



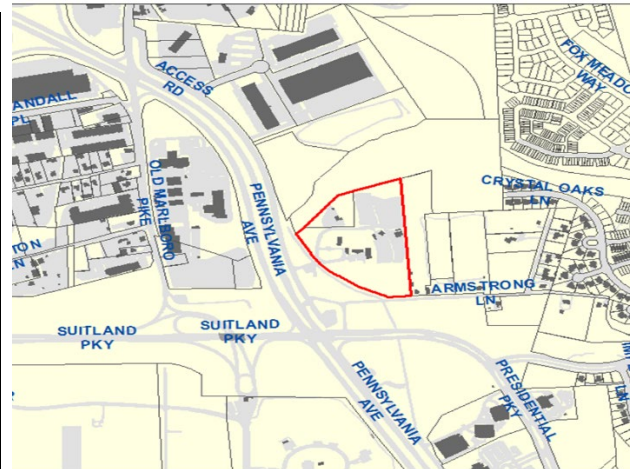
The Maryland-National Capital Park and Planning Commission  
 Prince George's County Planning Department  
 Development Review Division  
 301-952-3530

# Conceptual Site Plan Wood Property

## CSP-19007

REQUEST	STAFF RECOMMENDATION
Develop the site with 90 townhouses, hotel, and commercial uses	APPROVAL with Conditions

<b>Location:</b> At northeast corner of the intersection of Presidential Parkway and MD 4 (Pennsylvania Avenue).	
Gross Acreage:	18.092
Zone:	M-X-T/M-I-O
Dwelling Units:	90
Gross Floor Area:	255,352 sq. ft.
Planning Area:	78
Council District:	06
Election District:	15
Municipality:	N/A
200-Scale Base Map:	206SE08
<b>Applicant/Address:</b> Samuel T. Wood 2704 Cedar Drive Riva, MD 21140	
<b>Staff Reviewer:</b> Thomas Burke <b>Phone Number:</b> 301-952-4534 <b>Email:</b> Thomas.Burke@ppd.mncppc.org	



Planning Board Date:	11/21/19
Planning Board Action Limit:	11/28/19
Staff Report Date:	11/07/19
Date Accepted:	09/19/19
Informational Mailing:	04/29/19
Acceptance Mailing:	09/17/19
Sign Posting Deadline:	10/22/19

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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-19007  
Type 1 Tree Conservation Plan TCP1-011-2019  
Wood Property

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 90 one-family attached (townhouse) dwelling units, a 128-room hotel, and 15,000 square feet of commercial/retail uses.

**2. Development Data Summary:**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone(s)	M-X-T/M-I-O	M-X-T/M-I-O
Use(s)	Commercial/ Contractor's Yard	Townhouses; Hotel; Commercial/Retail
Acres	18.092	18.092
Total Gross Floor Area (sq. ft.)		255,352
Commercial GFA	-	15,000
Hotel GFA	-	80,080
Residential GFA	-	160,272
Dwelling Units Total (Townhouses)	-	90

**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 Commercial FAR	0.96 FAR**
Total FAR Proposed:	0.33 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.

\*\*The Strategies of the Town Center Fringe area of the *2007 Approved Westphalia Sector Plan and Sectional Map Amendment* sets a target for commercial and employment uses at a 0.30 FAR or greater.

- 3. Location:** The subject property is in the northeast corner of the Armstrong Lane and the Pennsylvania Avenue Service Road intersection, in Planning Area 78 and Council District 6. The project is in the Town Center Fringe area of the *2007 Approved Westphalia Sector Plan and Sectional Map Amendment* (Westphalia Sector Plan and SMA). This site is located within the Inner Horizontal Surface (Right Runway) Area D, and Noise Intensity Zone 60dbA-74dbA and 75+ dbA, of the Military Installation Overlay Zone.
- 4. Surrounding Uses:** The site is bounded to the north by vacant land in the Light Industrial Zone; to the east by vacant land in the Mixed Use-Transportation Oriented (M-X-T) Zone, which has received development approvals under the name Cabin Branch Village (CSP-13001, Preliminary Plan of Subdivision PPS 4-13005, and Detailed Site Plan DSP-16010), but has not yet been platted or developed; to the south across Armstrong Lane, by the MD 4 and Presidential Parkway interchange; and to the west by the Pennsylvania Avenue Service Road with MD 4 beyond.

5. **Previous Approvals:** The property was the subject of Zoning Map Amendment A-9976, proposing to rezone the property to the M-X-T Zone. This application was dismissed however, with the passage of Prince George’s County Council Resolution CR 66-2010, as the property was rezoned to the M-X-T Zone in February 2007, by the adoption of the Westphalia Sector Plan and SMA.
6. **Design Features:** The applicant proposes a mixed-use development consisting of residential and commercial/retail uses to include 90 townhouse units, a 128-room hotel, and a 15,000-square-foot commercial building. The commercial and hotel uses are proposed along the frontage of the Pennsylvania Avenue Service Road. The townhouses, located behind the commercial buildings, are shown to be accessed via private roads and alleys. A main public road, Road C, will extend from the Pennsylvania Avenue Service Road, between the two commercial areas, and connect to the adjacent Cabin Branch Village subdivision to the east, where the road will intersect with the master plan right-of-way, MC-634.

The plan shows two additional internal connections between the two communities on private roads. The layout of the townhouses is a grid pattern, which is a continuation of the Cabin Branch Village pattern and is a mix of front and rear load garage units, ranging from 18 to 24 feet in width. The CSP shows a private road connection from the rear of the commercial site as an additional access to the residential area. This access will need to be explored further during the PPS review of the site. In addition, the connection of Road A to the adjacent Sybil Lane, within Cabin Branch Village, should be explored at the time of PPS. Although this connection does continue the grid, there is little advantage to the circulation within the community, and the elimination of this road section may result in less impacts to woodland and specimen trees.

For proposed public Road C, the Prince George’s County Department of Public Works and Transportation and/or the Prince George’s County Department of Permitting, Inspections, and Enforcement (DPIE) may request either a private maintenance easement, or request the street be privately owned with a public use easement. These options will be reviewed at the time of PPS and DSP, similar to the process with Cabin Branch Village.

The site shows a tree preservation area along the northern boundary, which will buffer the site from the industrially zoned property to the north. Two community open space parcels are shown, both ideally located in a central area within the community. Open Space Parcels W and X of Cabin Branch Village were originally situated so that they could form the start of linear parks onto the subject site. The subject CSP however, does not show these linear parks continuing. The open space parcel configuration will be further evaluated with the PPS, and the design of the linear parks should be further evaluated at the time of DSP.

## 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, hotel, and commercial/retail 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 90 townhouse 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 an 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 90 townhouse units, a 128-room hotel, and a commercial/retail component with a maximum of 15,000 square feet of gross floor area. These proposed uses satisfy the mixed-use requirement of Section 27-547(d).

- b. Section 27-548 of the Zoning Ordinance, 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 0.33, 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.

- (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 by the M-X-T regulations.

- (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 255,352 square feet on the 18.092-acre property is 0.33. 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. Therefore, this requirement is not applicable to the subject case.

- (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 and the two non-residential uses will have direct access from a public street; however, the residential portion of the development 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 90 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 subject project does not involve the development of multifamily buildings. Therefore, this requirement is not applicable to this CSP.

- (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 CSP is in conformance with the design guidelines intended to implement the development concept recommended by the governing Westphalia Sector Plan and SMA, which was stated, as follows:

**The M-X-T Zone is approved in accordance with the sector plan recommendation for mixed-use development in the Westphalia town center fringe area. Fringe areas along Pennsylvania Avenue (MD 4) should be designed as a destination for employment with a corporate character with service and retail uses located within office and residential structures, and the potential for hotels in this area (page 88).**

Enhanced architecture that can help set the bar for quality architecture in the Westphalia Sector will be evaluated for the project at the later time of approval of a DSP for the project.

- 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, hotel, and commercial/retail uses, will provide increased economic activity proximate to MD 4 and Suitland Parkway, as well as Suitland Parkway Extended and Presidential Parkway. 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, and in close proximity to the residential and commercial uses in the proposed Cabin Branch Village, adjacent to this site. This CSP promotes the many purposes of the M-X-T Zone and contributes to the overall vision of the Westphalia Sector Plan and 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 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 the Westphalia Sector Plan and SMA, which was adopted in February 2007. As stated above, the proposed development is in conformance with the design guidelines intended to implement the development concept. 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 will be outwardly oriented toward MD 4 and the adjacent Cabin Branch Village site. 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 utilizing the Westphalia Sector Plan and SMA, Town Center Fringe design standards. The plan demonstrates compatibility with the proposed Cabin Branch Village community to the east by continuing the development pattern of that community, and seamless connectivity between the two.

- (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;**

This proposal continues the development pattern established with the adjacent Cabin Branch Village community, by providing a complementary mix of uses, arrangement of buildings, and other improvements and amenities. The mix of uses, arrangement of buildings, and other improvements and amenities will relate to the surrounding uses and 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 indicated that this project will not 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, forming a 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.**

The applicant submitted a traffic impact study (TIS) dated June 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 2012 “Transportation Review Guidelines, Part , (Guidelines)” The table below shows the intersections deemed to be critical, as well as the levels of service representing existing conditions:

<b>EXISTING CONDITIONS</b>		
<b>Intersections</b>	<b>AM</b>	<b>PM</b>
	(LOS/CLV)	(LOS/CLV)
MD 4 and Westphalia Road – Old Marlboro Pike	D/1418	E/1486
MD 4 and Suitland Parkway	F/2294	F/1984
Suitland Parkway Extended and Presidential Parkway	9.8 seconds	9.8 seconds
*Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable. If delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (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. If the CLV falls below 1,150 for either type of intersection, this is deemed to be an acceptable operating condition.		

The traffic study identified 18 background developments whose impact would affect some or all the study intersections. In addition, a growth of one percent over six years was also applied to the traffic volumes along MD 4. As part of the analysis for background conditions, two changes to the road network are being considered;

- A new two-point diamond interchange replacing the at-grade intersection at MD 4 and Suitland Parkway. This interchange is currently fully funded and under construction.
- A new two-point diamond interchange replacing the at-grade intersection at MD 4 and Westphalia Road. This intersection is currently planned but not under construction.

Both interchanges will result in the creation of a new grade-separated intersection, and two new at-grade intersections. A second analysis was done to evaluate the impact of the background developments. The analysis revealed the following results:

<b>BACKGROUND CONDITIONS</b>		
<b>Intersections</b>	<b>AM</b>	<b>PM</b>
	(LOS/CLV)	(LOS/CLV)
MD 4 SB Off Ramp & Old Marlboro Pike	A/638	A/676
MD 4 NB Off Ramp & Westphalia Road	A/651	A/424
MD 4 SB Off Ramp & Suitland Parkway	B/1120	A/542
MD 4 NB Off Ramp & Suitland Parkway	C/1227	A/790
Suitland Parkway Extended and Presidential Parkway	C/1241	C/1297
* Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable. If delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (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. If the CLV falls below 1,150 for either type of intersection, this is deemed to be an acceptable operating condition.		

