discussion provided below is for information only:

- a. **2010 Prince George’s County Landscape Manual**—This development in the M-X-T Zone will be subject to the requirements of the Landscape Manual at the time of DSP. Specifically, the site is subject to Section 4.1, Residential Requirements; Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; Section 4.9, Sustainable Landscaping Requirements; and Section 4.10, Street Trees along Private Streets of the Landscape Manual.
- b. **Prince George’s County Tree Canopy Coverage Ordinance**—Subtitle 25, Division 3 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 covered by tree canopy. The subject site is 21.82 acres in size and the required TCC is 2.18 acres. Conformance with the requirements of the Tree Canopy Coverage Ordinance will be ensured at the time of approval of a DSP.

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

- a. **Historic Preservation**—In a memorandum dated January 9, 2020 (Stabler to Burke), incorporated herein by reference, the Historic Preservation Section indicated that based on a search of historic resources, the probability of archeology sites within the subject property was high. A Phase I archeology survey was completed for this site, and based on the report, no further archeology is recommended. Further, the site does not contain and is not adjacent to any designated Prince George’s County historic sites or resources.
- b. **Community Planning**—In a memorandum dated February 7, 2020 (Lester to Burke), incorporated herein by reference, the Community Planning Division indicated that pursuant to Part 3, Division 9, Subdivision 2, of the Zoning Ordinance, master plan conformance is not required for this application. Pursuant to Section 24-121(a)(5), at the time of PPS, conformance to the approved sector plan will not be required because of Council Resolution CR-13-2018, Minor Amendment Five. Staff finds this event renders the future land use recommendations of the Central Branch Avenue Sector Plan no longer appropriate.

This application is in Area E, Conical Surface (20:1) – Left Runway of the Military Installation Overlay Zone - Height. Pursuant to Section 27-548.54, the maximum building height on the subject property should not exceed 230 feet.

- c. **Transportation Planning**—In a memorandum dated February 10, 2020 (Masog to Burke), incorporated herein by reference, the Transportation Planning Section staff determined that pursuant to Section 27-546 of the Zoning Ordinance, the plan conforms to the required findings for approval of the CSP. Adequacy, however, will be fully tested and determined at the time of PPS through the application of Section 24-124 of the Subdivision Regulations, and a traffic study may be submitted with a slightly different mix of uses than was tested at the time of CSP. The trip cap for the site will be based on the PPS. The transportation staff would deem proposed Mimoso Avenue, Woodyard Station Road, and Road EE to meet the functional intent of P-509 and I-507 as depicted on the Central Branch Avenue Sector Plan. Likewise, Road BB helps to create improved connectivity, a gridded street patten, and a more walkable environment within the area termed the Clinton Commercial Core Focus Area and is strongly supported by the transportation staff. MD 223 is a master plan arterial facility with a minimum proposed width of 120 feet and a variable right-of-way. The right-of-way is acceptable as shown on the CSP.
- d. **Subdivision Review**—In a memorandum dated February 12, 2020 (Diaz-Campbell to Burke), incorporated herein by reference, the Subdivision Review Section found the proposal to be in general conformance to the Subdivision regulations, to be further evaluated with the PPS.

- e. **Trails**—In a memorandum dated February 11, 2020 (Smith to Burke), the trails planner provided comments, incorporated herein by reference summarized as follows:

The site is impacted by one master plan trail; a planned bike lane along I-507 at the southern portion of the site. The 2009 *Approved Countywide Master Plan of Transportation* includes polices regarding sidewalk construction, the accommodation of pedestrians, and the provision of complete streets.

The Central Branch Avenue Sector Plan includes the following recommendations regarding the accommodation of pedestrian and bicycle facilities (page 99):

- Design interior streets with an interconnected grid or modified grid street pattern with sidewalks and street tree planting. Provide pedestrian amenities that include trash receptacles, benches and bus shelter.
- Provide vehicular and pedestrian connectivity from Woodyard Crossing to the adjacent neighborhoods to the west.

Staff recommends that sidewalks be provided along both sides of all internal roads, excluding alleys. The internal sidewalk network will be evaluated further at the time of PPS and DSP. The proposed development includes an extension of Mimosa Avenue that meets the intent of the planned I-507 roadway, per the area master plan. Staff recommend bike lanes along Mimosa Avenue to fulfill the intent of the master plan. Conditions relative to these required pedestrian improvements must be addressed at the time of PPS, as required herein.

- f. **Environmental Planning**—In a memorandum dated February 10, 2020 (Schneider to Burke), incorporated herein by reference, the Environmental Planning Section provided comments on this application, summarized below, and recommend approval of the CSP subject to conditions in the Recommendation section.

Natural Resources Inventory Plan/Existing Features

A Natural Resource Inventory, NRI-033-2019, was approved on September 6, 2019, and is provided with this application. The site contains no regulated environmental features and 18.20 acres of woodlands. There are eight specimen trees scattered throughout the property. The TCP1 and the CSP show all the required information correctly in conformance with the NRI.

Specimen Trees

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

The specimen tree table lists eight specimen trees that are located on-site. The eight on-site specimen trees were identified with the ratings of good (ST 2, 5, and 8), fair (ST 6), and poor (ST 1, 3, 4, and 7). The current design proposes to remove seven specimen trees for the development.

A Subtitle 25 variance application, a statement of justification (SOJ) in support of a variance, and a tree removal plan were received for review on January 3, 2020 and dated October 4, 2019.

Section 25-119(d)(1) of the WCO contains six required findings to be made before a variance can be granted. The SOJ submitted seeks to address the required findings for the removal of seven specimen trees located on-site. Details specific to the individual trees have also been provided in the following chart.

SPECIMEN TREE SCHEDULE SUMMARY

ST #	COMMON NAME	DIAMETER (in inches) DBH	RATING	CONDITION	APPLICANT'S PROPOSED DISPOSITION	STAFF'S RECOMMENDATION
1	White Oak	58	Poor	Substantial Limb Dieback	To be removed	To be removed
2	White Oak	33	Good		To be removed	To be removed
3	White Oak	32	Poor	Major Limb Failure	To be removed	To be removed
4	White Oak	32	Poor	Major Limb Failure	To be removed	To be removed
5	Southern Red Oak	49	Good		To be removed	To remain
6	White Oak	31	Fair	Sucker Growth at Trunk, Limited Crown	To be removed	To be removed
7	Southern Red Oak	31	Poor	Dead Second Stem, Limb Dieback	To be removed	To be removed
8	White Oak	33	Good		To remain	To remain

The following are the six criteria listed in Section 25-119(d)(1) that must be met for approval of the requested variance.

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

The specimen trees on-site range in condition ratings from good to poor; however, the comments provided in the specimen tree table indicate that the trees rated as fair and poor have existing conditions, including sucker growth at the trunk and limited crown, that would make preservation difficult given the extent of the proposed development within the M-X-T Zone. A preserved tree with existing stress conditions within this development would likely end up dying due to stress and needing to be removed during or shortly after construction. The on-site specimen trees are located throughout the site, which in an M-X-T-zoned property makes them difficult to preserve and provide woodland preservation. ST 5 is located in an area proposed for SWM and adjacent to a woodland preservation area. The site layout should be redesigned to switch the SWM and woodland

preservation to preserve the Southern Red Oak, which has a 49-inch DBH Southern and a good rating.

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

The protection of an existing stressed condition specimen tree within a proposed development area would not be required to be protected in similar applications. These trees are recommended for removal to prevent the developer from coming back in the future to request the removal of a dead tree within their project limits. ST 5 should be saved because of the good rating, and an adjacent preservation area could be moved to include this tree and increase the on-site preservation area. The proposed development of the site is in keeping with similar projects within the area.

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

See criteria (B).

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

This request is not based on conditions or circumstances which are solely the result of actions by the applicant. The removal of the specimen trees is primarily due to their health and the intense density of the development envisioned by the zone. ST 5 should be saved by relocating a SWM area and preservation area to preserve a good rated tree and more woodlands than presently proposed. The request to remove several of the specimen trees cannot be avoided, but the removal of ST 5 can be avoided by slightly redesigning the proposed SWM features.

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

This request is based on the health of the specimen trees and the intense density of the development envisioned by the zoning. This request is not based on a condition relating to land or a building use on a neighboring property.

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

The proposed Woodyard Station development will not adversely affect water quality because the review of the project will be subject to the requirements of the Maryland Department of the Environment (DoE), the Prince George's County Soil Conservation District (PGSCD), and the approval of a SWM concept plan by DPIE.

The required findings of Section 25-119(d) have been adequately addressed for the removal of specimen trees numbered 1, 2, 3, 4, 6 and 7 based on the level of design information currently available, and the limits of disturbance shown on the TCP1. Staff recommends approval of the removal of ST 1, 2, 3, 4, 6, and 7, and recommends disapproval of the removal of ST 5.

Stormwater Management

A Stormwater Management Concept Approval Letter, 23226-2019-00 and associated plan were submitted with the CSP. The approval was issued on November 18, 2019 by DPIE. The plan proposes to construct 51 micro-bioretenion ponds. No SWM fee for on-site attenuation/quality control measures is required.

Erosion and Sediment Control

No information with respect to erosion and sediment control was submitted with the subject application; however, it should be noted that the site is located within a Tier II catchment area (Piscataway Creek) as designated by the Maryland Department of the Environment (DoE). Tier II streams are high quality stream segments that have an existing water quality that is significantly better than the minimum water quality standards. There are no regulated environmental features located on-site or identified on the adjacent parcels; however, the Soil Conservation District may require additional or redundant erosion and sediment control devices.

- g. **Prince George's County Department of Parks and Recreation (DPR)**—In a memorandum dated February 12, 2020 (Zyla to Burke), incorporated herein by reference, DPR indicated that at the time of PPS, the residential portion of this development will be subject to the mandatory dedication requirement of approximately 3.27 acres of parkland. Given the significant need for land and recreational facilities in the surrounding community (Service Area 8) per the Land Preservation, Parks and Recreation Program for Prince George's County, DPR recommends that the applicant allocate an area for parkland dedication large enough to contain adequate on-site recreational facilities for the proposed population of the development. This area should be dedicated to the Maryland-National Capital Park and Planning Commission and be centrally located within the development to provide convenient and safe access for the residents. At the time of PPS, the applicant should provide a larger park site and on-site recreational facilities to meet the mandatory dedication of parkland requirement and to serve the recreational needs of the residents within this proposed community. This issue will be further examined at that time.
- h. **Prince George's County Fire/EMS Department**—At the time of the writing of this technical staff report, the Fire/EMS Department did not offer comments on the subject application.
- i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this technical staff report, DPIE did not offer comments on the subject application.
- j. **Prince George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on the subject application.

- k. **Prince George’s County Health Department**—In a memorandum dated January 21, 2020 (Adepoju to Burke), incorporated herein by reference, the Health Department provided statistics and information regarding exercise, walkability, traffic, and noise impacts.
 - l. **Maryland State Highway Administration (SHA)**—At the time of the writing of this technical staff report, SHA did not offer comments on the subject application.
11. Based on the foregoing and as required by Section 27-276(b)(1) of the Zoning Ordinance, the CSP, if approved with the proposed conditions below, represents a reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
12. Section 27-276(b)(4) for approval of a CSP, requires that the regulated environmental features on-site have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24 130(b)(5) of the Subdivision Regulations. The subject property contains no regulated environmental features and, therefore, this finding can be made with the proposed development.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE Conceptual Site Plan CSP-19008 and Type 1 Tree Conservation Plan TCP1-001-2020, including a variance for the removal of Specimen Trees 1, 2, 3, 4, 6, and 7, for Woodyard Station, subject to the following conditions:

- 1. Prior to certificate approval of the conceptual site plan, the following revisions shall be made, or information provided:
 - a. Correct the floor area ratio tabulations to show 2,500 square feet of commercial use and adjust the total floor area to represent the correction.
 - b. Remove parking tabulations from the site plan.
 - c. Revise the Type 1 tree conservation plan (TCP1) as follows:
 - (1) Add “TCP1-001-2020” to the approval block and the worksheet.
 - (2) Review the approved natural resource inventory and submitted TCP1 and revise the total site area and total woodland area to match in the woodland conservation worksheet.
 - (3) Revise the woodland conservation worksheet to remove the specimen tree credit.

- (4) Revise the TCP1 to expand the woodland preservation area to include and save Specimen Tree 5.
 - (5) Have the revised plan signed and dated by the qualified professional preparing the plan.
2. Prior to acceptance of the preliminary plan of subdivision, the following information shall be provided or shown on the plans:
- a. Provide continuous standard sidewalks along both sides of all internal roads, excluding alleys, unless modified by the Prince George's County Department of Public Works and Transportation and the Prince George's County Department of Permitting, Inspections and Enforcement with written correspondence.
 - b. Provide a bike lane along Mimosa Avenue in compliance with the Prince George's County Department of Public Works and Transportation and the Prince George's County Department of Permitting, Inspections and Enforcement standards.
3. Prior to issuance of any building permits within the subject property, unless modified at the time of preliminary plan of subdivision pursuant to Section 27-546(d)(9) of the Prince George's County Zoning Ordinance:
- a. The following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency (with improvements designed, as deemed necessary, to accommodate bicycles and pedestrians):

MD 223 at Brandywine Road/Old Branch Avenue:

- (1) On the northbound approach, provide three approach lanes with exclusive through, right-turn, and left-turn lanes.
- (2) On the westbound approach, provide three approach lanes with exclusive through and left-turn lanes and a shared through/right-turn lane.
- (3) On the eastbound approach, provide four approach lanes with two through lanes and exclusive right-turn and left-turn lanes.

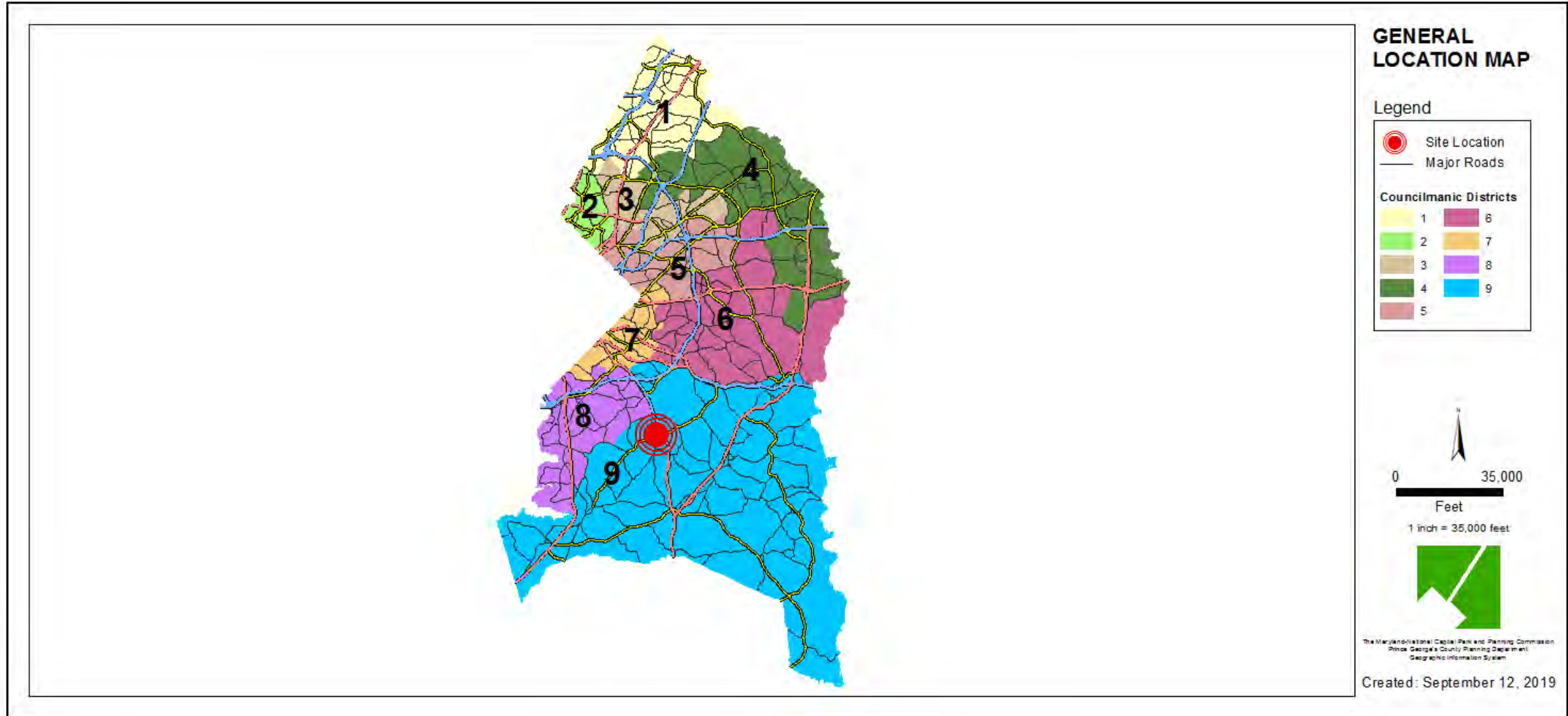
If the above-listed improvements are to be provided pursuant to the "Brandywine Road and MD 223 Intersection" project in the current Prince George's County Capital Improvement Program, the applicant shall, in cooperation with the Prince George's County Department of Permitting, Inspections and Enforcement and/or the Prince George's County Department of Public Works and Transportation, demonstrate the construction and/or financial participation. This information shall be supplied to the Transportation Planning Section at the time of preliminary plan of subdivision.

