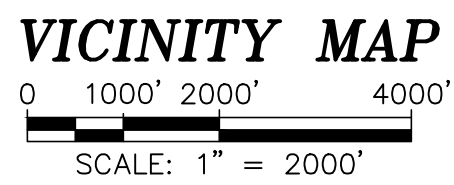




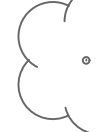

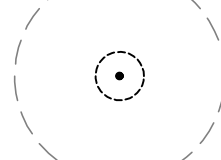


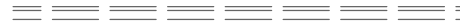

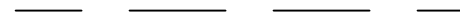
SILVER HILL APARTMENTS

4315 & 4319 SILVER HILL ROAD
SUITLAND, MARYLAND 20846



SHEET INDEX	
TITLE	SHEET
COVER SHEET	1
PRELIMINARY PLAN	2
PROPOSED LOTS & PARCELS	3

LEGEND

	PROPERTY BOUNDARY
	ADJACENT PROPERTY BOUNDARY
	EXISTING TREE
	EXISTING TREE LINE
	EXISTING SPECIMEN TREE
	EXISTING EDGE OF PAVEMENT
	EXISTING SIDEWALK
	EXISTING CURB & GUTTER
	EXISTING STRUCTURE
	EXISTING EASEMENT

NARRATIVE:

THE PROPOSED DEVELOPMENT IS LOCATED AT THE SOUTHWEST CORNER OF SILVER HILL ROAD AND SUITLAND PARKWAY, IN SUITLAND, MARYLAND 20746. THE SUBJECT SITE CONTAINS TWO PARCELS, KNOWN AS PARCEL C AND PARCEL 4. PARCEL C AND 4 ARE ZONED RMF-48 (MULTIFAMILY - RESIDENTIAL). PARCEL C IS DESIGNATED AS A RESIDENTIAL SINGLE-FAMILY DETACHED USE WITH AN AREA OF 6.17 ACRES. PARCEL 4 IS DESIGNATED AS A RESIDENTIAL SINGLE-FAMILY DETACHED USE WITH AN AREA OF 1.04 ACRES.

THE PROPERTY IS BORDERED TO THE NORTH BY SILVER HILL ROAD, TO THE WEST BY EXISTING SINGLE-FAMILY AND MULTI-FAMILY DEVELOPMENT, THE SOUTH BY SINGLE-FAMILY RESIDENTIAL LOTS, AND TO THE EAST BY SUITLAND PARKWAY AND SUMMER ROAD. THE TOPOGRAPHY OF THE SITE IS VARIABLE, WITH A STEEP INCLINE RISING FROM MAYWOOD LANE TO THE NORTH AND EAST TOWARDS SILVER HILL ROAD AND SUITLAND PARKWAY. RUNOFF FROM THE SITE EVENTUALLY DRAINS INTO AN UNNAMED TRIBUTARY TO HENSON CREEK.

THE PROPOSED DEVELOPMENT WILL INCLUDE THREE MULTI-FAMILY BUILDINGS. PARCEL C AND PARCEL 4 WILL BE COMBINED INTO ONE PARCEL FOR THIS DEVELOPMENT. THE PROPOSED DEVELOPMENT WILL INCLUDE WATER QUALITY TREATMENT AND DETENTION TO ATTENUATE THE 100-YEAR PEAK FLOW FROM THE SITE. ENVIRONMENTAL SITE DESIGN (ESD) TECHNIQUES ARE PROVIDED TO THE MAXIMUM EXTENT PRACTICABLE.

GENERAL NOTES:

1. PARCEL 1/LOT: PARCEL C
DEED REFERENCE: 50033/265
2. PARCEL 1/LOT: PARCEL 4
DEED REFERENCE: 50033/272
3. TAX MAP: 88, GRID D1
4. 200 FOOT MAP REFERENCE (WSSC): 205SE04
5. PURPOSE OF SUBDIVISION: THE SUBDIVISION WILL CONSOLIDATE THE TWO PARCELS LOCATED AT 4315 AND 4319 SILVER HILL ROAD INTO A SINGLE PARCEL FOR THE CONSTRUCTION OF THREE MULTIFAMILY BUILDINGS.
6. PRIOR APPROVALS: NR1-057-2024
7. GROSS TOTAL ACREAGE: 7.21 AC (RMF-48)
8. NET DEVELOPABLE AREA OUTSIDE OF PMA: 7.21 AC
9. ACREAGE OF ENVIRONMENTAL REGULATED FEATURES: 0.00 AC
10. ACREAGE OF 100-YEAR FLOODPLAIN: 0.00 AC
11. TOTAL AREA CALCULATION: 7.21 AC
12. ACREAGE OF ROAD DEDICATION PARCEL C: 0.00 AC
13. ACREAGE OF ROAD DEDICATION PARCEL 4: 0.01 AC
14. EXISTING ZONE (PARCEL C & 4): RMF-48 (MULTIFAMILY RESIDENTIAL)
EXISTING USE (PARCEL C): SINGLE-FAMILY DETACHED
EXISTING USE (PARCEL 4): SINGLE FAMILY DETACHED
15. PROPOSED ZONE (PARCEL 1): RMF-48 MULTIFAMILY RESIDENTIAL
PROPOSED USE PARCEL 1: MULTIFAMILY RESIDENTIAL
16. BREAKDOWN OF PROPOSED DWELLING UNIT BY TYPE (RESIDENTIAL ONLY):
TOTAL 1 BEDROOM UNITS: 112
TOTAL 2 BEDROOM UNITS: 84
TOTAL 3 BEDROOM UNITS: 54
TOTAL: 250 MULTIFAMILY DWELLING UNITS
17. DENSITY CALCULATION (RESIDENTIAL ONLY): 250 DU / 7.21 AC = ±35 DU/AC
18. MINIMUM LOT SIZE REQUIRED: 7,500 SF
MINIMUM LOT SIZE PROPOSED: ±34,067 SF
19. MINIMUM LOT WIDTH AT FRONT BUILDING LINE AND FRONT STREET REQUIRED: 75 FT
MINIMUM LOT WIDTH AT FRONT BUILDING LINE AND FRONT STREET PROPOSED: 226 FT
20. SUSTAINABLE GROWTH: Tier 1
21. MILITARY INSTALLATION OVERLAY ZONE: NO
22. EXISTING AND PROPOSED GROSS FLOOR AREA (NON-RESIDENTIAL ONLY): N/A
23. STORMWATER MANAGEMENT CONCEPT NUMBER AND APPROVAL DATE: SIF-00051-2025-SDC (IN REVIEW)
24. WATER CATEGORY EXISTING: W-3
WATER CATEGORY PROPOSED: W-3
SEWER CATEGORY EXISTING: S-3
SEWER CATEGORY PROPOSED: S-3
25. METHOD OF SEWAGE DISPOSAL: PROPOSED CONNECTION TO PUBLIC SEWER (WSSC)
26. AVIATION POLICY AREA (AIRPORT NAME AND APAG): N/A
27. MANDATORY PARK DEDICATION REQUIREMENT: MET THROUGH ONSITE AMENITIES
28. CEMETERIES ON OR CONTIGUOUS TO THE PROPERTY: NO
29. HISTORIC SITES ON OR IN THE VICINITY OF THE PROPERTY: SUTLAND PARKWAY (EAST OF SITE)
30. TYPE ONE CONSERVATION PLAN: TCP1-118-90
31. THIS SITE IS NOT LOCATED WITHIN THE CHESAPEAKE BAY CRITICAL AREA.
32. THERE ARE NON-TIDAL WETLANDS LOCATED ON/SITE PER THE APPROVED NR1-057-2024.
33. THERE ARE NO STREAMS OR PRESENT ONSITE PER THE APPROVED NR1-057-2024
34. SOILS INFORMATION WAS OBTAINED FROM THE UNITED STATES DEPARTMENT OF AGRICULTURE, NATURAL RESOURCES CONSERVATION SERVICE (USDA NRCS) WEB SOIL SURVEY BY ATCS ON 01/07/2025.
35. THIS SITE IS NOT IN OR ADJACENT TO AN EASEMENT HELD BY THE MARYLAND ENVIRONMENTAL TRUST, THE MARYLAND AGRICULTURAL LAND FUND, THE MARYLAND LAND TRUST, LANDLORDS' ORGANIZATION, OR A LAND TRUST OR ORGANIZATION.
36. HORIZONTAL DATUM IS NAD 1983(2011). VERTICAL DATUM IS NGVD 1929.