Using the trip rates from the Guidelines as well as the Trip Generation Manual, 9th edition (Institute of Transportation Engineers), the study has indicated that the subject application represents the following trip generation:

		<b>AM Peak</b>			<b>PM Peak</b>		
		<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
Townhouse (Guidelines)	86	12	48	60	45	24	69
Shopping Center (ITE-820)	15,000 sq. ft.	99	60	159	64	69	133
Hotel (ITE)	128 rooms	35	25	60	39	38	77
<b>Total new trips</b>		<b>146</b>	<b>133</b>	<b>279</b>	<b>148</b>	<b>131</b>	<b>279</b>

The table above indicates that the proposed development will be adding 279 (146 in; 133 out) AM peak-hour trips and 279 (148 in; 131 out) PM peak-hour trips. A third analysis depicting total traffic conditions was done, yielding the following results:

<b>TOTAL CONDITIONS</b>		
<b>Intersections</b>	<b>AM</b>	<b>PM</b>
	(LOS/CLV)	(LOS/CLV)
MD 4 SB Off Ramp & Old Marlboro Pike	A/638	A/676
MD 4 NB Off Ramp & Westphalia Road	A/651	A/424
MD 4 SB Off Ramp & Suitland Parkway	B/1143	A/581
MD 4 NB Off Ramp & Suitland Parkway	C/1246	A/802
Suitland Parkway Extended and Presidential Parkway	C/1288	D/1381
MD 4 Service Road & Site Access 1	8.9 seconds	8.9 seconds
MD 4 Service Road & Site Access 2	9.8 seconds	9.9 seconds
MC-634 & Armstrong Lane	8.8 seconds	9.6 seconds

Based on the results shown above, the traffic study concludes the following:

- All of the critical intersections will operate adequately under total traffic conditions. The MD 4 and Westphalia Road-Old Marlboro Pike intersection, which is being replaced by a two-point diamond interchange, will operate acceptably in that future configuration.
- The TIS recommends approval with a condition requiring a pro-rata contribution into the CR-66-2010 legislation for the MD 4/Westphalia Road intersection.

Having reviewed the traffic study, staff concurs with its findings and conclusions. A trip cap consistent with the development proposed at that time will be recommended with the PPS.

One of the conclusions cited in the applicant's traffic study was the fact that with monetary contributions towards the construction of the planned interchange at the MD 4/Westphalia Road intersection, the development would meet the requirements for transportation adequacy, pursuant to Subtitle 24 of the County Code.

On October 26, 2010, the County Council approved CR-66-2010, establishing the Westphalia Public Facilities Financing and Implementation Program (PFFIP) district for the financing and construction of the MD 4/Westphalia Road interchange. Pursuant to CR-66-2010 (Sections 6, 7 and 8) staff has prepared a cost allocation table that allocates the estimated \$79,990,000 cost of the interchange to all properties within the PFFIP district. CR-66-2010 also established \$79,990,000 as the maximum cost on which the allocation can be based. The allocation for each development is based on the proportion of average daily trips contributed by each development passing through the intersection, to the total average daily trips contributed by all

the developments in the district passing through the same intersection. The ratio between the two sets of average daily trips becomes the basis on which each development's share of the overall cost is computed. This contribution will be determined at the time of the PPS.

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

The above finding is not applicable because the subject application is a CSP. This requirement will be evaluated at the time of 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 18.092 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 requirements of the Westphalia Sector Plan and SMA, Town Center Fringe. 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, TCP1-011-2019 was submitted with the CSP application.

Based on the TCP1 submitted with this application, the site contains 4.05 acres of existing woodland and has a woodland conservation threshold of 15 percent, or 2.71 acres. The woodland conservation worksheet shows the removal of 2.49 acres of woodlands for a requirement of 4.39 acres. According to the TCP1 worksheet, the requirement is proposed to be met with 1.56 acres of woodland preservation on-site, and 2.83 acres of off-site woodland conservation credits. The forest stand delineation has identified 19 specimen trees on-site, with 11 proposed for removal.

Technical corrections are required to the TCP1, which are itemized in the Recommendation section of this report.

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 from Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; Section 4.9, Sustainable Landscaping Requirements; and Section 4.10, Street Trees along Private Streets, of the Landscape Manual.
  - b. **Prince George’s County Tree Canopy Coverage Ordinance**—Subtitle 25, Division 3, 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 18.092 acres in size and the required TCC is 1.81 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 September 25, 2019 (Stabler to Burke), incorporated herein by reference, the Historic Preservation Section indicated that no historic sites, resources, or districts will be impacted by the proposed project. Due to modern disturbance on the subject property, a Phase I archeology survey is not recommended.
  - b. **Community Planning**—In a memorandum dated October 16, 2019 (McCray 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. However, pursuant to Section 27-546(d)(2), the proposed development is in conformance with the design



guidelines intended to implement the development concept recommended by the Westphalia Sector Plan and SMA.

- c. **Transportation Planning**—In a memorandum dated October 21, 2019 (Burton to Burke), the Transportation Planning Section indicated that they 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.
- d. **Subdivision Review**—In a memorandum dated October 21, 2019 (Diaz-Campbell to Burke), incorporated herein by reference, the Subdivision Review Section indicated that due to the adjacent freeway, MD 4, and proximity to Andrews Air Force Base, a Phase 1 Noise Analysis will be required prior to acceptance of a PPS. No outdoor recreation areas will be permitted within the area of 65+ dBA Ldn, as mitigated, and interior noise levels must be reduced to 45 dBA Ldn or less. Other technical conditions have been included in the Recommendation section of this report.
- e. **Trails**—In a memorandum dated October 21, 2019 (Shaffer to Burke), the trails planner provided comments, incorporated herein by reference and summarized, as follows:

Sidewalks will be required along both sides of all internal roads. The internal sidewalk network will be evaluated in more detail at the time of PPS and DSP. The site is adjacent to the Cabin Branch Village development (DSP-16010). Approved DSP-16010 shows 5-foot-wide sidewalks along both sides of the two internal roads connecting into the subject site. DSP-16010 also includes crosswalk treatments at appropriate internal intersections. Consistent treatments should be provided on the subject site and will be evaluated at the time of DSP. Lastly, DSP-16010 includes a 6-foot-wide sidewalk separated from the curb by a 5-foot landscape strip along Armstrong Lane. The same treatment is recommended along the site's frontage of Armstrong Lane.

Due to the site's location within the Westphalia Center, the case will be subject to Section 24-124.01 and the "Transportation Review Guidelines - Part 2" at the time of PPS. The scoping agreement, bicycle and pedestrian impact statement exhibit, and cost estimates for the proffered off-site improvements will be required at the time of acceptance of the PPS.

Conditions relative to these required pedestrian improvements will be addressed at the time of PPS.

- f. **Environmental Planning**—In a memorandum dated October 22, 2019 (Schneider to Burke), the Environmental Planning Section provided the following summarized comments on the subject application, incorporated herein by reference:

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

A Natural Resources Inventory, NRI-051-2016, was approved on April 21, 2016, and provided with this application. The site contains steep slopes, one stream, and its associated buffer, which comprise the primary management area (PMA). No floodplain is located on-site. There are specimen trees scattered throughout the property. The TCP1 and CSP show all the required information correctly in conformance with the NRI.

### **Specimen Trees**

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

The site contains 19 specimen trees with the ratings of good (ST-1, 2, 4, 5, 6, 7, 9, 11, 12, and 16), fair (ST-8, 10, 13, 14, 17, 18, and 19), and poor (ST-3 and 15). A Subtitle 25 variance application and a statement of justification (SOJ) dated August 2, 2019, in support of a variance were received for review on September 19, 2019. The SOJ requested the removal of 13 specimen trees; however, revised plans received October 4, 2019 show the removal of only 11 specimen trees. Staff recommends a deferment of this variance review until the required PPS, which will provide more detail with regard to the necessary infrastructure to develop the site, such as the ultimate rights-of-way, building locations, and location of stormwater management (SWM) facilities. Prior to signature approval of the CSP, the TCP1 shall be revised to provide a note below the specimen tree table to state that no variance was approved with the CSP for specimen tree removal.

At time of PPS, the applicant shall provide a condition analysis for specimen trees ST-2, ST-3, ST-4, ST-5, and ST-6 located along the northeast corner of the site. Efforts shall be made to preserve these trees and their critical root zones. This information shall be included in an updated variance request and SOJ to be submitted with the PPS.

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

The site contains regulated environmental features including a stream, the associated buffer, and steep slopes, all of which comprise the PMA. According to the TCP1, no impacts to the on-site PMA are proposed.

### **Soils**

The predominant soils found to occur according to the United States Department of Agriculture, Natural Resources Conservation Service, Web Soil Survey are the Marr-Dodon complexes and Udorthents soils. Marlboro clay and Christiana complexes are not found on or near this property.

### **Stormwater Management**

A SWM Concept Approval Letter (37486-2017-00) and associated plan were submitted with the application for this site. The approval was issued on

March 25, 2019. The concept plan shows the entire development and proposes to construct micro-bioretenion facilities, bioswales, and drywells. A SWM fee of \$21,750.00 for on-site attenuation/quality control measures is required.

- g. **Prince George’s County Department of Parks and Recreation (DPR)**—At the time of the writing of this technical staff report, DPR did not offer comments on the subject application.
  - h. **Prince George’s County Fire/EMS Department**—At the time of the writing of this technical staff report, the Fire/EMS Department did not offer comments on the subject application.
  - i. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated October 24, 2019 (Giles to Burke), DPIE provided comments on the subject application, incorporated herein by reference, including that the CSP is consistent with the approved SWM Concept Plan 37486-2017, dated March 25, 2019.
  - 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**—At the time of the writing of this technical staff report, the Health Department did not offer comments on the subject application.
  - l. **Maryland State Highway Administration (SHA)**—At the time of the writing of this technical staff report, SHA did not offer comments on the subject application.
11. Based on the foregoing and as required by Section 27-276(b)(1) of the Zoning Ordinance, the CSP, if approved with the proposed conditions below, represents a reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
12. As required by Section 27-276(b)(4) for approval of a CSP, based on the level of design information currently available, the limits of disturbance shown on the TCP1 and the impact exhibits, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible. However, these impacts should be reduced to the extent practicable and re-evaluated in greater detail at the time of PPS.

## 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-19007 and Type 1 Tree Conservation Plan TCP1-011-2019, for the Wood Property, subject to the following conditions:

1. Prior to certificate approval of the conceptual site plan (CSP), the following revisions shall be made or information provided:
  - a. Provide a separate floor area ratio tabulation for the commercial/retail uses.
  - b. Correct the existing water category/sewer category to W-4/S-4 and the proposed water category/sewer category to W-3/S-3.
  - c. Give Sybil Lane the designation Road F to match its designation within the Cabin Branch Village development.
  - d. Revise the CSP sheet to remove all detailed information and present a conceptual plan only.
  - e. Remove parking tabulations from the site plan.
  - f. Revise the Type 1 tree conservation plan (TCP1) as follows:
    - (1) Add "TCP1-011-2019" to the approval block and to Line 6 of the worksheet.
    - (2) Add "CSP-19007" to the Development Review Division number column in the approval block.
    - (3) Revise the specimen tree labels to a bold font to provide a clearer view of the tree number.
    - (4) Add a limit of disturbance symbol on the plan view and on the legend.
    - (5) Remove the proposed tree line symbol from the plan.
    - (6) Revise the specimen tree table to show all trees to be saved.
    - (7) Add a note below the specimen tree table stating, "No variance to remove specimen trees has been approved as part of CSP-19007."
    - (8) Have the revised plan signed and dated by the qualified professional preparing the plan.
2. Prior to acceptance of the preliminary plan of subdivision, provide a continuation of the linear parks consistent with those approved in the adjacent Cabin Branch development.