ITEM: 6

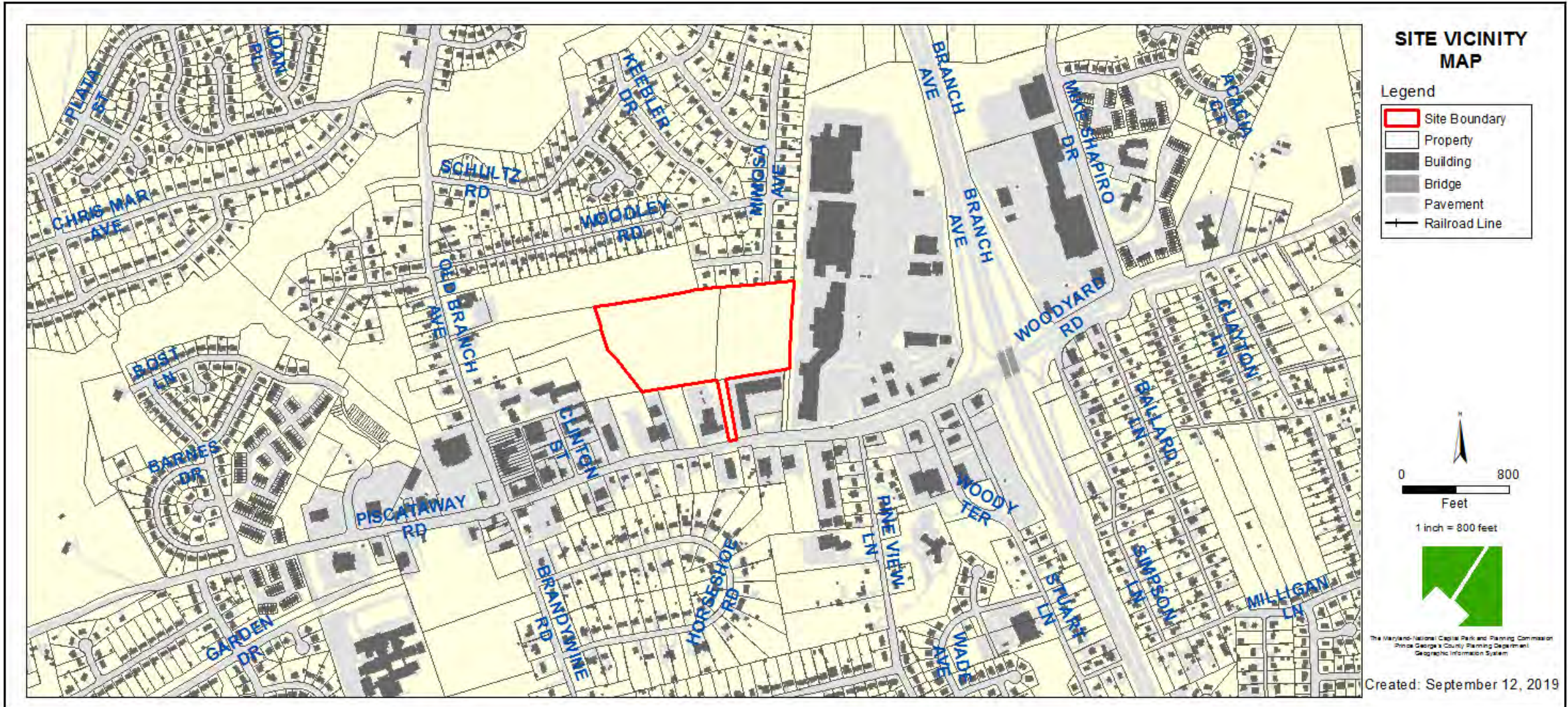
CASE: CSP-19008

WOODYARD STATION

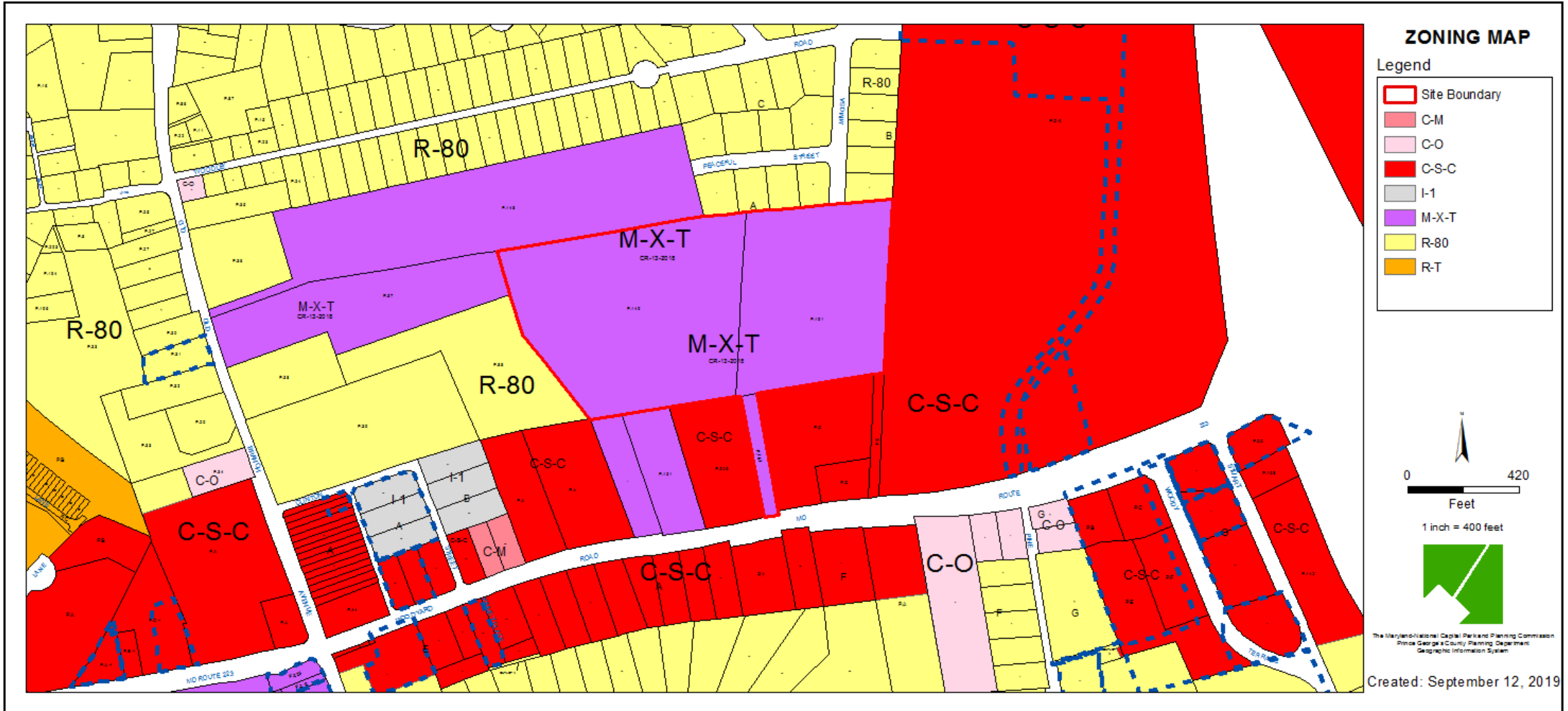
GENERAL LOCATION MAP



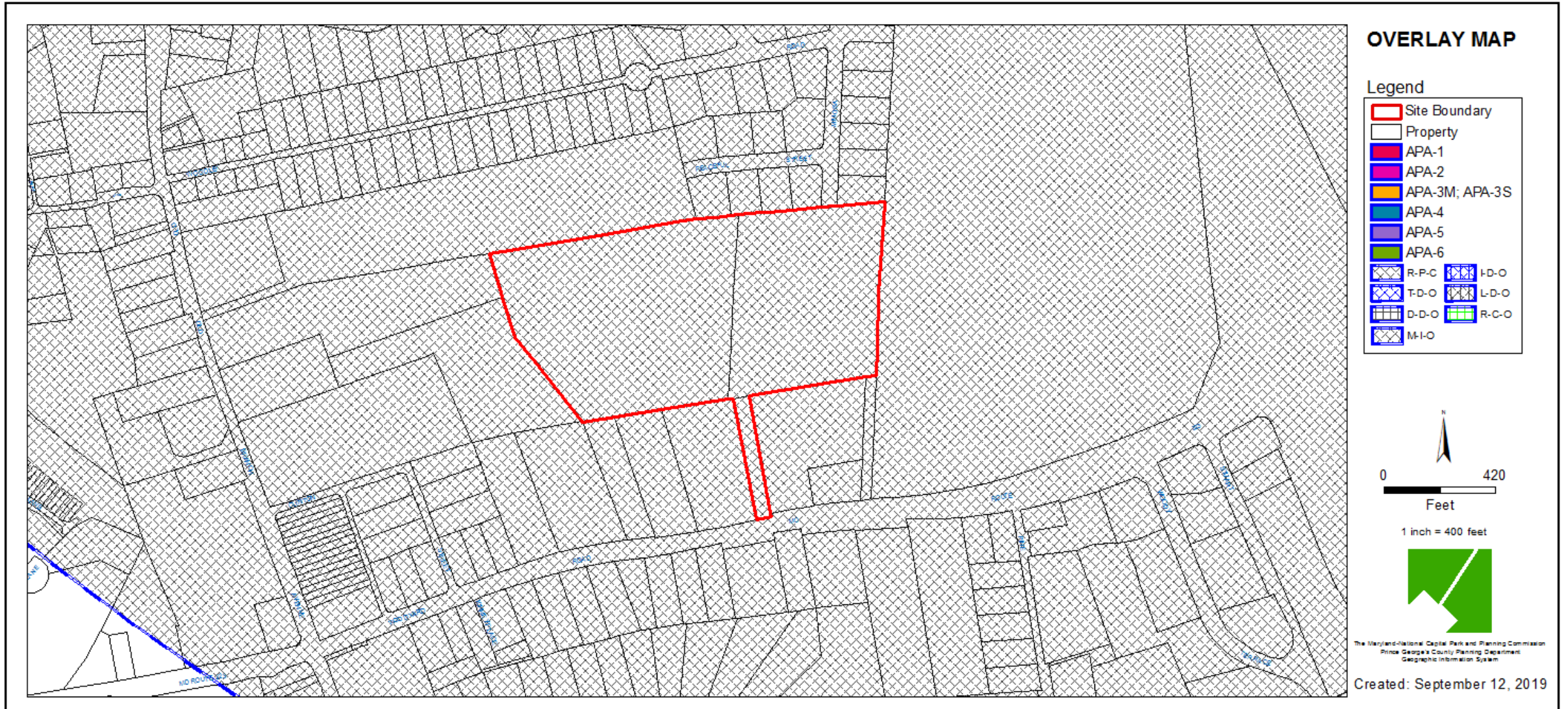
SITE VICINITY



ZONING MAP



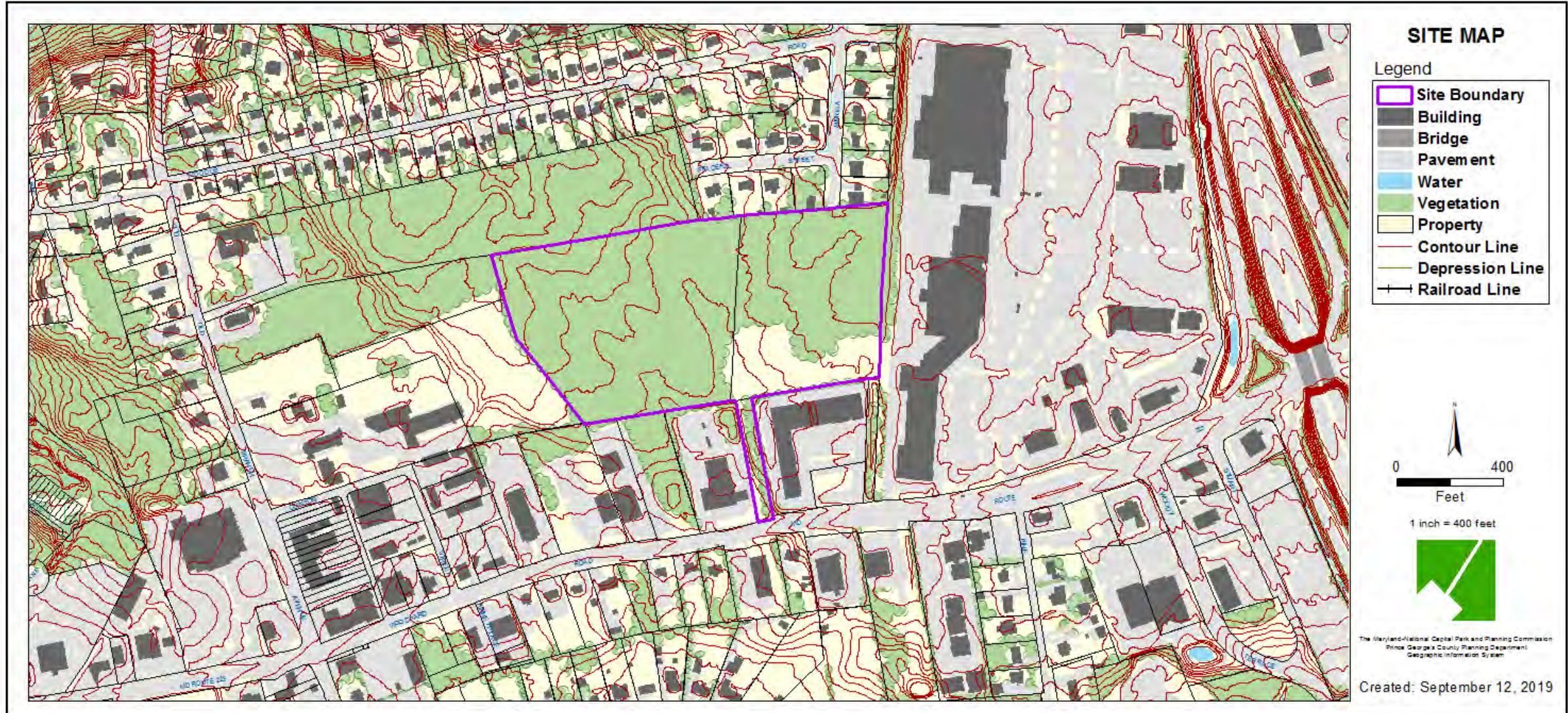
OVERLAY MAP



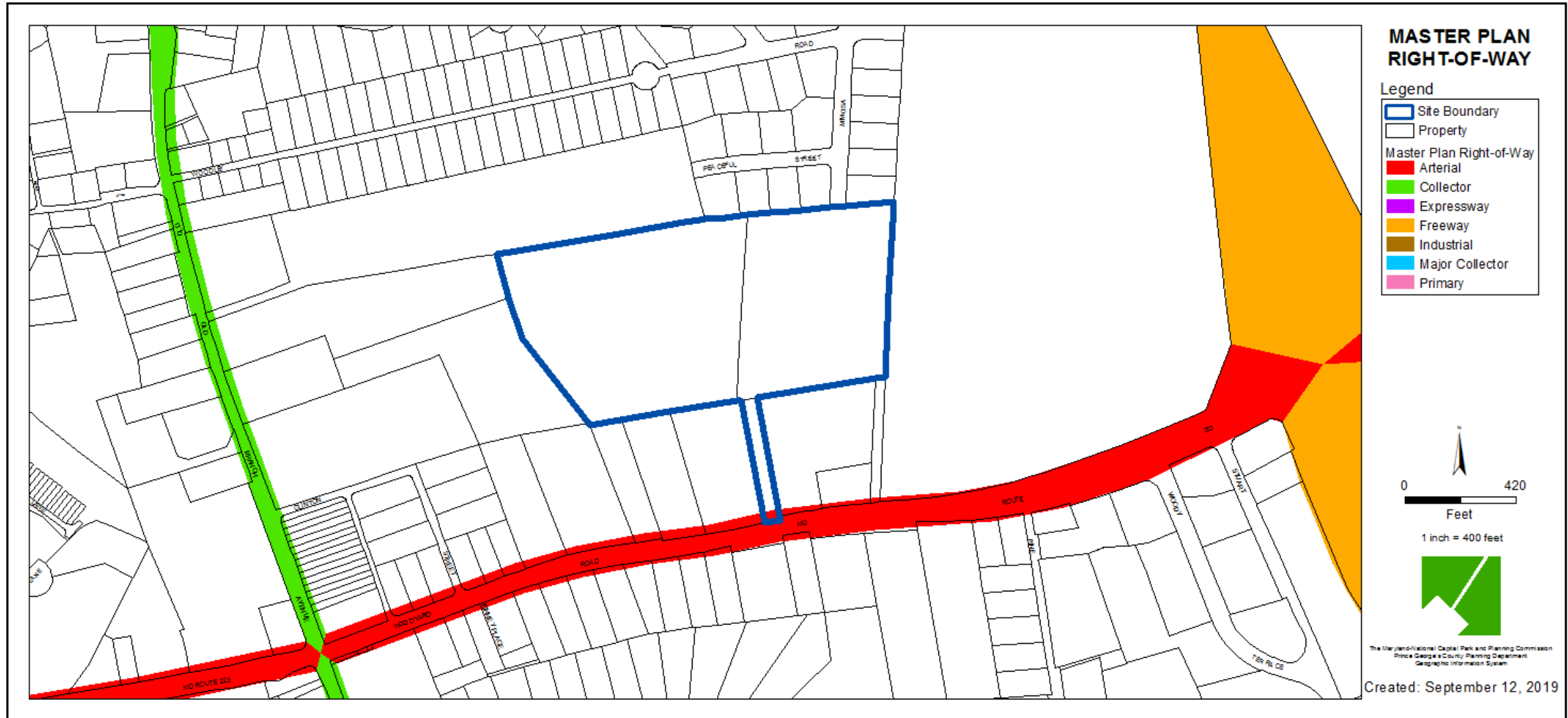
AERIAL MAP



SITE MAP



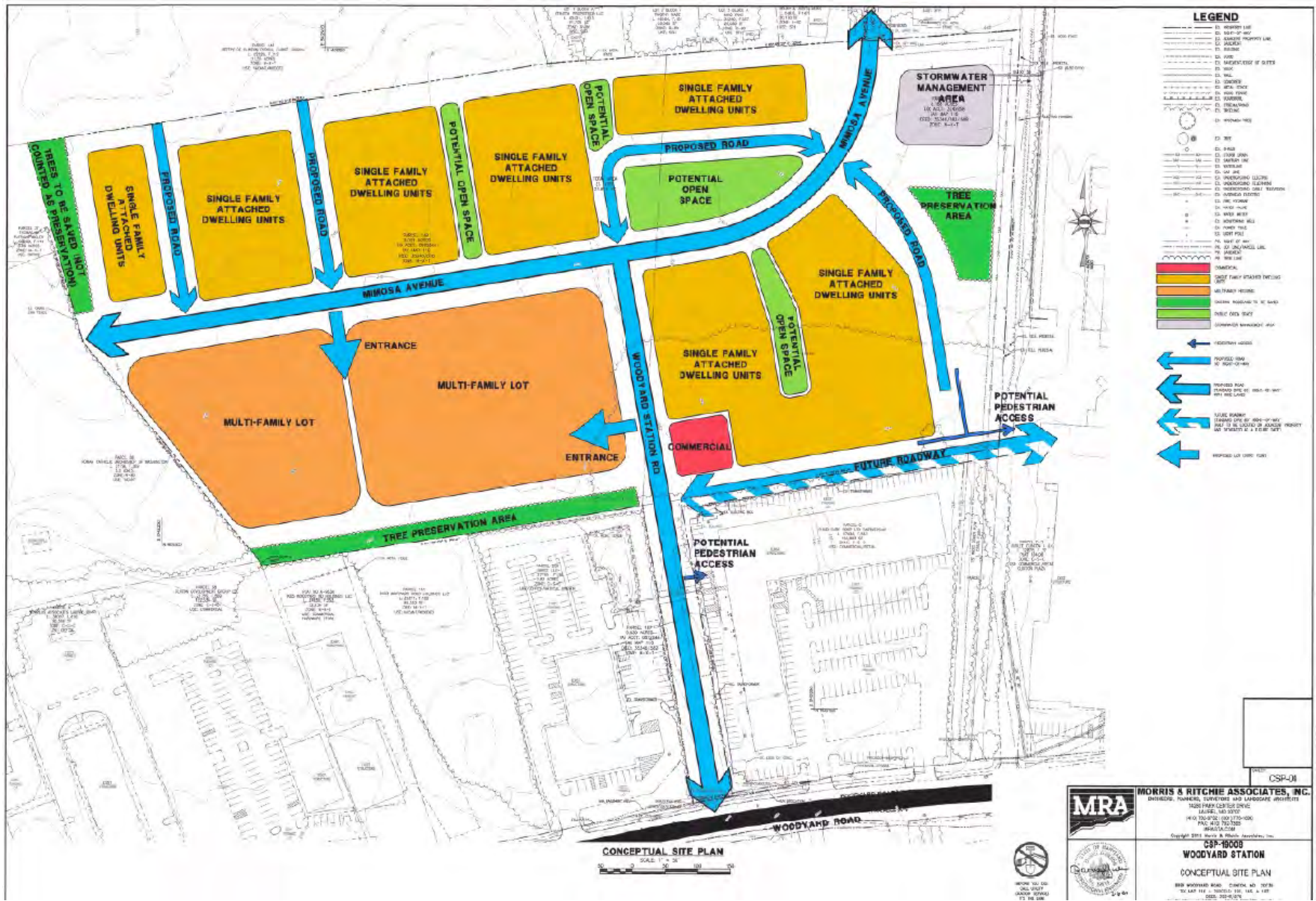
MASTER PLAN RIGHT-OF-WAY MAP



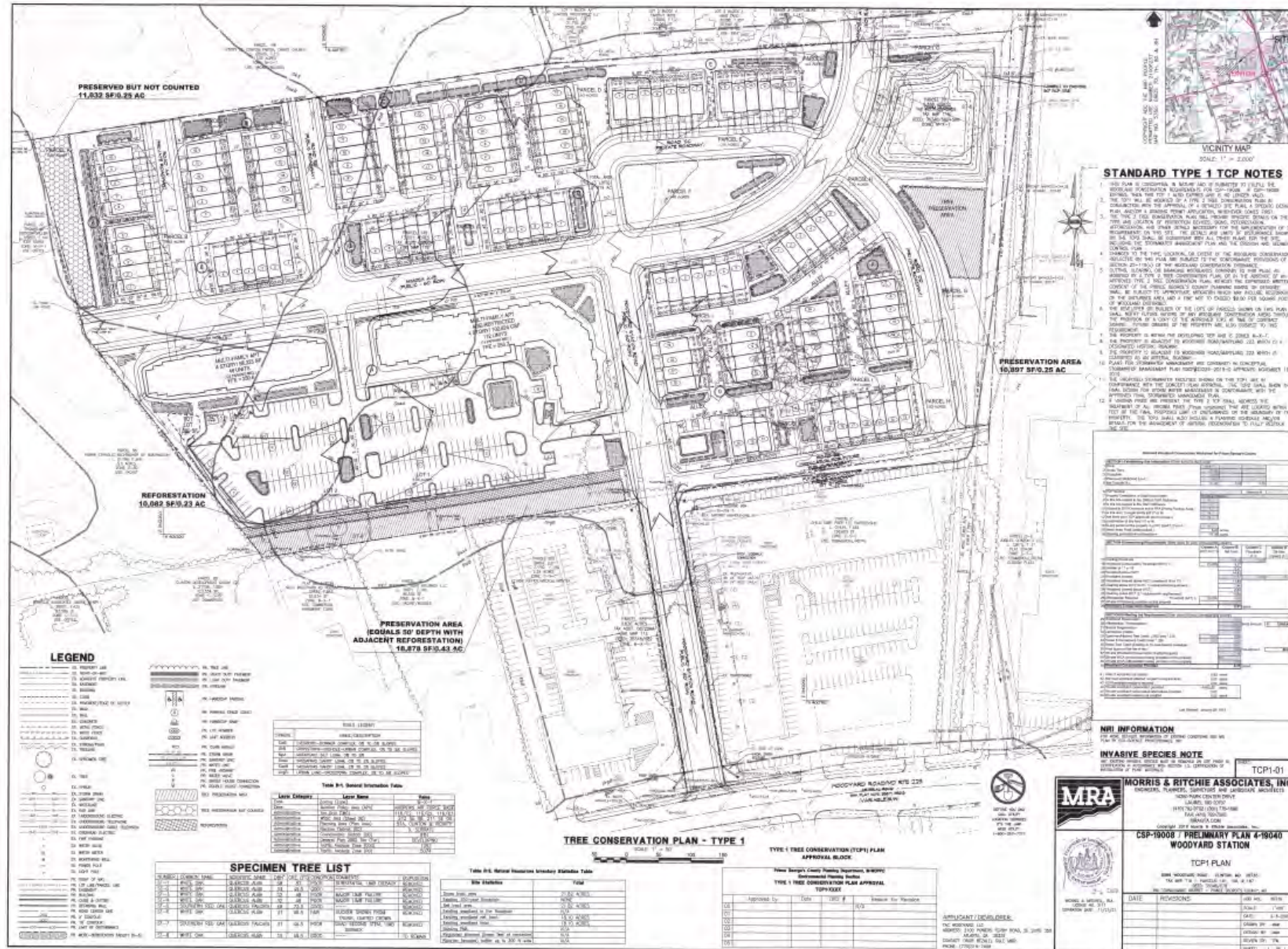
BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



CONCEPTUAL SITE PLAN



TREE CONSERVATION PLAN



I. INTRODUCTION

TAC Woodyard, LLC (the “Applicant”), by and through its attorneys, Lerch, Early & Brewer, Chartered, submits this Conceptual Site Plan (“CSP”) Justification Statement to demonstrate that the proposed mixed-use development on the subject property is in compliance with the applicable provisions of Subtitle 27 of the Prince George’s County Code (the “Zoning Ordinance”), *The Approved Central Branch Avenue Corridor Revitalization Sector Plan* (the “Master Plan”), the *Minor Amendment to 2013 Subregion 5 Sectional Map Amendment* (the “Minor SMA”), and other applicable review requirements and criteria. The subject property consists of approximately 21.82 acres (± 950,479 square feet) located at 8999 Woodyard Road, approximately 2,100 feet to the west of the Woodyard Road (MD Route 223)/MD Route 5 interchange (hereinafter the “Property”).¹

The Property is currently zoned M-X-T (Mixed Use – Transportation Oriented)/M-I-O (Military Installation Overlay), subject to the recommendations of the Master Plan, and is located within the Established Communities growth policy area of *Plan Prince George’s 2035 Approved General Plan* (the “General Plan”).

As described in detail herein and shown on CSP-19008, the Applicant proposes to develop the Property with a horizontal mixed-use development consisting of approximately 119 townhouses, a multifamily building (up to 46 units), a senior multifamily building (up to 112 units), and up to 1,000 square feet of commercial/office space (the “Project”). The Project will comply with all applicable development standards of the M-X-T Zone, and transform an underutilized site into a vibrant, mixed-use community. Accordingly, the Applicant respectfully requests Planning Board approval of this CSP application.

¹ Specifically, the Property consists of Parcel 149 – Tax Account No. 0980540; Parcel 87 – Tax Account No. 0872044; and Parcel 191 – Tax Account Nos. 0872051 and 3245958.

II. PROPERTY DATA

<i>A. Location:</i>	Along the north side of Woodyard Road, approximately 2,100 feet to the west of the MD Route 223/MD Route 5 interchange.
<i>B. Tax Map #:</i>	116D2.
<i>C. Frontage:</i>	Woodyard Road (to the south). Mimosa Street (to the north).
<i>D. Election District:</i>	9.
<i>E. Legislative District:</i>	25.
<i>F. Councilmanic District:</i>	9.
<i>G. Municipality:</i>	N/A.
<i>H. Acreage:</i>	± 21.82 acres.
<i>I. Zoning:</i>	M-X-T / M-I-O.
<i>J. Subdivision:</i>	N/A.
<i>K. Existing Water Company:</i>	W-3.
<i>L. Existing Sewer Company:</i>	S-3.
<i>M. Historic:</i>	N/A.
<i>N. Master Plan:</i>	The Approved Central Branch Avenue Corridor Revitalization Sector Plan.
<i>O. SMA:</i>	Minor Amendment to 2013 Subregion 5 Sectional Map Amendment.
<i>P. General Plan:</i>	Plan 2035 Prince George's Approved General Plan.

III. EXISTING AREA AND SURROUNDING NEIGHBORHOOD

The Property is located along the north side of Woodyard Road, approximately 0.4 miles from the Woodyard Road/MD Route 5 interchange. It is currently undeveloped and partially wooded. The Property is also surrounded by a mix of commercial and residential uses. Parcel 187 is adjacent to a medical group practice facility to the west, and the Clinton Village Shopping Center to the east. The Property also abuts the Woodyard Crossing Shopping Center, which includes a grocery store, a home improvement store, and a major discount hypermarket, as well as a single family neighborhood to the north. The surrounding area is generally bounded by Old Branch Avenue to the west, MD Route 5 to the east, Woodyard Road to the south, and Woodley Road to the north.