OWNER:
SILVER HILL 9, LLC
212 E MAIN STREET
SALISBURY, MARYLAND 21801

SILVER HILL 4, LLC
212 E MAIN STREET
SALISBURY, MARYLAND 21801

SILVER HILL LAND OWNER, LLC
212 E MAIN STREET
SALISBURY, MARYLAND 21801

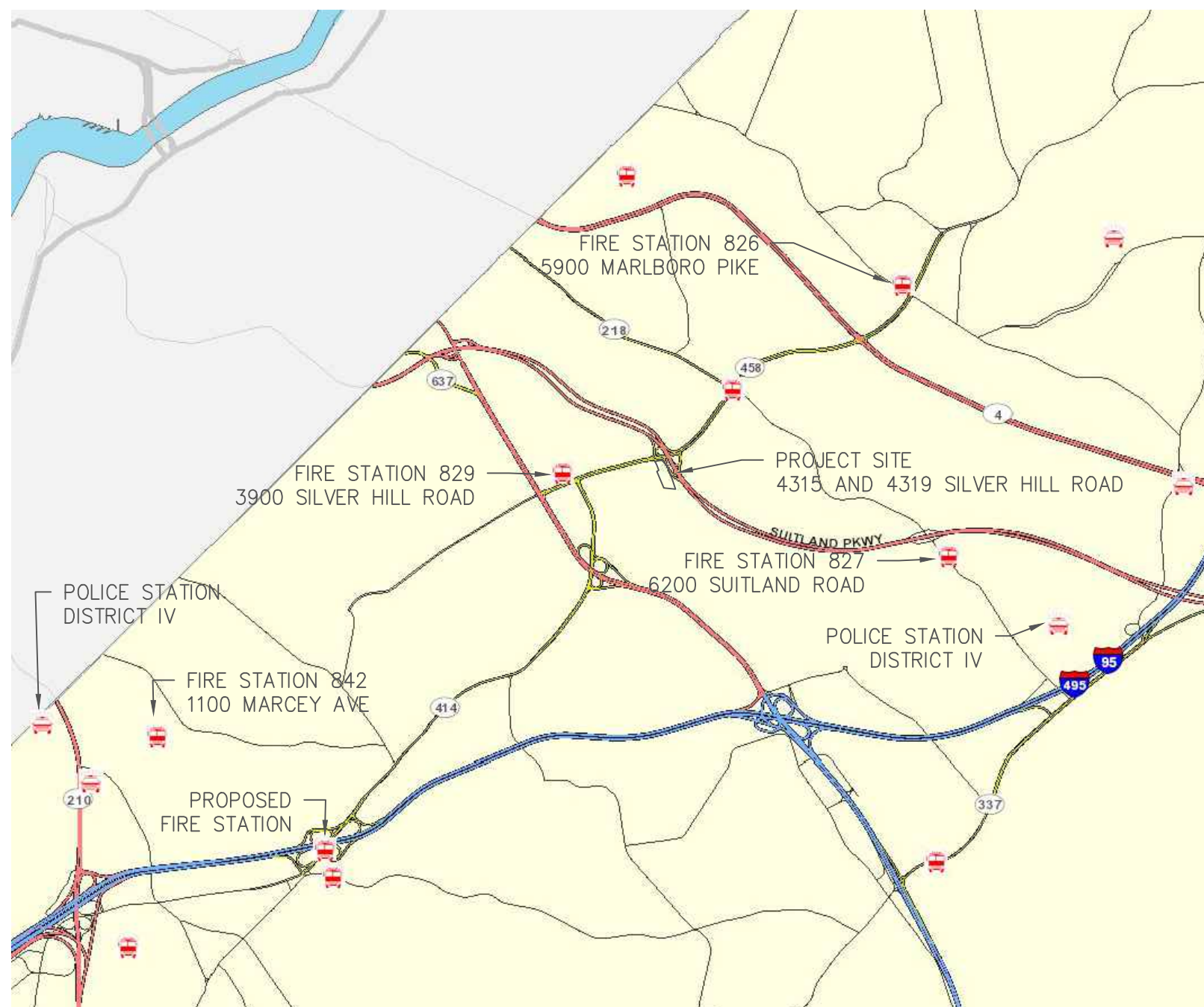
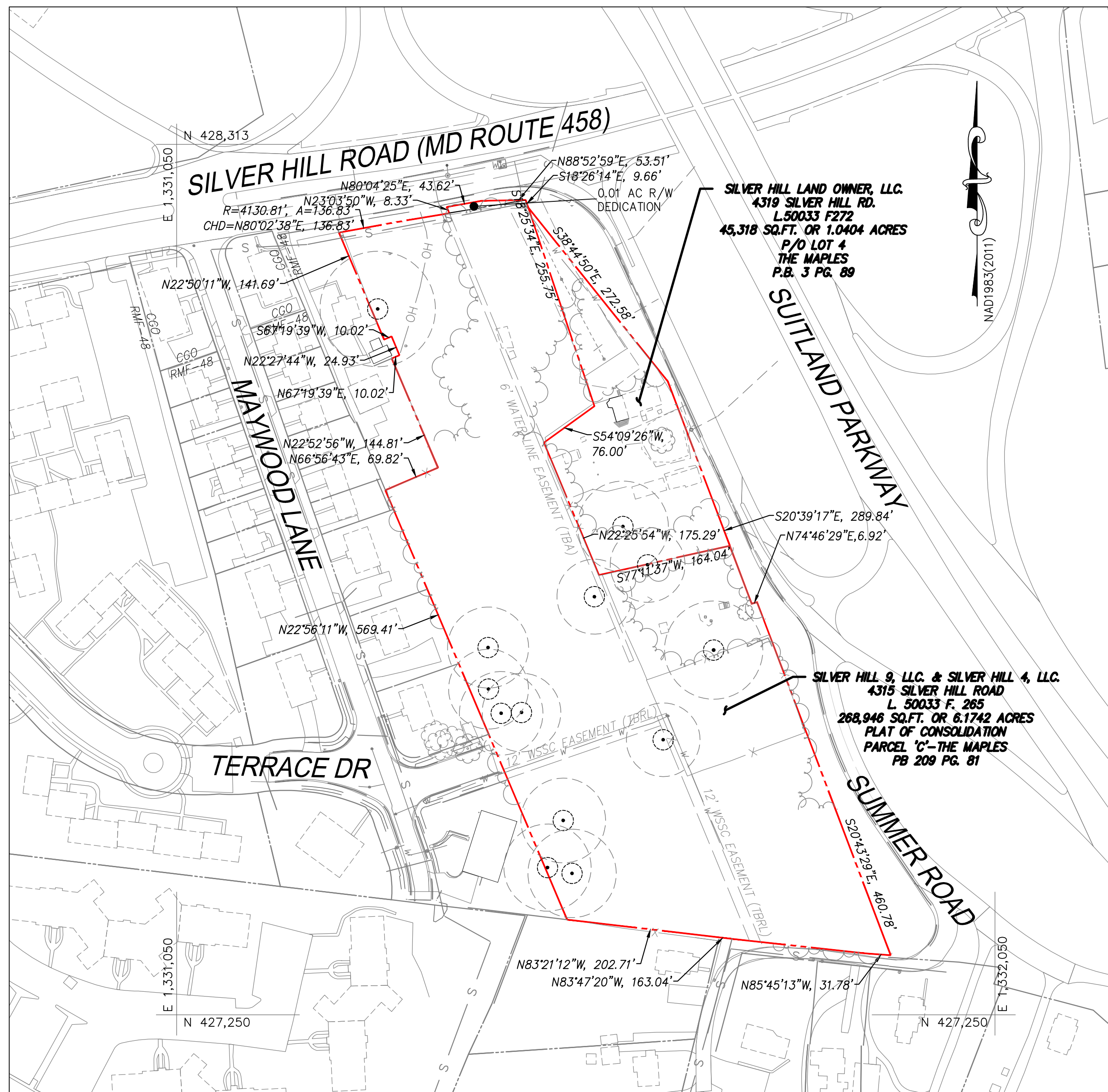
SURVEYOR:
ATCS
9500 MEDICAL CENTER DRIVE
SUITE 370
LARGO, MD 20774

APPLICANT:
SILVER HILL 9, LLC
ATTN: JOE BUCKLEY
212 E MAIN STREET
SALISBURY, MARYLAND 21801

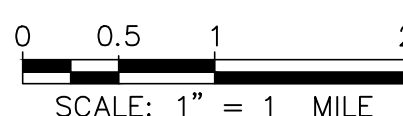
ENGINEER:
ATCS
9500 MEDICAL CENTER DRIVE
SUITE 370
LARGO, MD 20774

APPLICANT:
SILVER HILL 4, LLC
ATTN: JOE BUCKLEY
212 E MAIN STREET
SALISBURY, MARYLAND 21801

APPLICANT:
SILVER HILL LAND OWNER, LLC
ATTN: JOE BUCKLEY
212 E MAIN STREET
SALISBURY, MARYLAND 21801



POLICE/FIRE AND RESCUE FACILITIES MAP



NRCS WEB SOILS SURVEY SOILS TABLE						
MAP UNIT	MAP UNIT NAME	SOIL TYPES PERCENTAGE GROUP	K-FACTOR (WHOLE SOIL)	HYDROLOGIC SOIL GROUP	PERCENT HYDRIC INCLUSIONS	DRAINAGE CLASS
BuB	BELTSVILLE--URBAN LAND COMPLEX	0 TO 5 PERCENT SLOPES	0.37	C	5%	MODERATELY WELL DRAINED
BuD	BELTSVILLE--URBAN LAND COMPLEX	5 TO 15 PERCENT SLOPES	0.37	C	0%	MODERATELY WELL DRAINED
CwD	CROOM--MARR COMPLEX	10 TO 15 PERCENT SLOPES	0.15	C	0%	WELL DRAINED
CwE	CROOM--MARR COMPLEX*	15 TO 25 PERCENT SLOPES	0.15	C	0%	WELL DRAINED
GgC	GROSSTOWN GRAVELLY SILT LOAM	5 TO 10 PERCENT SLOPES	0.24	A	0%	WELL DRAINED
Px	POTOBAC--ISSUE COMPLEX	FREQUENTLY FLOODED	0.28	B/D	75%	POORLY DRAINED

*HIGHLY ERODIBLE SOILS

SURVEYOR'S CERTIFICATION:

I HEREBY CERTIFY THAT THE BOUNDARY INFORMATION SHOWN HEREON IS CORRECT, THAT I EITHER PERSONALLY PREPARED IT OR WAS IN DIRECT SUPERVISION OF ITS PREPARATION, AND THAT THE SURVEY WORK REFLECTED IN IT IS IN COMPLIANCE WITH THE REQUIREMENTS SET FORTH IN REGULATION 09.13.06.12 OF THE ANNOTATED CODE OF MARYLAND MINIMUM STANDARDS OF PRACTICE FOR LAND SURVEYORS.

ATCS
BY: RENA DEE BUTLER
PROFESSIONAL LAND SURVEYOR
MD REG. NO. 21617
LICENSE RENEWAL DATE: JUNE 27, 2027



CLIENT
SILVER HILL 9, LLC; SILVER HILL 4, LLC;
GREEN STREET HOUSING, LLC
212 E MAIN STREET
SAUSIRUPY MARY AND 21801

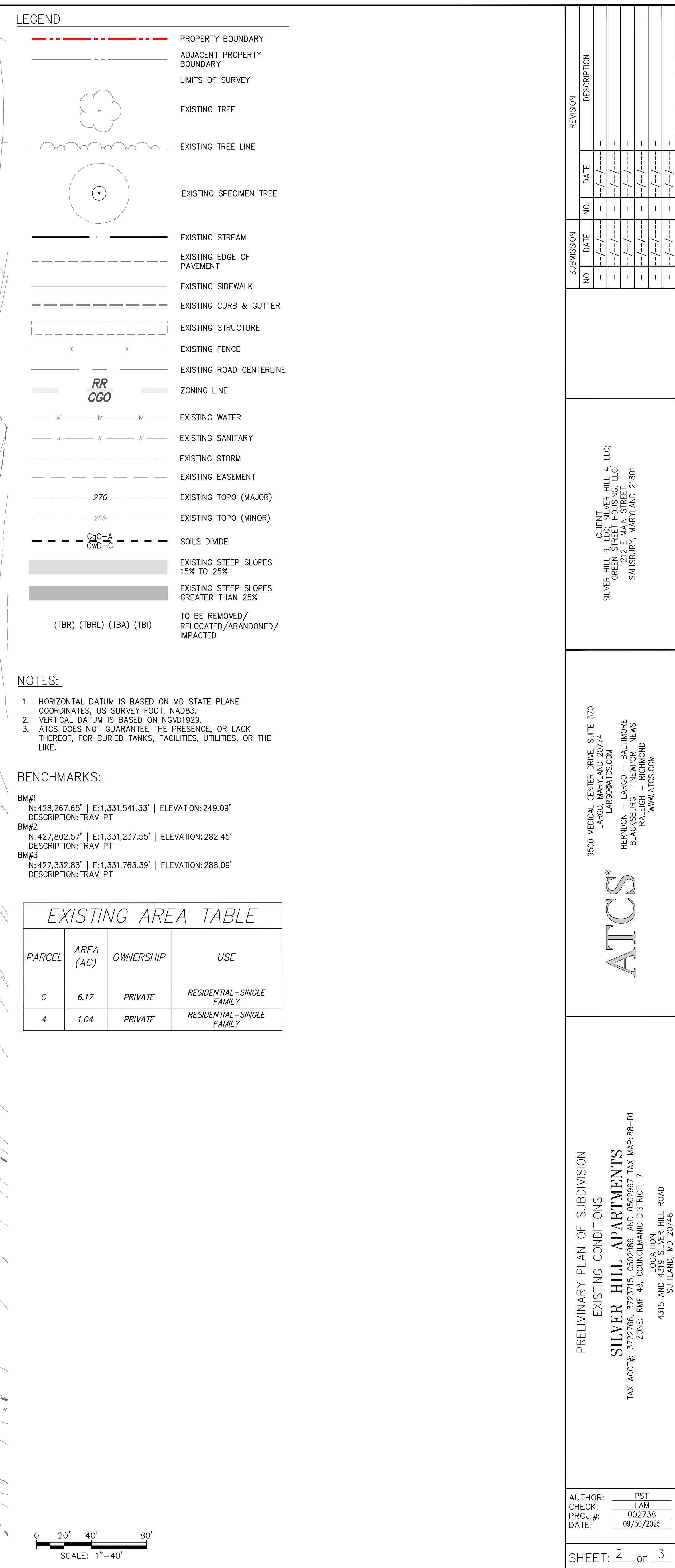
9500 MEDICAL CENTER DRIVE, SUITE 370
LARGO, MARYLAND 20774
LARGO@ATCS.COM

HERNDON — LARGO — BALTIMORE
RI ACKSBURO — NEWPORT NEWS

PRELIMINARY PLAN OF SUBDIVISION
COVER SHEET
SILVER HILL APARTMENTS
3722766, 3723715, 0302989, AND 0302997 TAX MAPS

AUTHOR:	PST
CHECK:	LAM
PROJ.#:	002738
DATE:	09/30/202

SHEET: 1 OF

[illegible]

Statement of JustificationPreliminary Plan of Subdivision PPS-2024-031, ADQ-2024-063¹Project Name: *Silver Hill Apartments*

4315 Silver Hill Road (Parcel C)

4319 Silver Hill Road (Lot 4)

(Revised August 19, 2025)

Subject Property:

- 4315 Silver Hill Road, Suitland, Maryland 20746 (Parcel C)
- 4319 Silver Hill Road, Suitland, Maryland 20746 (Lot 4)

Owners of 4315 Silver Hill Road:

- Silver Hill 9, LLC
- Silver Hill 4, LLC

Owner of 4319 Silver Hill Road:

- Silver Hill Land Owner, LLC

Applicant: Silver Hill 9, LLC; Silver Hill 4, LLC; Silver Hill Land Owner, LLC
Attn: Joe Buckley
212 E Main Street
Salisbury, Maryland 21801
joe@greenstreethousing.com

Land Use Attorney: Peter Z. Goldsmith
Lerch, Early & Brewer, Chtd.
16701 Melford Boulevard
Suite 400
Bowie, Maryland 20715
pzgoldsmith@lercheearly.com

Civil Engineer &:
Land Planning Victoria Ballesterro
ATCS
9500 Medical Center Drive
Suite 370
Largo, Maryland 20774
vballesterro@atcs.com

Transportation &:
Traffic consultant Katie Wagner
Gorove Slade
4550 Montgomery Avenue
Suite 400
Bethesda, Maryland 20814
klw@goroveslade.com

¹ DET-2024-017 will be a subsequent application.

