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

Note: *Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm.*

Preliminary Plan 4-11001

Application	**General Data**	
Project Name: Naylor Station **Location:** Southeast quadrant of the intersection of the Suitland Parkway and Branch Avenue (MD 5). **Applicant/Address:** Branch Avenue Partners LLC c/o Ironwood Realty 507 Fortress Circle Leesburg, VA 20175 **Property Owner:** Branch Avenue Partners LLC c/o Ironwood Realty 507 Fortress Circle Leesburg, VA 20175	Planning Board Hearing Date:	05/26/11
	Staff Report Date:	05/19/11
	Date Accepted:	02/25/11
	Planning Board Action Limit:	07/14/11
	Mandatory Action Timeframe:	140
	Plan Acreage:	14.80
	Zone:	M-X-T
	Gross Floor Area:	1,629,584 sq. ft.
	Lots:	0
	Parcels:	8
	Planning Area:	76A
	Tier:	Developed
	Council District:	07
	Election District	06
	Municipality:	N/A
	200-Scale Base Map:	204SE03

Purpose of Application	**Notice Dates**	
Eight parcels for office, retail and structured parking. Variation request from Section 24-121(a)(3).	Informational Mailing	12/28/10
	Acceptance Mailing:	02/24/11
	Sign Posting Deadline:	04/26/11

Staff Recommendation			**Staff Reviewer:** Quynn Nguyen **Phone Number:** 301-780-2465 **E-mail:** Quynn.Nguyen@ppd.mncppc.org
APPROVAL	**APPROVAL WITH CONDITIONS**	**DISAPPROVAL**	**DISCUSSION**
	X		

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-11001
Naylor Station, 8 parcels

OVERVIEW

The subject site is located on Tax Map 80 in Grid A-4 and is known as Parcels A, B, 30, 230, 246, and 68. The property is in the Mixed Use-Transportation Oriented (M-X-T) Zone and is 14.80 acres. Parcels A and B were recorded in Plat Book WWW 42 @ 86 in December 13, 1961. Parcels 30, 230, 246, and 68 are deed parcels and have never the subject of a preliminary plan of subdivision. The applicant is proposing to resubdivide the seven parcels into eight parcels for development of a mixed-use office (1,610,000 square feet) and retail (19,584 square feet) complex with structured parking. The proposed parcels range in size from 7.3 acres (Parcel 1) to 6,319 square feet (Parcel 6).

The subject property is currently developed with a shopping center of approximately 118,940 square feet of gross floor area and associated parking. Maryland State Tax Assessment Records indicate that the current center was constructed in phases from 1954 to 1969. There is a 30-foot-wide easement recorded in Plat Book WWW 42 @ 86 along the northern boundary of Parcel A. The applicant stated that the easement will be abandoned prior to approval of the final so as not to conflict with the development of the property as proposed. The applicant has provided no evidence of the agreement of the benefited property owner to date for the abandonment. Prior to the approval of the final plat, the easement should be abandoned, relocated or it must be reflected on the final plat as an existing encumbrance over the property.

The site has frontage on Suitland Parkway and Branch Avenue (MD 5), both are state-maintained roadways. Access to Suitland Parkway from the site should be denied and reflected on the record plat. The Maryland State Highway Administration (SHA) holds an easement on the site along Branch Avenue. The site currently has four vehicular access driveways onto Branch Avenue, an arterial road. Section 24-121(a)(3) of the Subdivision Regulations requires that, when lots or parcels are proposed on land adjacent to an existing or planned roadway of arterial or higher classification, they shall be designed to front on either an interior street or a service road. A variation request to retain four direct vehicular driveway access onto Branch Avenue has been submitted, and is discussed further in the Variation section of this report.

Suitland Parkway is a historic site (#76A-022) owned by the federal government and consists of nine miles of dual-lane road with concrete-arch bridges and woodland within the right-of-way. This preliminary plan of subdivision has been reviewed by the Historic Preservation Commission, as discussed further in the Historic Preservation section of this report. This preliminary plan was also referred to the National Park Service (NPS) for review and comments. Staff has contacted the NPS representative via email and telephone to request written comments regarding the application. As of the writing of this staff report, no response has been received.

The site was rezoned to the M-X-T Zone through the *2008 Approved Branch Avenue Corridor Sector Plan and Sectional Map Amendment*, which was approved by the District Council on September 23, 2008. The M-X-T Zone requires a conceptual site plan (CSP) and a detailed site plan (DSP) be approved for all uses and improvements. The applicant has also submitted Concept Site Plan CSP-10005 and Detailed Site Plan DSP-10044 concurrently for the proposed mixed-use office and retail development on this site. Section 27-270 of the Zoning Ordinance requires that the concept site plan shall be approved before the approval of a preliminary plan of subdivision, and the preliminary plan of subdivision shall be approved before the approval of a detailed site plan. As of the writing of this report, CSP-10005 was approved by the Planning Board on May 12, 2011 and DSP-10044 is scheduled to be heard by the Planning Board on June 2, 2011. This preliminary plan has been reviewed for conformance to the Planning Boards approval of Conceptual Site Plan CSP-10005, and conforms to the conditions of that approval.

SETTING

The property is located in the southeast corner of the intersection of Suitland Parkway and Branch Avenue (MD 5). The neighboring properties to the south are zoned Mixed Use-Transportation Oriented (M-X-T) and developed with various retail stores. The neighboring property to the northeast is zoned Multifamily Medium Density Residential (R-18) and developed with Carriage Hill apartments. The neighboring property to the east is zoned Open Space (O-S) and developed with the Overlook Elementary School.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

1. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

	EXISTING	**PROPOSED**
Zone	M-X-T	M-X-T
Use(s)	Commercial—Vacant Retail (118,940 sq. ft. to be razed)	Office (1,610,000 sq. ft.) Retail (19,584 sq. ft.)
Acreage	14.80	14.80
Lots	0	0
Outlots	0	0
Parcels	7	8
Dwelling Units	0	0
Public Safety Mitigation Fee	No	No
Variance	No	No
Variation	No	Yes (Section 24-121(a)(3))

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee (SDRC) on March 18, 2011. The requested variation to Section 24-121(a)(3) was accepted on February 25, 2011, as discussed further in the Variation Section of this report, and was heard on March 18, 2011 at SDRC as required by Section 24-113(b).

2. **Community Planning**—The 2002 *Prince George's County Approved General Plan* designates the subject property within the Developed Tier centers and corridors. The vision for Developed Tier centers and corridors is mixed residential and nonresidential uses at moderate to high densities and intensities, with a strong emphasis on transit-oriented development. Developed Tier centers should be developed at sufficient densities and intensities with integrated mixed land use to generate ridership that justifies the cost and maintenance of transit facilities and services. This preliminary plan is consistent with the General Plan Development Pattern policies for the Development Tier centers and corridors by proposing a mixed-use development of office and retail adjacent to the Naylor Road Metro Station.

   The 2008 *Approved Branch Avenue Corridor Sector Plan and Sectional Map Amendment* classifies the subject property in the M-X-T Zone. The sector plan recommends this segment of Branch Avenue (MD 5) as a major urban boulevard with a land use recommendation of mixed-use, high-density residential/office/retail. The sector plan defines long-range land use and development policies, detailed zoning changes, and establishes design standards for the area, all of which should govern the design and layout of the site. The proposed preliminary plan and described development are in general conformance with the land use recommendation of the sector plan by providing a mixed-use development of high-density office and retail. However, final compliance with design and layout requirements of the policies of the sector plan will be determined at the time of the detailed site plan review.

3. **Urban Design**—The site is currently developed with approximately 118,940 square feet of shopping center space and multiple asphalt parking areas which are to be razed. The site was rezoned to the M-X-T Zone through the 2008 *Approved Branch Avenue Corridor Sector Plan and Sectional Map Amendment,* which was approved by the District Council on September 23, 2008. The preliminary plan proposes to develop approximately 1,610,000 square feet of office space and 19,584 square feet of retail space in multiple buildings on the proposed parcels. The M-X-T Zone requires a conceptual site plan (CSP) and a detailed site plan (DSP) be approved for all uses and improvements. The applicant has submitted CSP-10005 and DSP-10044 for the subject property.