IV. LAND USE OVERVIEW

A. The 2013 Approved Central Branch Avenue Corridor Revitalization Sector Plan

The Property is subject to the recommendations and objectives outlined in the Master Plan. The Master Plan creates six key focus areas in order to systematically address the overarching, corridorwide goals, among which include concentrating neighborhood-serving retail and improving transportation connectivity. The Property is within the Clinton Commercial Core Focus Area (the “CCCFA”).

The successful retail mix at the Woodyard Crossing Shopping Center, create “an opportunity for the area to evolve into a mixed-use center to capitalize on – and solidify – the area’s function as a major activity center.” (See Master Plan, pgs. 54-56). Overall, the CCCFA is targeted for an expanded role along the Branch Avenue corridor as a regional destination, and a transformation into a “vibrant, mixed-use, transit-supported destination.” (See pg. 95). As demonstrated below and throughout this Statement, the Project directly aligns with this overall vision for the CCCFA.

The Project advances the following recommendations provided in the Master Plan that are specific to the CCCFA (*see* Master Plan, pgs. 95-107):

- *Vision: “Downtown Clinton is transformed into a vibrant, mixed-use, transit-supported destination spanning Branch Avenue, providing a range of housing types and a new office development. New households and employees create new demand for commercial services, while walking and bicycling safely to the new shopping areas and other amenities.”* (Master Plan, pg. 95).

Comment: The Project represents a concerted effort to create a vibrant, horizontal mixed-use destination that provides a range of housing types. The proposed community will provide homeownership and multifamily (including senior) opportunities. In addition, the 1,000± square feet proposed for commercial/office use provides an opportunity to enhance the mixed-use environment. The Project will contribute to an influx of new households and employees, which will further revitalize the CCCFA and support nearby commercial services, namely the Woodyard Crossing Shopping Center, the Clinton Village Shopping Center, and the medical group practice facility. Furthermore, the Project is designed with various open space and streetscape elements to enhance the pedestrian experience on the site and to connect the site with the surrounding area.

- *Development Program: “Urban townhouse development on both sides of Woodyard Road is expected to provide residential density to support the new centers and serve as a transition between the high intensity development and lower intensity neighborhood commercial to the west.”* (Master Plan, pg. 96).

Comment: The Project proposes to develop the Property with approximately 119 townhouses on the north side of Woodyard Road, which will support new and existing commercial centers (e.g., Clinton Village, Woodyard Crossing Shopping Center) and serve as an appropriate transition between the high intensity development and lower intensity development to the west.

- *Connectivity and Circulation: “A gridded street network is needed to relieve traffic congestion and to separate local traffic from through*

traffic. While the plan aims to create a more walkable environment that is transit-accessible, Woodyard Road will continue to be a major transportation route for vehicles. In order to reduce traffic in the area, a grid pattern should be developed that allows drivers to use different routes and entryways to popular destinations, particularly the shopping centers.”(Master Plan, pg. 96).