I. DESCRIPTION AND LOCATION OF SUBJECT PROPERTY.

- A. Location—Both Parcel C and Lot 4 are located at the southwest quadrant of the intersection of Silver Hill Road and Suitland Parkway.
- B. Proposed Use—Multifamily Dwellings.
- C. Municipality: None.
- D. County Councilmanic District: 7.
- F. 4315 Silver Hill Road: Tax Map 0088, Grid 00D1.
4319 Silver Hill Road: Tax Map 0088, Grid 00D1.
- G. 4315 Silver Hill Road: Tax Account Number: 3722766, 3723715.
4319 Silver Hill Road: Tax Account Number: 0502989, 0502997.
- H. SDAT Total Acreage:
4315 Silver Hill Road 6.175 acres (268,983 square feet).
4319 Silver Hill Road: 0.555 acres (24,189 square feet).
- I. Applicable Subdivision Regulations: Current Subdivision Regulations.
- J. Applicable Zoning Ordinance: Current Zoning Ordinance: RMF-48.
- K. Master Plan: *2014 Southern Green Line Station Area Sector Plan and Sectional Map Amendment with 2023 Minor Amendments* (“Sector Plan”).

II. INTRODUCTION AND BACKGROUND.

The Applicant is proposing to consolidate 4315 Silver Hill Road (Parcel C) and 4319 Silver Hill Road (Lot 4) (collectively, the “Property”) into one parcel for the construction of approximately 250 multifamily dwelling units, which will be contained in three buildings (the “Project”). The Project is an affordable housing community that is expected to consist of two phases: Phase 1 will include two buildings, totaling approximately 200 units, whereas Phase 2 will comprise one building with approximately 50 units that will be developed later. The affordable Project has been awarded 4% and 9% low-income housing tax credits. More specifically, the Project is a partnership between Green Street Housing, TM Associates, and the Housing Initiative Partnership to provide affordable and deeply affordable housing within 1/4 mile of the Suitland Metro Station and Green Line Metro service. The Project will include housing units for individuals or families who are homeless or at risk of being homeless and youths aging out of foster care. In addition, the services provided will prepare residents to be responsible members of the community and enhance their economic stability.

III. “QUALIFIED PROJECT” UNDER THE HEAA AND SUPPORT FROM MARYLAND DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT.

Codified as Title 7, Subtitle 5 of the Land Use Article of the Maryland Code (“LU”), the Maryland Housing Expansion and Affordability Act (“HEAA”) is intended to remove barriers to constructing affordable housing development near transit. The HEAA defines different categories of “qualified projects” that are supposed to receive relief from burdensome local government regulation. Section 7-503 applies to “qualified projects” that, among other things, are new construction, located entirely on a property within $\frac{3}{4}$ of a mile of a rail station (*i.e.*, Metro or Purple Line), includes deed restrictions that ensure at least 15 percent of the units are affordable dwelling units, and includes deed restrictions that ensure at least 15 percent of the units remain affordable for at least 40 years. Put simply, the HEAA aims to expedite a limited type of project without broadly overriding local regulations.

To this end, the HEAA should not be merely interpreted as a zoning device. The HEAA applies to any local regulation that imposes an “unreasonable limitation or requirement” on a “qualified project.” According to Section 7-501(m), “unreasonable limitation or requirement” includes any limitation or requirement that amounts to a de facto denial by having a substantial adverse impact on:

- (1) the viability of an affordable housing development in a qualified project;
- (2) the degree of affordability of affordable dwelling units in a qualified project;
or
- (3) the allowable density or number of units of the qualified project.

As stated in Section 7-505, a local jurisdiction is prohibited from imposing any unreasonable limitation or requirements on a “qualified project,” including limitations on or requirements concerning:

- (1) height;
- (2) setback;
- (3) bulk;
- (4) parking;
- (5) loading, dimensional, or area; or
- (6) similar requirement.

Silver Hill Apartments will satisfy all requirements for being classified as a “qualified project.” Therefore, all applications pertaining to the development should be analyzed and reviewed through that lens. In addition, the Maryland Department of Housing and Community Development

supports the development. A letter addressed to the Planning Director from the Secretary of DHCD is attached hereto as **Exhibit A**.²

IV. ANALYSIS OF RELEVANT SUBDIVISION STANDARDS.

Part 24-4 of the Subdivision Regulations provides the subdivision standards. All relevant standards will be addressed in turn.

A. Planning and Design

Section 24-4100 requires all major subdivisions to comply with the Planning and Design standards. Each relevant standard will be addressed separately.³

1. Zoning Ordinance Standards

24-4101(a) requires all preliminary plans of subdivision to “comply with all applicable standards in Subtitle 27: Zoning Ordinance, Part 6, Development Standards, of the Code.” Section 27-6104 of the Zoning Ordinance identifies development standards that apply to a preliminary plan of subdivision. Those standards include:

- Roadway Access, Mobility, and Circulation (Sec. 27-6200)
- Open Space Set-Asides (Sec. 27-6400)
- Environmental Protection and Noise Controls (Sec. 27-6800)
- Multifamily, Townhouse, and Three-Family Form and Design Standards (Sec. 27-6903)
- Non-residential and Mixed-Use Form and Design Standards (Sec. 27-61000)
- Industrial Form and Design Standards (Sec. 27-61100)
- Agricultural Compatibility Standards (Sec. 27-61300)
- Urban Agriculture Compatibility Standards (Sec. 27-61403)

Although all of these zoning standards will be addressed in greater specificity when the detailed site plan is reviewed, each standard will be addressed in turn as it relates to this application for a preliminary plan of subdivision.

a. Roadway Access, Mobility, and Circulation (Sec. 27-6200)

² Secretary Day’s letter mentions Silver Hill Apartments having “50 affordable units.” The Project is planned to have a total of 250 affordable multifamily dwelling units. The reference to 50 units is part of the Project that already has approval for competitive 9% low-income tax credits.

³ Section 24-4101(c) prohibits subdivisions from occurring on “unsafe land”; a geotechnical analysis will be submitted with this subdivision application. Section 24-4106 is inapplicable because the subject preliminary plan of subdivision does not include a cemetery within the site.

Section 27-6201 to Section 27-6208 provide development standards for roadway access, mobility, and circulation. These requirements will be evaluated when the detailed site plan is reviewed. As will be explained in greater detail in this Statement, the only available access to the site is from Maywood Lane to the west.

b. Open Space Set-Asides (Sec. 27-6400)

Section 27-6401 to Section 27-6408 of the Zoning Ordinance provide the requirement for open space set-asides. The property is zoned RMF-48, which according to Section 27-6403 requires the Applicant to set aside 20% of the development area. The design of the site and the specific amount of the open space set-aside will be determined during review of the detailed site plan. The Applicant is currently planning to provide on-site recreational facilities and plans to meet the open space requirements set forth in these sections.

c. Environmental Protection and Noise Controls (Sec. 27-6800)

Section 27-6801 to Section 27-6810 of the Zoning Ordinance provide environmental protection and noise controls. Section 27-6802 requires an approved Natural Resources Inventory. The Applicant received approval of an NRI on July 5, 2024.

Section 27-6804 requires the Applicant to comply with the Floodplain Ordinance, codified under Subtitle 32, Division 4. The Applicant plans to comply with the requirements of the Floodplain Ordinance. There is no mapped floodplain on the Property.

Section 27-6805 requires the Applicant to have an approved Grading, Erosion, and Sediment Control Plan and to generally comply with Subtitle 32, Division 2 of the Code. The Applicant plans to comply with these requirements.

Section 27-6806 requires the Applicant to comply with Subtitle 32, Division 3 of the Code, which regulates stormwater management. The Applicant will comply with this requirement.

Section 27-6807 applies to lands in the Chesapeake Bay Critical Area Overlay Zone. The Property is not within the CBCA.

Section 27-6808 explains that all land outside of the CBCA is subject to the requirement of Section 24-4300, which provides environmental standards in the Subdivision Regulations. Those standards will be addressed in greater detail in this Statement; however, PPS-2024-031 complies with those standards.

Section 27-6809 requires all applications to conform to the requirements pertaining to unsafe land in Section 24-4300 of the Subdivision Regulations. This requirement will be addressed in greater detail in this Statement; however, the Applicant will provide a geotechnical engineering report that demonstrates the land is safe.

Section 27-6810 provides certain noise control limitations. The proposed multifamily development is not listed in Section 27-6810(a) and is therefore not subject to its limitations. The

Applicant plans to comply with all applicable noise regulations, which will be evaluated in greater detail at the time the detailed site plan is reviewed.

d. Multifamily, Townhouse, and Three-Family Form and Design Standards (Sec. 27-6903)

Section 27-6903 of the Zoning Ordinance provides design standards for multifamily, townhouse, and three-family form uses. Section 27-6903(a) requires new multifamily development with 20 or dwelling units to have at least one secondary point of vehicular access to or from the site to ensure emergency vehicle access, if feasible. As will be explained, the only available point of access is on Maywood Lane. The State Highway Administration has not approved access onto Silver Hill Road, and the National Park Service denied a request for access on Summer Road, which spans the length of the property along its eastern border.

In addition to access requirements, Section 27-6903 provides additional standards for off-street parking, building orientation, building length, building facades, roofs, fenestration and transparency, materials, garages, and outdoor activity areas. The Applicant plans to comply with these standards, which will be reviewed when the detailed site plan application is evaluated.

e. Non-residential and Mixed-Use Form and Design Standards (Sec. 27-61000)

Section 27-61000 is inapplicable because it provides design standards for nonresidential and mixed-use forms.

f. Industrial Form and Design Standards (Sec. 27-61100)

Section 27-61100 is inapplicable because it provides design standards for industrial form.

g. Agricultural Compatibility Standards (Sec. 27-61300)

Section 27-61300 is inapplicable because it provides design standards for agricultural uses and activities.

h. Urban Agriculture Compatibility Standards (Sec. 27-61403)

Section 27-61403 is inapplicable because it provides standards related to urban agriculture compatibility.

2. The Project is Consistent with the General Plan, Sector Plan, and Functional Master Plan

Section 24-4101(b)(1) reads: “Preliminary plans of subdivision (minor and major) and final plats shall be consistent with the General Plan and shall conform to all Area Master Plans, Sector Plans, or Functional Master Plans, and as referenced in Sections 24-3402(d) and 24-3402(e) of this Subtitle.” As set forth in further detail in the subsections that follow, the Project satisfies this standard.

a. General Plan

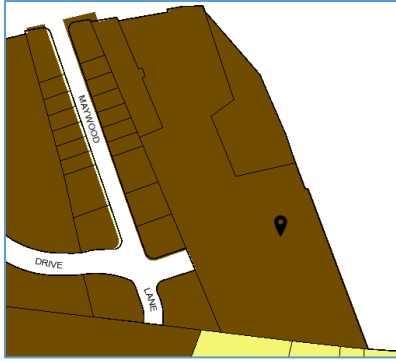
The current General Plan is *Plan 2035: Prince George's*. Page 123 of the General Plan describes a goal of increasing economic investment in Suitland and, in so doing, using the existing U.S. Census Bureau headquarters and Suitland Metro Station as a foundation for that investment:

The 2013 Strategic Economic Development Plan identified the locations of niche market areas in which businesses in the County’s four industry clusters are concentrated. These locations provide opportunities for the County to focus strategic marketing and investment to spur economic development. Six geographic areas were identified as “Economic Submarkets” because of existing concentrations of targeted industry clusters or Class A office uses within the fields of health and medicine, business services, information and technology, and federal government-leased space. The six “economic submarkets” are Bowie, College Park/Riverdale Park, Greenbelt/Berwyn Heights, Largo-Capital Beltway Corridor, National Harbor, and Beltsville/Calverton. **Due to the presence of federal institutions like the U.S. Census Bureau and the potential for future General Service Administration (GSA) installations, the southern Green Line stations, including Branch Avenue, Naylor road, and Suitland, were added to the Employment Areas on the Growth Policy Map.**

(Emphasis added.)