ITEM: 7

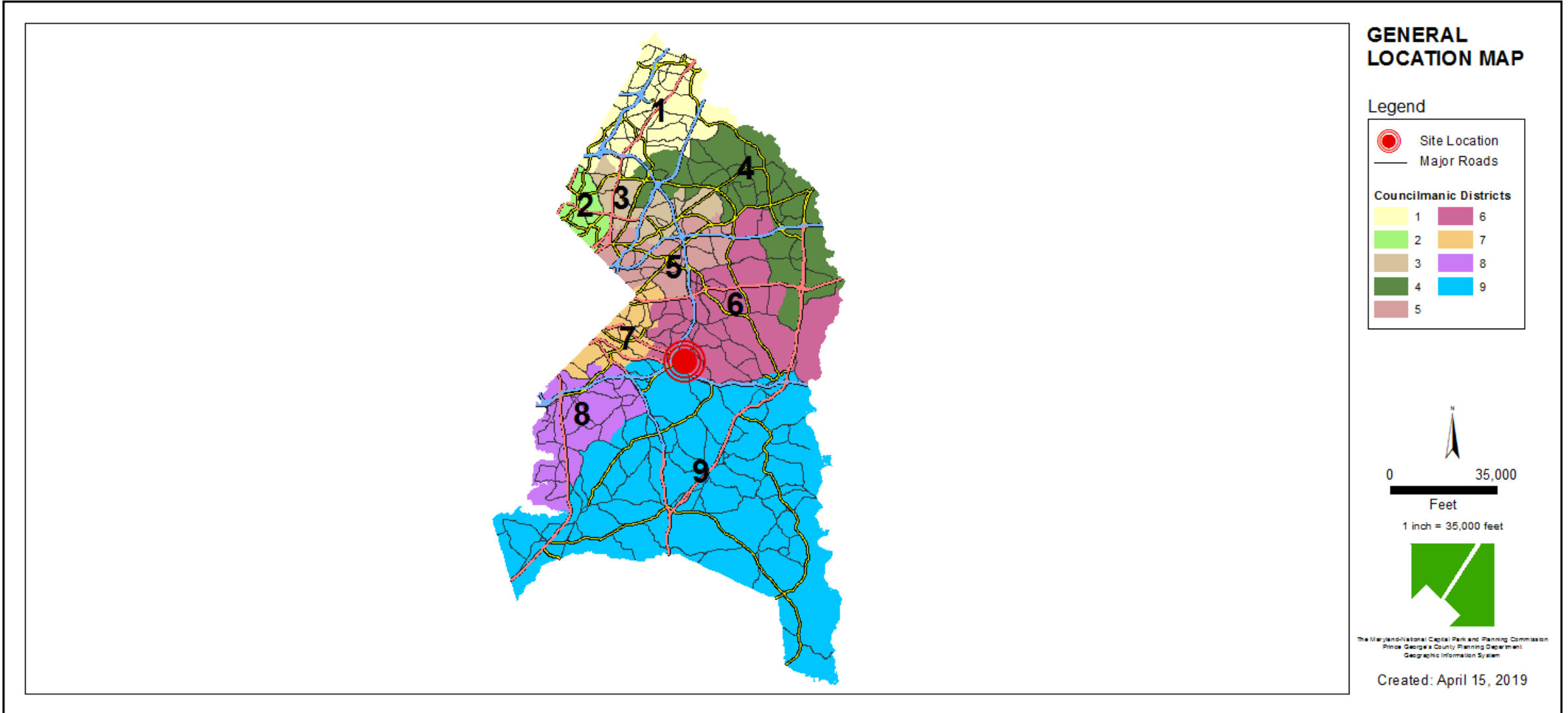
CASE: CSP-19007

# WOOD PROPERTY

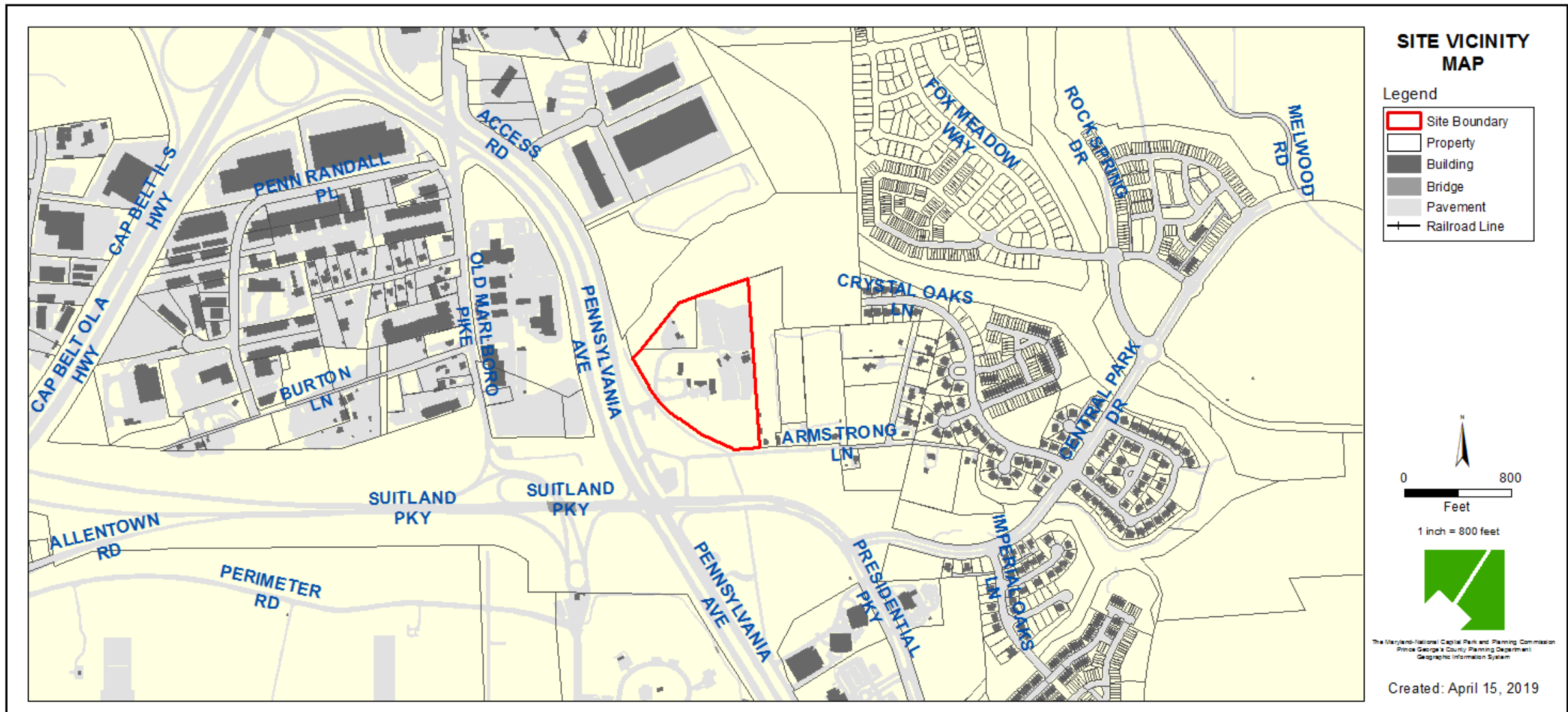
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