Comment: As reflected on CSP-19008, the proposed community will incorporate a main spine road to facilitate an internal circulation pattern. This will relieve traffic from surrounding rights-of-way, including Woodyard Road, and separate local (i.e., community traffic) from through traffic. The Project’s main spine road is consistent with a proposed road that cuts through the subject site on the Vehicular Circulation illustrative, provided on Map 37 in the Master Plan. Additionally, streetscape improvements will enhance walkability within the site and connectivity to nearby commercial services, including the Woodyard Crossing Shopping Center. Finally, the spine road for the proposed community ends at the Property line so that the surrounding street grid can continue to improve as the CCCFA continues to redevelop.

- *Connectivity and Circulation: “While currently there are sidewalks along Woodyard Road, the distances and environment make walking less than desirable and unsafe. This plan proposes to reduce the block distances along Woodyard Road and in the shopping centers. With the recommended upgrade of Woodyard Road to a multi-modal boulevard with outer service lanes, bike lanes and sidewalks, the roadway can function better as a major east-west transportation corridor for both local residents and commuters.” (Master Plan, pg. 99)*

Comment: The Project will enhance vehicular and pedestrian connectivity on-site and within the surrounding area. As reflected on the CSP, the proposed development will establish pedestrian connections with abutting commercial centers (e.g., Woodyard Crossing and Clinton Village) that do not currently exist. Additionally, the proposed extension of Mimosa Avenue (to become the spine road of the residential community) will facilitate circulation that is more efficient and will keep excess traffic removed from Woodyard Road. This will facilitate a safer, more desirable pedestrian

environment and facilitate future enhancements that will transform Woodyard Road into an improved major east-west transportation corridor for both local residents and commuters.

- *Open Space: Since new uses and greater density are recommended for this focus area, the provision of open space is critical to this plan. Through more compact building design, a greater proportion of the area can be dedicated to open space. (Master Plan, pg. 103).*

Comment: As reflected on CSP-19008, the Project incorporates various open space elements to accommodate community gathering and provide pleasant opportunities for recreation. The development concept proposes green elements and parks that will be accessible, visible, safe, and comfortable. These open space features will help to ensure that the residential component of the Project establishes a neighborhood feel. The Project also incorporates substantial green buffers along existing uses, which will provide important screening and distinguish the proposed community.

- *Building and Site Design. The key design principles for the Woodyard Road Focus Area² are to:³*
 - *Orient building frontages to face the street, courtyard, or plaza. In mixed-use areas, the street facing building 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.*
 - *Utilize garage parking to serve the parking needs within the centers.*
 - *Ensure that parking garages are designed and articulated to promote visual interest and avoid long, traditional, horizontal openings.*
 - *Provide architectural elements and proportions that relate to a pedestrian scale in building facades.*

² The Property is located within the Woodyard Road Focus Area. See Master Plan, pg. 97, Map 35.

³ In this section, the Applicant is highlighting the applicable Building and Site Design recommendations that are best achieved by the proposed Project. (See Master Plan, pg. 105).

- *Use high-quality building material during construction such as brick, stone or masonry.*
- *Place utility cables and wires underground.*
- *Encourage the use of environmental friendly building materials and practices such as habitable roofs with appropriate paved surfaces and shade elements on commercial, office and institutional buildings.*
- *Limit building height to four-stories except signature buildings that should not exceed 15 stories.*

Comment: The proposed development will implement many of the above-listed building and site design principles for the Woodyard Road Focus Area. Notably, the Applicant proposes to develop the Property with a horizontal mixed-use community where all residential and commercial buildings will be a height no greater than four stories. These lower heights will help create a “pedestrian-friendly community” that is desired for the redevelopment of Woodyard Road. Additionally, as shown on the CSP, the community layout encourages an active street frontage and accommodates pedestrian activity. The frontages of the multifamily buildings and residential townhomes will be oriented towards a street, or open space elements such as a courtyard or plaza in order to cultivate a neighborhood feel.

The Project does not utilize any structured parking (excluding the garages for the townhouses), but the parking needs for the Project will be fully satisfied. The parking lots for the multifamily component will be appropriately screened and landscaped in accordance with the *Prince George’s County Landscape Manual* (the “**Landscape Manual**”). Additionally, the townhome garage units will be designed and articulated to promote visual interest. These architectural elements will be further refined at the time of DSP approval, as well as the architectural features and detailing of the buildings proposed with the Project. The Applicant intends to use high-quality building materials that will effectively distinguish the proposed residential and commercial uses.

Furthermore, the proposed development is sensitive to the surrounding environment. Utility cables and wire will be placed underground, and will line all public/private right-of-ways within a 10' public utility easement (as required by Subtitle 24 of the Prince George's County Code). The Applicant's proposed landscaping is also comparable to or superior than the existing landscaping on adjacent and surrounding properties.

Overall, the proposed development will implement many of the key design principles for the Woodyard Road Focus Area.

B. Minor Amendment to 2013 Subregion 5 and Sectional Map Amendment

Notwithstanding the development policies approved with the Master Plan, the Master Plan did not include a concurrent Sectional Map Amendment ("SMA"). In 2017, the District Council found there was a need to "harmonize the development and land use policies within the 2013 *Subregion 5 Master Plan and SMA* with those of the 2013 *Central Branch Avenue Revitalization Sector Plan* for certain properties in the general vicinity of Old Branch Road/Woodyard Road."⁴ Accordingly, the District Council found that a minor amendment process was appropriate, which led to the approval of the Minor SMA and the zoning reclassification of the Property to the M-X-T-Zone.⁵ This represented a targeted adjustment to facilitate and accelerate Master Plan policies geared towards "redevelop[ing] the CCCFA with high-quality development and desirable mix of uses."⁶

⁴ See CR-62-2017.

⁵ CR-13-2018 – "Minor Amendment Number Five". Parcels 149 and 187 were rezoned from R-80 to M-X-T, and Parcel 181 was rezoned from R-55 to M-X-T.

⁶ See CR-13-2018, Lines 24-29.

V. PROPOSED DEVELOPMENT

The Applicant proposes to develop the Property with a horizontal mixed-use development, consisting of approximately 119 townhomes, a multifamily building, a senior multifamily building, and approximately 1,000 square feet for commercial/office use. Consistent with the objectives of the Master Plan, the Project will help to revitalize the CCCFA and provide a diversity of housing opportunity for this area.

The Applicant proposes to place the two multifamily buildings on two separate lots. Additionally, the commercial/office use will be placed on an individual lot. One of the multifamily buildings will contain approximately 46 units; and the other (senior) multifamily building will contain approximately 112 units. This diverse tenant mix will help cultivate a vibrant community and support nearby retail establishments (e.g., Woodyard Crossing Shopping Center, Clinton Village Shopping Center). Additionally, the residential component of the Project involves the development of approximately 119 townhomes. The proposed commercial/office space will complement the residential uses of the proposed community, and appropriately contribute to the mixed-use character of the broader surrounding area.

The Project is also designed to help establish a communal, interactive environment. The CSP shows a complete community with various open space elements, including squares, greens, and parks that are accessible, comfortable, and safe. One square will be for passive recreation and unstructured play. Another smaller square will facilitate opportunities for resident fellowship and outdoor relaxation. Both squares also front a public right-of-way to ensure sufficient visibility.

Furthermore, the Project is carefully designed to not only activate the Property, but to achieve maximum compatibility with adjacent residential and

commercial uses. This is evidenced particularly through the proposed circulation pattern, as well as the pedestrian network that will enhance the walkability of the site and establish connections between the Project and abutting properties. The Applicant proposes a main spine road – an extension of the existing Mimosa Avenue⁷ - through the community and to the site's primary entrance road at Woodyard Avenue. By utilizing this main road, circulation will remain internal to the site, keeping undesirable traffic away from surrounding properties.

The subject CSP includes a Development Summary Chart, which provides a tabulated breakdown of uses based on the proposed lot sizes, as well as a FAR tabulation chart that complies with the applicable development standards for the M-X-T Zone.

VI. ANALYSIS

A. Compliance with Zoning Ordinance – Conceptual Site Plan

1. §27-274 – Design guidelines.

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

(1) ...

Comment: The Project is designed in accordance with the guidelines under Sec. 27-274(a)(1)-(11) of the Zoning Ordinance, which addresses parking, loading, and circulation, lighting, views, green area, site and streetscape amenities, grading, service areas, public spaces, architecture, and townhouses. As discussed throughout this Statement and as reflected on the submitted CSP, the proposed mixed-use development cultivates a 24-hour environment that implements many of the applicable guidelines under the Zoning Ordinance. Additionally, the Project will significantly enhance the walkability of the site and the Branch Avenue Corridor, as

⁷ Mimosa Avenue currently dead-ends to the east of the subject Property.

it will provide safe and accessible internal connections to the existing surrounding commercial uses.

2. §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: This CSP represents the most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs, and it does not detract substantially from the utility of the proposed development for its intended use. The Applicant has analyzed the site design guidelines and has cultivated a proposal that advances the development objectives of the Master Plan and revitalizes the CCCFA. The mixed-residential vision supports commercial activity along the Branch Avenue Corridor, provides a diversity of housing opportunities, and helps to transform the CCCFA into a more vibrant, walkable and pedestrian-friendly community.

(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: This provision is not applicable to this application. The subject CSP is not for a Mixed-Use Planned Community, as defined by the Zoning Ordinance.⁸

(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: This provision is not applicable to this application. The subject CSP is not for a Regional Urban Community, as defined by the Zoning Ordinance.⁹

(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: Potential impacts to the regulated environmental features shall be evaluated during the Preliminary Plan of Subdivision and/or Detailed Site Plan process.

B. Compliance with Zoning Ordinance – M-X-T Zone

1. §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 proposed development is in conformance with the purposes and other provisions of Part 10, Division 2, Subdivision 1 of the Zoning Ordinance. In sum, the purposes of the M-X-T Zone are to: (i) promote orderly development and redevelopment of land in the vicinity of major interchanges; (ii) implement

⁸ See Section 27-101.01(151.1) of the Zoning Ordinance.

⁹ See Section 27-107.01(197.1) of the Zoning Ordinance.

recommendations in the approved master plan by creating compact, mixed-use, walkable communities; (iii) conserve the value of land and buildings; (iv) promote effective and optimum use of transit; (v) facilitate and encourage a twenty-four (24) hour environment; (vi) encourage an appropriate horizontal and vertical mix of land uses; (vii) create dynamic, functional relationships among individual uses; (viii) promote optimum land planning with greater efficiency; (ix) permit a flexible response to the market; and (x) allow freedom of architectural design. The Project aligns with several of these purposes, as is discussed in greater detail below in Section VI.B.3 of this Statement. Overall, the Applicant proposes to develop land in a prioritized area for redevelopment – the CCCFA – and in the vicinity of the MD 5/MD 223 interchange, with a mixed-use community that advances several of the recommendations in the Master Plan and strives to implement the objectives of the recent zoning reclassification to the M-X-T Zone accomplished by the Minor SMA.

- (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 concepts recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change or include a major employment use or center which is consistent with the economic development strategies of the Sector Plan or General Plan;*

Comment: The Property was placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006: the Minor SMA. However, the Minor SMA does not provide specific design guidelines or standards intended to implement development concepts recommended by the Master Plan. This provision is therefore not applicable to this CSP application.

Although there are no specific design guidelines or standards, as discussed above in Section IV.A of this Statement, the Project furthers many of the development objectives outlined in the Master Plan.

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

Comment: The proposed Project has an outward orientation that is physically and visually integrated with surrounding uses. Overall, the Project design cultivates a hospitable environment. The Project's emphasis on public space elements, such as the inclusion of squares, greens, and parks, help to establish an accessible, visible, and comfortable community that is intended by an outward orientation. Given that some buildings will border some of these open spaces, and some public space elements will be visible at the pedestrian level, the Project strikes an appropriate balance between activating the streetscape and maintaining a desired level of neighborhood privacy. For instance, the Applicant is proposing a public square that will be surrounded on three sides by townhome units and a private right-of-way, making it open and accessible while maintaining a sense of security.

Physically, the Project's design incorporates pedestrian and vehicular connections to adjacent commercial and residential uses. These connections will activate the surrounding community and fulfill the vision of the CCCFA. To integrate the Project with the abutting single-family neighborhood to the north, the Applicant proposes an extension of Mimosa Avenue, which will evolve into the spine road for the Project. The Project proposes a second public right-of-way with Woodyard Station Road, which will provide direct access to the site at the southern entrance (from Woodyard Road). Additionally, the proposed streetscape improvements establish new connections with adjacent shopping centers, which are likely to stimulate nearby commercial services.

The Project also appropriately scales its residential uses to ensure maximum compatibility with the adjacent single-family residential neighborhood and abutting commercial uses. The largest buildings, the multifamily buildings, are located adjacent to the existing commercial uses to the south/southwest of the site. The

intensity and size of the Project gradually decrease as the Project transitions to the single-family homes. The proposed commercial/office space will be directly adjacent to the Clinton Village Shopping Center. The proposed layout and scaling ensures proper physical and visual integration.

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

Comment: The CSP shows that the proposed development will be compatible with existing development in the vicinity. The mixed-use residential community will support the surrounding commercial uses and incentivize further revitalization of the CCCFA. Additionally, due to proper scaling and the proposed layout of the residential uses, the Project will blend harmoniously with the existing single-family neighborhood to the north, which is adjacent to Parcels 187 and 191 of the Property.

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

Comment: The proposed development is capable of sustaining an independent environment of continuing quality and stability. The arrangement and design of the multifamily buildings, townhouses, and commercial/office building will help to cultivate an interactive mix of community of residents and employees, complete with opportunities for recreation, resident interaction, and high pedestrian activity. The Project will provide a high-quality housing product capable of attracting a diverse group of residents.

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

Comment: The Project is not a staged development. The proposed townhouses will be constructed as they are sold. This provision is therefore not applicable to this CSP application.

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

Comment: The pedestrian system is comprehensively designed to encourage pedestrian activity within the Project, and facilitate connectivity with surrounding commercial properties. Pedestrian routes are carefully placed to activate areas of the mixed-use community that are safe, comfortable, and can accommodate frequent interaction amongst residents and employees. Sidewalks connect the Project to Woodyard Road, as well as to the existing residential community to the north of the Property.

- (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: This provision is not applicable because this development application is for a CSP.

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

Comment: This Property was placed in the M-X-T Zone by the Minor SMA. Accordingly, the Applicant is submitting a traffic study to demonstrate that existing transportation facilities and/or those under construction will be adequate to carry anticipated traffic for the proposed development.

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

Comment: This provision is not applicable to this CSP application.

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

Comment: This provision is not applicable to this CSP application. The proposed development is not for a Mixed-Use Planned Community.

3. §27-542 – Purposes

(a) *The purposes of the M-X-T Zone are:*

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

Comment: As noted in the Master Plan, the CCCFA “is the product of uncoordinated development over several decades.” (See Master Plan, pg. 56). “The result is a commercial corridor that is unfriendly to pedestrians and motorists in many respects, containing a mixture of new and old development with contrasting styles, and lacking public amenities that would create interest and a sense of place.” (pg. 56)

As discussed above, the District Council rezoned the Property to M-X-T to “harmonize the development and land use policies.” Accordingly, the Project serves to execute the transformative vision of the Master Plan, contribute to the enhancement of the economic status of the County, and providing an expanding source of desirable employment and living opportunities in the CCCFA. Given that the Property is located in close proximity to the MD 223/MD 5 interchange, the Project presents a strong opportunity to attract new residents and incentivize further development along the Branch Avenue corridor.

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

Comment: The Applicant proposes to develop the Property with a market-oriented, mixed-use, walkable community consisting of a diverse mix of residential (up to 119 townhouses, 46 multifamily units, and 112 senior multifamily units) and up to 1,000 square feet of commercial/office uses. As discussed above in Section IV.B of this Statement, the Project advances many of the objectives of the Master Plan. This is one property within the broader CCCFA, and the Project will help to transform the CCCFA by providing a vibrant, mixed-use destination that provides a diverse range of housing types and new commercial/office development.

- (3) *To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location*

of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;

Comment: The subject site is an undeveloped property that is partially wooded. In brief, the site is underutilized and located in an area that is planned for a mix of residential uses. By planning a mixed-use residential development on the site, this proposal enhances the value of the land and maximizes the public and private development potential inherent at this location. Furthermore, with the anticipated influx of residents and employees, the Project has the strong potential to contribute to the transformation of the CCCFA.

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

Comment: The Project will result in a new mixed-use community that places a mix of residential, commercial, and non-residential uses in proximity to one another. With streetscape improvements that will connect to nearby commercial services, it will help to reduce automobile use and facilitate increased walking and bicycle opportunities.