Also on Page 123, the General Plan incorporates portions of the Sector Plan. It explains that it “includes specific strategies to promote the economic development of the Suitland and Branch Avenue Metro Stations, and generally supports opportunities for economic development and employment within these station areas.”

More specific to the Project, the General Plan’s future land use map, which is included on page 101 of the Plan, classifies the Property as “residential high,” which the Plan identifies as an area that should have greater than 20 dwelling units per acre.



Map 10. Generalized Future Land Use, p. 101

	Residential High Residential areas exceeding 20 dwelling units per acre. Mix of dwelling unit types, including (>20) apartments.
--	--

The proposed Project, which would bolster the economic investment in Suitland, along with meeting the density requirement of the future land use map, clearly conforms to the General Plan.

b. 2014 Southern Green Line Station Area Sector Plan and Sectional Map Amendment with 2023 Minor Amendments

The current sector plan is the *2014 Southern Green Line Station Area Sector Plan and Sectional Map Amendment with 2023 Minor Amendments* (“Sector Plan”). In multiple locations, the Sector Plan specifically identifies the Property as an opportunity for investment and as a priority site for multifamily development.

For example, page 39⁴ of the Sector Plan reads: “A six-acre site at 4315 Silver Hill Road, south of, and across the parkway from, the [Suitland Metro] station has been the subject of several residential proposals.” On page 106, in Figure 51, the Sector Plan identifies the Property as an opportunity for walkable, transit-oriented development within 1/4 mile of the Suitland Metro Station.

(Intentionally left blank)

⁴ All page numbers refer to the updated Sector Plan with 2023 Minor Amendments: <https://www.mnccppcapps.org/planning/publications/PDFs/432/Southern%20Green%20Line%20with%202023%20Minor%20Amendments.pdf>.

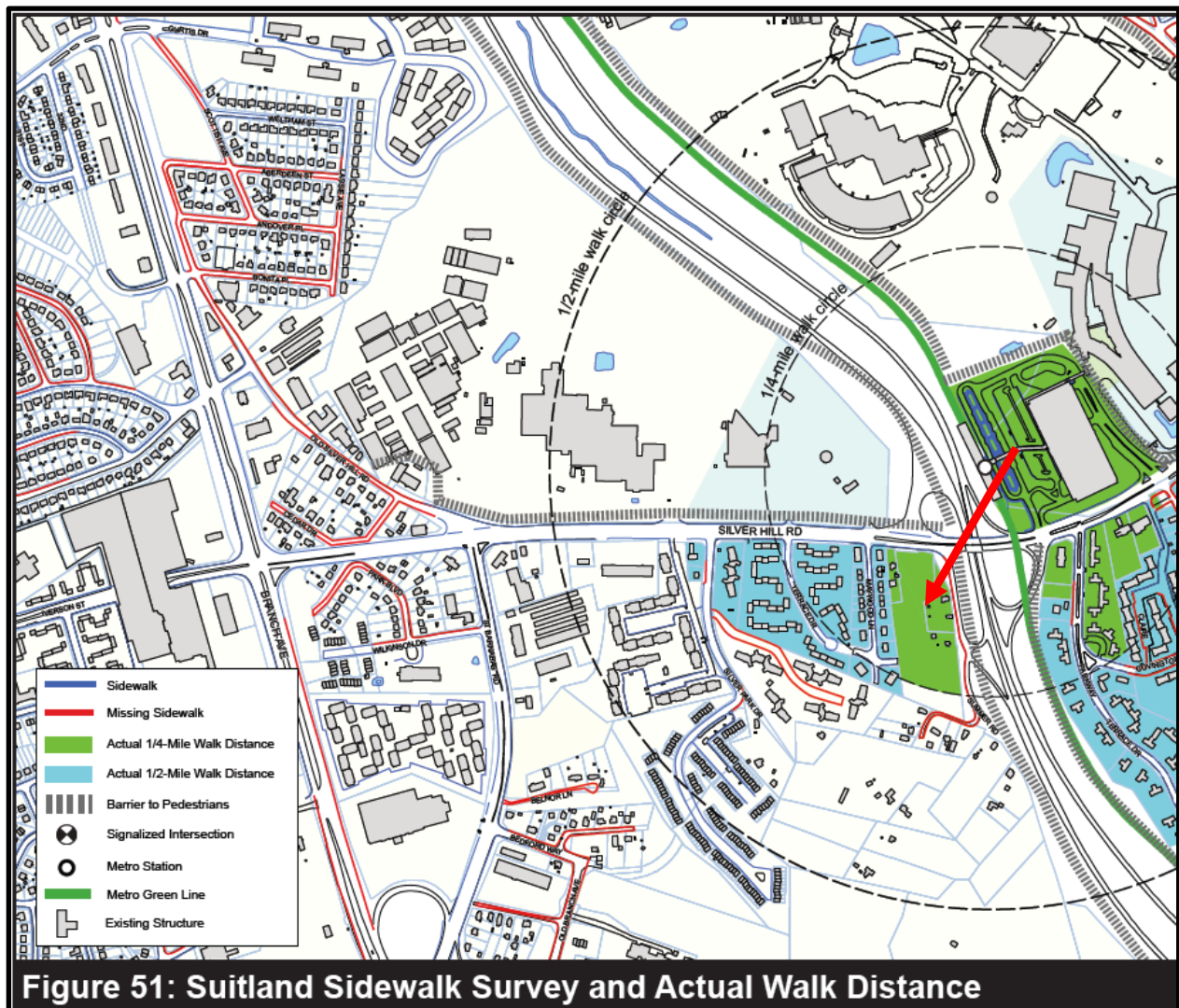


Figure 51, p. 106

(Intentionally left blank)

Figure 52 on page 107 identifies the property as an “existing opportunity” for “planned residential development” that apparently existed at the time of the Sector Plan’s publication in 2014. Aside from a different applicant and owner, that opportunity still exists, and it is even greater with the recent improvements that have occurred elsewhere around the Suitland Metro Station.

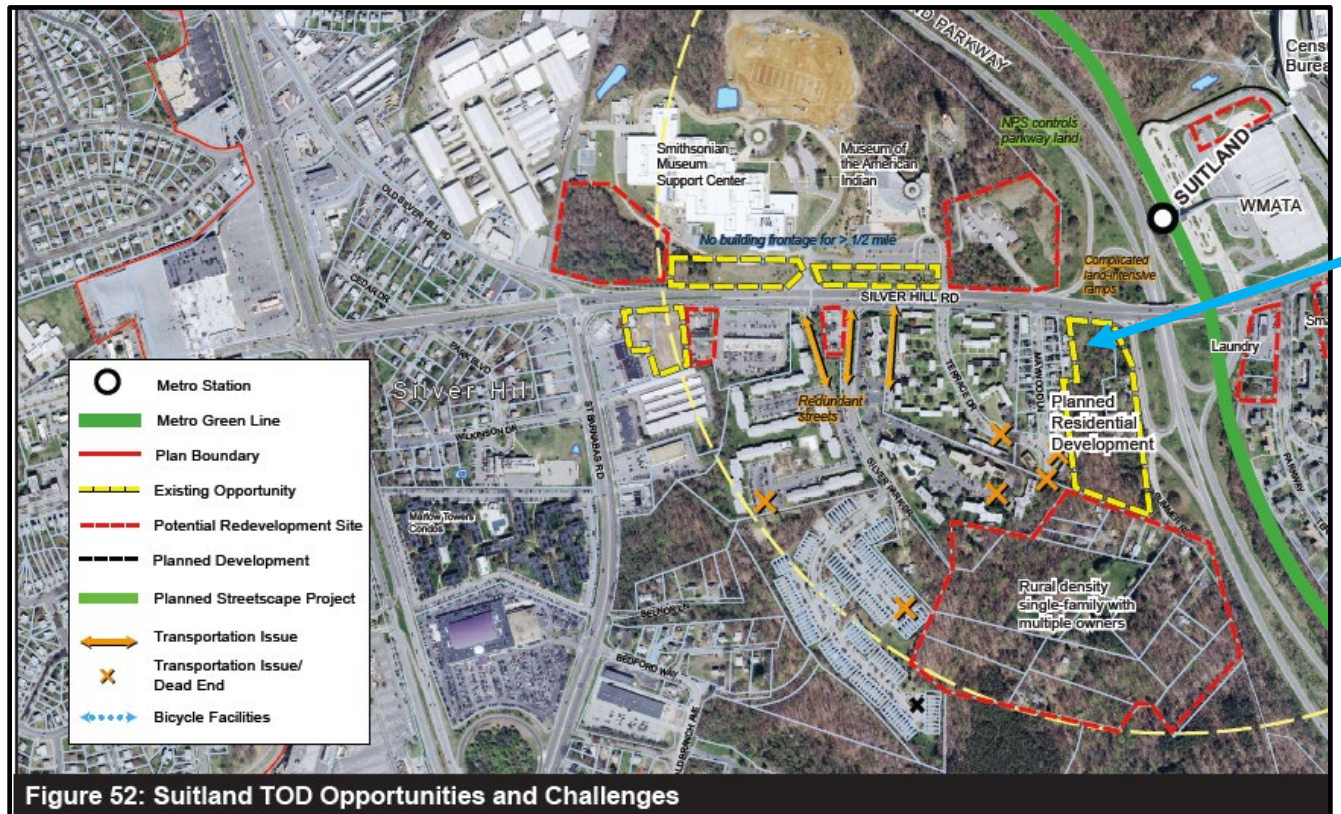


Figure 52: Suitland TOD Opportunities and Challenges

Figure 52, p. 107

(Intentionally left blank)

Figure 53 on page 110 labels the Property “new residential development.”

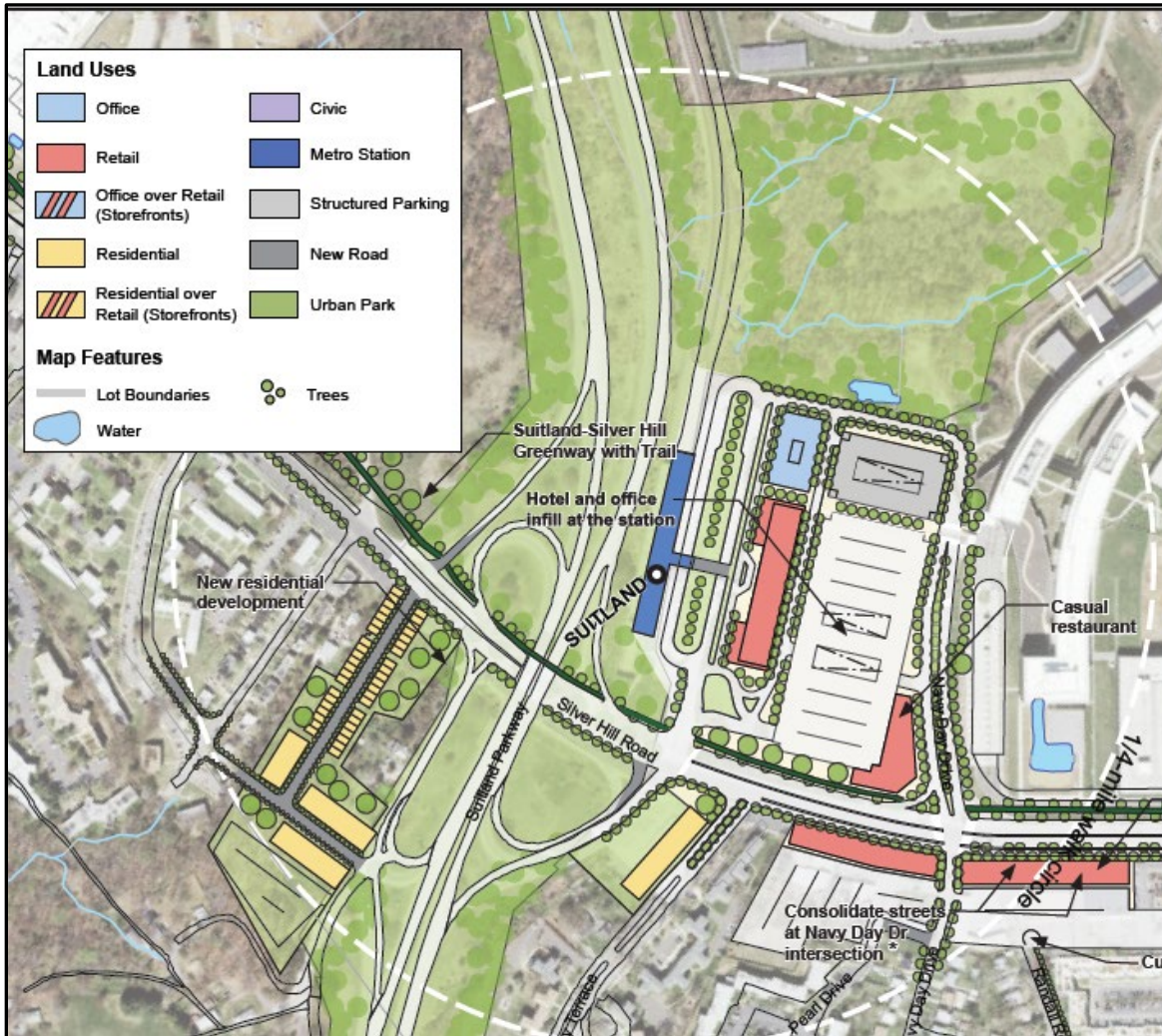


Figure 53, p. 110

An illustrative development program contained in Figure 54 on page 112 and the corresponding explanation on page 113 pertaining to a proposed development program on the Property identify its potential for 300 dwelling units. Moreover, page 115 states that a “site on the west side of Suitland Parkway (4315 Silver Hill Road) is also recommended for high-density residential uses within the quarter-mile walk circle to the station entrance, where current High-Density Residential (R-10) zoning allows this TOD use” (the current RMF-48 zone also allows the proposed use and density).