   Requirements of Conceptual Site Plan CSP-10005
   On May 12, 2011, the Planning Board reviewed and approved the Conceptual Site Plan, CSP-10005, for the subject property. The conceptual site plan was approved with five conditions and the following conditions in bold are related to the review of this preliminary plan:

   3. Prior to approval of the Preliminary Plan of Subdivision, any internal roadway sections shown in this plan that are not consistent with the County Road Ordinance, or State Road Standards and Specifications, shall all have approval of the Department of Public Works and Transportation, or SHA unless it is approved for private maintenance.

   5. Total development of the site shall be limited to uses that would generate no more than 1,809 AM and 1,983 PM new peak-hour vehicle trips (in consideration of the

approved trip rates and the approved methodologies for computing trips associated with the existing shopping center). Any development generating an impact greater than that identified hereinabove shall require an amendment to the Preliminary Plan of Subdivision 4-11001with a new review of the adequacy of transportation facilities.

The preliminary plan and described development is consistent with the approved Conceptual Site Plan, CSP-10005. Conformance to Conditions 3 and 5 regarding roadway and the trip cap is discussed further in the Transportation section of this report.

2008 Approved Branch Avenue Corridor Sector Plan and Sectional Map Amendment
The approved sector plan defines long-range land use and development policies, detailed zoning changes, and establishes design standards for the area, all of which should govern the design and layout of the site. The preliminary plan and described development are in general conformance with these policies and standards; however, final compliance with those requirements will be determined at the time of the detailed site plan reviews.

2010 Prince George's County Landscape Manual
The M-X-T-zoned parcels, with the proposed office and retail buildings with associated parking garage are subject to the following requirements of the 2010 *Prince's George's County Landscape Manual*: Section 4.2, Requirements for Landscape Strips along Streets; Section 4.3., Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. Compliance with these requirements will be determined at the time of detailed site plan review.

4. **Environmental**—A signed Natural Resources Inventory (NRI-039-08) and Type 1 Tree Conservation Plan (TCP1-003-11-01) for the subject property has been received and reviewed. The site is subject to environmental regulations which became effective on September 1, 2010. The project is subject to the current provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the site is greater than 40,000 square feet, contains more than 10,000 acres of woodland, and does not have a previously approved tree conservation plan.

The signed NRI indicates that no regulated environmental features such as streams, wetlands, and 100-year floodplain are found to occur on the property. The site is adjacent to Suitland Parkway which is a source of traffic-generated noise; however, no residential or residential-type uses are proposed. Suitland Parkway is listed on the National Register of Historic Places. The soils found to occur on this site, according to the *Prince George's County Soil Survey,* are in the Marr-Dodson, Sassafras, and Urban land soil series. According to available information, Marlboro clay does not occur on this property. According to information obtained from the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. The site is within the Oxon Run watershed of the Potomac River basin and in the Developed Tier as reflected in the General Plan.

Master Plan Conformance
The *Branch Avenue Corridor Sector Plan and Sectional Map Amendment*, adopted in 2008, contains the following environmental goals, policies, and strategies that are applicable to the environmental review for this site. The General Plan placed the site within a designated center (Naylor Road Metro Station) and a designated corridor (Branch Avenue). The text in **bold** is from

the Branch Avenue Corridor master plan.

Goal 1: Preserve, enhance, and where appropriate, restore environmentally sensitive features in the BAC sector plan's green infrastructure network.

Policy 1: Implement the sector plan's Developed-Tier pattern with new development in the centers while protecting sensitive environment features that meet the full intent of environmental policies and regulations.

Strategies

1. Minimize the negative environmental impacts of all development proposals involving the primary corridors of Henson Creek and Oxon Run to ensure the highest possible level of environmental quality and ecological health.

The site drains to the Oxon Run watershed, a primary corridor. A review of the approved stormwater management concept plan shows that 50 percent of the existing impervious area is 6.11 acres. According to the approved stormwater management concept plan, the project proposes to treat runoff from 50 percent of the existing impervious area by providing a total of 1.64 acres of green roof on two of the proposed structures. Runoff from an additional 4.47 acres of impervious area will be treated through the use of bioretention structures. The 6.11 acres constitutes half of the existing impervious area on the site. The proposed bioretention and green roofs will minimize the volume of untreated runoff that will discharge into Oxon Run, located just north of the subject site.

2. Restore and enhance environmental features and habitats, and maintain or create important connections in approving all development proposals in the secondary corridor of Barnaby Run.

The site does not contain any regulated environmental features and is not located within the secondary corridor of Barnaby Run.

3. Ensure that regulated areas designated in the sector plan's green infrastructure and unique habitats network are preserved, restored, or enhanced by development proposals throughout the development review process.

The site contains an area located along the northern boundary of the site that is associated with an off-site wooded stream valley; however, the existing woodlands on-site are not connected to the woodlands in the stream valley because a raised metro railway line, operated by Washington Metro Area Transit Authority (WMATA), exists between them. It appears that the area is being kept cleared due to the existing elevated rail tracks. The site also contains a significant network gap area, which is south of the regulated area and is not associated with any woodlands. The area within the network gap is fully developed. Because of the cleared area for the rail tracks, it would not be possible to fully implement this strategy of the *Approved Countywide Green Infrastructure Plan,* which would entail establishing a connection between the on-site woodlands and the woodlands within the stream valley property.

4. Carefully evaluate land development proposals in the vicinity of any identified special conservation area—including the Suitland Bog, which is in close proximity to the sector plan area—to ensure that the area is not impacted and that green infrastructure network connections are either maintained or restored.

The site is not adjacent to any special conservation areas.

6. Utilize ecologically sound and environmentally sensitive designs and engineering techniques to maximize the protection of sensitive features.

The site does not contain any sensitive features.

Goal 2: Restore and enhance water quality in areas that have been degraded and preserve water quality in areas that have not been degraded.

Policy: Focus special efforts on restoring and enhancing water quality in all three stream corridors: Henson Creek, Oxon Run, and Barnaby Run.

Strategies

1. Utilize existing stream corridor assessments, or require new assessments as part of the development-review process, and include them with the submission of natural resource inventories as development is proposed for each site. Mitigate identified sites from these assessments during the land development process.

2. Identify opportunities for highly visible, ecologically significant restoration projects within the primary corridors. Target mitigation efforts to include expanded vegetative buffers along streams, wetlands, and stream headwaters.

The site is adjacent to the Oxon Run stream valley within the Potomac River basin. There are no regulated environmental features on-site, such as streams, stream buffers, or 100-year floodplain. As such, no direct impacts to streams, wetlands, or their associated buffers will result from the proposed project; therefore, restoration or mitigation is not recommended.

3. Establish maximum impervious surface percentages in urbanized areas during the evaluation of development proposals, particularly when development occurs adjacent to stream corridors and wetlands.

The site is adjacent to Oxon Run. As part of the design, a structured parking garage is proposed. This feature will reduce the need for surface parking on the site and may contribute to minimizing the overall impervious area of the proposed design. In addition, substantial areas of green roofs are proposed which will reduce the overall percentage of impervious surfaces.

5. Require the use of native plant materials for all plantings, including landscaping, street trees, and afforestation/reforestation.

Afforestation and reforestation are not proposed on the submitted tree conservation plan. As part of the detailed site plan, the landscape plan should implement conservation landscaping techniques to the extent possible and use native plant materials for all plantings used to meet the landscape manual requirements. Landscaping and other planting requirements will be addressed at the time of detailed site plan review.