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

Comment: A mix of land uses can help facilitate and encourage a twenty-four hour environment. The proposed residential/commercial community dynamic, coupled with ample open space features and well-designed streetscape elements, will accommodate a consistent level of activity on the Property. The commercial proposal (up to 1,000 square feet for commercial/office uses) in the CSP is modest for the Property itself, but appropriate given the quantity of commercial services within the immediate vicinity. The considerable residential component of the Project ensures

that there will be activity and a steady presence of people on-site beyond regular business hours.

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

Comment: The Applicant's proposal includes up to approximately 119 townhouses, up to 46 multifamily units, and up to 112 senior multifamily units in another multifamily building. In addition, the Project includes up to 1,000 square feet of commercial/office space. Due to the proposed community layout, this mix of uses will blend together harmoniously on-site and with the surrounding mix of commercial and residential uses.

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

Comment: The CSP demonstrates a high level of potential for achieving a high-quality residential development that is capable of attracting a diverse tenant and employee mix. More detailed design concepts will be provided at the time of Detailed Site Plan.

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

Comment: The mixed-use approach, particularly the expansive scope of the residential component of the Applicant's Project (i.e., multifamily and townhouse construction), will result in an economies of scale that would be difficult to achieve through a single-purpose project. As shown on CSP-19008, the Project will provide adequate public facilities, including stormwater management and other public utilities, to support the needs of future residents, visitors, and employees of the

proposed commercial space. These economies of scale will benefit all users of the Project.

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

Comment: The Applicant proposes to develop an attractive and vibrant mixed-use community that has the potential to attract a diverse group of residents and incentivize future investment in the surrounding Clinton area. Importantly, the Project will contribute to the housing supply and provide new employment opportunities for citizens.

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

Comment: As reflected on the CSP, the Applicant will benefit from the freedom of architectural design in order to achieve the high-quality residential development that is envisioned.

4. §27-547 – Uses Permitted

- (d) *At least two (2) of the following (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: The subject CSP shows 1,000 square feet of proposed commercial/office use, as well as a residential component (i.e., dwellings) that consists of up to approximately 119 townhouses, a multifamily building, and a senior multifamily building. Accordingly, the Project will provide at least two of the three use categories required by this provision, and in sufficient quantity to serve the purposes of the M-X-T zone.

As the Master Plan states, “the [CCCFA] offers a wide variety of services and shopping options along a lengthy automobile-oriented corridor.” (See Master Plan, pg. 55). To further illustrate the commercial-oriented nature of the surrounding area, according to records of the State Department of Assessments and Taxation, there is 534,409± square feet of commercial uses just to the east of the Property (i.e., at Clinton Village Shopping Center and Woodyard Crossing Shopping Center). Thus, the intensity of the residential and commercial/office uses proposed with the Project is appropriate given the substantial quantity of retail businesses in the immediate vicinity. When considering the market realities of this area, coupled with the purposes of the M-X-T zone outlined under Section 27-548 of the Zoning Ordinance and the Master Plan’s vision for the CCCFA, the Project is an important development that will help achieve a balance of uses that currently does not exist.

- (e) *For property placed in the M-X-T Zone by a Sectional Map Amendment approved after October 1, 2006, and recommended for mixed-use development in the General Plan, and a Master Plan, or Sector Plan for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, a Conceptual Site Plan submitted for any property located in the M-X-T Zone may include only one (1) of the above categories, provided that it conforms to the visions, goals, policies, and recommendations of the plan for that specific portion of the M-X-T Zone.*

Comment: The Property was placed in the M-X-T Zone by the Minor SMA, which was approved after October 1, 2006. Additionally, the Master Plan, for which a study was

conducted by Technical Staff prior to initiation, recommends the Property for a mixed-use development. (See Master Plan, pg. 97, Map 35). As discussed above, the Project will provide two of the use types listed under Section 27-547(d) – retail/office use (1,000 square feet of commercial/office space) and dwellings (i.e., townhouses and multifamily). Thus, although the Property does comply with this provision, and the Project may include only one (1) of the use categories listed under Section 27-547(d), the Applicant intends to provide two uses, as reflected on the subject CSP. Doing so will better align with the mixed-use vision for the CCCFA, and establish the CCCFA as a “major activity center.”

5. §27-548 – M-X-T Zone

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

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

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

Comment: In the M-X-T Zone, the applicant is permitted to develop up to 0.40 FAR without the use of the optional method of development. The Applicant does not propose any optional methods of development at this time. Accordingly, as shown on the tabulation chart of the subject CSP, the Applicant proposes to construct the Project at a 0.35 FAR. The Applicant will consider the highest quality building materials to construct the proposed improvements.

(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 is proposing to place the two multifamily buildings on two separate lots. Additionally, the commercial use will be placed on a commercial lot. There will be approximately 119 townhouses, each proposed on their own individual lots, and one 1,000 square foot commercial/office building on its own individual lot.

- (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 to this CSP application. The units as shown on the CSP are conceptual in nature, and all totals will be re-evaluated at the time of DSP submission.

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

Comment: The Project is subject to the requirements of the Landscape Manual. As reflected on the Applicant's CSP and related landscaping tabulations, the Project will comply with all requirements of the Landscape Manual, including: bufferyard plantings (Schedule 4.7-1); screening from roadways (Schedule 4.2-1); residential requirements (Schedule 4.1-2 and Schedule 4.1-4); private street tree requirements (Schedule 4.10); parking lot interior planting requirements (Schedule 4.3-2); and sustainable landscaping requirements (Schedule 4.9-1). In addition, the Applicant will meet the requirements of the Tree Canopy Coverage Schedule under Section 25-128 of the Prince George's County Code. The site's compliance with the requirements of the Landscape Manual will be reviewed and confirmed at the time of Detailed Site Plan. To the extent that an Alternative Compliance is required for the above Landscape Manual issues, the Applicant will make such a request at the appropriate time.

- (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 subject of the Conceptual Site Plan.

Comment: The subject CSP complies with this requirement.

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

Comment: The Applicant is proposing two public rights-of-way with this Project: (1) an entry road from Woodyard Road (tentatively called “Woodyard Station Road”); and (2) an extension of Mimosa Avenue that will serve as the main spine road of the community. Currently, the Applicant is not proposing any private structures within the air space above or in the ground below these public rights-of-way. The Project’s compliance with this requirement will be further reviewed at the time of Detailed Site Plan.

(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 CSP complies with this requirement. Each commercial lot as shown has frontage on and/or direct vehicular access to a public street. All proposed townhouses have frontage on and direct vehicular access to private street that meet the design regulations of a standard County 50' right-of-way.

(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: While this provision is not applicable to this CSP application, the Project will meet all the required design standards. The lot sizes proposed are measured at a minimum of approximately 1,590 square feet, which exceeds the 1,200 square foot minimum applicable to the Project. At least 60% of the full front facades of each townhouse will be constructed of brick, stone, or stucco, per M-X-T requirements. The strings of townhomes will range between 3 units strings and 8 unit strings, not only to comply with the above standards, but to allow for more gaps throughout the community for landscaping improvements and stormwater management facilities. The minimum building width of each townhouse will be approximately 20 feet, which exceeds the minimum requirement of 18 feet.

The Applicant can only provide a sidewalk along one side of the entry road (i.e., Woodyard Station Road) due to space limitations, stormwater management requirements, and the fact that users of the Project would not need a sidewalk at this location. Accordingly, the Applicant will be requesting Planning Board approval of this design modification. The townhouse component of this Project (approximately 119 units) will be fully reviewed for compliance at the time of Detailed Site Plan.

- (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 preliminary bulk regulations contained in the subject CSP do not show any multifamily building height that is higher than 110 feet. Neither multifamily building is above four stories.

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

Comment: As discussed above in Section IV.B of this Statement, the Property was placed in the M-X-T Zone through the Minor SMA, which was adopted after October 1, 2006. A comprehensive land use planning study was conducted by Technical Staff prior to initial as well. While the Master Plan does not provide specific development standards for setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and integral circulation, the proposed bulk regulations and site design strive to implement the development concepts and guidelines for

Clinton. The Project's conformance with many of these objectives is addressed in greater detail above in Section IV.A of this Statement.

VII. CONCLUSION

The Applicant respectfully requests that the Planning Board grant approval of this CSP for the proposed high-quality, mixed-use residential community. The Project represents a significant opportunity to contribute to the Prince George's County housing market, transform and revitalize the Clinton focus area, and further many of the applicable development concepts of the Master Plan. The above analysis and submitted plans establish that the CSP satisfies the required findings that the Planning Board must make to approve a CSP application.

Respectfully submitted,
LERCH, EARLY & BREWER, CHTD.

By:



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(301) 986-1300
Attorneys for Applicant

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL
2018 Legislative Session

Resolution No. CR-13-2018
Proposed by Council Member Franklin
Introduced by Council Members Franklin and Davis
Co-Sponsors _____
Date of Introduction March 6, 2018

RESOLUTION

1 A RESOLUTION concerning
2 The Subregion 5 Master Plan and Sectional Map Amendment
3 For the purpose of approving, pursuant to the Land Use Article, Annotated Code of Maryland, as
4 well as the Zoning Ordinance for Prince George’s County, being also Subtitle 27, Prince
5 George’s County Code, as an Act of the Prince George’s County Council, sitting as the District
6 Council for that portion of the Maryland-Washington Regional District in Prince George’s
7 County, Maryland, certain specified minor amendments for certain parcels of land within the
8 2013 Subregion 5 Master Plan and Sectional Map Amendment, as set forth herein and proposed
9 via Council Resolution CR-062-2017, in order to realize certain specific transportation policy
10 goals and to facilitate the respective implementation of approved land use and development
11 strategies within applicable comprehensive plans.
12 WHEREAS, pursuant to the authority conferred by the Maryland General Assembly upon
13 this local legislative body via the Regional District Act (“RDA”), more specifically, within Titles
14 21 and 22, Land Use Article, Annotated Code of Maryland, the County Council of Prince
15 George’s County, Maryland, sitting as the District Council for that portion of the Maryland-
16 Washington Regional District in Prince George’s County (“District Council”), approved the
17 2013 *Subregion 5 Master Plan and Sectional Map Amendment* via adoption of Council
18 Resolution 080-2013 (“CR-080-2013”) and Council Resolution 081-2013 (“CR-81-2013”),
19 respectively, on July 24, 2013; and

1 WHEREAS, in accordance with its local zoning procedures, the District Council approved
2 certain comprehensive land use and development policies for the physical development of land
3 within the plan area boundaries via its adoption of CR-080-2013 on July 24, 2013; and

4 WHEREAS, as expressly authorized within the local zoning laws, the District Council
5 concurrently approved certain specific zoning proposals to realize the development policy vision
6 within a Sectional Map Amendment (“SMA”) for the geographic area of the County included
7 within the plan boundaries via adoption of CR-081-2013, on July 24, 2013; and

8 WHEREAS, prior to its July 24, 2013, approval of the 2013 *Subregion 5 Master Plan and*
9 *Sectional Map Amendment*, on April 2, 2013, the District Council considered and approved
10 certain land use and development policies as to certain land dually sited within the *Central*
11 *Branch Avenue Corridor Revitalization Sector Plan* and a portion of the Subregion 5 master plan
12 area; and

13 WHEREAS, the District Council takes administrative notice that the 2013 *Central Branch*
14 *Avenue Corridor Revitalization Sector Plan* states its purpose, which is to respond to public
15 comments at workshops urging that land use and development policies for the Clinton
16 Commercial Core focus areas be updated to address public concerns about poor connectivity,
17 lack of quality retail choices, traffic congestion, and a lack of prior plan implementation; and

18 WHEREAS, the District Council also finds that, in rendering its final decision to approve
19 the *Central Branch Avenue Corridor Revitalization Sector Plan*, the approved land use and
20 development policy addressed the public’s concerns raised and approved comprehensive goals
21 and implementation strategies to facilitate redevelopment, make vital transportation
22 improvements to promote economic development and better connectivity within the Clinton
23 Commercial Core focus area of the plan; and

24 WHEREAS, as approved by the District Council, the 2013 *Central Branch Avenue*
25 *Corridor Revitalization Sector Plan* further calls for specific strategies to implement the current
26 land use and development policies for the subject properties within the downtown Clinton
27 Commercial Core focus area, including updated zoning and accelerated rezoning in the mixed-
28 use areas of the plan, to realize and redevelop the Clinton focus area with high-quality
29 development and desirable mix of uses; and

30 WHEREAS, despite the comprehensive development policy approved on April 2, 2013, by
31 the District Council to update the recommendations for the Clinton Commercial Core focus area,

1 the *Central Branch Avenue Corridor Revitalization Sector Plan* did not include a concurrent
2 Sectional Map Amendment, in accordance with the local zoning procedures, to approve detailed
3 zoning proposals for purposes of realizing the sector plan policy vision; and

4 WHEREAS, although the Council approved funding for a subsequent Sectional Map
5 Amendment process to approve specific zoning proposals consistent with the approved 2013
6 comprehensive plan, to date the Planning Board has not initiated any Sectional Map Amendment
7 process for the Central Branch Avenue Corridor Revitalization Plan area; and

8 WHEREAS, as a result, and notwithstanding overlapping area plan designations as to
9 certain properties dually-situated within the Subregion 5 Master Plan and Central Branch Avenue
10 Corridor Revitalization Sector Plan areas, the District Council hereby finds that there is a need to
11 harmonize the development and land use policies within the 2013 *Subregion 5 Master Plan and*
12 *SMA* with those of the 2013 *Central Branch Avenue Revitalization Corridor Sector Plan* for
13 certain properties in the general vicinity of Old Branch Road/Woodyard Road, as identified
14 herein; and

15 WHEREAS, the District Council further finds that, as recounted in the 2013
16 comprehensive plan and prior applicable master plans for the Subregion 5 plan area, there are
17 continuing regional transportation challenges along the US 301 and MD 5 corridors, resulting
18 from commuter traffic moving both into and returning from Charles County, that continue stymie
19 the potential for development in the southern area of the County within the master plan area
20 boundaries; and

21 WHEREAS, the District Council further finds that the 2013 *Central Branch Avenue*
22 *Corridor Revitalization Sector Plan* calls for an expedited rezoning process to achieve parity
23 between the zoning and land use development policies approved for the subject properties; and

24 WHEREAS, on July 7, 2015, and as is permitted pursuant to the its authority set forth in its
25 local law and the public general laws of the State, including Section 1-207, General Provisions
26 Article, Annotated Code of Maryland, as well as longstanding precedent established by the
27 Maryland Courts, the District Council approved a new, limited minor amendment process to the
28 text of its local laws via enactment of CB-035-2015, which is codified as Section 27-642 of the
29 Zoning Ordinance; and

30 WHEREAS, in order to realize the Central Branch Avenue and Subregion 5 plan visions,
31 particularly those relevant to transportation improvements in the Brandywine and Clinton areas

1 of the County, Section 27-642 of the Zoning Ordinance provides a specific process to consider
2 and approve certain targeted adjustments when justifiable and appropriate—here—to align the
3 land use and zoning classification for specified land located in the plan area with current County
4 development policies; and

5 WHEREAS, the District Council finds that the proposed changes in the Clinton
6 Commercial Core focus area will augment efforts to facilitate a public-private partnership to
7 funds millions in transportation improvements, especially the improvement of the MD-223/Old
8 Branch Avenue/Brandywine Road intersection in downtown Clinton, as approved in the current
9 Capital Improvement and Operating and Expense Budgets for the County, more specifically, *CIP*
10 *No. FD660002, Brandywine Road & MD 223 Intersection*; and

11 WHEREAS, as approved by the District Council within the 2013 *Subregion 5 Master Plan*
12 *and Sectional Map Amendment*, the land use and development policies for the area of the plan
13 described as the “Brandywine Community Center” call for a “mix of residential and commercial
14 land uses”; and

15 WHEREAS, District Council also finds that, in accordance with the prescriptions of the
16 Land Use Article, Annotated Code of Maryland, the current General Plan for the County, *Plan*
17 *Prince George’s 2035*, designates the plan area that includes the Brandywine Community Center
18 as “Town Center” with a corresponding mix of residential and commercial uses, which is not
19 consistent with the prescriptions governing the uses of land and requirements for development
20 under the current zoning classification for the subject property; and

21 WHEREAS, the proposed land use brings the subject properties into conformance with the
22 both the generalized future land use recommendation for the area within the current General
23 Development Plan for the County, *Plan Prince George’s 2035*, and the 2013 *Subregion 5 Master*
24 *Plan and Sectional Map Amendment*, which respectively call for mixed use zoning and land use
25 for the area of the subject properties known as the Brandywine Community Center; and