Finally, on page 116, the future land use classification in the Sector Plan, like the General Plan, is designated as “high-density residential.”

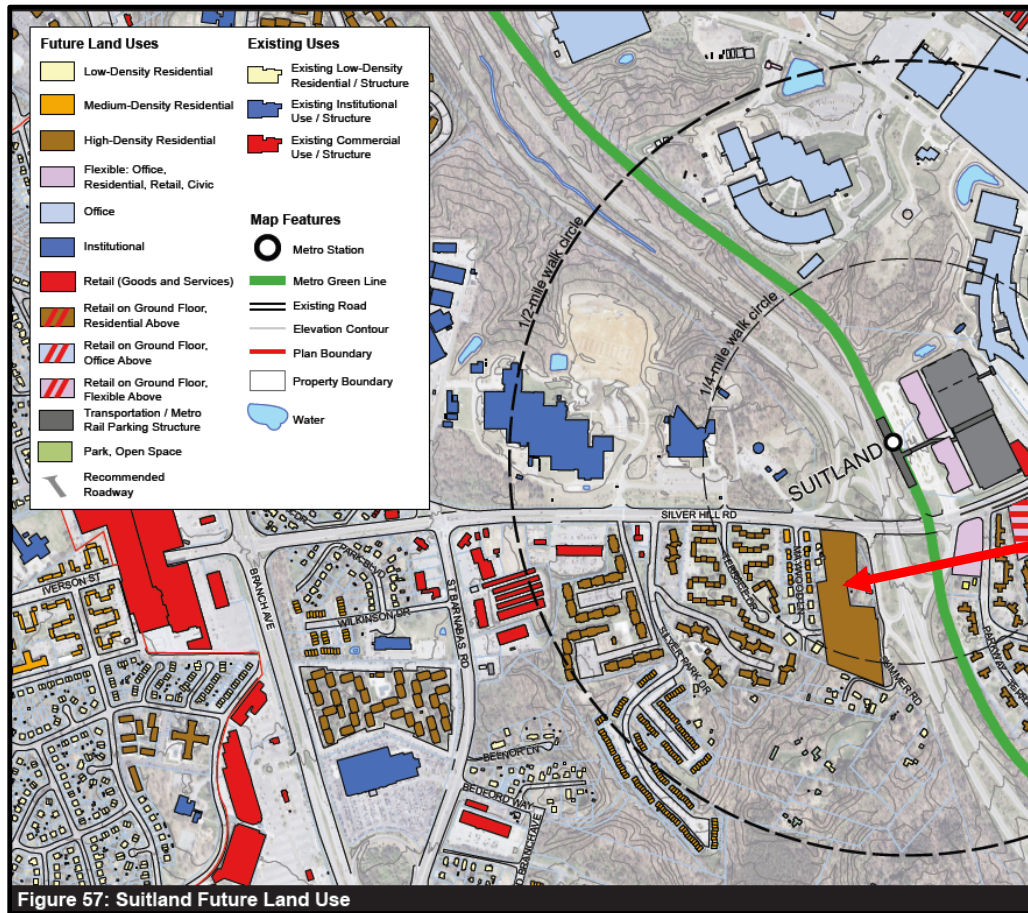


Figure 57, p. 116

Clearly, a high-density affordable housing community at this transit-oriented location would increase investment in the area around Suitland Metro Station and realize the goals set forth in the Sector Plan. But more importantly, and applicable to the evaluation of this preliminary plan of subdivision application, the discussion demonstrates that the Project will conform to the Sector Plan.

3. Lot Standards

Lot standards are codified under Section 24-4102 of the Subdivision Regulations. Each will be addressed in turn.

(a) Conformance with Zoning Ordinance

All lots in a subdivision shall be in conformance with all of the lot standards and requirements of Subtitle 27: Zoning Ordinance, applicable to the land subject to the subdivision. (See PART 27-4: Zones and Zone Regulations, of Subtitle 27: Zoning Ordinance).

Lot standards and requirements for the RMF-48 zone are codified in a table under 27-4202(i)(2):

(2) Intensity and Dimensional Standards		
Standard(1)	Multifamily Dwelling	Other Uses
Density, max. (du/ac of net lot area)	48.00	No requirement
Net lot area, min. (sf)	7,500	7,500
① Lot width, min. (ft)	75 (2)	75 (2)
Lot frontage (width) at front street line, min. (ft)	60	60
Lot coverage, max. (% of development lot as a whole)	60	60
② Front yard depth, min. (ft)	15	15
③ Side yard depth, min. (ft) (both yards total/either yard) (3)	8	8
④ Rear yard depth, min. (ft)	20	20
⑤ Principal structure height, max. (ft)	110 (4)(5)	110 (5)
Accessory structure height, max. (ft) (6)	15	15

The data table provided immediately below demonstrates conformance with the Zoning Ordinance lot standards and requirements for the RMF-48 zone:

<u>STANDARD</u>	<u>REQUIREMENT</u>	<u>PROPOSED</u>
Net Lot Area	7,500 SF	±314,067 SF (7.21 AC)
Lot Width	75 Feet	±226 Feet
Lot Frontage (width) at Front Street Line	60 Feet	±234.03 Feet
Lot Coverage (Max)	60%	± 50%
Front Yard Depth	15 Feet	±50 Feet
Side Yard Depth	8 Feet	±10 Feet
Rear Yard Depth	20 Feet	N/A (Through Lot)

(b) Minimum Lot Area Standards for Individual Systems

If a proposed subdivision is situated in a portion of the County not planned to be served by public water and/or sewer facilities, lots shall be designed to comply with the minimum lot area standards for individual systems in Subtitle 22: On-Site Sewage Disposal Systems, of the County Code, and the Ten Year Water and Sewerage Plan.

All portions of the subdivision will be served by public water and sewer.

(c) Minimum Lot Depth

(1) *Lots or parcels used for residential purposes adjacent to existing or planned streets classified as arterials shall be platted with a minimum depth of 150 feet.*

The depth of the parcel adjacent to Silver Hill Road, a Maryland State Highway Principal Arterial Road, is approximately 736 feet.

- (2) ***Lots or parcels used for residential purposes adjacent to existing or planned streets classified as expressways or freeways shall be platted with a minimum depth of 300 feet.***

The minimum depth of the parcel adjacent to the Suitland Parkway ramp (RP-119), a Maryland State Highway Principal Arterial (Other Freeways & Expressways), is approximately 226 feet and presently does not meet this minimum depth standard. The Applicant is submitting a Variation request along with this major subdivision application explaining why relief is necessary and appropriate to accommodate the proposed affordable residential community at this location.

- (3) ***Adequate protection and screening from traffic nuisances shall be provided in accordance with the requirements of the Landscape Manual.***

A 25' landscape strip with a decorative fence is provided along Silver Hill Road. This is consistent with the requirements for screening identified in Section 4.6.C.1.B.I of the Prince George's County Landscape Manual. A 37.5' landscape strip with a decorative wall is provided along Suitland Parkway. This is consistent with the requirements for screening identified in 4.6.C.1.B.II of the Prince George's County Landscape Manual. Final landscape plans will be approved as part of the detailed site plan.

(d) Lot Design Standards

- (1) ***Buildings and driveways shall be sited to maintain the existing grade as much as possible.***

The proposed multifamily buildings and driveways have been designed with grades to maintain existing drainage patterns and are sited as close to existing grades and natural topography as possible while maintaining site design standards. The final locations of buildings and driveways will be approved as part of the detailed site plan.

- (2) ***A variety of lot sizes and lot widths are encouraged within groupings of dwellings in order to prevent visual monotony, when appropriate.***

The Project will combine the two existing lots for three multifamily buildings over two phases, each with a unique design and orientation to allow for site connectivity. Architectural elements, which will be formally evaluated when the detailed site plan is prepared, are planned to include varied building elements, fenestration, and articulation to provide visual interest that will break up the massing of the multifamily buildings.

(e) Condominium Development

Condominium townhouses shall be designed to conform to the lot standards of these Regulations and Subtitle 27: Zoning Ordinance, for possible future conversion to fee simple lots.

No condominium townhouses are proposed.

(f) Outlots and Outparcels

Provision shall be made for the eventual ownership of outlots and outparcels by incorporating them into platted lots or into adjacent parcels, or by other appropriate means.

No outlots or outparcels are proposed.

(g) Located Wholly Within County

All lots shall be designed to be located wholly within the County.

Parcel 4 and Lot C are wholly within Prince George's County. The newly created parcel will also be wholly located within the County.

4. Layout Design Guidelines

Guidelines governing layout design of subdivisions are codified under Section 24-4103 of the Subdivision Regulations. Specifically, Section 24-4103 reads, "[t]o the maximum extent practicable, subdivisions shall be designed to" the guidelines listed in subsections (a)–(n). Each guideline will be addressed in turn.

(a) Site internal streets to maintain the existing grade.

There are no internal streets proposed on this Project.

(b) Ensure the spatial relationships, including between the lots and the street, recreation areas, alleys, and development on abutting lots, create the most beneficial relationship for the residents and occupants of the subdivision and abutting properties.

The spatial relationship with the newly proposed lot will create the most beneficial relationship for the residents and occupants of the subdivision and abutting properties. The Applicant is proposing a single lot with only one available access. As part of the detailed site plan, the Applicant will ensure all buffering and setback requirements are met between the newly created lot and the adjoining homes. The detailed site plan is planned to show the buildings strategically sited along

Silver Hill Road and Suitland Parkway to provide buffering from noise for amenity areas and areas where residents will be outside. The proposed buildings' locations will be designed to create harmonious spatial separation between the existing multifamily buildings to the west of the project site. This will prevent blocking light to existing residents and will promote an organic transition to the smaller existing homes. But these features will be refined when the detailed site plan is reviewed.

- (c) *Arrange lotting patterns to avoid the stacking of dwelling units, one behind the other, creating a flag lot relationship.***

The proposed subdivision will establish one parcel, which will not create a flag lot relationship.

- (d) *Arrange lots to avoid the fronts of dwelling units facing the rear and sides of dwelling units on adjoining lots.***

Each of the three multifamily buildings have pedestrian entrances along their east facade. The façade along the Silver Hill Road streetscape will foster visual interest at pedestrian scale and promote connectivity to Silver Hill Road. Final building locations will be approved as part of the detailed site plan.

- (e) *Arrange lotting patterns to avoid narrow unusable common ownership parcels.***

This Property will be one combined parcel. The proposed multifamily residential community will be appropriately buffered from adjacent residential development. This requirement is not applicable to the Project.

- (f) *Ensure infill lotting patterns are context-sensitive to the existing established neighborhood.***

There is only a single parcel proposed; however, the multifamily buildings that will likely be proposed as part of the detailed site plan will be sited along Silver Hill Road and Suitland Parkway to create physical separation between the neighboring multifamily buildings. This strategic siting will create harmony between the massing of the existing multifamily buildings along Maywood Lane and the proposed multifamily buildings on site. Other context-sensitive design components of the site may include architectural elements, site design, and a pedestrian pathway connecting the proposed development to Silver Hill Road. These elements will be further evaluated when the detailed site plan is under review.