6. Reduce the area of impervious cover in development or redevelopment projects through use of:

- **Parking areas that minimize stall size, aisle width, access roads, and parking space requirements.**
- **Shared parking and travel aisles between uses where possible.**
- **Innovative methods or technologies such as: disconnected paved surfaces; porous pavement and concrete; turf blocks; and water detention and infiltration facilities such as bioretention and rain gardens.**

A structured parking garage is proposed for the site. This feature will reduce the need for surface parking on the site and may contribute to minimizing the overall impervious area of the proposed design.

8. Implement the recommendations of the Approved Countywide Green Infrastructure Plan (See Map 15, page 94) in all development to address the relationship of planned growth to water resources for both waste disposal and safe drinking water and include an analysis of water-resource protection areas, groundwater resources, water quality standards, total maximum daily load (TMDL) standards, and waste and stormwater management.

There are no known water resource protection areas and groundwater resources onsite. Water quality and stormwater shall be addressed through subsequent reviews of the approved stormwater concept by the Department of Transportation and Public Works. Conformance with the recommendations of the Countywide Green Infrastructure Plan is addressed in the next section. Total maximum daily loads of pollutants have not been established for Oxon Run at this time.

9. Address existing flooding concerns in all new development and redevelopment projects.

The site is not within a county-regulated 100-year floodplain and is not prone to flooding. In addition, a SWM Concept Plan has been approved to ensure that there is no on-site or down stream flooding.

10. Encourage all development proposals to apply some environmentally

sensitive design (ESD) to stormwater techniques such as green roofs; rain gardens; bioretention management; green streets; cisterns; rain barrels; grass swales; and stream stabilization.

The site has an approved Stormwater Management Concept Plan and Letter (8888-2010-01) which has been submitted. According to the approval letter, the site is required to provide bioretention and green roofs. The concept plan shows a green roof on the proposed office building and on a structure labeled "proposed retail." A series of bioretention structures are also shown on the plan. Bioretention and green roofs are considered to be environmental site design (ESD) techniques.

The letter also states that water quality control for all new impervious area and for at least 50 percent of the existing impervious area must be provided. According to the concept plan, green roof area and bioretention structures will provide treatment for an area equivalent to 50 percent of the existing impervious area. Subsequent stormwater management reviews will be carried out under the jurisdiction of the Department of Public Works and Transportation (DPW&T).

Goal 3: Reduce energy consumption, light pollution, and air pollution from new development and noise impacts on new development.

Policy 1: Promote the use of environmentally sensitive design building techniques and reduce overall energy consumption in all development and redevelopment.

Strategies

1. **Require the use of at least three green building techniques in all new development, including but not limited to:**

    - **Reuse of gray water**
    - **Low VOC (volatile organic compounds) materials**
    - **Recycled and/or sustainable building materials**
    - **Green roofs**
    - **Renewable/alternative energy sources such as wind, solar, and hydrogen**

At the time of CSP, the applicant has indicated that the development will be requesting LEED (Leadership in Energy and Environmental Design) certification which will cover many environmental sensitive design building techniques. The approval Stormwater Conceptual Plan shows that development proposes the use of green roofs and bioretention as part of the design. The use of other green building techniques shall be addressed during the detailed site plan review.

Policy 2: Reduce light pollution and intrusion into residential communities and environmentally sensitive areas.

Strategies

3. **Require the use of full cut-off optic light fixtures for all outdoor lighting except in cases where safety would be compromised.**

The site is adjacent to Oxon Run, an environmentally sensitive area. Prior to certification of the detailed site plan, the landscape and lighting plans should show the use of full cut-off optic light fixtures for all outdoor lighting except in areas where safety or security would be compromised.

Green Infrastructure Plan Conformance
The proposed development is in conformance with the recommendations of the Countywide Green Infrastructure Plan and the Branch Avenue Corridor Sector Plan as set forth above.

Environmental Review
This property is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance because the gross tract area exceeds 40,000 square feet, contains more than 10,000 acres of woodland, and does not have a previously approved tree conservation plan. A Type 1 tree conservation plan has been submitted and is recommended for approval. The forest stand delineation (FSD) report describes one mid-successional stage forest stand totaling 1.88 acres dominated by tulip poplar and black cherry. There are no specimen trees found on the site. This subject site has a total woodland conservation requirement of 4.10 acres. The plan proposes to clear all of the existing on-site woodland and meet the entire requirement of 4.10 acres with off-site woodland conservation.

This property is located on the south side of Suitland Parkway, a master planned freeway, and on the east side of Branch Avenue (MD 5), a master planned arterial roadway. Both roadways have been identified as transportation-related noise generators; however, this application does not propose residential or residential-type uses at this time. No additional information regarding transportation-related noise or mitigation is required at this time.

Subtitle 25, Division 3: Tree Canopy Coverage Ordinance requires a minimum percentage of tree canopy coverage (TCC) on properties that require a grading permit. Properties zoned M-X-T are required to provide a minimum of ten percent of the gross tract area in tree canopy. The overall development has a gross tract area of 14.80 acres and, as such, TCC of 1.48 acres is required. A conceptual landscape plan is not required for review with a preliminary plan application and has not been submitted. During the review of the detailed site plan, conformance with Subtitle 25, Division 3: Tree Canopy Coverage Ordinance will be evaluated.

5. **Stormwater Management**—The Department of Public Works and Transportation (DPW&T), Office of Engineering, has determined that on-site stormwater management is required. A Stormwater Management Concept Plan, 8888-2010-01, was approved on March 28, 2011 and is valid until May 4, 2013. The approved concept plan has conditions to ensure that development of this site does not result in on-site or downstream flooding. Development must be in accordance with that approved plan.

6. **Parks and Recreation—**In accordance with Section 24-134(3)(a) of the Subdivision Regulations, the subject subdivision is exempt from mandatory dedication of parkland requirements because it consists of nonresidential development.

7. **Trails**—The preliminary plan has been reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2008 *Approved Branch Avenue Corridor Sector Plan and Sectional Map Amendment* (area master plan) in order to implement planned trails, bikeways, and pedestrian improvements.

The property is located in the southeast corner of the intersection of Suitland Parkway and Branch Avenue (MD 5). Both the MPOT and area master plan recommend continuous sidewalks and bicycle facilities along Branch Avenue and in the vicinity of the subject site in order to facilitate transit-oriented development and multi-modal access to Metro. The area master plan included several detailed recommendations to improve pedestrian access and pedestrian safety along Branch Avenue and to Metro. These recommendations in **bold** below is related to this preliminary plan:

Policy 1: Incorporate appropriate pedestrian, bicycle, transit-oriented design, and transit-supporting design features in all new development in centers and corridor nodes.

Strategies:

1. **Utilize pedestrian amenities and safety features through all road improvement projects or property frontage improvements, including pedestrian refuges, contrasting crosswalks, in-pavement lighting at crosswalks, curb extensions, mid-block crossings, raised crosswalks, and other traffic-calming techniques.**

2. **Provide continuous sidewalks along both sides of all roads within the study area. These sidewalks should be a minimum of six feet wide along major roadways.**

3. **Improve pedestrian crossings and connections at Branch Avenue, St. Barnabas Road, Silver Hill Road, and Iverson Street. Priority should be given to creating safe at-grade crossings that will contribute to the retail main-street environment. If development intensifies, consideration should be given to assessing the appropriateness of pedestrian overpasses.**

Policy 2: Provide adequate pedestrian and bicycle linkages to schools, parks, recreation areas, commercial areas, and employment centers.

Strategy: Give high priority to the funding and construction of major trails providing critical linkages through the sector plan area:

***Suitland Parkway Trail*: Extend the Suitland Parkway Trail to the Branch Avenue Metro Station as recommended in the Approved Master Plan and Sectional Map Amendment for the Heights and Vicinity (Planning Area 76A). This trail will provide access to the existing Suitland Parkway Trail in Washington, D.C. and to the Naylor Road and Suitland Metro Stations. It will also connect to the planned Henson Creek Trail extension in the vicinity of the Branch Avenue Metro Station and Town Center at Camp Springs.**

***Branch Avenue Linear Park*: Design and construct a linear park to provide an attractive and safe pedestrian network. Consideration should be given to designing a side path or wide sidewalks in conjunction with designated bike lanes.**

The MPOT reiterates the recommendations along both Suitland Parkway and Branch Avenue. The MPOT also includes several policies related to pedestrian access and the provision of sidewalks within designated centers and corridors, as well as other areas in the Developed and Developing Tiers. The Complete Streets Section includes the following policies regarding

sidewalk construction and the accommodation of pedestrians.