26 WHEREAS, on July 18, 2017, pursuant to its comprehensive planning and zoning authority
27 conferred by the Maryland General Assembly upon this local legislative body via the RDA, Land
28 Use Article, and Section 1-207, General Provisions Article, Annotated Code of Maryland, as
29 well as the provisions of its local zoning laws, namely Section 27-642 and Part 13 of the Zoning

1 Ordinance, the District Council unanimously adopted Council Resolution CR-062-2017, thereby
2 initiating certain proposed minor amendments to the 2013 *Subregion 5 Master Plan and*
3 *Sectional Map Amendment*; and

4 WHEREAS, as required by the procedures specified at law, CR-062-2017 included a
5 statement of the date for a joint public hearing to occur on October 10, 2017, to receive public
6 comments and other testimony in a record of joint public hearing testimony on the eight (8)
7 proposed minor amendments to the 2013 *Subregion 5 Master Plan and Sectional Map*
8 *Amendment*; and

9 WHEREAS, in accordance with the applicable prescriptions of state and local law, the
10 District Council and the Prince George's County Planning Board of the Maryland-National
11 Capital Park and Planning Commission conducted a duly-advertised joint public hearing on
12 October 10, 2017, in order to seek testimony and other public comment as to the proposed minor
13 amendments within a record of joint public hearing testimony; and

14 WHEREAS, after the close of the joint public hearing record on October 20, 2017, the
15 Planning Department technical staff prepared a digest of the testimony within the hearing record
16 for presentation of its analysis to the Prince George's Planning; and

17 WHEREAS, on November 2, 2017, the Planning Board conducted a public work session to
18 review the testimony within the public hearing record as well as associated technical staff
19 recommendations thereon; and

20 WHEREAS, after completing its review of the hearing record, the Planning Board
21 transmitted the public hearing record of testimony, together with its recommendation and the
22 assessments prepared by the Technical Staff on November 9, 2017; and

23 WHEREAS, on January 30 and February 27, 2018, respectively, the Council held public
24 meetings, convened as the Committee of the Whole, to be briefed by the Council's Zoning and
25 Legislative Counsel and the Planning Department Technical Staff regarding the testimony and
26 other exhibits within the joint public hearing record; and

27 WHEREAS, after respective procedural and substantive presentation by legal counsel to the
28 Council and Planning Board technical staff, as well as questions and other discussion regarding
29 the record of hearing testimony for the proposed minor amendments, the Council noted specific
30 support within several exhibits within the record of joint public hearing testimony that support
31 the proposed zoning changes for the properties that are the subject of proposed Minor

1 Amendments Four and Five and, in contrast, only general opposition within the hearing record
2 for Amendments Four and Five; and

3 WHEREAS, at the February 27, 2018, meeting of the Council convened as Committee of
4 the Whole and, having reviewed the testimony within the joint public hearing record in light of
5 applicable comprehensive plans for the area, the Council further noted the existence of current
6 applicable land use and development policies calling for mixed use residential and commercial
7 development for properties within Brandywine Community Center, which must facilitate the
8 critical transportation improvements in the Brandywine area; and

9 WHEREAS, upon concluding its discussion regarding the eight (8) proposed minor
10 amendments to the 2013 *Subregion 5 Master Plan and Sectional Map Amendment*, the Council
11 voted unanimously 7–0 to direct staff to prepare a Resolution of Approval as to proposed Minor
12 Amendments Four, Five, and Six, respectively; and to expressly reject the remaining proposed
13 minor amendments within CR-062-2017 by Disapproval of proposed Minor Amendments One,
14 Two, Three, Seven, and Eight, respectively; and

15 WHEREAS, it is the additional finding of the Council that the approval of the subject
16 proposed Minor Amendments 4, 5, and 6 shall not, by way of such modifications to zoning
17 classification, be deemed to supplant or otherwise exempt potential future development
18 proposals for the affected properties from conformance with all land use and development
19 regulations imposed by the Zoning Ordinance, particularly, all required public participation and
20 entitlement processes including, but not limited to, any applicable preliminary plan applications,
21 site plan applications, and association notification procedures.

22 NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince George's
23 County, Maryland, sitting as the District Council for that part of the Maryland-Washington
24 Regional District in Prince George's County, Maryland, that, in accordance with provisions of
25 the Land Use Article and the General Provisions Article, Annotated Code of Maryland, as well
26 as Part 13 of the Zoning Ordinance for Prince George's County, being also Subtitle 27 of the
27 Prince George's County Code, the proposed Minor Amendments Four, Five, and Six to the 2013
28 *Subregion 5 Master Plan and Sectional Map Amendment*, as recited below, be and the same are
29 hereby APPROVED.

30

1 **MINOR AMENDMENT NUMBER FOUR:**

2 Amend the zoning classification for property located in the southwest quadrant of the
3 intersection of Piscataway Road and Brandywine Road, from the C-S-C, C-O, and R-80 Zones,
4 respectively, to the M-X-T Zone, as follows:

5 Lot 2 Tax Account Nos. 0975334, 0975342; Parcel 225 Tax Account No. 0906164;
6 Parcel 212 Tax Account No. 0906172; Parcel 213 Tax Account No. 0906180; Parcel 226 Tax
7 Account No. 0906198; Parcel 85 Tax Account No. 0906214; Parcel 59 Tax Account No.
8 0975276; Parcel 47 Tax Account No. 0912592; Parcel 46 Tax Account No. 0906156; Parcel 48
9 Tax Account No. 0864934; Lot 1 Tax Account No. 0912980; Parcel 56 Tax Account No.
10 0912972; Parcel 57 Tax Account No. 0915991; Lots 1-3 Tax Account No. 0911578; Parcel 58
11 Tax Account No. 0852731; Parcel 26 Tax Account No. 0888776; Parcel 83 Tax Account No.
12 0975300 ;Parcel 60 Tax Account No. 0874289; and Parcel 61 Tax Account No. 0883843.

13
14 **MINOR AMENDMENT NUMBER FIVE:**

15 Amend the zoning classification for property located on the east side of Old Branch
16 Avenue, approximately 1,100 feet north of its intersection with Piscataway Road/Woodyard
17 Road (MD 223) and north side of Woodyard Road (MD 223) from the C-S-C, C-O, R-55, and R-
18 80 Zones, respectively, to the M-X-T Zone, as follows:

19 Parcel 37 Tax Account No. 0975268; Parcel 198 Tax Account No. 0983858; Parcel 149
20 Tax Account No. 0980540; Parcel 191 Tax Account Nos. 0872051 and 3245958; Parcel 187 Tax
21 Account No. 0872044; Parcel 151 Tax Account No. 0980557; and Lot 1 Tax Account No.
22 0872077.

23 **MINOR AMENDMENT NUMBER SIX:**

24 Amend the zoning classification for property located on the west side of MD 5/US 301,
25 approximately 1,900 feet north of its intersection with Chadds Ford Drive from the R-R to the
26 M-X-T Zone, as follows:

27 Parcel 21, Tax Account No. 1182377; and Parcel 23, Tax Account Nos. 1180801 and
28 1180793.

29 BE IT FURTHER RESOLVED that, in accordance with provisions of the Regional District
30 Act, Division II, Land Use Article and the General Provisions Article, Annotated Code of
31 Maryland, as well as Part 13 of the Zoning Ordinance for Prince George's County, being also

1 Subtitle 27 of the Prince George’s County Code, proposed Minor Amendments One, Two,
2 Three, Seven, and Eight, as proposed via the District Council’s adoption of CR-062-2017 on July
3 18, 2017, be and the same are hereby DISAPPROVED.

4 BE IT FURTHER RESOLVED that the Clerk of the Council shall transmit a copy of this
5 Resolution to the Prince George’s County Planning Board of the Maryland-National Capital Park
6 and Planning Commission in accordance with the prescriptions of Section 27-642 of the County
7 Zoning Ordinance.

8 BE IT FURTHER RESOLVED that the provisions of this Resolution are hereby declared to
9 be severable; and, in the event that any section, subsection, paragraph, subparagraph, sentence,
10 clause, phrase, or word of this Resolution is declared invalid or unconstitutional by a court of
11 competent jurisdiction, such invalidity or unconstitutionality shall not affect the remaining
12 words, phrases, clauses, sentences, subparagraphs, paragraphs, subsections, or sections of this
13 Resolution, since the same would have been enacted or adopted without the incorporation in this
14 Resolution of any such invalid or unconstitutional word, phrase, clause, sentence, paragraph,
15 subparagraph, subsection, or section.

Adopted this 6th day of March , 2018.

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

January 9, 2020

MEMORANDUM

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

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

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

SUBJECT: CSP-19008 Woodyard Station


The subject property comprises 21.82 acres located approximately 178 feet south of the intersection of Peaceful Street and Mimosa Avenue. The subject application proposes the development of 116 townhouses, a 46-unit multi-family building, a 112-unit senior family building and 1,000 square-feet of commercial space. The subject property is Zoned M-X-T.

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 was high. A Phase I archeology survey was completed and submitted to staff. Based on the Phase I archeology report no further archeology is recommended. The subject property does not contain and is not adjacent to any designated Prince George's County Historic Sites or Resources. The Historic Preservation Section staff recommend approval of CSP-19008 Woodyard Station without conditions.

February 7, 2020

MEMORANDUM

TO: Thomas Burke, Planner Coordinator, Urban Design, Development Review Division

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

FROM: Thomas Lester, Planner Coordinator, Long-Range Planning Section, Community Planning Division TEL

SUBJECT: **CSP-19008 Woodyard Station**

FINDINGS

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

BACKGROUND

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

Location: 8999 Woodyard Road, Clinton, MD 20735

Size: 21.82 acres

Existing Uses: Vacant

Proposal: 116 townhouses, 46 units multifamily, 112 units senior housing, and 1,000 feet of commercial space

GENERAL PLAN, MASTER PLAN, AND SMA

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

Master Plan: The 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* recommends medium- to medium high-land uses on the subject property.

Planning Area: 81A

Community: Clinton

Aviation/MIOZ: This application is in Area E, Conical Surface (20:1) – Left Runway of the Military Installation Overlay Zone - Height. Pursuant to Section 27-548.54, the maximum building height on the subject property should not exceed 230 feet.

SMA/Zoning: Council Resolution CR-13-2018, Minor Amendment Five, reclassified the subject properties from the M-I-O (Military Installation Overlay), C-S-C (Commercial Shopping Center), C-O (Commercial Office), R-55 (One-Family Detached Residential), and R-80 (One-Family Detached Residential) zones to the M-X-T (Mixed-Use Transportation) zone.

MASTER PLAN CONFORMANCE AT SUBDIVISION

The Community Planning Division finds that, pursuant to Section 24-121(a)(5), at the time of submittal of the preliminary plan of subdivision for the subject property, conformance to the approved sector plan will not be required because of Council Resolution CR-13-2018, Minor Amendment Five. Staff finds this event renders the future land use recommendations of the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* no longer appropriate.

c: Long-range Agenda Notebook

February 10, 2020

MEMORANDUM

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

FROM:  Tom Masog, Transportation Planning Section, Countywide Planning Division

SUBJECT: **CSP-19008 Woodyard Station**

Proposal

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

Background

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

The site is also subject to findings related to the M-X-T Zone in Section 27-546. A rezoning to the M-X-T Zone was approved under Council Resolution CR-13-2018 as a part of the sectional map amendment for the minor amendment to the *Subregion 5 Master Plan*. The Council Resolution only rezones the subject site; it carries no additional conditions.

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

A traffic study has been submitted with this application. The traffic study was referred to the Department of Public Works and Transportation (DPW&T) and the Department of Permitting, Inspections and Enforcement (DPIE), as well as the Maryland State Highway Administration (SHA). The subject property is located within Transportation Service Area (TSA) 2, as defined in the *Plan Prince George's 2035 Approved General Plan*. As such, the subject property is evaluated according to the following standards:

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

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

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

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

Analysis of Traffic Impacts

The application is a conceptual site plan for a mixed-use development consisting of the following uses having the following trip generation (with the use quantities shown in the table as described in the submitted traffic study). The trip generation is estimated using trip rates and requirements in the "Transportation Review Guidelines, Part 1" (Guidelines). The table below summarizes trip generation in each peak-hour that will be used in reviewing traffic for the site:

Trip Generation Summary: CSP-19008: Woodyard Station								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Townhouse	116	Units	16	65	81	60	33	93
Multifamily	46	Units	5	19	24	18	10	28
Senior Housing (multifamily building)	112	Units	6	9	15	11	7	18
Net Residential Trips			27	93	120	89	50	139
General Office	1,000	Square feet	2	0	2	0	2	2
Total Trips, CSP-19008 (sum of bold numbers)			29	93	122	89	52	141

A traffic impact study (TIS) dated October 2019 was submitted and accepted as part of this application. The following tables represent results of the analyses of critical intersections under existing, background and total traffic conditions:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 5 at Coventry Way	586	740	A
Coventry Way at Schultz Road	14.9*	17.6*	--	--
Schultz Road at Springbrook Lane	9.6*	10.2*	--	--
Schultz Road at Rockwell Drive	8.7*	8.9*	--	--
MD 5 at MD 223	975	1,040	A	B
MD 5 at Woody Terrace	835	1,001	A	B
MD 5 at Pine View Lane	840	1,126	A	B
MD 223 at site access	Future	--	--	--
MD 223 at Old Branch Avenue/Brandywine Road	1,348	1,318	D	D
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the "Guidelines", delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

No approved developments are identified in the study area for the purpose of developing background traffic. Given the major growth just outside of the study area, a 1.5 percent annual growth rate for a period of six years has been assumed.

The intersection of MD 223 and Old Branch Avenue/Brandywine Road is programmed for improvement with 100 percent construction funding within the next six years in the current Prince George's County Capital Improvement Program (CIP), with the requirement for developer funding and, as such, it is computed into total traffic and not background traffic. The traffic study also assumes a public street connection will be constructed between MD 223 and Brandywine Road in the southwestern quadrant of this intersection, and it utilizes a diversion for this connection. A second analysis was done to evaluate the impact of background developments. The analysis revealed the following results:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 5 at Coventry Way	640	809	A
Coventry Way at Schultz Road	16.4*	20.5*	--	--
Schultz Road at Springbrook Lane	9.7*	10.4*	--	--
Schultz Road at Rockwell Drive	8.8*	9.0*	--	--
MD 5 at MD 223	1,066	1,137	B	B
MD 5 at Woody Terrace	913	1,095	A	B
MD 5 at Pine View Lane	918	1,231	A	C
MD 223 at site access	Future	--	--	--
MD 223 at Old Branch Avenue/Brandywine Road	1,473	1,441	E	D
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the "Guidelines", delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

The following critical intersections, interchanges and links identified above, when analyzed with the programmed improvements and total future traffic as developed using the "Transportation Review Guidelines, Part 1" (Guidelines) including the site trip generation as described above, operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 5 at Coventry Way	657	819	A
Coventry Way at Schultz Road	16.5*	20.8*	--	--
Schultz Road at Springbrook Lane	10.0*	10.9*	--	--
Schultz Road at Rockwell Drive	8.9*	9.0*	--	--
MD 5 at MD 223	1,077	1,149	B	B
MD 5 at Woody Terrace	937	1,108	A	B
MD 5 at Pine View Lane	942	1,245	A	C
MD 223 at site access (standards for passing are shown in parentheses)				
Delay Test (50 seconds or less)	52.2*	63.9*	Fail	Fail
Minor Street Volume Test (100 or fewer)	58	33	Pass	Pass
MD 223 at Old Branch Avenue/Brandywine Road	1,483	1,453	E	E
With Capital Improvement Project	930	1,103	A	B
*In analyzing two-way stop-controlled intersections, a three-step procedure is employed in which the greatest average delay in seconds for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume is computed and compared to the approved standards. According to the "Guidelines", all three tests must fail in order to require a signal warrant study.				

An inadequacy in both peak hours is noted in the table above at the MD 223 and Old Branch Avenue/Brandywine Road intersection. The intersection of MD 223 and Old Branch Avenue/Brandywine Road is programmed for improvement with 100 percent construction funding within the next six years in the current CIP, with the requirement for developer funding. The improvements included within the "Brandywine Road and MD 223 Intersection" project in the current CIP include the following:

- (1) On the northbound approach, three approach lanes with exclusive through, right-turn, and left-turn lanes.
- (2) On the westbound approach, three approach lanes with exclusive through and left-turn lanes and a shared through/right-turn lane.
- (3) On the eastbound approach, four approach lanes with two through lanes and exclusive right-turn and left-turn lanes.