- (g) *Arrange and sufficiently set back lots and the siting of buildings to preserve views of the site characteristics from streets and abutting lands.***

This application proposes one combined parcel for the multifamily buildings. The detailed site plan is planned to show the proposed multifamily buildings strategically sited to preserve the views of the site characteristics from streets and abutting lands. A mixture of masonry walls, fences, and landscaping may be provided around the perimeter of the site to adhere to the Prince George's County Landscape Manual's requirements.

(h) Provide lot access from interior streets and easements.

Vehicular access to the proposed parcel will be via Maywood Lane at the southwest corner of the Property, where the existing stub is currently located. The Applicant has coordinated extensively with the County's Department of Permitting, Inspections, and Enforcement, as well as the Maryland State Highway Administration, regarding a possible extension of Terrace Drive to connect to Maywood Lane and create direct site access onto Silver Hill Road. SHA and DPIE have denied the Applicant's request to provide additional vehicular access points to the Property from Silver Hill Road and have said that the Terrace Drive connection is "not something worth revisiting." See **Exhibits B and C**. The Applicant has also extensively coordinated with the National Park Service regarding a potential access point along Summer Road, which is an access road adjacent to and serving Suitland Parkway. The National Park Service has denied the creation of a new vehicular access point to the Property from Summer Road. See **Exhibit D**. As such, the proposed preliminary plan provides adequate and safe vehicular access onto Maywood Lane and through interior drive aisles serving future multifamily buildings on site.

(i) Terminate culs-de-sac at locations that will provide for a standard lotting pattern around the end of the cul-de-sac in relationship to the property line and abutting lots. Such culs-de-sac may also be permitted to provide a right-of-way for pedestrian and bicycle access pursuant to Section 27-6206(g), Pedestrian Connections, of Subtitle 27: Zoning Ordinance.

No cul-de-sacs are proposed for the Project.

(j) Avoid grading that would result in retaining walls on private lots. Retaining walls should be located within common areas, or where common areas are not proposed, adequate access for maintenance shall be provided.

At the time of this subdivision application, the Applicant is planning to propose three 2' retaining walls on site. One proposed wall is located at the southeast corner of the site, enclosing the proposed dumpster pad, and two walls are located at the entrance of proposed building 2 in front of the proposed patio space to conform with the Americans with Disabilities Act. No retaining walls are proposed or required for grading. These details will be finalized when the detailed site plan is under review.

(k) Preserve trees on steep slopes and meet the woodland conservation threshold on-site.

Given the unique topographic constraints of the site, the unique orientation of the proposed lots, the access restrictions, and the geographic positioning of the urban infill site in close proximity to transit, the Applicant is submitting a variance request from the applicable provisions of the Woodland Conservation Ordinance demonstrating that on-site conservation is not possible or appropriate for the proposed multifamily development at this location, within a 1/4 mile from a Metro station.

- (l) Locate noise fencing or walls within common areas or within homeowners' association easements on private lots when homeowners' association land is not proposed. A 10-foot-wide clear zone for maintenance and inspection around the fence or wall shall be provided. The minimum net lot area shall be provided outside the easement area.***

A noise study is being conducted, and recommendations will be followed. No homeowner's association land is proposed.

- (m) Lighting techniques shall comply with Section 27-6700, Exterior Lighting, of Subtitle 27: Zoning Ordinance. In addition, lighting should be designed to decrease adverse impacts on the adjoining and abutting lands.***

The Project will meet all applicable lighting requirements in the Zoning Ordinance. The specific lighting package will be finalized during the subsequent detailed site plan stage of review.

- (n) Avoid public use easements for infrastructure, including sidewalks.***

A 10' public utility easement has been noted on the northern portion of the site along Silver Hill Road and has been accounted for in the setbacks and constraints of the site design. No other public use easements are proposed.

5. Grading

Section 24-4104 requires the Applicant to submit grading plans and a tree conservation plan type I for this major subdivision. To meet this requirement, both will be submitted with this application.

6. Historic Resources and Sites

Section 24-4105 of the Subdivision Regulations provides the requirements for preserving historic resources and sites during the subdivision process. The Applicant has hired a historic consultant to document the house located on 4315 Silver Hill Road parcel (Parcel C), as requested by the Planning Department's Historic Preservation Section in their pre-acceptance comments. The home will be documented on the Maryland Inventory of Historic Properties before it is demolished. There are no significant archaeological resources that have been identified on site.

B. Transportation, Pedestrian, Bikeway, and Circulation Standards (Sec. 4200)

Section 24-4201 to Section 24-4205 provide standards for transportation, pedestrian, bikeway, and circulation. The specific design and location of roads and pedestrian facilities will be finalized at the time the detailed site plan will be evaluated. The Applicant plans to comply with Section 27-6200, the zoning laws that govern roadway, access, and circulation. In addition, the Applicant plans to comply with Subtitle 23, the County's Road Ordinance. Also, the Applicant plans to comply with the Specifications and Standards for Roadways and Bridges, and any applicable SHA standards. The entire Property is wholly within the County and does not require connection to an adjacent County or the District of Columbia. It is not within any municipality and therefore is not subject to any municipal regulations. As explained throughout this Statement, the sole access available at the time of filing PPS-2024-031 is on Maywood Lane, a public road.

As shown in greater detail on the Preliminary Plan of Subdivision, the Applicant complies with these standards.

C. Environmental Standards (Sec. 24-4300)

Sections 24-4301 to 24-4304 provide environmental standards for subdivisions. Section 24-4302 provides standards for areas within the 100-year floodplain; however, there is no mapped floodplain on the Property.

Section 24-4303(a) requires subdivision to "be designed to minimize the effects of development on land, streams, and wetlands, to assist in the attainment and maintenance of water quality standards, and to preserve and enhance the environmental quality of stream valleys." The Applicant will obtain all necessary approvals from the Department of Permitting, Inspections, and Enforcement related to the proposed stormwater management system. Currently, there are no stormwater management facilities on the mostly vacant Property. Should the Applicant require impacts to streams or wetlands, the Applicant will obtain all required approvals.

Section 24-4304(a) requires the Applicant to comply with Division 2 of Subtitle 25, the Woodland and Wildlife Habitat Conservation Ordinance. A TCP 1 will be evaluated together with PPS-2024-031. The Applicant has requested two variances, one to remove specimen trees and the other related to the conservation threshold. A TCP 2 will be evaluated when the detailed site plan is reviewed.

D. Public Facility Standards (Sec. 24-4400)

Section 24-4401 to Section 24-4406 address public facility standards for new subdivisions. Section 24-4401 requires preliminary plans of subdivision to be designed to "shown all utility easements necessary to serve anticipated development on the land being subdivided, consistent with the recommendations and standards relevant to public utility companies." As shown in greater detail on the Preliminary Plan of Subdivision for Silver Hill Apartments, the Applicant complies with this requirement.

In conformance with Section 24-4402, the Applicant plans to dedicate any land for public facilities required in Plan 2035, the Sector Plan, and applicable functional master plans. The Applicant will comply with Section 24-4403 regarding stormwater management facilities and will obtain all necessary approvals from DPIE. Regarding Section 24-4403, the Property is within Sustainable Growth Tier 1 and will be served by public water and sewer. With respect to Section 24-4405, the Property is within the W-3 and S-3 Water and Sewer Categories; the Applicant plans to comply with the applicable standards for the provision of public water and sewer. Section 24-4406 is inapplicable because the Applicant is not proposing a storage tank.

E. Public Facility Adequacy (Sec. 24-4500)

Section 24-4501 to Section 24-4510 apply to public facility adequacy. In conformance with these Sections, the Applicant will obtain a certificate of adequacy for each public facility.

F. Parklands and Recreation Facilities (Sec. 24-4600)

Section 24-4601 includes standards for mandatory dedication of parkland and recreational facilities. The Applicant plans to provide recreational facilities in accordance with Section 24-4601(b)(4)(C).

V. REQUIRED FINDINGS

Section 24-3402(e)(1)(D) provides the required findings that the Planning Board must make to approve a preliminary plan of major subdivision. All relevant required findings will be addressed in turn.

A preliminary plan of major subdivision may only be approved upon finding that it:

(i) Complies with all applicable standards of these Regulations;

As demonstrated herein, and on the accompanying plans, the proposed major subdivision application complies with all applicable standards of the Subdivision Regulations.

(ii) Establishes in its layout a good and strong relationship between lots, the street(s), and open space set-asides that is consistent with the purposes of these Regulations and Subtitle 27: Zoning Ordinance, of the County Code;

The proposed preliminary plan of subdivision fosters a strong relationship between the proposed multifamily community, on-site open spaces, and frontage along Maywood Lane. Due to site constraints related to limitations on vehicular access onto Summer Road and Terrace Drive, the Applicant has strategically oriented the site to promote efficient and safe access onto adjacent Maywood Lane. The proposed ingress and egress onto Maywood Lane, in combination with proposed open-space set asides on site, promotes a “good and strong relationship” that is consistent with the Subdivision Regulations and Zoning Ordinance.

***(iii) Complies will all other applicable requirements in Subtitle 27:
Zoning Ordinance;***

As demonstrated in Section IV(B) of this Statement, the subject preliminary plan of subdivision is proposed in conformance with all applicable requirements of the Zoning Ordinance. Further review of zoning requirements will occur when the detailed site plan is submitted.

***(iv) Conforms with the applicable Area Master Plan or Sector Plan,
and current Functional Master Plans; and***

As demonstrated in Section IV(A) of this Statement, the subject preliminary plan of subdivision conforms with the Sector Plan, General Plan, and applicable functional master plans.

***(v) Complies with all applicable requirements of the County Code of
Ordinances.***

The subject preliminary plan of subdivision application is proposed in accordance with all applicable requirements of the County Code.

VI. CONCLUSION AND REQUEST FOR APPROVAL

As demonstrated herein, the proposed subdivision application satisfies the required findings for approval under Section 24-3402(e)(1)(D). For the foregoing reasons, the Planning Board should approve Preliminary Plan of Subdivision PPS-2024-031.

Respectfully,

LERCH, EARLY & BREWER, CHARTERED



Peter Z. Goldsmith
16701 Melford Blvd
Suite 400
Bowie, MD 20715
240-481-6626
pzgoldsmith@lercheearly.com

EXHIBIT A



WES MOORE
Governor
ARUNA MILLER
Lt. Governor
JACOB R. DAY
Secretary
JULIA GLANZ
Deputy Secretary

July 22, 2025

Lakisha Hull
Planning Director
Prince George's County Planning Department
1616 McCormick Drive
Largo, MD 20774

Re: Silver Hill Apartments (4315-4319 Silver Hill Road, Suitland, MD 20746)

Dear Director Hull:

As Secretary of the Maryland Department of Housing and Community Development, I worked directly with Governor Moore to pass the Housing Expansion and Affordability Act of 2024 ("HEAA"). Now that the HEAA has taken effect, my staff and I continue to coordinate with local jurisdictions to ensure that the HEAA's purposes of encouraging and streamlining the construction of affordable housing near transit are fulfilled.

The HEAA is intended to help address Maryland's housing crisis by increasing affordable housing development near transit. It grants "qualified projects" within $\frac{3}{4}$ mile of a rail station additional flexibility from local regulations that would otherwise impact the viability, density, or affordability of the project. Prioritization of this type of transit-oriented housing development is one of the best tools available to help address Maryland's housing shortage and affordability crisis, as infill projects near transit stations support economic development, promote transit ridership, maximize efficient use of infrastructure, reduce miles traveled on our roads, and lower the amount of carbon emissions. For residents of these developments, proximity to rail transit enhances affordability by reducing dependence on automobiles, which for most families is the second largest expense after housing.

Maryland DHCD enthusiastically supports the Silver Hill Apartments development, consisting of 50 affordable units located a short walk from the Suitland Metro station. Not only is it exactly the type of infill transit-oriented affordable housing development the HEAA was drafted to support, but DHCD has already invested competitive 9% Low-Income Housing Tax Credits and \$2.5 million in Rental Housing Financing Program funding in this crucial project, reflecting my department's commitment to ensuring that Prince George's County residents – and all Marylanders – have access to safe, dignified housing that fits their family's budget. Governor Moore and I appreciate your continued partnership on the crucial issue of housing in Maryland, and we look forward to continuing to work with you to create livable, lovable places in Prince George's County.