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

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

The subject application reflects streetscape improvements along the entire frontage of Branch Avenue. These improvements include new street lighting, benches, street trees and landscaping, and wider sidewalks. It should be noted that the sidewalk closest to the retail space includes steps. More specifically, the streetscape immediately in front of the retail includes a 19-foot-wide sidewalk. This sidewalk is comprised of a six-foot walkway with steps adjacent to the retail space, five-foot planters, benches, and tree grates. In many locations, the accessible clear space of the walkway is constrained to five feet or less due to the presence of the planters, tree grates, and street furniture. In order to maximize the accessible clear space along the sidewalk, the relocation of the benches to between the planters (not in front of) is recommended. This wide sidewalk and associated amenities meets the intent of the master plan along Branch Avenue. Restriping for designated bike lanes can be considered by the SHA as part of road resurfacing or streetscape improvements along the corridor. Crosswalks and pedestrian safety features will be addressed at the time of detailed site plan review.

The proposed trail along Suitland Parkway by the Branch Sector Plan and the MPOT will be on adjacent land owned by the National Park Service (NPS). Although the NPS has completed an initial feasibility study for this trail, there is currently no funding for more detailed design or construction. However, upon its completion, the Suitland Parkway Trail will provide direct bike and pedestrian access to the Naylor Road Metro from surrounding communities such as the Carriage Hill apartments, as well as improve access to the nearby Suitland Metro and Branch Avenue Metro stations. Although this trail is a long-term master plan recommendations, with the opening of the southern extension of the Green Line, the development of the Camp Spring Town Center, and the submission of the Naylor Station applications, the importance and existing need for this connection has greatly increased.

The pedestrian on site access especially for the future office building shown on Parcel 4 was discussed and evaluated at the time of review of the CSP. The applicant submitted a conceptual circulation plan and the proposed pedestrian access alignment was found acceptable and will provide access to the future office building from Branch Avenue and the proposed commercial space. Also at the time of CSP, it was noted that a significant number of apartment units lie adjacent to and east of the subject site. The Carriage Hill apartments lie within a quarter mile of the Naylor Road Metro Station, which is within walking distance, no direct pedestrian connection is proposed through the site. The feasibility of a more direct pedestrian connection from the existing apartments to Metro was raised at the time of CSP. Potential alignments which were evaluated include the proposed fire land and the open space along the southeastern edge of the subject site.

The applicant and staff subsequently evaluated both options and presented their finding to the Planning Board at the hearing for the CSP. The Planning Board conclude that a pedestrian connection through the subject site from the surrounding apartments is not feasible. Steep topography and the need for a retaining wall along the entire northwestern edge of the site

preclude utilizing the fire access road as a pedestrian route. Moreover, this road is within the 30-foot-wide security zone required by the Department of Homeland Security. This zone prohibits all nonemergency pedestrian or vehicle access. The connection along the property's southeastern boundary lies within the Washington Gas Light Company easement. This easement has restrictions in place that protect the easement and associated gas line, thus making it unlikely that a trail connection could be approved at this location. Also, there are areas of steep slopes in the corridor necessitating the retaining wall along the access road, further restricting the suitability of the corridor for a trail connection.

A pedestrian trail connection at this site would require a public use easement. A public use easement for a pedestrian trail connection on the subject site (private property) that would lead to and be for the benefit of another private property, Carriage Hill apartments, and would not be an appropriate condition to be placed on this property owner. The MPOT and Branch Avenue sector plan do not call for a pedestrian connection through the site. Both plans envision pedestrian connections to be along existing streets such as Branch Avenue and Naylor Roads, with streetscape improvements.

SHA is initiating a streetscape project for MD 5 in the vicinity of the subject site and frontage improvements on the subject site should be consistent with that effort, to the extent feasible. M-NCPPC is currently doing a pedestrian safety study around the Naylor Road Metro and appropriate recommendations from this study (such as traffic calming, pedestrian refuges, sidewalk improvements, improved crossings, and pedestrian amenities) may be incorporated into the conditions of approval at the time of detailed site plan.

From the standpoint of nonmotorized transportation, it is determined that this plan is acceptable, fulfills the intent of applicable master plans and functional plans, fulfills prior conditions of approval, and meets the finding required for a preliminary plan of subdivision as required pursuant to Section 24-123 of the Subdivision Regulations if the application is approved with conditions.

8. **Transportation—**The findings and recommendations contained herein are based on the review of a traffic impact study submitted on February 15, 2011. The study was found to be acceptable and was referred to State Highway Administration (SHA) and County Department of Public Works and Transportation (DPW&T) for their review and comment on February 25, 2011.

The site is located along the east side of Branch Avenue (MD 5) and at the southeast quadrant of MD 5 and Suitland Parkway interchange. The subject property consists of approximately 14.80 acres of land in the M-X-T Zone. The site is currently improved with a shopping center and there are four existing access points along the site's frontage on MD 5. The site is also adjacent to Suitland Parkway, a limited access expressway maintained by the U.S. Department of Interior, National Park Services. No additional right-of-way dedication is recommended beyond that currently reflected on the preliminary of subdivision. The property is currently encumbered with an SHA easement along the frontage of Branch Avenue. The conceptual plans of development propose development within the easement, for which SHA approval is required. Staff has facilitated negotiations between the applicant and SHA to allow for construction within the easement. SHA has indicated that a resolution of this issue should occur prior to building permits. The applicant's proposal to construct within the easement is a matter that must be resolved with SHA and addressed with the detailed site plan (DSP), or subsequent revisions of the DSP if the issue is not resolved and the proposed structures relocated outside of the easement.

The subject property is located within the Developed Tier, as defined in the 2002 *Prince George's County Approved General Plan*. As such, the subject property is evaluated according to the following standards:

- **Links and signalized intersections:** Level-of-service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Regulations, is permitted at signalized intersections within any tier subject to meeting the geographical criteria in the *Guidelines*.

- **Unsignalized intersections:** The *Highway Capacity Manual* (Transportation Research Board) 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 to be 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.

Proposed Development and Projected Traffic Impacts

This preliminary plan is to resubdivide the site into 8 parcels for a phased mixed-use development consisting of approximately 1.610 million square feet of gross floor area (GFA) for office space and approximately 19,584 square feet of GFA for commercial retail. However, the submitted traffic study is based on a total of 1.7 million square feet of GFA for office space only, without any commercial retail space. The existing development on the subject site consists of several one-story commercial buildings totaling 118,940 gross square feet of retail, which all are proposed to be removed with the redevelopment of the site. Since the required adequacy findings for transportation facilities will be based on the projected number of AM and PM peak hour vehicle trips calculated for the subject site, the above noted discrepancy in the type and quantity of uses is not inconsistent with the analysis for overall traffic impacts. The applicant is aware of this discrepancy and has verified that the proposal is for a mix of retail and office uses.

Nonetheless, and to be consistent with the submitted and approved Conceptual Site Plan (CSP-10005) and the proposed preliminary plan , it is assumed based on the CSP that Phase One of proposed development will include the development of one large office building with approximately 1.15 million gross square feet of office development proposed to house a single federal agency. Phase Two, will include the remaining office, retail or other allowed uses up to the levels that would generate equivalent AM and PM peak-hour vehicle trips used in determining the required transportation adequacy.