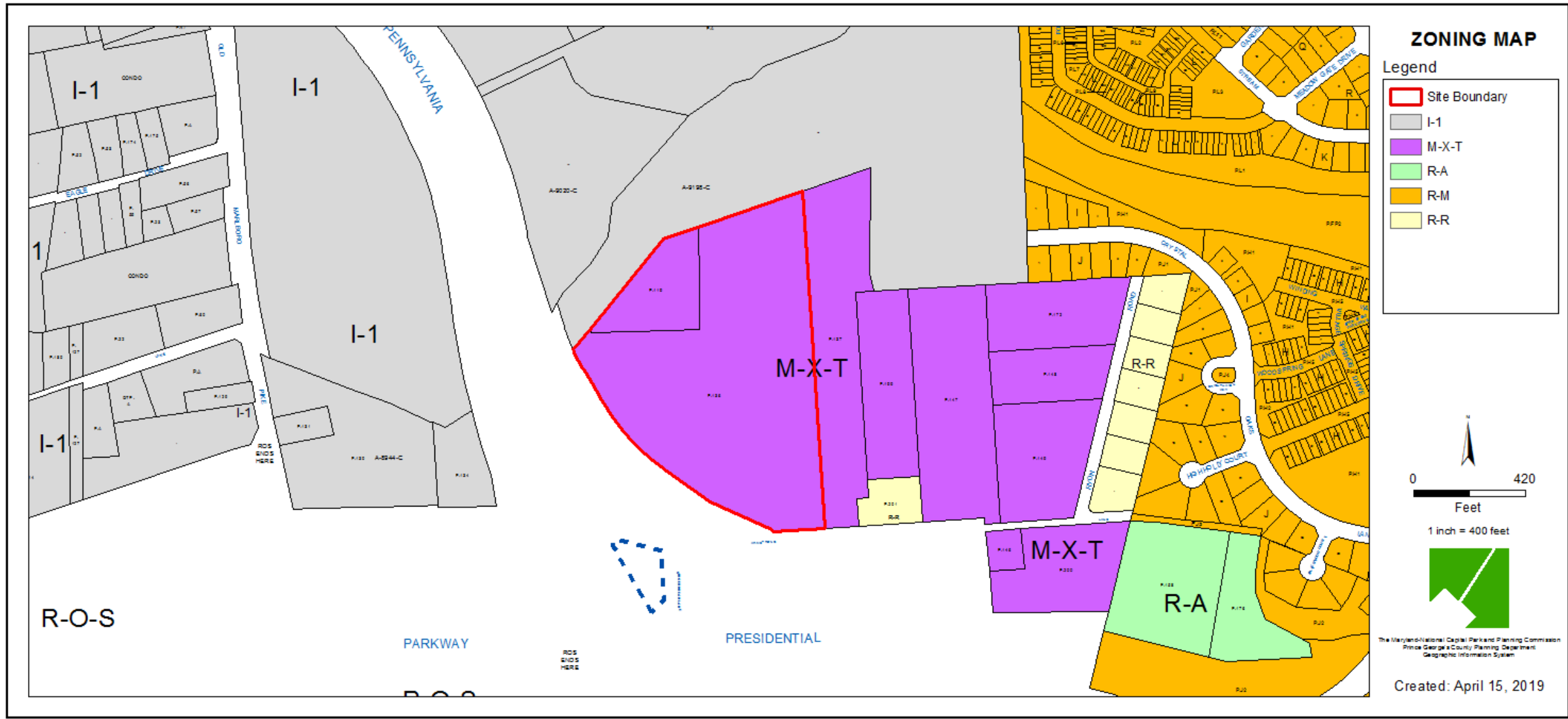
# GENERAL LOCATION MAP



# SITE VICINITY



# ZONING MAP





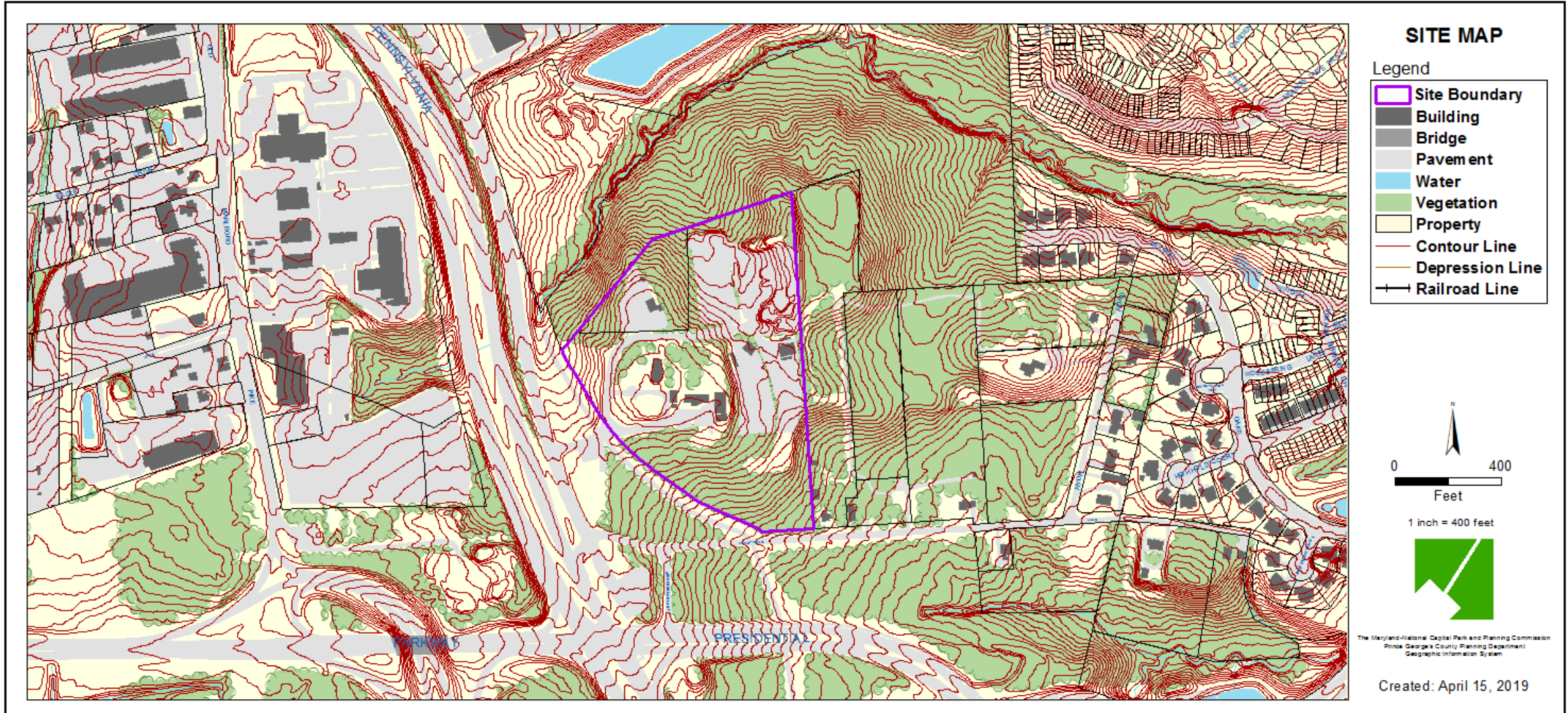
# OVERLAY MAP



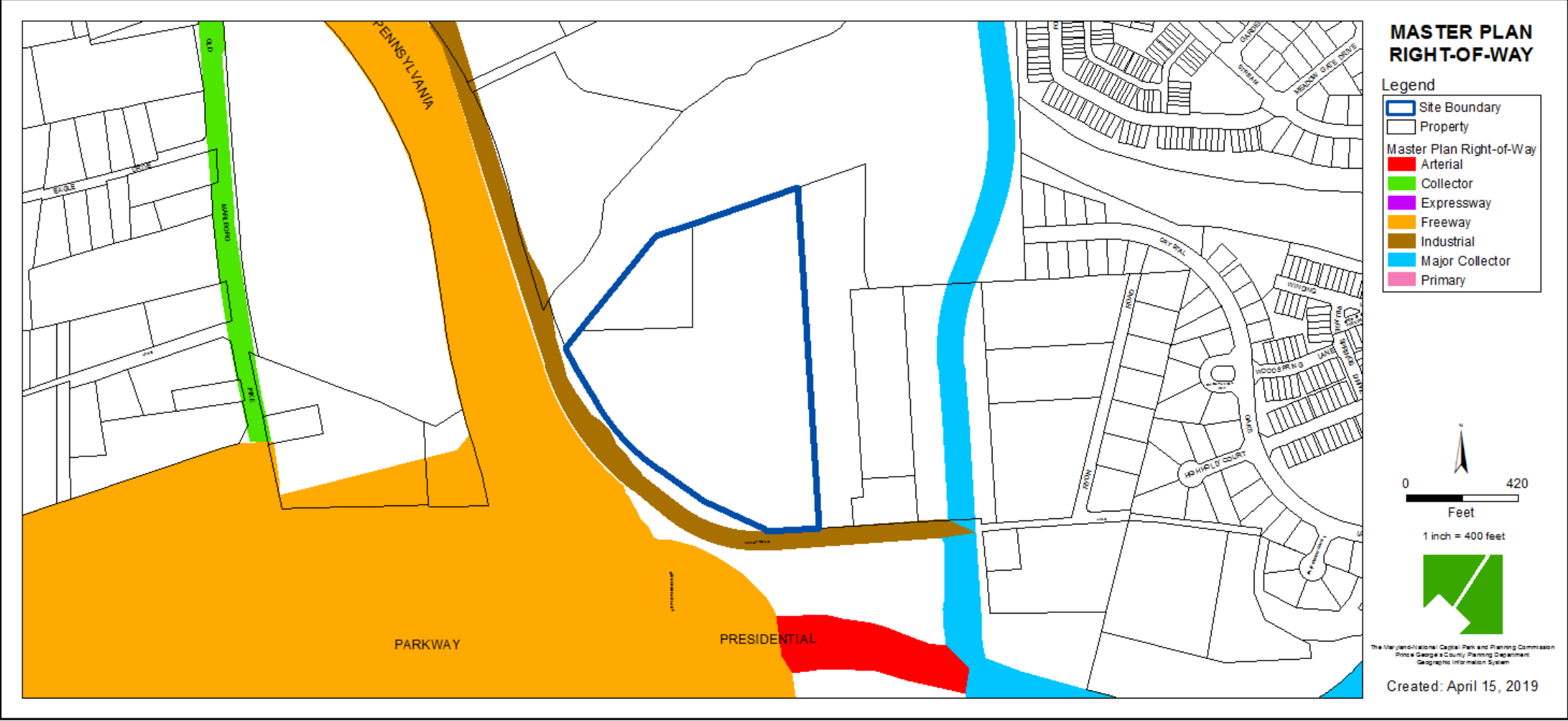
# AERIAL MAP



# SITE MAP



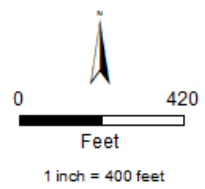
# MASTER PLAN RIGHT-OF-WAY MAP



### MASTER PLAN RIGHT-OF-WAY

#### Legend

- Site Boundary
- Property
- Master Plan Right-of-Way**
- Arterial
- Collector
- Expressway
- Freeway
- Industrial
- Major Collector
- Primary

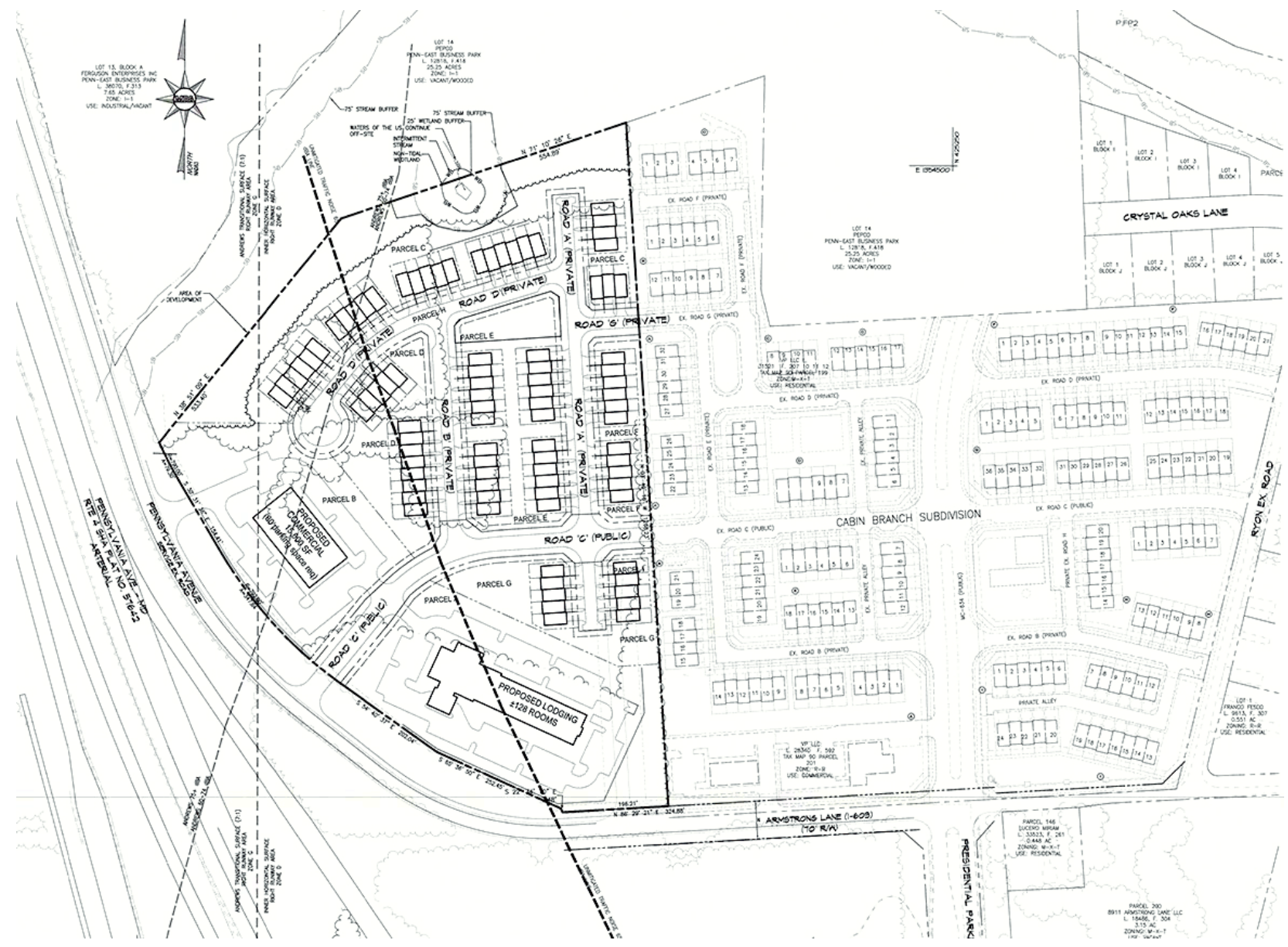


Created: April 15, 2019

# CONCEPTUAL SITE PLAN



# ILLUSTRATIVE SITE PLAN WITH NEIGHBORING DEVELOPMENT





# MORRIS & RITCHIE ASSOCIATES, INC.

ENGINEERS, ARCHITECTS, PLANNERS, SURVEYORS,  
AND LANDSCAPE ARCHITECTS



October 25, 2019

M-NCPPC-Development Review Division  
Maryland-National Capital Park and Planning Commission  
14741 Governor Oden Bowie Drive  
Upper Malboro, Maryland 20772

Re: **Wood Property, CSP-19007**  
Statement of Justification

The Subject Property, Parcel 136, measures 18.092 acres and is partially wooded with various commercial contractor yard tenants in various states of vacating the property. The property is also impacted by ongoing utility locating and construction activity related to MSHA's MD Route 4 expansion project. We are proposing a concept site plan that includes a mix of uses, in keeping with its M-X-T zoning, and similar in nature to the adjacent Cabin Branch Village CSP-13001 approved in 2014. Our proposal for CSP-19007 contains a mix that includes 87 townhouses and two retail pad sites, one that contains a hotel and the other proposes a commercial pad.