Sincerely,

A handwritten signature in blue ink, appearing to read "J.R. Day", with a stylized flourish at the end.

Jacob R. Day
Secretary
Maryland Department of Housing and Community Development



MARYLAND DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
7800 HARKINS RD • LANHAM, MD 20706 • DHCD.MARYLAND.GOV
301-429-7400 • 1-800-756-0119 • TTY/RELAY 711 or 1-800-735-2258



EXHIBIT B

From: De Guzman, Reynaldo S. <rsdeguzman@co.pg.md.us>
Sent: Monday, April 8, 2024 12:37:39 PM
To: Madisyn Vinyard <mvinyard@atcsplc.com>; Abdullah, Mariwan <MAbdullah@co.pg.md.us>; Adamu, Nfor <NGAdamu@co.pg.md.us>; Lord-Attivor, Rene <rlattivor@co.pg.md.us>
Cc: Victoria Ballesterio <vballesterio@atcsplc.com>; joe@greenstreethousing.com <joe@greenstreethousing.com>
Subject: RE: 4315 Silver Hill Road Site Access Discussion

Sometimes existing community prefers to be separated from adjacent community. Not sure who built first. This is not something worth revisiting. Thanks

From: Madisyn Vinyard <mvinyard@atcsplc.com>
Sent: Monday, April 8, 2024 10:09 AM
To: Abdullah, Mariwan <MAbdullah@co.pg.md.us>; Adamu, Nfor <NGAdamu@co.pg.md.us>; De Guzman, Reynaldo S. <rsdeguzman@co.pg.md.us>; Lord-Attivor, Rene <rlattivor@co.pg.md.us>
Cc: Victoria Ballesterio <vballesterio@atcsplc.com>; joe@greenstreethousing.com
Subject: RE: 4315 Silver Hill Road Site Access Discussion

CAUTION: This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Hello,

I wanted to follow up on the question below. Is there a reason why a connection has not happened with Terrace Drive?

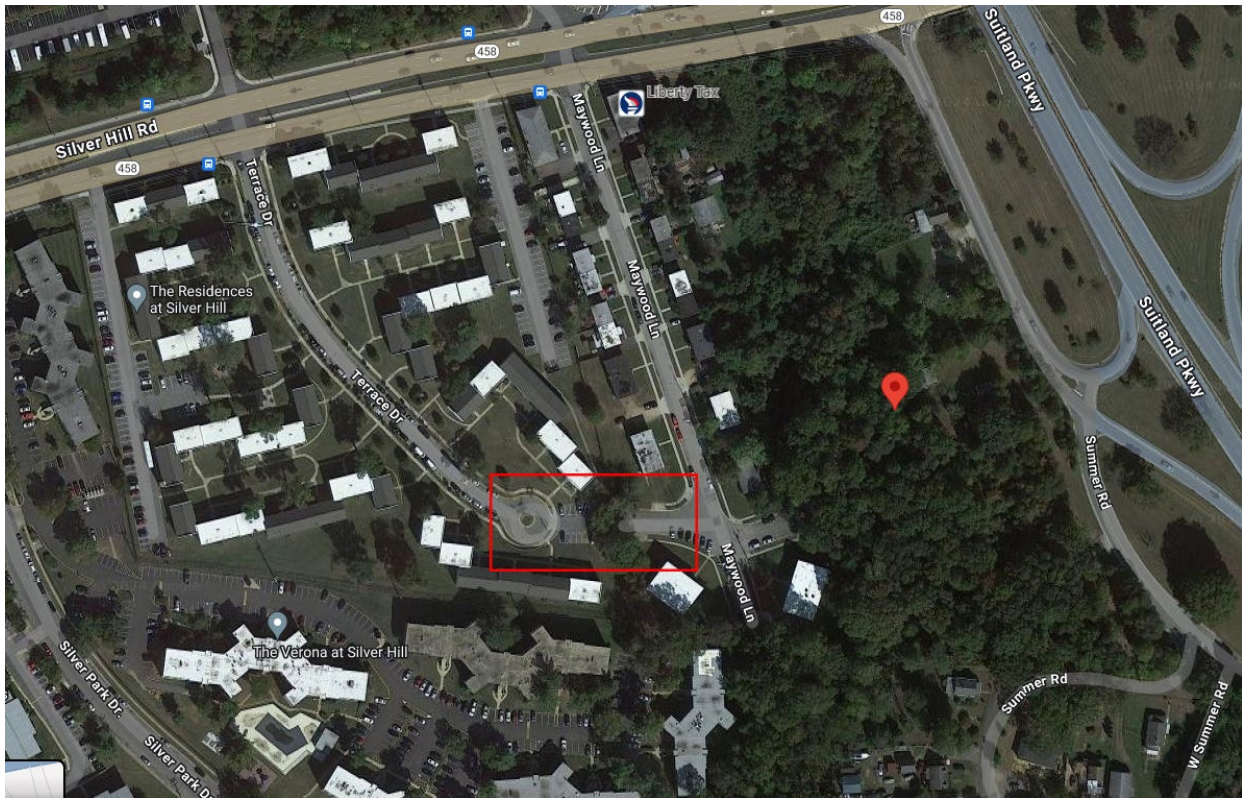
Thank you,

Madisyn Vinyard, EIT | Project Engineer
ATCS | D: 301-358-0282

From: Madisyn Vinyard
Sent: Thursday, March 28, 2024 3:59 PM
To: 'Abdullah, Mariwan' <MAbdullah@co.pg.md.us>; 'Adamu, Nfor' <NGAdamu@co.pg.md.us>; 'De Guzman, Reynaldo S.' <rsdeguzman@co.pg.md.us>; 'rlattivor@co.pg.md.us' <rlattivor@co.pg.md.us>
Cc: Victoria Ballesterio <vballesterio@atcsplc.com>; 'joe@greenstreethousing.com' <joe@greenstreethousing.com>
Subject: RE: 4315 Silver Hill Road Site Access Discussion

Mariwan, Rey, Rene, and Gideon,

I have a question about the roads adjacent to 4315 Silver Hill Road. Is there are reason why a connection has not happened with Terrace Drive in the red box below?



Thank you,

Madisyn Vinyard, EIT | Project Engineer

ATCS | D: 301-358-0282

From: Madisyn Vinyard

Sent: Friday, March 1, 2024 12:53 PM

To: Abdullah, Mariwan <MABdullah@co.pg.md.us>; Adamu, Nfor <NGAdamu@co.pg.md.us>; De Guzman, Reynaldo S. <rsdeguzman@co.pg.md.us>; rlattivior@co.pg.md.us

Cc: Victoria Ballesterio <vballesterio@atcsplc.com>; joe@greenstreethousing.com

Subject: 4315 Silver Hill Road Site Access Discussion

Mariwan, Rey, Rene, and Gideon,

Thank you for taking the time to discuss the access for 4315 Silver Hill Road yesterday. A summary of the call is below:

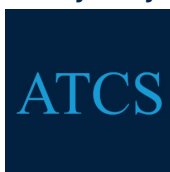
Maywood Lane and Terrace Drive are located west of the property and are maintained by Prince George's County. The driveway entrance onto the site should be aligned with Terrace Drive and can taper down to 22' wide with the appropriate taper accounting for the existing driveway on Terrace Drive. There will be signage for end of public maintenance.

Summer Road is located east of the property and appears to be maintained by National Park Service. ATCS will coordinate access on Summer Road with National Park Service.

Stormwater management outfall was discussed. There is no existing storm drain in Maywood Lane. Storm drain is proposed in the public right-of-way and outfalls into the existing tributary on the adjacent property.

Thank you,

Madisyn Vinyard, EIT | Project Engineer



ATCS Largo Office

9500 Medical Center Drive, Suite 370
Largo, MD 20774

O: largo@atcsplc.com

D: 301-358-0282



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EXHIBIT C

From: [Kwesi Woodroffe](#)
To: [Victoria Ballester](#); [Maribel Donahue](#); [Madisyn Vinyard](#)
Cc: [Katie Wagner](#); [Kelly Kosino](#); [Rafey Subhani \(Consultant\)](#); [Roshan Singh](#); [Joe Buckley](#); [matt](#)
Subject: Re: 4315 & 4319 Silver Hill Road (MD 458)
Date: Thursday, July 11, 2024 8:44:12 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)

Good morning, Victoria.

We do not recommend having a new access east of Maywood Ln, and recommend Maywood being used as the main access. Also, we still have concerns about not having a left turn lane into Maywood Ln.

Once we receive the TIS we will be better able to review in more detail. Please submit the TIS once available.

Thanks, Kwesi



roads.maryland.gov

Kwesi Woodroffe
Regional Engineer
District 3 Access Management

301.513.7347 office
KWoodroffe@mdot.maryland.gov

Maryland State Highway Administration
9700 Kenilworth Ave, Greenbelt, MD 20770

From: Victoria Ballester <vballester@atcsplc.com>
Sent: Wednesday, July 10, 2024 4:11 PM
To: Maribel Donahue <mnd@goroveslade.com>; Kwesi Woodroffe <KWoodroffe@mdot.maryland.gov>; Madisyn Vinyard <mvinyard@atcsplc.com>
Cc: Katie Wagner <klw@goroveslade.com>; Kelly Kosino <kkosino@kleinfelder.com>; Rafey Subhani (Consultant) <RSubhani.consultant@mdot.maryland.gov>; Roshan Singh <Roshan.Singh@meadhunt.com>; Joe Buckley <joe@greenstreethousing.com>; matt <matt@greenstreethousing.com>
Subject: RE: 4315 & 4319 Silver Hill Road (MD 458)

Hi, Kwesi,

I am following up on Maribel's correspondence. Any further thoughts on this? If it's helpful, I can schedule a Teams meeting for us to discuss. It is important to the applicant to understand what improvements will be required for access on Silver Hill Road at this point in the project and the project is on hold until this question is answered.

Thanks in advance for your help!

VMB

Victoria M. Ballester, PE, MBA, ENV SP
ATCS Vice President, Operations Manager
c: 518-312-1017 | **e:** vballester@atcsplc.com
I am out of office 9/2-9/13 without access to phone and email.

From: Maribel Donahue <mnd@goroveslade.com>
Sent: Monday, July 8, 2024 11:04 AM
To: Victoria Ballester <vballester@atcsplc.com>; Kwesi Woodroffe <KWoodroffe@mdot.maryland.gov>; Madisyn Vinyard <mvinyard@atcsplc.com>
Cc: Katie Wagner <klw@goroveslade.com>; Kelly Kosino <kkosino@kleinfelder.com>; Rafey Subhani (Consultant) <RSubhani.consultant@mdot.maryland.gov>; Roshan Singh <Roshan.Singh@meadhunt.com>
Subject: RE: 4315 & 4319 Silver Hill Road (MD 458)

Hi Kwesi – there isn't room to accommodate a partial decel lane (200' partial decel lane length based on the posted speed limit of 35

mph) based on proximity to Maywood Lane and adjacent property where there is not enough right-of-way to provide full width pavement for the decel lane.

Additionally, our TIS analysis results indicate that a turn lane at the site access is not required for adequate capacity or queueing. Based on our understanding of Section 4.11.4 of the Access Manual, the partial decel lane is not required as this segment of MD 458 has 6 travel lanes (3 in each direction), and our analysis results indicate it's not needed to satisfy the highway capacity standards in Prince George's County.

Please let us know if you have any other questions!

Thank you,

Maribel Donahue (she/her)
GOROVE SLADE
D 202.516.5254

From: Victoria Ballesterio <vballesterio@atcsplc.com>
Sent: Monday, July 8, 2024 10:40 AM
To: Kwesi Woodroffe <KWoodroffe@mdot.maryland.gov>; Madisyn Vinyard <mvinyard@atcsplc.com>; Maribel Donahue <mnd@goroveslade.com>
Cc: Katie Wagner <klw@goroveslade.com>; Kelly Kosino <kkosino@kleinfelder.com>; Rafey Subhani (Consultant) <RSubhani.consultant@mdot.maryland.gov>; Roshan Singh <Roshan.Singh@meadhunt.com>
Subject: RE: 4315 & 4319 Silver Hill Road (MD 458)

Kwesi,

Attached is a concept.

[@Maribel Donahue](#),

Will you please speak to the space and need for a partial decel lane?