Subtitle 24 of the County Code (the Subdivision Regulations) requires all impacted transportation facilities that are existing, are under construction with 100 percent of construction funds allocated within either the County or State capital programs, or otherwise provided by the applicant, will be adequate to accommodate the total projected traffic. The total traffic in addition to including an appropriate annual growth rate of existing and observed trips must also include the traffic that will be generated by the proposed development, and any approved but not yet built development.

Using trip generation rates in the "*Guidelines for the Analysis of the Traffic Impact of Development Proposal*s (Guidelines)" and trip generation rates for large governmental general office recommended by the latest edition of the *Trip Generation Manual* (Institute of

Transportation Engineers), the submitted traffic study, using the following assumed development levels for phases one and two (the buildout), has determined the maximum net new AM and PM peak-hours vehicle trips for each phase, would be as stated in the following table:

Proposed Use	Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total
Phase One—Office						
1,150,000 sq. ft. government general office	1164	159	1323	232	1135	1367
Less existing trips(occupied shopping center)	*-24*	*-15*	*-39*	*-136*	*-136*	*-272*
Net New Trips	**1,140**	**144**	**1,280**	**96**	**999**	**1,095**
Phase Two—Buildout						
1,700,000 sq. ft. government general office	1592	217	**1809**	337	1646	**1983**
Less existing trips(occupied shopping center)	*-24*	*-15*	*-39*	*-136*	*-136*	*-272*
Total Net New Trips	**1,568**	**202**	**1,770**	**201**	**1,510**	**1,711**

As noted above, there is an existing retail center on the site that will be razed under this proposal. The trips associated with that use are assumed to be already vested and are included in the existing traffic count figures; therefore, they are subtracted from the overall new trip impact.

Since the proposed development is projected to generate more than 50 AM and PM peak-hour vehicle trips, staff determined that a traffic study detailing weekday analyses for phases one and two were needed. In response the applicant submitted a traffic impact study on February 15, 2011, which was found to be acceptable. The study is based on a detailed scoping agreement which described appropriate trip generation rates and identifies the number and location of critical intersections. The submitted traffic study includes a transportation facilities mitigation plan for the intersection of Naylor Road with Suitland Parkway. The *Guidelines* requires approval of any proffered mitigation plan by the appropriate agency, which in this case is the Maryland State Highway Administration (SHA), prior to consideration by the Planning Board. This study and the applicant's proffered mitigation plan were referred to SHA and the County Department of Public Works and Transportation (DPW&T) for their review and comment on February 25, 2011.

On April 12, 2011, staff and SHA received copies of a revised traffic analysis report that provided additional comments and included point-by-point responses to the operational and access-related issues raised by staff and SHA based on the review of the February 15, 2011 study. A revised study was received on May 9, 2011 to further address staff comments. SHA submitted written comments at the time of Conceptual Site Plan CSP-10005 that officially accepted the proffered mitigation plan and is satisfied with resolution of all outstanding issues.

The findings and recommendations outlined below are based upon a review of written comments provided by DPW&T and SHA, and other submitted materials (including the applicant's prepared and submitted statement of justification, parking analysis, variation request for access (24-121(a)(3)) to Branch Avenue; an arterial facility, on-site transportation circulation plan and additional analyses conducted by the staff of the Transportation Planning Section, consistent with the *Guidelines* and the Approved Plan.

Similar to the transportation adequacy findings presented below, on May 12, 2011 an equally detailed findings, as required by the Zoning Ordinance for properties placed in the M-X-T Zone by a sectional map amendment, was presented to- and was approved by the Prince George's County Planning Board for the Conceptual Site Plan (CSP-10005).

Analysis of Traffic Impact
The proposed development would generate 1,809 AM peak hour trips, and 1,983 PM peak hour trips. These trip projections were determined using the *Trip Generation Manual* (Institute of Transportation Engineers) for large government general office development. There is an existing retail center on the site that will be razed under this proposal. The trips associated with the existing retail center are included in the total trip generation figures.

The traffic generated by the proposed conceptual plan would impact the signalized and unsignalized intersections, listed below:

- MD 5 & MD 458(Silver Hill Road) (signalized)
- MD 5& Colebrooke Drive (signalized)
- MD 5 & Curtis Drive(signalized) (signalized)
- MD 5 & MD 637 (Naylor Road) (signalized)
- MD 5 & Metro Station Access Road (signalized)
- MD 5 & Suitland Parkway WB Ramp (unsignalized)
- MD 5 & Suitland Parkway EB Ramp (unsignalized)
- Naylor Road & Suitland Parkway (signalized)
- Naylor Road & Metro Access & Oxon Run Road (roundabout)
- Naylor Road & Metro Access & Good Hope Avenue (roundabout)

None of these intersections identified above is programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation (MDOT) *Consolidated Transportation Program* or the Prince George's County *Capital Improvement Program.*

Pursuant to the scoping agreement, the traffic impact study identified the following intersections as the critical intersections, with existing traffic summarized within the table:

EXISTING TRAFFIC CONDITIONS		
	Level of Service (LOS)/ Critical Lane Volume (CLV)	
Intersection	**AM**	**PM**
MD 5 & MD 458(Silver Hill Road)	E/1454	E/1463
MD 5 & Colebrooke Drive	A/936	C/1292
MD 5 & Curtis Drive	D/11401	C/1167
MD 5 & MD 637 (Naylor Road)	A/765	A/886
MD 5 & Metro Station Access Road	B/1133	A/837
Naylor Road & Suitland Parkway	F/1733	E/1592
MD 5 & Suitland Parkway WB Ramp *	F/132.3 seconds	F/559.6 seconds
MD 5 & Suitland Parkway EB Ramp *	F/155.5 seconds	F/767.6 seconds
Naylor Road & Metro Access & Oxon Run Road **	A/10.4 seconds	C/16.1 seconds
Naylor Road & Metro Access & Good Hope Avenue **	A/9.2 seconds	C/21.2 seconds
* In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy. ** Roundabouts are analyzed using Sidra Software. The results show the degree of saturation or volume-to-capacity (v/c) ratio for each movement. An acceptable level of service corresponds to a maximum saturation level, or v/c ratio of 0.85.		

In addition to the above intersection levels of service analysis, the traffic study also includes queue length analysis using the SHA approved methodology for all signalized intersections. While these queue analyses are not required by the *Guidelines*, the applicant has provided them in the traffic study to address State access approval issues.

With the absence of any approved but unbuilt development proposals within the study area, and with less than one percent growth rate per year in observed traffic volumes along major roadways in the study area, the background analysis was deemed acceptable using a one percent annual growth rate through 2015, the proposed build out year in the study area. Analyses were done to determine background traffic for year 2013, for phase one, and year 2015, for the site buildout. By definition, a background analysis for each phase evaluates traffic by combining existing traffic with projected growth. The analyses indicated the following results:

PHASE ONE BACKGROUND CONDITIONS (2013)		
	Level of Service (LOS)/ Critical Lane Volume (CLV)	
Intersection	**AM**	**PM**
MD 5 & MD 458(Silver Hill Road)	E/1497	E/1507
MD 5 & Colebrooke Drive	A/965	C/1331
MD 5 & Curtis Drive	D/1443	C/1203
MD 5 & MD 637 (Naylor Road)	A/788	A/913
MD 5 & Metro Station Access Road	B/1077	A/818
Naylor Road & Suitland Parkway	F/1786	E/1641
MD 5 & Suitland Parkway WB Ramp *	D/1387	E/1510
MD 5 & Suitland Parkway EB Ramp *	B/1110	B/1071
Naylor Road & Metro Access & Oxon Run Road **	A/10.5 seconds	C/16.7 seconds
Naylor Road & Metro Access & Good Hope Avenue **	A/9.3 seconds	C/23.0 seconds

* In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.
** Roundabouts are analyzed using Sidra Software. The results show the degree of saturation or volume-to-capacity (v/c) ratio for each movement. An acceptable level of service corresponds to a maximum saturation level, or v/c ratio of 0.85.