It is determined, therefore, that the CIP project with partial developer funding will result in acceptable operations at this intersection. Therefore, the applicant will be required to provide funding toward this improvement, with the level of construction and/or financial participation to be determined in cooperation with the Prince George's County Department of Permitting, Inspections and Enforcement and/or the Prince George's County Department of Public Works and Transportation, and supplied at the time of preliminary plan of subdivision.

Plan Comments

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

The planned roadways P-509 and I-507 are depicted on the *Central Branch Avenue Corridor Revitalization Sector Plan*. P-509 is a primary roadway facility connecting existing Mimosa Avenue to MD 223. I-507 is a commercial roadway providing an east-west connection between properties on the north side of MD 223. The plan proposes the following streets:

1. An extension of Mimosa Avenue curving westward from the end of the existing street and stubbing to the property to the west.
2. Woodyard Station Road, connecting the extension of Mimosa Avenue to MD 223.
3. Road BB, a public roadway connecting the extension of Mimosa Avenue to the M-X-T zoned Parcel 148 to the north of the site.
4. Road EE, a public roadway proposed for partial dedication connecting Woodyard Station Road to the commercial property to the east of the site.

The transportation staff would deem Mimosa Avenue, Woodyard Station Road, and Road EE to meet the functional intent of P-509 and I-507 as depicted on the *Central Branch Avenue Corridor Revitalization Sector Plan*. Likewise, Road BB helps to create improved connectivity, a gridded street pattern, and a more walkable environment within the area termed the Clinton Commercial Core Focus Area and is strongly supported by the transportation staff.

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

Conclusion

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

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

MD 223 at Brandywine Road/Old Branch Avenue:

- (1) On the northbound approach, provide three approach lanes with exclusive through, right-turn, and left-turn lanes.
- (2) On the westbound approach, provide three approach lanes with exclusive through and left-turn lanes and a shared through/right-turn lane.
- (3) On the eastbound approach, provide four approach lanes with two through lanes and exclusive right-turn and left-turn lanes.

If the above-listed improvements are to be provided pursuant to the "Brandywine Road and MD 223 Intersection" project in the current Prince George's County Capital Improvement Program, the applicant shall, in cooperation with the Prince George's County Department of Permitting, Inspections and Enforcement and/or the Prince George's County Department of Public Works and Transportation, demonstrate the construction and/or financial participation. This information shall be supplied to the Transportation Planning Section at the time of preliminary plan of subdivision.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

February 12, 2020

MEMORANDUM

TO: Thomas Burke, Planner Coordinator, Urban Design Section

VIA: Sherri Conner, Supervisor, Subdivision and Zoning Section *SC*

FROM: Eddie Diaz-Campbell, Senior Planner, Subdivision and Zoning Section *EDC*

SUBJECT: Woodyard Station, CSP-19008

The subject property is located within the area of the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* and is located on Tax Map 116 in Grids C-2 and D-2. The property is 21.82 acres and consists of three parcels known as Parcel 149, Parcel 187, and Parcel 191. The three parcels are recorded in the Prince George's County Land Records at Liber 42671 Folio 394. The site has not previously been the subject of any preliminary plan of subdivision (PPS) or final plat. This conceptual site plan (CSP) proposes 119 single-family attached townhouse units; a 46-unit multifamily apartment building; a 112-unit age-restricted multifamily apartment building; and 1,000 square feet of commercial gross floor area, labeled for general office use. 122 lots and 9 parcels are proposed. The property is zoned M-X-T. The proposed development will require the approval of a PPS for the division of land and the mixed-use development proposal, in accordance with Subtitle 24.

No broad, conceptual changes are needed to the property's development pattern as currently proposed. According to the plan's parcel summary, the 9 parcels are to be used for open space, stormwater management, private roads, alleys, and recreation areas. The disposition of the parcels will be determined at the time of PPS, including whether the streets, alleys, and open space parcels are under public or private ownership and whether access to them will be public or private. The mandatory parkland dedication requirement will also be determined at the time of PPS. The street and lotting pattern shown on the plan are in general conformance with the Subdivision Regulations and will be further reviewed with the PPS.

Plan Comments

1. A preliminary plan of subdivision is required.
2. The submitted CSP contains more detail than is typically expected with a CSP. Approval of the CSP will not constitute approval of specific lot, road and/or building design which will be further evaluated at the time of PPS or DSP.

3. Parcel 187 abuts an arterial roadway, MD 223. However, the only use proposed on Parcel 187 is an entrance road for the development. No dwellings or recreation areas are located on this parcel, and no other areas proposed for development are located within 150 feet of MD 223. There are no lot depth issues.
4. Appropriate dedication for the roadways within the development, including their width and whether they will be public or private, will be determined at the time of PPS. The location of required 10-foot public utility easements (PUEs) will be determined once the disposition of the streets is known.
5. It is recommended that the opportunity for commercial development within the site be increased to create a more meaningful mixed-use environment, consistent with the M-X-T Zone purposes.
6. It is recommended that lots 1-5, Block A, be oriented to face Mimosa Avenue, in order to allow continuation of the development pattern to the west when Mimosa Avenue is extended. The east-west alley on Parcel C should be extended west to serve these lots. The orientation of units should be further evaluated at the time of PPS and DSP. be required prior to permitting.

Recommended Conditions

None.

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




THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION


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

February 11, 2020

MEMORANDUM

TO: Thomas Burke, Development Review Division

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

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

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

The following conceptual site plan was reviewed for conformance with the *Approved Countywide Master Plan of Transportation (MPOT)* and the *2013 Approved Central Branch Avenue Corridor Revitalization Sector Plan* to provide the appropriate pedestrian and bicycle transportation recommendations.

Conceptual Site Plan Number: CSP-19008

Development Case Name: Woodyard Station

Type of Master Plan Bikeway or Trail

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

Conceptual Site Plan Background	
Building Square Footage (non-residential)	1,000 square feet
Number of Units (residential)	116 attached, 158 multifamily
Abutting Roadways	Woodyard Road (MD 223)
Abutting or Nearby Master Plan Roadways	I-507, Mimosa Avenue (extended)
Abutting or Nearby Master Plan Trails	Bike lane along I-507 (planned)
Proposed Use(s)	Residential, Senior Living, General Office Space
Zoning	M-X-T,
Centers and/or Corridors	n/a
Prior Approvals on Subject Site	n/a

Previous Conditions of Approval

There are no prior approvals applicable to the subject property.

Review of Connectivity to Adjacent/Nearby Properties

The subject site is adjacent to residential properties to the north and commercial shopping centers to the east and south with no current connections.

Review of Proposed On-Site Improvements

The proposed development includes sidewalks on both sides of all internal roadways and pedestrian connections between residential and non-residential uses. These improvements create a convenient pedestrian system that meet the findings pursuant to Sec. 27-546(d)(7) and promote the reduction of automobile use pursuant to Sec. 27-542(d)(4) and the purpose of the M-X-T Zone.

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

The site is impacted by one master plan trail; a planned bike lane along I-507 at the southern portion of the site. The 2009 *Approved Countywide Master Plan of Transportation* includes the following policies regarding sidewalk construction, the accommodation of pedestrians, and the provision of Complete Streets (MPOT, p.9-10):

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.

The 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* includes the following recommendations regarding the accommodation of pedestrian and bicycle facilities (p.99):

- Design interior streets with an interconnected grid or modified grid street pattern with sidewalks and street tree planting. Provide pedestrian amenities that include trash receptacles, benches and bus shelter.
- Provide vehicular and pedestrian connectivity from Woodyard Crossing to the adjacent neighborhoods to the west.

Comment: Staff recommend that sidewalks be provided along both sides of all internal roads, excluding alleys. The internal sidewalk network will be evaluated further at the time of preliminary plan and detailed site plan. The proposed development includes an extension of Mimosa Avenue that meets the intent of the planned I-507 roadway, per the area master plan. Staff recommend bike lanes along Mimosa Avenue to fulfill the intent of the master plan.

Recommended Conditions of Approval

1. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* the applicant and the applicant's heirs, successors, and assignees shall provide the following prior to the acceptance of the first detailed site plan:
 2.
 - a. Provide continuous standard sidewalks along both sides of all internal roads, excluding alleys, unless modified by the Department of Public Works and Transportation (DPW&T) and the Department of Permitting, Inspections and Enforcement (DPIE) with written correspondence.
 - b. Provide a bike lane along Mimosa Avenue in compliance with the Department of Public Works and Transportation (DPW&T) and the Department of Permitting and Inspections and Enforcement (DPIE) standards.

February 10, 2020

MEMORANDUM

TO: Thomas Burke, Planner Coordinator, Urban Design Section, DRD

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

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

SUBJECT: **Woodyard Station; CSP-19008; TCP1-001-2020 (Woodyard Road)**

The Environmental Planning Section (EPS) has reviewed the above referenced Conceptual Site Plan (CSP) and a Type 1 Tree Conservation Plan (TCP1) stamped as received on January 3, 2020. Verbal and written comments were provided in a Subdivision Development Review Committee meeting on January 24, 2020. Revised plans were submitted on February 6, 2020. The Environmental Planning Section recommends approval of CSP-19008 and TCP1-001-2020 based on the conditions listed at the end of this memorandum.

Background

Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
NRI-033-2019	N/A	Staff	Approved	9/6/2019	N/A
CSP-19008	TCP1-001-2020	Planning Board	Pending	Pending	Pending

Proposed Activity

The applicant is requesting approval of a Conceptual Site Plan and a Type 1 Tree Conservation Plan for the construction of a mixed-use development consisting of 116 townhouse dwelling units, 26 multi-family units, 112 senior family units, and 1,000 square feet of commercial/retail space.

Grandfathering

This project is subject to the current regulations of Subtitles 24, 25 and 27 that came into effect on September 1, 2010 and February 1, 2012 because there are no previous approvals.

Site Description

This 21.80-acre site is zoned M-X-T and is located on the north side of Woodyard Road in Clinton. A review of the available information indicates that no Regulated Environmental Features (REF) are present on-site. The soil types found on-site according to the United States Department of Agriculture Natural Resources Conservation Services (USDA NRCS) Web Soil Survey

(WSS) are Beltsville-Urban Land complex, Evesboro-Downer complex, Grosstown-Hoghole-Urban land, Matapeake silt loam, Sassarfras sandy loam Urban land-Grosstown complex. Marlboro and Christiana clays do not occur on or in the vicinity of this site. According to the Sensitive Species Project Review Area (SSPRA) map received from the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP), there are no Rare, Threatened, or Endangered (RTE) species found to occur on or near this property. There is a level high location in the middle of the property and the on-site stormwater drains to the east and west of the high flat area towards the adjacent subdivision and commercial area. This site is in the Piscataway Creek watershed which flows into the Potomac River. The site has frontage on Woodyard Road, which is identified as a Master Plan Arterial Roadway and a 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*.

Master Plan Conformance

The subject property has been evaluated for conformance to the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan*, and is found to be consistent with the plan recommendations as set forth in this report.

Conformance with the Green Infrastructure Plan (2017)

Approximately 70% of the site is within the Green Infrastructure (GI) network containing Evaluation Areas. The Evaluation Area is just within the existing woodlands on-site. The previous 2005 GI plan showed no network areas on-site. The following policies support the stated measurable objectives of the County Wide Green Infrastructure Plan:

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

Note that the 2002 General Plan has been superseded by *Plan 2035*.

The TCP1 proposes to preserve woodlands along portions of the southern, western and eastern property lines. The southern and eastern preservation areas are to maintain 50-foot width existing woodland buffers from the adjacent uses.

Policy 2: Preserve, protect, and enhance surface and ground water features and restore lost ecological functions.

The current project has a valid stormwater concept plan approved under the current stormwater regulations by the Department of Permitting Inspections and Enforcement (DPIE).

Policy 3: Preserve existing woodland resources and replant woodland, where possible, while implementing the desired development pattern of the 2002 General Plan.

The current General Plan, *Plan 2035*, designates the site within ESA 2 (formerly the Developing Tier). The TCP1 proposes to preserve 0.68 acres of existing woodland as woodland buffers.

Environmental Review

Natural Resource Inventory Plan/Existing Features

A Natural Resource Inventory, NRI-033-2019, was approved on September 6, 2019, and provided with this application. The site contains no REF and 18.20 acres of woodlands. There are eight specimen trees scattered throughout the property. The TCP1 and the CSP show all the required information correctly in conformance with the NRI.

No revisions are required for conformance to the NRI.

Woodland Conservation

This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 1 Tree Conservation Plan (TCP1-001-2020) was submitted with the CSP application.

Based on the NRI submitted with this application, the total site area is 21.80 acres and contains 18.20 acres of woodlands, but the submitted TCP1 states that the total site area is 21.82 acres and contains 18.10 acres of woodlands. These numbers need to be corrected and the NRI needs to be revised or the TCP1 need to reflect the NRI numbers. The woodland conservation worksheet needs to be revised to show the corrected numbers.

The preserved woodland area along the eastern property line should be relocated north to include Specimen Tree #5 and the preservation area should be used for Stormwater Management (SWM). This layout change would increase the size of the preservation area and save a specimen tree.

Recommended Conditions: Prior to certification of the conceptual site plan, the TCP1 shall be revised as follows:

- a. Add "TCP1-001-2020" to the approval block and to the worksheet.
- b. Review the approved NRI and submitted TCP1 and revise the total site area and total woodland area to match in the woodland conservation worksheet.
- c. Revise the woodland conservation worksheet to remove the specimen tree credit.
- d. Revise the TCP1 to expand the woodland preservation area to include and save Specimen Tree #5.
- e. Have the revised plan signed and dated by the qualified professional preparing the plan.

Specimen Trees

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

The specimen tree table lists eight specimen trees that are located on-site. The eight on-site specimen trees were identified with the ratings of good (specimen trees 2, 5, and 8), fair (specimen

tree 6), and poor (specimen trees 1, 3, 4, and 7). The current design proposes to remove seven specimen trees for the development.

Review of Subtitle 25 Variance Request

A Subtitle 25 variance application, a statement of justification in support of a variance, and a tree removal plan were received for review on January 3, 2020 and dated October 4, 2019.

Section 25-119(d)(1) of the WCO contains six required findings to be made before a variance can be granted. The Letter of Justification submitted seeks to address the required findings for the removal of all eight specimen trees located on-site. Details specific to the individual trees have also been provided in the following chart.

SPECIMEN TREE SCHEDULE SUMMARY

ST #	COMMON NAME	DIAMETER (in inches) DBH	RATING	CONDITION	APPLICANT'S PROPOSED DISPOSITION	STAFF'S RECOMMENDATION
1	White Oak	58	Poor	Substantial Limb Dieback	To be removed	To be removed
2	White Oak	33	Good		To be removed	To be removed
3	White Oak	32	Poor	Major Limb Failure	To be removed	To be removed
4	White Oak	32	Poor	Major Limb Failure	To be removed	To be removed
5	Southern Red Oak	49	Good		To be removed	To remain
6	White Oak	31	Fair	Sucker Growth at Trunk, Limited Crown	To be removed	To be removed
7	Southern Red Oak	31	Poor	Dead Second Stem, Limb Dieback	To be removed	To be removed
8	White Oak	33	Good		To remain	To remain

Statement of Justification request:

A variance from Section 25-122(b)(1)(G) is requested for the clearing of seven specimen trees on-site. The site consists of 21.80 acres and is zoned M-X-T. The current proposal for this property is to develop the site with a mixed-use development consisting of 116 townhouse dwelling units, 26 multi-family units, 112 senior family units, and 1,000 square feet of commercial/retail space. This variance is requested to the WCO which requires, under Section 25-122 of the Prince George's County Zoning Ordinance, that "woodland conservation shall be designed as stated in this Division unless a variance is approved by the approving authority for the associated case." The Subtitle Variance Application form requires a Statement of Justification of how the findings are being met.

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

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

The specimen trees on-site range in condition ratings from good to poor; however, the comments provided in the specimen tree table indicate that the trees rated as fair and poor have existing conditions including sucker growth at the trunk and limited crown that would make preservation difficult given the extent of the proposed development within the M-X-T zone. Saving a tree with existing stress conditions within this development would likely end up dying due to stress and needing to be removed during or shortly after construction. The on-site specimen trees are located throughout the site, which in an M-X-T zoned property makes it difficult to preserve specimen trees and provide woodland preservation. Specimen Tree #5 is located in an area proposed for SWM and adjacent to a woodland preservation area. The site layout should be redesigned to switch the SWM and woodland preservation to preserve a Southern Red Oak, which has a 49-inch DBH Southern and a good rating.