The site is located at 8600 Pennsylvania Avenue in Upper Marlboro, Maryland and is currently zoned M-X-T. The subject property is located near the site of a future interchange to be constructed at the current lighted intersection of Route 4/Pennsylvania Avenue and Presidential Parkway. Our property is bound by Armstrong Lane to the south and west, a service road running parallel to Route 4 that currently provides access to the site and will continue to do so after the interchange construction is finished. The site was rezoned from I-1 to M-X-T in accordance with the sector plan recommendation for properties located in the town center fringe area per the Westphalia SMA on 3-22-94. Some of the original property area was recently taken for the construction of the future interchange at Pennsylvania Avenue and Armstrong lane. To the north of the property is The Penn East Business Park which is buffer from our site by a wooded stream valley. To the east is the previously mentioned Cabin Branch development (CSP-13001).

- Per M-NCPPC Review comments, we are addressing Division 2 Specific Mixed-Use Zones, Subdivision Section 27-544 – Regulations below:
  1. Except as provided in Subsections (b) and (c) of this Section, additional regulations concerning the location, size, and other provisions for all buildings and structures in the M-X-T Zone are as provided for in Divisions 3 and 4 of this Part, General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.

*-We have adhered to all sections and divisions as mentioned above and as further defined below. All uses (Division 3) are by-right uses for the M-X-T zone so we have not directly addressed that Division. Each Division 4 requirement is addressed line by line. We meet both the Off Street Parking and Loading requirements as well as the Landscape Manual as shown. No signage is proposed at this time.*
  2. Except as otherwise specified in this Division, where an approved Conceptual Site Plan imposes certain regulations related to the location, density, coverage, and

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height of improvements that are intended to implement recommendations for mixed-use development within a comprehensive master plan or general plan, such standards shall provide guidance for the development regulations to be incorporated into the Detailed Site Plan.

*-We have adhered to all regulated site constraints meeting requirements such as density, coverage, and height of improvements as can be expected at this early stage of conceptual design without actual architecture. All proposed uses are permitted under M-X-T zoning by right.*

3. For property placed in the M-X-T Zone through a Sectional Map Amendment or through a Zoning Map Amendment intended to implement land use recommendations for mixed-use development recommended by a Master Plan or Sector Plan that is approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, 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 a referenced exhibit of record for the property shall provide guidance for the development regulations to be incorporated into the Conceptual Site Plan. The limitations on the lot size and lot width requirements in Section 27-548(h) shall not apply.

*-Our property was placed in the M-X-T zone through a Sectional Map Amendment intended to implement land use recommendations for mixed-use development recommended by the Westphalia Sector plan, which was adopted in February 2007. The property in question was rezoned per PA 77, 78 SMA.*

4. Notwithstanding the provisions of Section 27-270, a grading permit may be issued as long as it is in conformance with an approved Conceptual Site Plan.

*-This will be covered at time of Detailed Site Plan. The CSP submission as submitted is very detailed due to being designed for a Site Development Concept Plan for SWM (which is approved). The plan is not expected to vary greatly other than using more detailed architecture.*

- Per M-NCPPC Review comments, we are addressing Division 4 – Regulations. We did not need to address Division 3 Regulations, allowed uses, due to the fact that all uses we are proposing on the site are permitted by right in the M-X-T zone.

1. Maximum floor area ratio (FAR) ranges from 0.40 FAR without the use of optional method of development and 8.00 FAR with the use of the optional method of development (provision of amenities).

*- We are providing a residential use on the site exceeding 20 units (bonus incentive 4) which is worth 1.0 FAR, so we would be able to develop up to FAR 1.4. We are proposing a FAR of 0.33 based on conceptual footprints as shown. See newly added FAR tabulation chart on the cover page for our calculations.*

2. 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.

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*-Although we may show more than one use per lot, we are proposing each use being placed on individual lots with one lot containing lodging and one lot containing commercial development. There will be 87 townhouses, each proposed on its own individual lot.*

3. 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.

*-Our plan is detailed, showing the dimensions of the buildings proposed and no heights shall exceed the allowed height regulations. The units as shown however are conceptual in nature and all totals will be re-evaluated at time of Detailed Site Plan submission.*

4. 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.

*We have met all requirements of the Prince George's County Landscape Manual including bufferyard plantings (schedule 4.7-1) and screening from roadways (schedule 4.2-1). The adjacent parcel is also zoned M-X-T and matches the subject property in type of development and density and only requires a buffer where the lodging is proposed. We also meet the Residential Requirements (Schedule 4.1-2), the street tree requirements (Schedule 4.10-1), the Parking Lot Interior planting requirements (Schedule 4.3-2) and the native plant requirements (Schedule 4.9-1). We have met the requirements of the Tree Canopy Coverage Schedule for Section 25-128 as well. All charts are shown with landscaping tabulated in this plan set.*

5. 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 (Definitions)). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.

*-As previously mentioned, we are proposing a FAR of 0.33 based on conceptual footprints as shown. See newly added FAR tabulation chart on the cover page for our calculations.*

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

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*-We are only proposing one Public Right-of-way on site and, although we can by code, we are not infringing on it in any way. The rest of the roads on site shall be private and will have no air space infringements as well.*

7. 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.

-Each commercial lot as shown has frontage on and direct vehicular access to a public street. All proposed townhouses have frontage on and direct vehicular access to a private street that meets the design regulations of a standard Prince George's County 50' Right-of-way.

8. 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.

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.

*-We meet all design standards as listed above with the proposed townhouses as shown. Minimum lot sizes as proposed are measure at minimum about 1800 SF, in excess of the 1,200 called for in the zoning code. We have added a note to the cover page that "at least sixty percent (60%) of the full front facades of all proposed townhouse facades shall be constructed of brick, stone, or stucco per m-x-t requirements". We have not exceeded 8 units in a string of townhouses, and mostly average about 6 units creating more gaps throughout the community for landscaping and SWM. The minimum building width of 22' as proposed exceeds the minimum allowed by 4'. We have provided sidewalks on both sides of all public and private streets and parking lots as shown.*

9. 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.

*-We are not proposing any multifamily buildings although we are proposing a lodging use which is shown as 4 stories which will not exceed 110 feet.*

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

*-The M-X-T zone is to be designed with an integrated network of streets, sidewalks, and open space and should give priority to public space and may include hotel uses (there is no percentage restriction applied to the hotel uses). The community should contain additional, linked open space in the form of squares, greens and parks that are accessible, visible, safe and comfortable. Some of these open spaces should be bordered by buildings and be visible from streets and buildings. We are providing two open spaces, one to be planted pretty heavily and serve as a screen from the hotel to the adjacent townhouses, and the other being a square facing both units and a public right-of-way. Our site has a loop road network with two short courts. We are proposing to integrate our development with the adjacent approved Cabin Branch Development with 2 proposed roadway connections.*

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(703) 674-0161

*The Westphalia Small Area Plan lists the Town Center Fringe requirements as being developed as a “distinct and cohesive district of commercial, office, employment, and institutional uses in campus like settings that are separate from the core and have a “greener” character and setting by abutting parkways, parks, and green space fronting” MD 4 in this case. We have designed all developments along the MD4 frontage to include landscaping or buffering to minimize the appearance of large building facades or parking lots, per the Prince George’s County Landscape Manual.*

*We are providing a mix of uses for this site development that mirrors the mix that was approved on the adjacent Cabin Branch property. The adjacent 24.5 acre Cabin Branch CSP was approved with two commercial retail pad sites and 206 single family attached units (townhouses). Our proposed uses include lodging, 15,000 SF of commercial space, and 87 front-loaded townhouse units. See The Development Summary Chart on the CSP cover pages for a tabulated breakdown, based on proposed lot sizes and a FAR tabulation chart as well..*

We only request one variance, a Variance from Sec. 25-122(b)(1)(G) “Removal of specimen, champion or historic trees” for The Wood Property, CSP-17002. A separate letter, application, and completed checklist to justify this variance has been included with the resubmitted forest conservation plan. To summarize, we are maintaining all specimen trees within the NRI delineated woodland located along the north perimeter of the property. The specimen trees we are showing to be removed are located within mowed lawn with no developed understory underneath, are in poor condition, or are centrally located on the site and cannot be saved.

All other design features are within the parameters allowed by the standard M-X-T zone including proposed use types, we are meeting the Landscape Manual requirements, we are exceeding the offstreet parking requirements found under Part 11 of Prince George’s County subtitle 27, and we will provide forest conservation for the site disturbance, a portion of this requirement likely off-site.

Due to the limited number of variances we are asking for, our plan proposes a design that both matches the approved adjacent development and works within the parameters of the M-X-T zone, and our plan honoring the intention of the Westphalia Small Area Plan, we are asking for CSP approval. In addition, our proposal to provide a hotel and commercial use we feel would be well-received in this area due to the proximity of Joint Base Andrews, the proximity to the adjacent proposed interchange, and the lack of similar commercial uses in the Cabin Branch CSP plan. Both of the proposed commercial uses serve the visiting population in and around Joint Base Andrews, as well as serving the community at large.

Respectfully,  
**MORRIS & RITCHIE ASSOCIATES, INC.**

Michael A. Mitchell, RLA, AICP, LEED AP  
Senior Landscape Architect

P:\PROJ\18689 Wood Property\Documents\Submittal\Conceptual Site Plan\2019-06-07-Response to comments

14280 Park Center Dr., Abingdon, MD 20707 (410) 792-9792 Fax: (410) 792-7395 www.mragta.com

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September 25, 2019

**MEMORANDUM**

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

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

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

**SUBJECT: CSP-19007: Wood Property**

**Findings**

The subject property comprises 18.09 acres located at the intersection of Presidential Parkway and Route 4 (Pennsylvania Avenue) at 8600 Pennsylvania Avenue. The subject application proposes the development of 87 townhomes, a 128-room hotel, and a commercial pad site. The subject property is Zoned M-X-T.


The subject property was recorded on a Determination of Eligibility form in 2014 which documented that the property appears to have been a farm with a gravel mining operation from the 1930s through 1960s. The subject property was determined not eligible for inclusion in the National Register of Historic Places. No Prince George's County Historic Sites, Resources, or Districts will be impacted by the proposed project. Due to modern disturbance on the subject property, a Phase I archeology survey is not recommended.

Historic Preservation staff recommends approval of CSP-19007 without conditions.

October 16, 2019

## MEMORANDUM

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

VIA: Scott Rowe, AICP, CNU-A, Supervisor, Long-Range Planning Section, AD  
Community Planning Division  
David A. Green, Master Planner, Community Planning Division 

FROM: Andrew McCray, Senior Planner, Long-Range Planning Section, Community Planning AM Division

SUBJECT: **CSP-19007, Wood Property**

## FINDINGS

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

Community Planning Division staff finds that, pursuant to Section 27-546(d)(2) Site of the Zoning Ordinance, the proposed development is in conformance with the design guidelines intended to implement the development concept recommended by the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment*.

## BACKGROUND

**Application Type:** Conceptual Site Plan in the Westphalia Sector Plan.

**Location:** 8600 Pennsylvania Avenue, Upper Marlboro; the northeast quadrant of the Pennsylvania Avenue/Presidential Parkway Intersection

**Size:** 18.092 acres

**Existing Uses:** Partially wooded with various commercial contractor yard tenants.

**Proposal:** Develop the site with Residential (87 Townhomes) and Commercial (128-room Hotel, Gas Station).

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

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

**Master Plan:** The 2007 *Approved Westphalia Sector Plan* recommends Town Center Fringe land uses on the subject property. In addition, the Sector Plan also makes the following recommendations that affect the subject property:

“The M-X-T Zone is approved in accordance with the sector plan recommendation for mixed-use development in the Westphalia town center fringe area. Fringe areas along Pennsylvania Avenue (MD 4) should be designed as a destination for employment with a corporate character with service and retail uses located within office and residential structures, and the potential for hotels in this area.” (Sector Plan page 88)

**Planning Area:** 78

**Community:** Westphalia and Vicinity

**Aviation/MIOZ:** This application is located within the Inner Horizontal Surface (Right Runway) Area D, and Noise Intensity Zone 60db-74db, of the Military Installation Overlay Zone (MIOZ).