PHASE TWO BACKGROUND CONDITIONS (2015)		
	Level of Service (LOS)/ Critical Lane Volume (CLV)	
Intersection	**AM**	**PM**
MD 5 & MD 458(Silver Hill Road)	E/1528	E/1537
MD 5 & Colebrooke Drive	A/984	C/1358
MD 5 & Curtis Drive	D/1472	C/1226
MD 5 & MD 637 (Naylor Road)	A/803	A/931
MD 5 & Metro Station Access Road	B/1099	A/834
Naylor Road & Suitland Parkway	F/1820	E/1672
MD 5 & Suitland Parkway WB Ramp *	D/1415	E/1539
MD 5 & Suitland Parkway EB Ramp *	B/1132	B/1092
Naylor Road & Metro Access & Oxon Run Road **	A/10.6 seconds	C/17.7 seconds
Naylor Road & Metro Access & Good Hope Avenue **	A/9.4 seconds	C/26.80 seconds
* In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy. ** Roundabouts are analyzed using Sidra Software. The results show the degree of saturation or volume-to-capacity (v/c) ratio for each movement. An acceptable level of service corresponds to a maximum saturation level, or v/c ratio of 0.85.		

An analysis of the traffic data under "Total" conditions for phases one and two represents a combination of background traffic and site-generated traffic. Using the site-generated trips presented earlier, an analysis of total traffic conditions was done, and the following results were determined:

PHASE ONE TOTAL CONDITIONS (2013)		
	Level of Service (LOS)/ Critical Lane Volume (CLV)	
Intersection	**AM**	**PM**
MD 5 & MD 458(Silver Hill Road) **- With Proposed Improvements**	E/1685 **C/1266**	E/1618 **E/1498**
MD 5 & Colebrooke Drive	B/1105	E/1451
MD 5 & Curtis Drive **- With Proposed Improvements**	F/1687 **C/1252**	D/1334 **D/1334**
MD 5 & MD 637 (Naylor Road)	A/811	B/1069
MD 5 & Main Site Access	C/1253	C/1253
MD 5 & Metro Station Access Road (1)	B/1112	B/1004
Naylor Road & Suitland Parkway **- With Proposed Improvements**	F/1812 **F/1655**	F/1703 **E/1571**
MD 5 & Suitland Parkway WB Ramp (2) **- With Proposed Improvements**	D/1744 **E/1579**	E/1549 **E/1522**
MD 5 & Suitland Parkway EB Ramp (2)	B/1135	B/1203
Naylor Road & Metro Access & Oxon Run Road **	A/11.5seconds	C/17.3 seconds
Naylor Road & Metro Access & Good Hope Avenue **	A/10.9 seconds	C/25.1 seconds

** Roundabouts are analyzed using Sidra Software. The results show the degree of saturation or volume-to-capacity (v/c) ratio for each movement. An acceptable level of service corresponds to a maximum saturation level, or v/c ratio of 0.85.
(1) with the proposed elimination of east approach
(2) with the proposed installation of traffic signals along MD 5

PHASE TWO TOTAL CONDITIONS (2015)		
	Level of Service (LOS)/ Critical Lane Volume (CLV)	
Intersection	**AM**	**PM**
MD 5 & MD 458(Silver Hill Road) **- With Proposed Improvements**	E/1786 **C/1347**	E/1705 **E/1583**
MD 5 & Colebrooke Drive	B/1181	E/1539
MD 5 & Curtis Drive **- With Proposed Improvements**	F/1808 **C/1338**	D/1427 **D/1427**
MD 5 & MD 637 (Naylor Road)	A/835	B/1168
MD 5 & Main Site Access	C/1345	C/11386
MD 5 & Metro Station Access Road (1)	B/1149	B/1145
Naylor Road & Suitland Parkway **- With Proposed Improvements**	F/1855 **F/1692**	F/1813 **F/1646**
MD 5 & Suitland Parkway WB Ramp (2) **- With Proposed Improvements**	D/1906 **E/1077**	E/1549 **E/1576**
MD 5 & Suitland Parkway EB Ramp (2)	B/1166	B/1397
Naylor Road & Metro Access & Oxon Run Road **	A/12.1seconds	C/19.8seconds
Naylor Road & Metro Access & Good Hope Avenue **	A/11.8 seconds	D/33.4 seconds
** Roundabouts are analyzed using Sidra Software. The results show the degree of saturation or volume-to-capacity (v/c) ratio for each movement. An acceptable level of service corresponds to a maximum saturation level, or v/c ratio of 0.85. (1) with the proposed elimination of east approach (2) with the proposed installation of traffic signals along MD 5		

The results shown in the table above have indicated that there are several intersections that would operate unacceptably under total traffic conditions. To address those inadequacies, the following improvements were proposed in the traffic study:

MD 5 and MD 458

a. Convert northbound right-turn lane to through/right-turn lane.
b. Add a second a second westbound left-turn-lane on MD 458.
c. Modify and rebuild the existing traffic signal.

MD 5 and Curtis Drive

a. Convert northbound right-turn lane to through/right-turn lane.
b. Restripe northbound MD 5.
c. Modify and rebuild the existing traffic signal to interconnect with all other signals.

MD 5 and Naylor Road/Site Access

a. Construct double left-turn lanes along southbound MD 5.
b. Prohibit left turns from Naylor Road to northbound MD 5.
c. Install traffic signal and interconnect with all other signals.

MD 5 and New Site Access Road

a. Construct double left-turn-lanes along southbound MD 5.
b. Provide two left-turn lanes, and one right-turn lane along the westbound approach.
c. Install traffic signal and interconnect with all other signals.

MD 5 along site frontage

a. Reconstruct and reconfigure MD 5 median.
b. Modify and interconnect all existing and proposed traffic signals along MD 5 between Suitland Parkway and Silver Hill Road.
c. Install pedestrian crosswalks and pedestrian countdown signal heads at all existing and proposed traffic signals.
d. Widen northbound MD 5 by one lane from the westbound Suitland Parkway ramp to a point 2,000 feet north of the westbound Suitland Parkway ramp.

MD 5 and Metro Entrance

a. Close the east leg to general traffic.
b. Modify and interconnect the existing traffic signal.
c. Provide for future bike sharing station.

MD 5 and Westbound Suitland Parkway

a. Widen westbound Suitland Parkway off ramp to include a double left/through lanes and one right-turn lane.
b. Install and interconnect traffic signal.

MD 5 and Eastbound Suitland Parkway

a. Install and interconnect traffic signal.

Suitland Parkway and Naylor Road

a. Construct second southbound left-turn lane.
b. Construct second northbound left-turn lane.
c. Modify the existing traffic signal.
d. Install pedestrian crosswalks and pedestrian countdown signal head.

The 2008 *Approved Branch Avenue Corridor Sector Plan and Endorsed Sectional Map Amendment* recommends and reconfiguration and reconstruction of Branch Avenue and Naylor Road as urban boulevards with extensive pedestrian, bike and bus enhancements and amenities. The sector plan also recommends significantly lower off-street parking ratios than required parking ratios stated in the Off-Street Parking and Loading Section of the county's Zoning Ordinance. It is important to note that all of the proposed improvements stated in the traffic study to address the noted adequacy deficiencies are either consistent with or will further enhance the stated goals and objectives of the sector plan.

With all of these improvements in the place, or fully funded and permitted for construction, the analyses show that all of the critical intersections in the study area would operate adequately, except for the intersection of Naylor Road and Suitland Parkway. In response to this inadequacy, the applicant has proffered mitigation. This intersection is eligible for mitigation under the second criterion in the *Guidelines for Mitigation Action* (approved as CR-29-1994). The applicant recommends the improvements described above for this intersection to mitigate the impact of the applicant's development in accordance with the provisions of Section 24-124(a)(6) of the Subdivision Regulations. The specific mitigations improvements are:

a. Construct second southbound left-turn lane .
b. Construct second northbound left-turn lane.
c. Modify the existing traffic signal.