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

The protection of an existing stressed condition specimen tree within a proposed development area would not be required to be protected in similar applications. These trees are recommended for removal to prevent the developer from coming back in the future to request the removal of a dead tree within their project limits. Specimen Tree #5 should be saved because of the good rating and an adjacent preservation area could be moved to include this tree and increase the on-site preservation area. The proposed development of the site is in keeping with similar projects within the area.

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

See criteria (B).

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

This request is not based on conditions or circumstances which are solely the result of actions by the Applicant. The removal of the specimen trees is primarily due to their health and the intense density of the development envisioned with the Sector Plan. The applicant proposes the removal of Specimen Tree #5, which is a good rated tree. Tree #5 should be saved by relocating a SWM area and preservation area to preserve a good rated tree and preserve more woodlands than presently proposed. The request to remove several of the specimen trees cannot be avoided, but the removal of Specimen Tree # 5 can be avoided by slightly redesigning the proposed SWM features.

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

This request is based on the health of the specimen trees. This request is not based on a condition relating to land or a building use on a neighboring and the intense density of the development envisioned with the Sector Plan.

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

The proposed Woodyard Station development will not adversely affect water quality because the review of the project will be subject to the requirements of the Maryland Department of the Environment (DoE), the Prince George's County Soil Conservation District (PGSCD), and the approval of a SWM concept plan by the Department of Permitting, Inspections, and Enforcement (DPIE).

Recommended Finding: The required findings of Section 25-119(d) have been adequately addressed for the removal of specimen trees numbered 1, 2, 3, 4, 6 and 7 based on the level of design information currently available, and the limits of disturbance shown on the TCP1.

Preservation of Regulated Environmental Features/Primary Management Area

The proposed application does not contain any on-site REF or Primary Management Areas (PMA).

Stormwater Management

A Stormwater Management Concept Approval Letter (# 23226-2019-00) and associated plan were submitted with the application for this site. The approval was issued on November 18, 2019 with this project from the DPIE. The plan proposes to construct 51 micro-bioretenion ponds. No SWM fee for on-site attenuation/quality control measures is required.

No further action regarding stormwater management is required with this Conceptual Site Plan review.

Erosion and Sediment Control

No information with respect to erosion and sediment control was submitted with the subject application; however, it should be noted that the site is located within a Tier II catchment area (Piscataway Creek) as designated by the Maryland Department of the Environment (DoE). Tier II streams are high quality stream segments that have an existing water quality that is significantly better than the minimum water quality standards. There is no REF located on-site of identified or the adjacent parcels; however, the Soil Conservation District may require additional or redundant erosion and sediment control devices.

Summary of Recommended Findings and Conditions

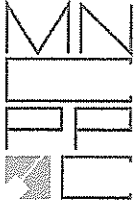
Recommended Findings:

1. Recommended Finding: The required findings of Section 25-119(d) have been adequately addressed for the removal of specimen trees numbered 1, 2, 3, 4, 6 and 7 based on the level of design information currently available, and the limits of disturbance shown on the TCP1.

Recommended Conditions:

1. Prior to certification of the conceptual site plan, the TCP1 shall be revised as follows:
 - a. Add "TCP1-001-2020" to the approval block and to the worksheet.
 - b. Review the approved NRI and submitted TCP1 and revise the total site area and total woodland area to match in the woodland conservation worksheet.
 - c. Revise the woodland conservation worksheet to remove the specimen tree credit.
 - d. Revise the TCP1 to expand the woodland preservation area to include and save Specimen Tree #5.
 - e. Have the revised plan signed and dated by the qualified professional preparing the plan.

If you have any questions concerning these comments, please contact me at 301-952-4534 or by e-mail at alwin.schneider@ppd.mncppc.org.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: February 12, 2020

TO: Thomas Burke, Senior Planner
Urban Design Section
Development Review Division
Planning Department

VIA: Alvin McNeal, Acting Deputy Director *AYM*
Administration and Development *2/12/2020*
Department of Parks and Recreation

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

SUBJECT: **CSP-19008, Woodyard Station**

The staff of the Department of Parks and Recreation (DPR) has reviewed and evaluated the above referenced Conceptual Site Plan (CSP) for conformance with the requirements and recommendations of the 2013 Approved Subregion 5 Master Plan and Sectional Map Amendment, County Council Resolution CR-13-2018, the Approved Central Branch Avenue Corridor Revitalization Sector Plan, the Land Preservation, Parks and Recreation Program (LPPRP) for Prince George's County, and the Formula 2040 Functional Master Plan for Parks, Recreation and Open Space, as they pertain to public parks and recreational facilities.

FINDINGS:

The subject property is located north of Woodyard Road (MD Route 223) midway between Old Branch Avenue and Branch Avenue (MD Route 5) in Clinton,

Maryland. It consists of three M-X-T (Mixed Use - Transit Oriented) zoned parcels (Parcels 149, 187 & 191) for a total of 21.82 acres. The applicant is proposing 119 townhomes, a 46-unit multi-family building, 112-unit senior-family facility and 1,000 square feet of commercial/retail space at this location. Located approximately in the middle of this proposed development is a half-acre central green area with recreational facilities, which will serve as the focal point for the community. In addition, smaller (less than a quarter-acre) green spaces are interspersed throughout the residential portions of the development.

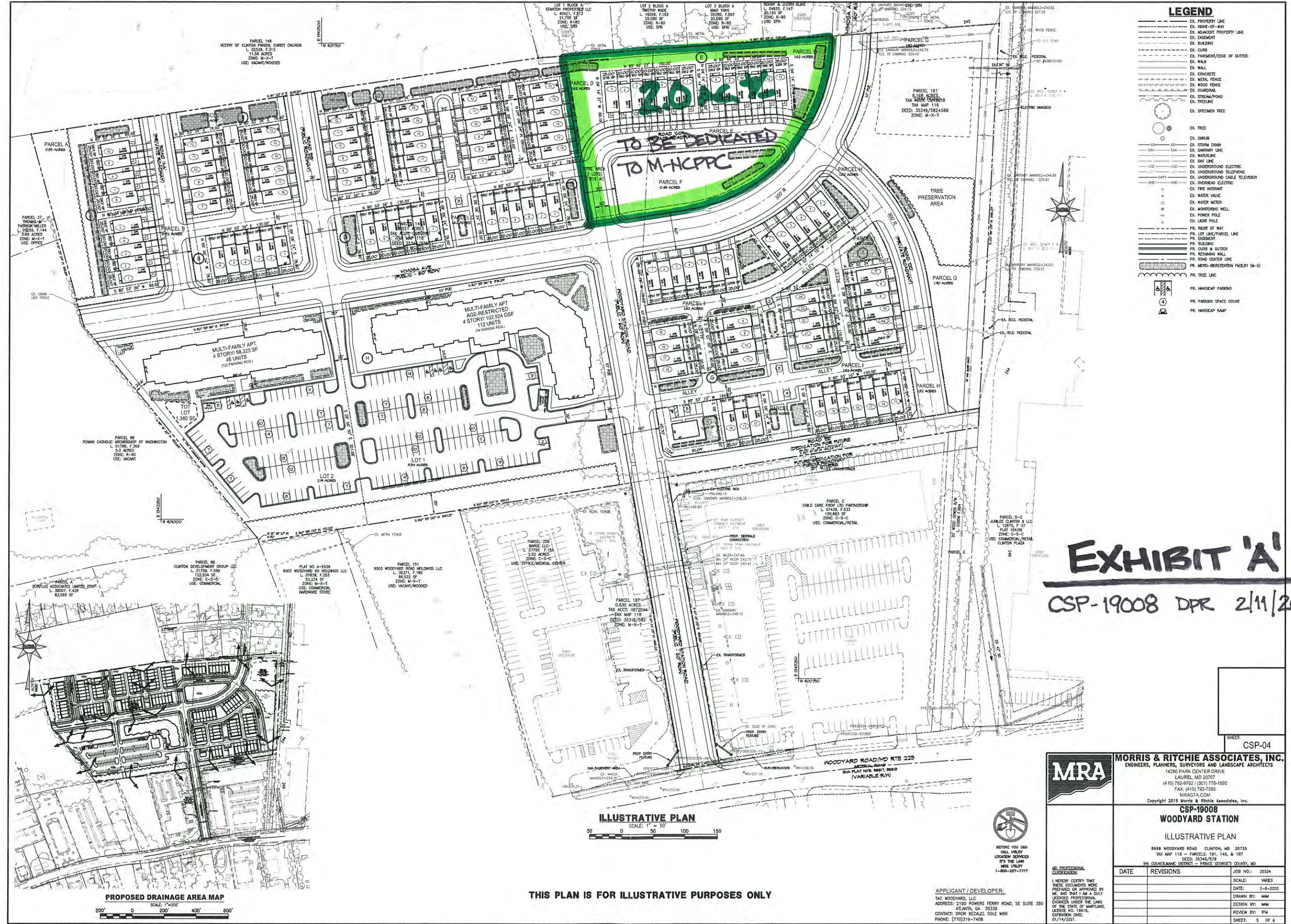
Per Section 24-134 (a) of the Prince George's County Zoning Ordinance, at the time of Preliminary Plan of Subdivision, the residential portion of this development will be subject to the mandatory dedication requirement of approximately 3.27 acres of parkland. The applicant proposes to meet this requirement by providing multiple on-site green spaces, totaling approximately less than 1 acre, located throughout the development containing various recreational facilities. However, given the relatively small green space areas and the significant need for land and recreational facilities in the surrounding community (Service Area 8) per the LPPRP, it is recommended that the applicant allocate an area for parkland dedication large enough to contain adequate on-site recreational facilities for the proposed population of the development. This area to be dedicated to M-NCPPC should be centrally located within the development to provide convenient and safe access for the residents of the proposed community.

DPR has determined that both mandatory dedication of parkland and on-site recreational facilities are appropriate for the residential portions of this development. At the time of Preliminary Plan of Subdivision, the applicant should provide both a larger park site and on-site recreational facilities to meet the mandatory dedication of parkland requirement and to serve the recreational needs of the residents within this proposed community. The final location and list of recreational amenities included will be reviewed by the Urban Design and DPR Section staff at the time of Detailed Site Plan review and approval.

RECOMMENDATION:

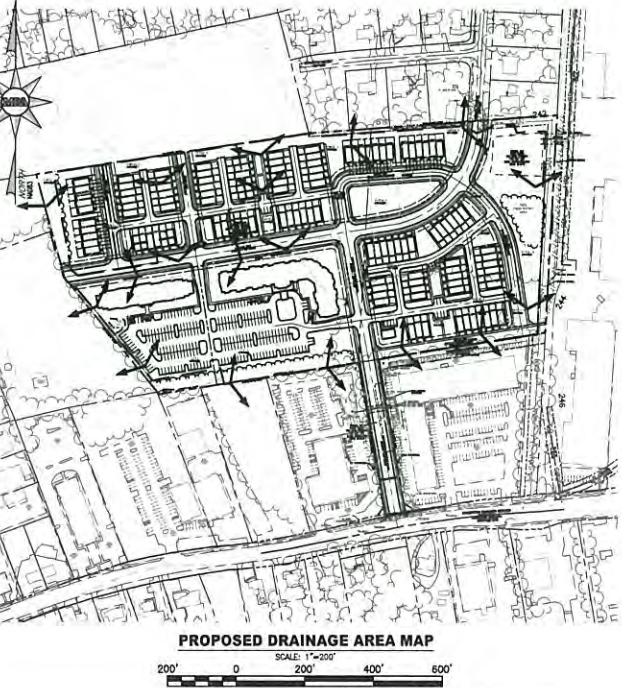
The staff of the Park Planning & Development Division of DPR recommends to the Planning Board approval of the above referenced Concept Site Plan CSP-19008, subject to the following recommendation:

At the time of Preliminary Plan of Subdivision, the applicant should allocate a larger parkland area (see DPR Exhibit 'A') and on-site recreational facilities to meet the mandatory dedication of parkland requirement and to serve the recreational needs of the residents within this proposed community.



- LEGEND**
- EX PROPERTY LINE
 - EX RIGHT-OF-WAY
 - EX ADJACENT PROPERTY LINE
 - EX EASEMENT
 - EX BUILDING
 - EX CURB
 - EX FINISH/EDGE OF OUTLET
 - EX WALK
 - EX WALL
 - EX CONCRETE
 - EX METAL FENCE
 - EX WOOD FENCE
 - EX GUARDRAIL
 - EX STREAM/POND
 - EX TRENCH
 - EX SPECIMEN TREE
 - EX TREE
 - EX SHRUB
 - EX STORM DRAIN
 - EX SANITARY LINE
 - EX WATERLINE
 - EX GAS LINE
 - EX UNDERGROUND ELECTRIC
 - EX UNDERGROUND TELEPHONE
 - EX UNDERGROUND CABLE TELEVISION
 - EX OVERHEAD ELECTRIC
 - EX FIRE HYDRANT
 - EX WATER VALVE
 - EX WATER METER
 - EX MONITORING WELL
 - EX POWER POLE
 - EX LIGHT POLE
 - PR RIGHT OF WAY
 - PR LOT LINE/PARCEL LINE
 - PR EASEMENT
 - PR BUILDING
 - PR CURB & GUTTER
 - PR RETAINING WALL
 - PR ROAD CENTER LINE
 - PR MICRO-ORIENTATION FACILITY (M-O)
 - PR TREE LINE
 - PR HANDICAP PARKING
 - PR PARKING SPACE COUNT
 - PR HANDICAP RAMP

EXHIBIT 'A'
 CSP-19008 DPR 2/11/20



ILLUSTRATIVE PLAN
 SCALE: 1" = 50'

THIS PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY



BEFORE YOU DIG
 CALL UTILITY
 LOCATOR SERVICES
 IT'S THE LAW!
 MISS UTILITY
 1-800-327-7777

APPLICANT / DEVELOPER:
 TAC WOODYARD, LLC
 ADDRESS: 2100 POWERS FERRY ROAD, SE SUITE 350
 ATLANTA, GA 30339
 CONTACT: DORR BEZALEL SOLE MBR
 PHONE: (770)319-7408

SHEET: CSP-04

MRA
MORRIS & RITCHIE ASSOCIATES, INC.
 ENGINEERS, PLANNERS, SURVEYORS AND LANDSCAPE ARCHITECTS
 14280 PARK CENTER DRIVE
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 MRACTA.COM
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CSP-19008
WOODYARD STATION
 ILLUSTRATIVE PLAN

8999 WOODYARD ROAD CLINTON, MD 20735
 TAX MAP 116 - PARCELS: 191, 143, & 187
 DEED: 35346/576
 PR. COUNCILMANIC DISTRICT - PRINCE GEORGE'S COUNTY, MD

DATE	REVISIONS	JOB NO.:	20334
		SCALE:	1"=50'
		DATE:	2-4-2020
		DRAWN BY:	MM
		DESIGN BY:	MM
		REVIEW BY:	MM
		SHEET:	6 OF 8

HEALTH DEPARTMENT

Prince George's County
Office of the Health Officer

Date: January 21, 2020

To: Thomas Burke, Urban Design, M-NCPPC

From: Adebola Adépoju, Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: CSP-19008 Woodyard Station

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan submission for Woodyard Station and has the following comments / recommendations:

1. Conversion of large areas of open space into impervious surface is proposed. Demonstrate that the site is in compliance with the County's Watershed Implementation Plan (WIP).
2. There are approximately 10 existing carry-out/convenience stores food facilities and one grocery store/market within a ½ mile radius of this site. A 2008 report by the UCLA Center for Health Policy Research found that the presence of a supermarket in a neighborhood predicts higher fruit and vegetable consumption and a reduced prevalence of overweight and obesity. The department acknowledges that Royal Farms chain facilities are designed as convenient stores; however, they do provide healthy food options such as an assortment of fresh fruits and vegetables for retail sale.
3. The applicant should consider designating space in the open space in Parcel D for recreational facilities.
4. Increased traffic volumes in the area can be expected as a result of this project.
5. Research shows that access to public transportation can have major health benefits as it contributes to good connectedness and walkability. Provide specific information related to this development project of the available and/or proposed means of connecting to neighboring communities through public transportation.
6. During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.



Angela D. Alsobrooks
County Executive

Headquarters Building
1701 McCormick Drive, Suite 200, Largo, MD 20774
Office 301-883-7834, Fax 301-883-7896, TTY/STS Dial 711
www.princegeorgescountymd.gov/health

7. During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

If you have any questions or need additional information, please contact me at 301-883-7677 or aoadepoju@co.pg.md.us.

CASE NO: CSP-19008
CASE NAME: WOODYARD STATION
PARTY OF RECORD: 24
PB DATE: 03-12-2020

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