This application is not located within an Aviation Policy Area (APA).

**SMA/Zoning:** The 2016 *Approved Military Overlay Zoning Map Amendment* retained the subject property into the Mixed-Use Transportation-Oriented Zone and superimposed the Military Installation Overlay (M-I-O) Zone.


c: Long-range Agenda Notebook





October 21, 2019

**MEMORANDUM**

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

VIA:  Tom Masog, Transportation Section, Countywide Planning Division

FROM:  Glen Burton, Transportation Section, Countywide Planning Division

SUBJECT:  **CSP-19007: Wood Property MXT**

The Transportation Planning Section has reviewed the conceptual site plan (CSP) for the above referenced property. The 18-acre, M-X-T-Zoned property is located on the northeast quadrant of the intersection of MD 4 and Suitland Parkway-Suitland Parkway extended. The subject application proposes a development consisting of a mix of residential and commercial/retail uses.

**Traffic Study Analyses**

The applicant submitted a traffic impact study (TIS) dated June 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 "Transportation Review Guidelines - Part 1- 2012". The table below shows the intersections deemed to be critical, as well as the levels of service (LOS) representing existing conditions:

EXISTING CONDITIONS		
Intersections	AM	PM
	(LOS/CLV)	(LOS/CLV)
MD 4 and Westphalia Road - Old Marlboro Pike	D/1418	E/1486
MD 4 and Suitland Parkway	F/2294	F/1984
Suitland Parkway Extended and Presidential Parkway	9.8 seconds	9.8 seconds
<p>*Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable. If delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (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. If the CLV falls below 1,150 for either type of intersection, this is deemed to be an acceptable operating condition.</p>		

The traffic study identified 18 background developments whose impact would affect some or all the study intersections. Additionally, a growth of one percent over six years was also applied to the traffic volumes along MD 4. As part of the analysis for background conditions, two changes to the road network are being considered;

- A new two-point diamond interchange replacing the at-grade intersection at MD 4 and Suitland Parkway. This interchange is currently fully funded and under construction.
- A new two-point diamond interchange replacing the at-grade intersection at MD 4 and Westphalia Road. This intersection is currently planned but not under construction.

Both interchanges will result in the creation of a new grade-separated intersection, and two new at-grade intersections. A second analysis was done to evaluate the impact of the background developments. The analysis revealed the following results:

<b>BACKGROUND CONDITIONS</b>		
<b>Intersections</b>	<b>AM</b>	<b>PM</b>
	(LOS/CLV)	(LOS/CLV)
MD 4 SB Off Ramp & Old Marlboro Pike	A/638	A/676
MD 4 NB Off Ramp & Westphalia Road	A/651	A/424
MD 4 SB Off Ramp & Suitland Parkway	B/1120	A/542
MD 4 NB Off Ramp & Suitland Parkway	C/1227	A/790
Suitland Parkway Extended and Presidential Parkway	C/1241	C/1297
* Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable. If delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (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. If the CLV falls below 1,150 for either type of intersection, this is deemed to be an acceptable operating condition.		

Using the trip rates from the "Guidelines" as well as the *Trip Generation Manual, 9th edition* (Institute of Transportation Engineers), the study has indicated that the subject application represents the following trip generation:

		<b>AM Peak</b>			<b>PM Peak</b>		
		<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
Townhouse (Guidelines)	86	12	48	60	45	24	69
Shopping Center (ITE-820)	15,000 Sq. Ft.	99	60	159	64	69	133
Hotel (ITE)	128 rooms	35	25	60	39	38	77
<b>Total new trips</b>		<b>146</b>	<b>133</b>	<b>279</b>	<b>148</b>	<b>131</b>	<b>279</b>

The table above indicates that the proposed development will be adding 279 (146 in; 133 out) AM peak-hour trips and 279 (148 in; 131 out) PM peak-hour trips. A third analysis depicting total traffic conditions was done, yielding the following results:

<b>TOTAL CONDITIONS</b>		
<b>Intersections</b>	<b>AM</b>	<b>PM</b>
	(LOS/CLV)	(LOS/CLV)
MD 4 SB Off Ramp & Old Marlboro Pike	A/638	A/676
MD 4 NB Off Ramp & Westphalia Road	A/651	A/424
MD 4 SB Off Ramp & Suitland Parkway	B/1143	A/581
MD 4 NB Off Ramp & Suitland Parkway	C/1246	A/802
Suitland Parkway Extended and Presidential Parkway	C/1288	D/1381
MD 4 Service Road & Site Access 1	8.9 seconds	8.9 seconds
MD 4 Service Road & Site Access 2	9.8 seconds	9.9 seconds
MC-634 & Armstrong Lane	8.8 seconds	9.6 seconds

Based on the results shown above, the traffic study concludes the following:

- All of the critical intersections will operate adequately under total traffic conditions. The MD 4 and Westphalia Road-Old Marlboro Pike intersection which is being replaced by a two-point diamond interchange, will operate acceptably in that future configuration.
- The TIS recommends approval with a condition requiring a pro-rata contribution pursuant to the CR-66-2010 legislation for the MD 4/Westphalia Road intersection.

**Westphalia Public Facilities Financing and Implementation Program (PFFIP)**

One of the conclusions cited in the applicant's traffic study was the fact that with monetary contributions towards the construction of the planned interchange at the MD 4/Westphalia Road intersection, the development would meet the requirements for transportation adequacy, pursuant to Subtitle 24 of the County Code.

On October 26, 2010, the County Council approved CR-66-2010, establishing a PFFIP district for the financing and construction of the MD 4/Westphalia Road interchange. Pursuant to CR-66-2010 (Sections 6, 7 and 8) staff has prepared a cost allocation table (Table) that allocates the estimated \$79,990,000 cost of the interchange to all properties within the PFFIP district. CR-66-2010 also established \$79,990,000 as the maximum cost on which the allocation can be based. The allocation for each development is based on the proportion of average daily trips (ADT) contributed by each development passing through the intersection, to the total ADT contributed by all the developments in the district passing through the same intersection. The ratio between the two sets of ADT becomes the basis on which each development's share of the overall cost is computed.

**Staff Review and Comments:**

Having reviewed the traffic study, staff concurs with its findings and conclusions. While the results show adequate levels-of-service for the future at-grade intersections at the MD 4/Westphalia Road-Old Marlboro Pike intersection, the interchange is not likely to be built within the foreseeable future. Until the interchange is built, and pursuant to CR-66-2010, developer contributions will be collected by the County to provide interim improvements. These improvements will not provide a level-of-service (LOS) that falls within the LOS D adequacy threshold. Consequently, this applicant will be required to provide a pro-rata contribution. A trip cap consistent with the development proposed at that time will be recommended with the preliminary plan of subdivision (PPS).

**Master Plan, site review**

The property is in an area where the development policies are governed by the *Approved Westphalia Sector Plan* and Sectional Map Amendment, 2007, as well as the *Approved Countywide Master Plan of Transportation*, November 2009. One of the recommendations from the master plans was the construction of an industrial road (I-603), whose terminal points are beyond the limits of this property. The alignment of I-603 is accurately depicted on the site plan within the recommended 100 feet of right-of-way. All other aspects of the site regarding access and layout are deemed to be acceptable.

**TRANSPORTATION STAFF FINDINGS**

The application analyzed is a CSP of a mixed-use residential and commercial development consisting of hotel, townhouses and commercial. Based on trip rates from the "Guidelines" as well as the *Trip Generation Manual, 9th edition* (Institute of Transportation Engineers), this development will be adding 279 (146 in; 133 out) AM peak-hour trips and 279 (148 in; 131 out) PM peak-hour trips.

As referenced in the applicant's June 2019 traffic study, the proposed development will impact several existing and future intersections deemed critical to the development. All the intersections, except for the MD 4 and Westphalia Road-Old Marlboro Pike intersection will operate adequately as defined in the "Guidelines". However, pursuant to the provisions of CR-66-2010, this development is eligible to be a part of the Westphalia PFFIP, where the applicant can provide monetary contribution in lieu of off-site road improvements. This contribution will be determined at the time of the preliminary plan phase of this development.

The subject property is located within the 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:

- a. **Links and signalized intersections:** Level-of-service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better;
- b. **Unsignalized intersections:** The Highway Capacity Manual procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed an unacceptable operating condition at unsignalized intersections.

In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

**TRANSPORTATION STAFF CONCLUSIONS**

Based on preceding findings, the Transportation Planning Section determines that pursuant to Section 27-546 of the code, the plan conforms to the required findings for approval of the CSP from the standpoint of transportation.

October 21, 2019

MEMORANDUM

TO: Thomas Burke, Urban Design Section

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

FROM: Eddie Diaz-Campbell, Subdivision Section *EDC*

SUBJECT: Wood Property, CSP-19007

The subject property is located within the area of the 2007 *Westphalia Approved Sector Plan and Sectional Map Amendment* and is located on Tax Map 90 in Grids C-2 and C-3. The property is 18.09 acres and consists of two legal acreage parcels, Parcels 119 and 136, which have not previously been the subject of any preliminary plan of subdivision (PPS) or final plat. This conceptual site plan (CSP) proposes 87 townhouse residential lots, a 128-room hotel, and 15,000 square feet of undetermined commercial use. The property is zoned M-X-T and all the known proposed uses are permitted under the zoning. The proposed development will require the approval of a PPS in accordance with Subtitle 24.

The development adjoins a project in the M-X-T Zone known as Cabin Branch Village (CSP-13001; 4-13005; and DSP-16010) which has received several approvals but has not yet been platted. The two developments are similar in terms of proposed uses, lotting pattern, and building layout. However, the developments differ because the Wood Property is in the Town Center Fringe land use area while Cabin Branch Village is in the Medium-Density Residential land use area, as shown on Map 4 of the 2007 *Westphalia Sector Plan* (page 19). The applicant should be aware of the differing policies, strategies, and design principles of the Sector Plan affecting these land use areas. In particular, rear-loaded driveways are recommended.

As shown on the CSP, the two developments (Cabin Branch Village and the Wood Property) share three points of proposed cross-access at Waller Tree Way (Road 'C'), Tina Lane (Road 'G') and Sybil Lane (no designation). Within the subject site, Waller Tree Way is proposed to be a public street while Tina Lane and Sybil Lane are proposed to be private streets. There is potential for one more cross-access point at Commercial Parcel 2 within Cabin Branch Village. A cross-access easement was approved at this location with the PPS for Cabin Branch Village. However, this connection may not be feasible based on the grading and retaining wall proposed for the hotel. In addition, for the portion of Waller Tree Way within the subject property, the Department of Public Works and Transportation (DPW&T) and/or the Department of Permitting, Inspections, and Enforcement (DPIE) may request either a private maintenance easement, or request the street be privately owned with a public use easement which will be verified at the time of PPS. It is noted that for Cabin Branch Village these same two options were considered, and while the first was adopted at the time of the PPS (4-13005), the second was adopted at the time of the DSP

(DSP-16010) after the operating agency (DPIE) would not accept a public dedication. See Finding 10 of DSP-16010, where Condition 16 of 4-13005 is addressed.

In addition to the road connections between Cabin Branch Village and the subject site, there is a potential open space connection on the north and south sides of Waller Tree Way. Open Space Parcels W and X of Cabin Branch Village were originally situated so that they could form the start of linear parks onto the subject site. The CSP for the subject site shows these linear parks continuing on the southern portion of Parcel E, Parcel F, and the northern and western portions of Parcel H. The linear parks are not of uniform width, and narrow to about 15 feet wide at their narrowest point (on the south side of Waller Tree Way). However, the CSP does show a terminus for the linear parks with a new recreation area shown on the western portion of Parcel H. The open space parcel configuration will be further evaluated with the PPS and the design of the linear parks should be further evaluated at the time of DSP.