The impact of the mitigation actions at this intersection is summarized as follows:

IMPACT OF MITIGATION				
Suitland Parkway and Naylor Road Intersection	LOS and CLV (AM & PM)		CLV Difference (AM & PM)	
2015 Background Conditions	F/1820	F/1672		
Total Traffic Conditions	F/1855	F/1813	+30	+141
Total Traffic Conditions w/Mitigation	F/1692	F/1646	-128	-26

As the critical land volume (CLV) at this intersection is over 1,813 during the AM peak hour under total traffic, the proposed mitigation action must mitigate at least 100 percent of the trips generated by the subject property during the AM and PM peak hours, according to the *Guidelines*. The above table indicates that the proposed mitigation action would mitigate significantly more than 100 percent of site-generated trips during both peak hours. **Therefore, the proposed mitigation at Suitland Parkway and Naylor Road meets the requirements of Section 24-124(a)(6)(B)(i) of the Subdivision Ordinance in considering traffic impacts.**

As noted earlier, the mitigation plan was reviewed by DPW&T and SHA, and neither agency raised an objection to the mitigation plan. It is also important to note that the CLV findings contained herein are based upon the projected AM and PM peak-hour vehicle trips resulting from the buildout of 1.7 million square feet of government office building use in the traffic study. To be consistent with the approved Conceptual Site Plan (CSP-10005) and the proposed preliminary plan, in which the site is proposed to be developed with different mix or intensity of allowed uses, staff recommendations will include approval conditions for appropriate AM and PM peak-hour vehicle trip caps rather than a specific development scenario that might be constructed on the subject site.

Variation to Section 24-121(a)(3)

The subject site is currently being served with four vehicular access driveways to Branch Avenue. Branch Avenue is an existing arterial facility and pursuant to Section 21-121 of the Subdivision Regulations, for lots that front on arterial roadways, these lots shall be developed to provide direct vehicular access to either a service road or an interior driveway when feasible. This requirement requires an applicant to develop alternatives to direct access onto an arterial roadway. Section 24-121(a)(3) of the Subdivision Regulation states:

(3) When lots are proposed on land adjacent to an existing or planned roadway of arterial or higher classification, they shall be designed to front on either an interior street or a service road. As used in this Section, a planned roadway or transit right-of-way shall mean a road or right-of-way shown in a currently approved State Highway plan, General Plan, or master plan. If a service road is used, it shall connect, where feasible, with a local interior collector street with the point of intersection located at least two hundred (200) feet away from the intersection of any roadway of collector or higher classification.

The site has frontage on Branch Avenue (MD 5) and is adjacent to Suitland Parkway, which is an expressway owned by the federal government. There is no existing or proposed vehicular access from the site to Suitland Parkway. Access from the site to Suitland Parkway should be denied. There are no other roadways beside MD 5 that can be used to provide vehicular access to and from the site. Currently the subject site is being served with four vehicular access driveways, all from Branch Avenue. The preliminary plan proposes to retain four points of vehicular access to Branch Avenue but in new or modified locations.

Based on the Conceptual Circulation plan, the first point of access will be relocated to the southwest corner of the site along the frontage of proposes Parcels 3, 5, and 6 and be designed as a multilane driveway for access to the structured parking garage and office building. The second point of access will be approximately 290 feet west from the first access along the frontage of proposed Parcels 2, 4 and 7 and is designed as a multilane driveway for the main entrance to the office buildings, loading bays, and structured parking garage. The third point of access is approximately 260 feet west from the second access along the northwest corner of proposed Parcel 8 and designed as a limited right-in only driveway for the access to retail space. The fourth point of access will be approximately 410 feet west from the third access at the northwest corner of the site along the frontage of Parcel 1 and designed as a secured and gated driveway limited for emergency vehicles access only and not designed or intended for general circulation.
The preliminary plan proposes to modify the four existing access points into two multilane driveways, one right-in driveway and one driveway for emergency vehicles only. These four modified points of access are recommended for approval.

Since Branch Avenue is an existing arterial facility, a request was submitted for a variation from Section 24-121(a)(3) to retain the four point of access on Branch Avenue (MD 5) in different location. Section 24-113(a) of the Subdivision Regulations sets forth the required findings for approval of variation requests and reads as follows:

(a) Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:

As discussed below, the approval of the applicant's request does not have the effect of nullifying the intent and purpose of the Subdivision Regulations. In fact, strict compliance with the requirements of Section 214-121(a)(3) of the Subdivision Regulations could result in inadequate access and circulation for the office and retail development proposed.

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

Four vehicular access points to Branch Avenue have existed for many years with. The Maryland State Highway Administration (SHA) has indicated no concern with continuing to allow access as proposed. As the operating agency, SHA is charged with ensuring safe access to State highways and concurs with the Transportation Planning Section in recommending approval of the accesses as proposed.

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

The existing four access points are existing and were legally established through prior permits. These four access points existed when Branch Avenue was designated as an expressway. Branch Avenue was downgraded from an expressway to an arterial facility by the approval of the Branch Avenue Corridor Sector Plan and Sectional Map Amendment. This is a situation that is somewhat uncommon in the County. The site has frontage on Branch Avenue and Suitland Parkway, but access to Suitland Parkway is not permitted. Therefore, Branch Avenue is the only roadways that can be used to provide access to and from site. In order to provide safe and efficient access for this mixed use development of over 1.6 million square feet of gross floor area the four accesses locations are necessary.

(3) The variation does not constitute a violation of any other applicable law, ordinance, or regulation; and

All four access points are legally permitted by SHA. Given this evidence, the granting of this variation would constitute a violation of any other applicable law, ordinance, or regulation for a modification. The finding is met for all proposed access points.

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

This finding requires evidence that a particular hardship, as distinguished from a mere inconvenience, would result for the owner if the variation were not granted. The site has frontage on Branch Avenue (MD 5) and is adjacent to Suitland Parkway, which is an expressway owned by the federal government and direct access is not permitted. There are no other roadways beside MD 5 that can be used to provide access to and from the site. The vitality of the proposed retail portion of the proposed development as required by the approved Branch Avenue sector plan and a provision in the sector plan requires direct access points along Branch Avenue. It is apparent that if the strict interpretation of the regulations were to be followed and access to Branch Avenue is denied, the owners of the property would incur harm and could possibly lead to elimination of a substantial amount of the proposed potential redevelopment of the site, as has been envisioned by the approved Branch Avenue sector plan.

Therefore, it is determined that the finding is met for all four access points, and the variation request for the four proposed access points onto MD 5 is recommended for approval.

It is recommended the site will only have access to Branch Avenue by the four access points supported by the variation request, all other access from the site to Branch Avenue should be denied. The site should use an easement pursuant to Section 24-128(b)(9) of the Subdivision Regulations, to provide vehicular access to and from the four access points for all the eight parcels proposed by this preliminary plan. A cross-parcel access easements should also be required to ensure that internal vehicular circulation between the eight parcels is not restricted. The easements would allow for better and safer vehicular access and circulation to and between the eight proposed parcels, buildings, parking areas and common spaces via the four proposed access driveways along Branch Avenue.

Transportation Conclusions
Based on the preceding findings, the plan conforms to the required findings for approval of the preliminary plan of subdivision pursuant to Section 24-124 of the Subdivision Regulations if the application is approved with conditions.

9. **Schools**—There are no residential dwelling units proposed in the development. There are no anticipated impacts on school facilities.

10. **Fire and Rescue**—The proposed preliminary plan has been reviewed for adequacy of fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(B)–(E) of the Subdivision Regulations.

Fire/EMS Company #	Fire/EMS Station Name	Service	Address	Actual Travel Time (minutes)	Travel Time Guideline (minutes)	Within/ Beyond
29	Silver Hill	Engine	3900 Old Silver Hill Rd.	1.40	3.25	Within
17	Boulevard Heights	Ladder Truck	4101 Alton St.	4.25	4.25	Within
29	Silver Hill	Paramedic	3900 Old Silver Hill Rd.	1.40	4.25	Within
29	Silver Hill	Ambulance	3900 Old Silver Hill Rd.	1.40	7.25	Within

Capital Improvement Program (CIP)
There are no CIP projects for public safety facilities proposed in the vicinity of the subject site.