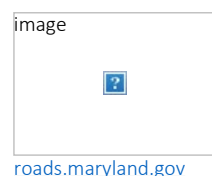
Victoria M. Ballesterio, PE, MBA, ENV SP
ATCS Vice President, Operations Manager
c: 518-312-1017 | **e:** vballesterio@atcsplc.com
I am out of office Thursday, July 4 and Friday, July 5 without access to phone and email.

From: Kwesi Woodroffe <KWoodroffe@mdot.maryland.gov>
Sent: Wednesday, July 3, 2024 9:59 AM
To: Victoria Ballesterio <vballesterio@atcsplc.com>; Madisyn Vinyard <mvinyard@atcsplc.com>
Cc: matt <matt@greenstreethousing.com>; Joe Buckley <joe@greenstreethousing.com>; Donald Nuzzio <dnuzzio@tmadevelopment.com>; Maribel Donahue <mnd@goroveslade.com>; Katie Wagner <klw@goroveslade.com>; Kelly Kosino <kkosino@kleinfelder.com>; Rafey Subhani (Consultant) <RSubhani.consultant@mdot.maryland.gov>; Roshan Singh <Roshan.Singh@meadhunt.com>
Subject: RE: 4315 & 4319 Silver Hill Road (MD 458)

Hello Victoria,

I don't have the concept plan in front of me; would a partial decel lane be able to be accommodated?

Thanks, Kwesi



Kwesi Woodroffe
Regional Engineer
District 3 Access Management

301.513.7347 office
KWoodroffe@mdot.maryland.gov

Maryland State Highway Administration

From: Victoria Ballesterio <vballesterio@atcsplc.com>

Sent: Monday, July 1, 2024 2:55 PM

To: Kwesi Woodroffe <KWoodroffe@mdot.maryland.gov>; Madisyn Vinyard <mvinyard@atcsplc.com>

Cc: matt <matt@greenstreethousing.com>; Joe Buckley <joe@greenstreethousing.com>; Donald Nuzzio <dnuzzio@tmadevelopment.com>; Maribel Donahue <mnd@goroveslade.com>; Katie Wagner <klw@goroveslade.com>

Subject: RE: 4315 & 4319 Silver Hill Road (MD 458)

Kwesi,

Following up on prior correspondence regarding 4315 & 4319 Silver Hill Road (SHR). Gorove Slade completed the traffic analysis and have the following updates on the previously discussed items:

- Westbound left turn lane pocket at Maywood Lane on the SHR median
 - Gorove Slade conducted a traffic analysis and found a **westbound left turn lane at Maywood Lane is not required for operations or queues.**
 - Per the SHA Access Manual Table 4.5.2 Left Turn/Bypass Lane Warrants, the criteria for secondary highways show that left-turn lanes would be required for intersection or median crossovers along divided highways, but note that the Silver Hill Road intersection and median crossover exists under existing conditions and **the median crossover is not proposed by the project.**
 - Regarding the Left Turn Lanes and Bypass Lane Guidance Charts in the SHA Access Manual, the westbound left-turning volume is less than 5% of the westbound traffic and therefore the general volumes charts are not applicable and engineering judgement shall be applied.
- Partial decel lane along SHR
 - Gorove Slade performed a review of forecasted trips at the proposed SHR access and found the volumes warrant a full deceleration lane per the SHA Access Manual Table 4.3.2 Deceleration Lane Warrants.
 - A full deceleration cannot be spatially accommodated given right-of-way constraints
 - Gorove Slade's capacity and queueing analysis found a **deceleration lane is not required at the site access for capacity or queues along SHR.**
 - **Section 4.11.4 of the SHA Access Manual provides an exception for multi-lane highways that indicates widening a 6-lane highway is NOT required for a decel lane unless the operating agency determines it is required for safety.**

Given the fact set above, it is important that we clarify at this time: **Do you have any concerns about not having a decel lane at the proposed site access or about not having a westbound left-turn lane at Maywood Lane?**

- **Traffic Engineer Opinion (Gorove Slade, Maribel Donahue, copied): A decel lane is not required.**

If it is easier to discuss this, we're happy to schedule a call.

Thank you,
VMB

Victoria M. Ballesterio, PE, MBA, ENV SP
ATCS Vice President, Operations Manager

c: 518-312-1017 | **e:** vballesterio@atcsplc.com

I am out of office Thursday, July 4 and Friday, July 5 without access to phone and email.

From: Victoria Ballesterio

Sent: Thursday, March 28, 2024 6:34 AM

To: Kwesi Woodroffe <KWoodroffe@mdot.maryland.gov>; Madisyn Vinyard <mvinyard@atcsplc.com>

Cc: matt <matt@greenstreethousing.com>; Joe Buckley <joe@greenstreethousing.com>; Donald Nuzzio <dnuzzio@tmadevelopment.com>

Subject: RE: 4315 & 4319 Silver Hill Road (MD 458)

Kwesi,

Thank you for taking the time to meet earlier this week. We understood that pending a traffic study you would evaluate access along Silver Hill Road (SHR)(148' +/- west from the PT of the east off ramp) for this project. A few items that were specifically discussed, but require a traffic study:

- Addition of a left turn lane pocket on the median of the WB lanes
- Partial decel lane along SHR
- Increasing width of driveway near SHR to accommodate turning

We will follow up with you once a traffic study is completed. Thank you!
VMB

Victoria M. Ballesterio, PE, MBA, ENV SP
ATCS Vice President, Operations Manager
c: 518-312-1017 | e: vballesterio@atcsplc.com

From: Kwesi Woodroffe <KWoodroffe@mdot.maryland.gov>
Sent: Monday, March 25, 2024 8:53 AM
To: Victoria Ballesterio <vballesterio@atcsplc.com>; Madisyn Vinyard <mvinyard@atcsplc.com>
Cc: matt <matt@greenstreethousing.com>; Joe Buckley <joe@greenstreethousing.com>; Donald Nuzzio <dnuzzio@tmadevelopment.com>
Subject: RE: 4315 & 4319 Silver Hill Road (MD 458)

Victoria,

I'm available between 11:30am and 1:30pm tomorrow (3/26).

Thanks, Kwesi



Kwesi Woodroffe
Regional Engineer
District 3 Access Management

301.513.7347 office
KWoodroffe@mdot.maryland.gov

Maryland State Highway Administration
9700 Kenilworth Ave, Greenbelt, MD 20770

From: Victoria Ballesterio <vballesterio@atcsplc.com>
Sent: Monday, March 25, 2024 8:50 AM
To: Madisyn Vinyard <mvinyard@atcsplc.com>; Kwesi Woodroffe <KWoodroffe@mdot.maryland.gov>
Cc: matt <matt@greenstreethousing.com>; Joe Buckley <joe@greenstreethousing.com>; Donald Nuzzio <dnuzzio@tmadevelopment.com>
Subject: RE: 4315 & 4319 Silver Hill Road (MD 458)

Kwesi,

What is your availability tomorrow or Wednesday for a 20 minute Teams meeting to discuss access on Silver Hill Road?

Victoria M. Ballesterio, PE, MBA, ENV SP
ATCS Vice President, Operations Manager
c: 518-312-1017 | e: vballesterio@atcsplc.com

From: Victoria Ballesterio <vballesterio@atcsplc.com>
Sent: Tuesday, March 19, 2024 9:05 AM
To: Madisyn Vinyard <mvinyard@atcsplc.com>; Kwesi Woodroffe <KWoodroffe@mdot.maryland.gov>
Subject: Re: 4315 & 4319 Silver Hill Road (MD 458)

Kwesi,

I'm following up on Madisyn's email. NPS has been unresponsive. Should we schedule a meeting to discuss?

VMB

Victoria M. Ballesterio, PE, MBA, ENV SP
ATCS Vice President, Operations Manager

c: 518-312-1017 | e: yballestero@atcsplc.com

From: Madisyn Vinyard <mvinyard@atcsplc.com>
Sent: Wednesday, March 13, 2024 12:08:51 PM
To: Kwesi Woodroffe <KWoodroffe@mdot.maryland.gov>; Victoria Ballestero <yballestero@atcsplc.com>
Subject: RE: 4315 & 4319 Silver Hill Road (MD 458)

Kwesi,

Summer Road is maintained by National Park Service. We are working with them to see if an access location on Summer Road would be feasible. If it is not, we want to see if an access location on Silver Hill Road would be allowed.

Thank you,

Madisyn Vinyard, EIT | Project Engineer
ATCS | D: 301-358-0282

From: Kwesi Woodroffe <KWoodroffe@mdot.maryland.gov>
Sent: Wednesday, March 13, 2024 12:06 PM
To: Madisyn Vinyard <mvinyard@atcsplc.com>; Victoria Ballestero <yballestero@atcsplc.com>
Subject: RE: 4315 & 4319 Silver Hill Road (MD 458)

Madisyn,

I didn't realize an access was being proposed on Summer Rd. I would actually prefer having only one access on Summer Rd. Is this viable?

Thanks, Kwesi



roads.maryland.gov

Kwesi Woodroffe
Regional Engineer
District 3 Access Management

301.513.7347 office
KWoodroffe@mdot.maryland.gov

Maryland State Highway Administration
9700 Kenilworth Ave, Greenbelt, MD 20770

From: Madisyn Vinyard <mvinyard@atcsplc.com>
Sent: Wednesday, March 13, 2024 11:58 AM
To: Kwesi Woodroffe <KWoodroffe@mdot.maryland.gov>; Victoria Ballestero <yballestero@atcsplc.com>
Subject: RE: 4315 & 4319 Silver Hill Road (MD 458)

Kwesi,

I have attached an exhibit of where the access on Silver Hill Road would be proposed. It is shown in red with dimensions between the edge of the entrance to the adjacent residential driveway, to the adjacent property line, and to the PT of the ramp (RT-119).

Thank you,

Madisyn Vinyard, EIT | Project Engineer
ATCS | D: 301-358-0282

From: Kwesi Woodroffe <KWoodroffe@mdot.maryland.gov>
Sent: Wednesday, March 13, 2024 7:32 AM
To: Victoria Ballestero <yballestero@atcsplc.com>; Madisyn Vinyard <mvinyard@atcsplc.com>

Subject: RE: 4315 & 4319 Silver Hill Road (MD 458)

Hello Voctoria,

I would say yes, but we will need more detailed info and plans before a firm approval can be granted.

Thanks, Kwesi



roads.maryland.gov

Kwesi Woodroffe
Regional Engineer
District 3 Access Management

301.513.7347 office
KWoodroffe@mdot.maryland.gov

Maryland State Highway Administration
9700 Kenilworth Ave, Greenbelt, MD 20770

From: Victoria Ballesterio <yballesterio@atcsplc.com>

Sent: Tuesday, March 12, 2024 9:44 AM

To: Kwesi Woodroffe <KWoodroffe@mdot.maryland.gov>; Madisyn Vinyard <mvinyard@atcsplc.com>

Subject: RE: 4315 & 4319 Silver Hill Road (MD 458)

Kwesi,

Would State Highway be supportive of a right-in/right-out on Silver Hill Road in the location depicted below?

EXHIBIT D



United States Department of the Interior

NATIONAL PARK SERVICE

National Capital Region
1100 Ohio Drive, S.W.
Washington, D.C. 20242

IN REPLY REFER TO:

November 18, 2024

Robert Margolis, CEO
TM Associates Development
1375 Piccard Drive, Suite 150
Rockville, MD 20850

Subject: Suitland Parkway at Summer Road

Dear Mr. Margolis,

Thank you for the additional information and the careful consideration you and your team have dedicated to this request. We appreciate the thoughtful analysis and detailed traffic assessment you have provided, as well as the broader goals for community support and economic development that this project aims to achieve.

After reviewing your request and the supporting documentation, we must respectfully reaffirm that, regardless of its classification, Summer Road is not considered a separate roadway within the National Park Service system but rather an integral part of Suitland Parkway. As such, Suitland Parkway remains a designated limited-access corridor, consistent with its primary purpose of providing safe, controlled, and dignified access between Washington, D.C., and nearby federal facilities.

In accordance with the National Park Service's policy on limited-access parkways, we do not authorize new access points along Suitland Parkway, including on its component roadways such as Summer Road. This policy upholds the Parkway's integrity, preserves its intended function, and prevents any precedent that might encourage further requests for access within the Parkway system.

Thank you for your understanding of the National Park Service's commitment to preserving Suitland Parkway's purpose and structure.

Sincerely,

Tammy Stidham
Associate Regional Director – Lands and Planning
National Park Service