No broad, conceptual changes are needed to the Wood Property's street and lotting pattern as they are currently proposed. However, the street and lotting pattern will be further reviewed with the PPS.

### Plan Comments

1. A preliminary plan of subdivision is required.
2. The applicant should be aware that their submitted CSP contains far more detail than is typically expected with a CSP, and that approval of the CSP will not constitute approval of design features that need to be further evaluated at the time of PPS or DSP.
3. If an amendment is needed to the *2007 Westphalia Approved Sector Plan and Sectional Map Amendment* in order to allow for the proposed street layout and consequent driveway accesses from the townhouse lots, it must be adopted prior to application for a PPS.
4. Prior to acceptance of a PPS, a Phase 1 Noise Analysis will be required, due to the adjacent freeway MD 4 and proximity to Andrews Air Force Base. No outdoor recreation areas will be permitted within the area of 65+ dBA Ldn, as mitigated, and interior noise levels must be reduced to 45 dBA Ldn or less.
5. The properties are located within water and sewer category 4. An administrative amendment to the 2008 Water and Sewer Plan must be approved, to advance the water and sewer category from 4 to 3, prior to final plat.
6. Road 'C', which is a continuation of the roadway through Cabin Branch Village, should be labeled to be a private street with a public use easement.
7. State Highway Administration (SHA) temporary construction easements exist on the site. The applicant should ensure these are no longer needed by the SHA.
8. A 10-foot public utility easement (PUE) will be required along the Pennsylvania Avenue Service Road frontage in addition to the PUEs proposed interior to the site.
9. Streets connectivity with the abutting Cabin Branch Village approved development and any necessary easements will be further evaluated with the PPS in order to allow cross access onto homeowner association private street parcels.

## Recommended Conditions

1. Prior to certification, the Conceptual Site Plan shall be revised to address the following:
  - a. Include in the General Notes column the proposed and maximum FAR.
  - b. Correct the existing water category/sewer category to "W-4/S-4" and the proposed water category/sewer category to "W-3/S-3"
  - c. Give Sybil Lane the designation Road 'F' to match its designation within the Cabin Branch Village development.
  - d. On the land use diagram, show the new proposed recreation area on Parcel H with a "community open space" bubble.
2. Prior to acceptance of the preliminary plan of subdivision, a Phase 1 Noise Analysis shall be submitted.

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



October 21, 2019

**MEMORANDUM**

TO: Thomas Burke, Development Review Division

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

SUBJECT: **Conceptual Site Plan Review for Master Plan Trail Compliance**

The following conceptual site plan (CSP) was reviewed for conformance with the *Approved Countywide Master Plan of Transportation (MPOT)* and/or the appropriate area master plan in order to provide the appropriate recommendations.

Conceptual Site Plan Number: CSP-19007

Name: Wood Property

Type of Master Plan Bikeway or Trail

Municipal R.O.W.*	<u>      </u>	Public Use Trail Easement	<u>      </u>
PG Co. 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>      </u>
Sidewalks	<u>  X  </u>	Trail Access	<u>      </u>

\*If a master plan trail is within a city, county, or state right-of-way, an additional two - four feet of dedication may be required to accommodate construction of the trail.

The Transportation Planning Section has reviewed the CSP application referenced above for conformance with the 2009 *Approved Countywide Master Plan of Transportation* and/or the appropriate area master/sector plan in order to implement planned trails, bikeways, and pedestrian improvements. Staff recommendations based on current or proposed conditions are also included in this memo.

**Background:**

The subject application proposes a mix of uses in the M-X-T Zone including 87 townhouse-units, a hotel and a commercial pad site. There are no master plan trails issues included in either the 2007 *Approved Westphalia Sector Plan* and sectional map amendment (area plan) or the 2009 *Approved Countywide Master Plan of Transportation* that impact the subject site. However, the MPOT includes several policies related to pedestrian access and the provision of sidewalks.

The Complete Streets Section includes the following policies regarding sidewalk construction and the accommodation of pedestrians and provision of Complete Streets:

**Policy 1:**

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

**Policy 2:**

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

**Comment:** Sidewalks will be required along both sides of all internal roads. The internal sidewalk network will be evaluated in more detail at the time of preliminary plan and detailed site plan (DSP). The site is adjacent to the Cabin Branc Village Development (DSP-16010). Approved DSP-16010 shows five-foot wide sidewalks along both sides of the two internal roads connecting into the subject site. DSP-16010 also includes crosswalk treatments at appropriate internal intersections. Consistent treatments should be provided on the subject site and will be evaluated at the time of DSP. Lastly, DSP-16010 includes a six-foot wide sidewalk separated from the curb by a five-foot landscape strip along Armstrong Lane. The same treatment is recommended along the site's frontage of Armstrong Lane.

Due to the site's location within the Westphalia Center, the case will be subject to Section 24-124.01 and the "Transportation Review Guidelines – Part 2" at the time of preliminary plan. The scoping agreement, Bicycle and Pedestrian Impact Statement (BPIS) exhibit and cost estimates for the proffered off-site improvements will be required at the time of acceptance of the preliminary plan.

### **Conclusion**

1. Prior to acceptance of the conceptual site plan (CSP), the following revisions shall be made, or information shall be provided:
  - a. Standard sidewalks shall be provided along both sides of all internal roads, excluding alleys.
  - b. A six-foot wide sidewalk with a five-foot wide landscaped buffer along the site's entire frontage of Armstrong Lane, unless modified by the Department of Permitting, Inspections and Enforcement/Department of Public Works and Transportation.
  - c. Sidewalk connection from the end of Road D to the proposed commercial space.
2. Prior to acceptance of the preliminary plan of subdivision, the application package shall include, the exhibit and cost estimate for the required off-site improvements and the BPIS scoping agreement shall be submitted pursuant to Section 24-124.01.

Countywide Planning Division  
Environmental Planning Section

301-952-3650

October 22, 2019

**MEMORANDUM**

TO: Thomas Burke, Planner Coordinator, Urban Design Section

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

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

SUBJECT: **Wood Property – 8600 Pennsylvania Avenue; CSP-19007 and TCP1-011-2019**

The Environmental Planning Section (EPS) has reviewed the above referenced Conceptual Site Plan (CSP) and a Type 1 Tree Conservation Plan (TCP1) stamped as received on September 19, 2019. Verbal comments were provided in a Subdivision Development Review Committee (SDRC) meeting on October 4, 2019. A revised CSP plan was received on October 18, 2019.

The Environmental Planning Section recommends approval of CSP-19007 and TCP1-011-2019 based on the conditions listed at the end of this memorandum.

**Background**

Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
NRI-051-2016	N/A	Staff	Approved	4/21/2016	N/A
CSP-19007	TCP1-011-2019	Planning Board	Pending	Pending	Pending

**Proposed Activity**

The applicant is requesting approval of a Conceptual Site Plan and a Type 1 Tree Conservation Plan (TCP1-011-2019) for the construction of a mixed-use development consisting of townhome units, and commercial office and 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 tree conservation plan approvals for this site and the project requires a new preliminary plan of subdivision.

## **Environmental Review**

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

A Natural Resource Inventory, NRI-051-2016, was approved on April 21, 2016, and provided with this application. The site contains steep slopes, one stream and its associated buffer which comprise the Primary Management Area (PMA). No Floodplain is located on-site. There are specimen trees scattered throughout the property. The TCP1 and the CSP show all the required information correctly in conformance with the NRI.

No revisions are required for conformance to the NRI.

### **Woodland Conservation**

This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 1 Tree Conservation Plan (TCP1-011-2019) was submitted with the CSP application.

Based on the TCP1 submitted with this application, the site contains 4.05 acres of existing woodland and has a woodland conservation threshold of 2.71 acres (15 percent). The Woodland Conservation Worksheet shows the removal of 2.49 acres of woodlands for a requirement of 4.39 acres. According to the TCP1 worksheet the requirement is proposed to be met with 1.56 acres of woodland preservation on-site, and 2.83 acres of off-site woodland conservation credits. The Forest Stand Delineation (FSD) has identified 19 specimen trees on-site. This application proposes the removal of 11 specimen trees.

### **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 site contains 19 specimen trees with the ratings of good (specimen trees 1, 2, 4, 5, 6, 7, 9, 11, 12, and 16), fair (specimen trees 8, 10, 13, 14, 17, 18, and 19), and poor (specimen trees 3 and 15).

### **Review of Subtitle 25 Variance Request**

A Subtitle 25 variance application and a statement of justification dated August 2, 2019 in support of a variance were received for review on September 19, 2019. The statement of justification requests the removal of 13 specimen trees; however, revised plans received October 4, 2019 show the removal of only 11 specimen trees. Staff recommends a deferment of this review until the required Preliminary Plan of Subdivision, which will provide more detail with regard to the necessary infrastructure to develop the site, such as the ultimate rights-of-way, building locations and location of stormwater management (SWM) facilities. Prior to signature approval of the CSP, the TCP1 shall be revised to provide a note below the specimen tree table to state that no variance was approved with the CSP for specimen tree removal.

At time of preliminary plan, the applicant shall provide a condition analysis for specimen trees ST-2, ST-3, ST-4, ST-5, and ST-6 located along the northeast corner of the site. Efforts shall be made to preserve these trees and their critical root zones. This information shall be included in an updated variance request and statement of justification to be submitted with the preliminary plan application.

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

The site contains Regulated Environmental Features (REF) including a stream, its buffer and steep slopes which comprise the Primary Management Area (PMA). According to the TCP1, no impacts to the on-site PMA are proposed.

### **Soils**

The predominant soils found to occur according to the United States Department of Agriculture, Natural Resources Conservation Service (USDA NRCS), Web Soil Survey (WSS) are the Marr-Dodon complexes and Udorthents soils. Marlboro clay and Christiana complexes are not found on or near this property.

### **Stormwater Management**

A Stormwater Management Concept Approval Letter (# 37486-2017-00) and associated plan were submitted with the application for this site. The approval was issued on March 25, 2019 with this project from the DPIE. The concept plan shows the entire development and proposes to construct micro-bioretenion facilities, bioswales and drywells. A stormwater management fee of \$21,750.00 for on-site attenuation/quality control measures is required.

No additional information is required regarding Stormwater Management (SWM) with this application.

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

#### **Recommended Findings:**

1. Based on the level of design information currently available, a determination for the removal of specimen trees cannot be made at this time. Staff acknowledges that the removal of specimen trees may be necessary to develop the site; however, the limit of disturbance may change with the preliminary plan application.
2. Based on the level of design information currently available which shows no proposed impacts, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible.

#### **Recommended Conditions:**

1. Prior to certification of the conceptual site plan, the TCP1 shall be revised as follows:
  - a. Add "TCP1-011-2019" to the approval block and to Line 6 of the worksheet.
  - b. Add "CSP-19007" to the DRD number column in the approval block.
  - c. Revise the specimen tree labels to a bold font to provide a clearer view of the tree number.
  - d. Add a limit of disturbance symbol on the plan view and on the legend.
  - e. Remove the proposed tree line symbol from the plan.

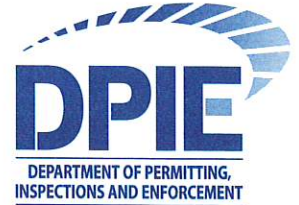
- f. Revise the specimen tree table to show all trees to be saved.
- g. Add a note below the specimen tree table stating, "No variance to remove specimen trees has been approved as part of CSP-19007."
- h. Have the revised plan signed and dated by the qualified professional preparing the plan.

If you have any questions concerning these comments, please contact me at 301-883-3240 or by e-mail at [Alwin.schneider@ppd.mncppc.org](mailto:Alwin.schneider@ppd.mncppc.org).



Angela D. Alsobrooks  
County Executive


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



MEMORANDUM

October 24, 2019

**TO:** Thomas Burke, Urban Design Section  
Development Review Division, M-NCPPC

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

**RE:** Wood Property  
Conceptual Site Plan No. CSP-19007

**CR:** Armstrong Lane  
**CR:** Pennsylvania Avenue (MD 4)

In response to the Conceptual Site Plan No. CSP-19007 referral, the Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The subject property is located along the north side of Armstrong Lane on the northeast quadrant of the intersection of Presidential Parkway and Pennsylvania Avenue (MD 4).
- MD 4 is a State-maintained roadway; therefore, coordination with Maryland State Highway Administration (SHA) is required for proposed access to this site.
- A street construction permit is required to include ultimate right-of-way frontage improvements along the existing Armstrong Lane and MD 4 (70-foot right-of-way) urban commercial and industrial roadway.
- Coordination with SHA is required for frontage improvements along MD 4.
- The proposed gas station area is considered a "hot spot". A pollution prevention plan in accordance with the Maryland Department of the Environment (MDE) standards and requirements is required.
- This project will require a special utility permit for any construction of utilities in the County road right-of-way.

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

Thomas Burke  
October 24, 2019  
Page 2

- This project shall construct offsite bike and pedestrian improvements in accordance with Planning Board conditions.
- A detailed evaluation of the intersection of existing Armstrong Lane and MD 4 will be considered at the time of the permit review.
- The existing storm drain culvert located under Armstrong Lane at the southeast corner of the site is to be analyzed for adequacy.
- The proposed Conceptual Site Plan is consistent with the approved Stormwater Management Concept Plan No. 37486-2017, dated March 25, 2019.
- All improvements within the public right-of-way, as dedicated to the County, are to be in accordance with the County Code, the Department of Public Works and Transportation (DPW&T) Specifications and Standards and the Americans with Disabilities Act (ADA).
- All stormwater management (SWM) facilities/drainage systems, are to be constructed in accordance with DPW&T and the Department of the Environment's (DoE) requirements. Approvals of all facilities are required prior to permit issuance.

If you have any questions or need additional information, please feel free to contact Mr. Mariwan Abdullah, P.E., District Engineer for the area, at 301.636.2060.

MCG:AH:csw

cc: Rey de Guzman, P.E., Chief Engineer, S/RPRD, DPIE  
Rene' Lord-Attivor, Chief, Traffic Engineering, S/RPRD, DPIE  
Mariwan Abdullah, P.E., District Engineer, S/RPRD, DPIE  
Aschalew Haile, P.E., Engineer, S/RPRD, DPIE  
Yonas Tesfai, P.E., Engineer, S/RPRD, DPIE  
Wood, Samuel T., 2704 Cedar Drive, Riva, Maryland 21140  
Morris & Ritchie Associates, Inc., 14280 Park Center Drive,  
Suite A, Laurel, Maryland 20707



# **Additional Back-up**

**For**

## **CSP-19007 Wood Property**

# MEMO



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
Department of Parks and Recreation, Prince George's County

November 15, 2019

TO: Thomas Burke, Senior Planner  
Urban Design Section  
Development Review Division (DRD)  
Planning Department (PD)

VIA: Alvin McNeal, Acting Deputy Director *ACM*  
Administration and Development  
Department of Parks and Recreation (DPR)

FROM: Thomas Zyla, Landscape Architect *TZ*  
Land Acquisition/Management and Development Review Section  
Park Planning and Development Division (PP&D)  
Department of Parks and Recreation (DPR)

**SUBJECT: CSP-19007, WOOD PROPERTY**

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The staff of the Department of Parks and Recreation (DPR) has reviewed and evaluated the above referenced Conceptual Site Plan (CSP) for conformance with the requirements and recommendations of the Approved Prince George's County General Plan, Approved Westphalia Sector Plan and Sectional Map Amendment for Planning Area 78, the Land Preservation, Parks and Recreation Plan (LPPRP) for Prince George's County and the Formula 2040 Functional Master Plan for Parks, Recreation and Open Space; as policies in these documents pertain to public parks and recreational facilities.

## FINDINGS

The subject property consists of 18.09 acres of M-X-T zoned land located in the northeast quadrant of the Pennsylvania Avenue (MD 4) and Presidential Parkway in Upper Marlboro, Maryland. The applicant's CSP proposes 87 single family attached (townhouse) dwelling units, a 128-unit lodging establishment and a 15,000 sf commercial building. Using current occupancy statistics for single family dwelling units for Planning Area 78, the proposed development will result in a population of approximately 240 new residents to the community.

The Approved Westphalia Sector Plan and Sectional Map Amendment rezoned this property in 2007 to M-X-T (Mixed Use Transportation Oriented), with the anticipation that the development of this property under this zone would promote the implementation of the visions, goals and policies of the sector plan. The sector plan envisioned this property as a combination of mixed residential and commercial uses.

### **Westphalia Central Park**

The Westphalia Sector Plan goals, policies and strategies related to the Park and Recreational issues are:

- Create public and private parks, open space, and recreational facilities sufficient to meet the needs of the current and future residents of the Westphalia sector plan area.
- Create a park system consisting of 1,850 acres of public and private parks and green spaces.
- Ensure development of the parks system that result in central green spaces which serve to unite the Westphalia community and its surrounding neighborhoods.
- Designate the Westphalia Central Park and Cabin Branch Greenway as community focus areas. These parks should become a regional draw and icon for Westphalia.
- Ensure major development projects are adequately integrated into the implementation of the sector plan parks system recommendations.
- Ensure the proper financing, construction and maintenance of the proposed park system.
- Develop and finalize a comprehensive public facilities plan that includes detailed recommendations for financing mechanisms, phasing, construction and maintenance of the proposed park facilities.
- Ensure parks, streets, and public squares are all designed to accommodate community parades, festivals and other events.
- Establish a park fee of \$3,500 (in 2006 dollars) for each new dwelling unit built in the Westphalia sector plan area to fund construction of the public parks facilities recommended in the sector plan.
- Form a multi-agency public/private work group to implement the vision for the Westphalia Central Park on an expedited basis.

The Approved Westphalia Sector Plan and Sectional Map Amendment introduced the concept of a “Central Park,” a single major recreational complex serving the entire Westphalia Area. The planned Westphalia Central Park is 276 acres of open space. This Central Park will be accessible to the residents of this community through a system of roads and hiker/biker trails along existing Presidential Parkway and Central Park Drive. This large urban park will serve as a unifying community destination and an amenity for the entire Westphalia Sector Plan area. The Woods Property project is located less than a mile from Westphalia Central Park.

### **Westphalia Park Club**

The Approved Westphalia Sector Plan and Sectional Map Amendment anticipated that the implementation of much of the major recreational infrastructure for the residents within the Sector Plan will be realized through the contribution of the funds to the Westphalia Park Club for the development of the “Westphalia Central Park.” The Central Park site is suitable for providing major public recreational facilities as envisioned in the Sector Plan. By participating

into the Westphalia Park Club, the developers of the Wood Property will support the construction of the Westphalia Central Park.

The monetary contribution will provide the resources necessary to create a unique focal area in the planned community, with the surrounding developments overlooking the parkland and the roads and trails connecting to the park.

In addition to the proposed contribution from this applicant, the developers of Smith Home Farm, Westphalia Town Center, Moore Property, Cambridge Place at Westphalia and Cabin Branch Village, are committed to the implementation of the Sector Plan park system recommendations:

<u>Smith Home Farm</u> - <i>CDP-0501</i> <i>Condition #10</i>	Dedication of 127 acres of parkland dedication. Monetary contribution of \$3,500 per dwelling unit in 2006 dollars. Private recreational facilities on-site.
<u>Westphalia Town Center</u> - <i>CSP-07004</i> <i>Condition #29</i>	Monetary contribution of \$3,500 per dwelling unit in 2006 dollars. Private recreational facilities on site. Private recreational facilities in the project area
<u>Moore Property</u> - <i>CSP-07004</i> <i>Condition #29</i>	Monetary contribution of \$3,500 per dwelling unit in 2006 dollars. Private recreational facilities on-site.
<u>Cambridge Place at Westphalia</u> - <i>CSP-11003</i> <i>Condition #12</i>	Monetary contribution of \$3,500 per dwelling unit in 2006 dollars. Private recreational facilities on-site.
<u>Cabin Branch Village</u> - <i>CSP-13001</i> <i>Condition #7</i>	Monetary contribution of \$3,500 per dwelling unit in 2006 dollars. Private recreational facilities on site.

The plan for Central Park includes an array of active and passive recreational facilities within the park such as: a lake, open play areas, an amphitheater for public events, a tennis center, an adventure playground, splash pad, multi-purpose open fields and courts, a dog park, group picnic areas, formal gardens. In addition, the plan includes an extensive pedestrian, bicycle, and equestrian trail network providing recreational opportunities and connectivity to the town center and surrounding residential development..

### **Other Existing Parkland in Area**

The Woods Property is also located within one mile of the newly constructed Westphalia Community Center Park, located on Westphalia Road. The recreational facilities at this park include a 16,000 square foot Community Center, tennis court, basketball court, playground and fitness trail. The residents of this development will be able to use this community center and the recreational facilities located within the park.

## **CONCLUSION**

The DPR staff recommends that at the time of the preliminary plan of subdivision the applicant should provide private on-site recreational facilities to serve the residents within in the proposed community and make a monetary contribution into the Westphalia Park Club. The total value of the payment shall be \$3,500 per dwelling unit in 2006 dollars, as recommended by the Approved Westphalia Sector Plan and Sectional Map Amendment. Monetary contributions shall be used for construction, operation and maintenance of the public recreational facilities in the central park and/or the other parks that will serve the Westphalia Sector Plan Area.

**From:** [Mitchell, Michael](#)  
**To:** [Burke, Thomas](#)  
**Subject:** RE: Wood Property Specimen Tree Variance request  
**Date:** Tuesday, November 12, 2019 1:23:03 PM  
**Attachments:** [image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[image007.png](#)  
[image008.png](#)  
[image009.png](#)  
[image010.png](#)  
[image011.png](#)

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Thomas,

We would like to withdraw the Variance Request for specimen tree approval that was previously submitted. We had included it with the CSP submission since it appears as a standard checklist requirement however we were informed based on conceptual layout the environmental section cannot make a final determination at this time. We understand that a future date when the design is more refined, that the environmental section has the right to comment on the submission and can give a better assessment of the trees to be saved.

Please note that we have an upcoming hearing for this project (CSP-19007) scheduled for next Thursday, November 21st.

Contact me with questions.

Mike

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**Michael Mitchell, RLA, AICP, LEED AP | Senior Landscape Architect**



**MORRIS & RITCHIE ASSOCIATES, INC.**

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EXHIBIT'S LIST  
11/21/19 PGCPB REGULAR MEETING  
ITEM 7  
CSP-19007 WOOD PROPERTY

Applicant's Exhibit No. 1:

Applicant's proposed revision (1 page)

TO: DRD 11/21/19

**Wood Property**  
**Conceptual Site Plan CSP-19007**  
**November 21, 2019**

2. Prior to acceptance of the preliminary plan of subdivision, provide a continuation of the linear parks consistent with those approved in the adjacent Cabin Branch development.
  
2. ~~Prior to~~ At the time of acceptance of the preliminary plan of subdivision, ~~provide~~ demonstrate a continuation of the linear parks consistent with those approved in the adjacent Cabin Branch development.

REC'D BY PGCPB ON 11-21-19  
ITEM # 7 CASE # CSP-19007  
EXHIBIT # appex No.1