The above findings are in conformance with the 2008 *Approved Public Safety Facilities Master Plan* and the "Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities."

11. **Police Facilities**—The police facilities test is performed on a countywide basis for nonresidential development in accordance with the policies of the Planning Board. There is 267,660 square feet of space in all of the facilities used by the Prince George's County Police Department and the July 1, 2009 (U.S. Census Bureau) county population estimate is 834,560. Using 141 square feet per 1,000 residents, it calculates to 117,672 square feet of space for police. The current amount of space, 267,660 square feet, is within the guideline.

12. **Water and Sewer—**Section 24-122.01(b)(1) of the Subdivision Regulations states that "the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for preliminary or final plat approval."

The 2008 *Water and Sewer Plan* placed existing Parcels A, B, 68, 230, and 246 in water and sewer Category 3, Community System, and will therefore be served by public systems. Parcels 30 and 247 are placed in "dormant" water and sewer Category 3, in which an active Category 3, obtained through the administrative amendment procedure, must be approved before recordation of a final plat.

Water and sewer lines in Branch Avenue (MD 5) abut the property. Water and sewer line extensions may be required to service the proposed subdivision and must be approved by the Washington Suburban Sanitary Commission (WSSC).

13. **Health Department**—The Prince George's County Health Department has evaluated the proposed preliminary plan of subdivision and notes that a raze permit must be obtained through the Department of Environmental Resources (DER) prior to removal of any existing buildings. Any hazardous materials located in any structures on-site must be removed and properly stored or discarded prior to the structures being razed.

14. **Public Utility Easement (PUE)—**In accordance with Section 24-122(a) of the Subdivision Regulations, when utility easements are required by a public utility company, the subdivider should include the following statement in the dedication documents recorded on the final plat:

> "Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748."

Prior to the approval of the final plat, a ten-foot-wide public utility easement should be provided along the public right-of-way or the applicant should demonstrated that all of the effected utilities will agree and be permitted by SHA to be located within the existing SHA right-of-way as indicated by the applicant.

15. **Historic**—The subject property is located adjacent to and south of the right-of-way of Suitland Parkway and east of the parkway's intersection with Branch Avenue (MD 5), Temple Hills.

Suitland Parkway (Historic Site #76A-022) was constructed from 1943–1944 and consists of nine miles of roadway, of which more than six miles are within Prince George's County. The parkway is a dual-lane road with concrete-arch bridges faced with stone. Planned before the outbreak of World War II, the project came to fruition with the entrance of the U.S. into the war in December 1941 and the establishment of Andrews Air Force Base a few months later. The parkway connects the base (now Joint Base Andrews) with Bolling Air Force Base and Washington, D.C. It has carried many diplomatic processions and official entourages, and now provides an efficient line of transportation between Washington, D.C. and suburbs in the county. The parkway was listed in the National Register of Historic Places in 1995.

Since the subject property is adjacent to the historic site, Suitland Parkway, the preliminary plan was referred to the Historic Preservation Commission (HPC). HPC reviewed Preliminary Plan 4-11001 and its associated Conceptual Site Plan (CSP-10005) at its March 15, 2011 meeting. In its discussion, HPC was concerned with the viewshed of Suitland Parkway and the proposed development.

Based on the associated conceptual site plan application for the subject property (CSP-10005), the largest proposed parcel within the preliminary plan, Parcel 1 (7.3 Acres), which abuts the parkway right-of-way on the north and east, would be the site of a large office building made up of two connected sections, nine stories to the north and six stories to the south. An attached 7-story parking structure would be located east and south of the office building on proposed Parcels 2 and 3 (113,076 and 68, 952 square feet, respectively). Proposed Parcel 8 (29,878 square feet), on the north side of the project entrance drive, would accommodate small, one-story commercial structures as part of Phase 1 of the redevelopment project. Additional one-story commercial buildings would be located on proposed Parcels 5, 6, and 7 as part of Phase 2, which would also involve the potential expansion of the structured parking facility on proposed Parcel 4.

The subject preliminary plan of subdivision is consistent with the associated conceptual plan for the redevelopment of the Naylor Station property with a multibuilding office and retail complex. The subject application will facilitate the redevelopment of the property with larger and more visible structures that will be partially visible from the parkway from selected vantage points and at selected times of the year, the impact of those new structures is substantially mitigated by the proposed siting of buildings, the parkway's existing wooded buffer, and the presence of the elevated Metro tracks in this location. As such, these new features within the parkway viewshed are not inherently negative effects on the character of the historic site.

The irregular character of the parkway right-of-way and the general topography of the vicinity have never provided for completely screened views of adjacent construction. An existing impact on the character of the parkway is the highly visible Metro Green Line, Naylor Road Station, opened in January 2001. In this location, portions of the track within the parkway right-of-way are elevated as the tracks traverse Branch Avenue (MD 5). In addition, the fact that the parkway is crossed by a number of other roads has created intersections with viewsheds different from those of uninterrupted stretches of roadway. Therefore, the ability to screen views at prominent intersections, such as Branch Avenue, is necessarily different from other portions of the parkway.

Phase I archeological investigations are not recommended on this 14.8-acre property. The site was previously developed with a roller-skating rink, shopping center, parking lots, and several commercial structures that line Branch Avenue (MD 5). The probability of the subject property containing significant archeological resources is low.

Overall, this project is poised to be a substantial amenity and a notable visual landmark within what will become an increasingly important parkway intersection and a gateway to Prince George's County. The Historic Preservation Commission voted 4-1-1 to recommend that the Planning Board approve the application without conditions.

16. **Residential Conversion**— The subject application is not proposing any residential development; however, if a residential land use were proposed, a new preliminary plan should be required. There exist different adequate public facility tests comparatively between residential and non-residential uses, and there are considerations for recreational components for a residential subdivision. A new preliminary plan should be required if residential development is to be considered.

RECOMMENDATION:

APPROVAL, subject to the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the following technical corrections shall be made:

    a. Show the existing 30-foot wide easement as reflected on the previous record plat (WWW 42@86) and label as "to be abandoned."

    b. Label all the existing structures as "to be removed" and add a note stating that "All existing structures will be razed."

2. Prior to signature approval of the preliminary plan, the Type 1 Tree Conservation Plan, TCP1-003-11-01, shall be revised as follows:

   a. Provide the approved stormwater management concept plan number on Note 11.
   b. Show the correct zoning (M-X-T) on the TCP1 worksheet.
   c. Have the revised plans signed and dated by the qualified professional who prepared them.

3. Prior to approval of the Detailed Site Plan, the landscape and lighting plans shall show the use of full cut-off optic light fixtures for all outdoor lighting except in areas where safety or security would be compromised.

4. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2008 *Approved Branch Avenue Corridor Sector Plan and Sectional Map Amendment*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following; unless modified by SHA:

   a. A wide pedestrian streetscape along the subject site's entire frontage of Branch Avenue (MD 5). The placement of street furniture, crosswalks, pedestrian safety features, and accessible clear space.

   b. Pedestrian signals at all signalized intersections along MD 5 on the subject site.

   c. High visibility and contrasting crosswalks and ADA-accessible (Americans with Disabilities Act) ramps and curb cuts at all ingress/egress points for the subject site along MD 5.

5. Prior to approval of the final plat, the following notes shall be provided:

   a. Development of this subdivision shall be in accordance with approved Stormwater Management Concept Plan, 8888-2010-01, and any subsequent revisions.

   b. Vehicular ingress/egress access for the Parcels 1 through 8 is authorized pursuant to Section 24-128(b)(9), and a variation approved to Section 24-121(a)(3) which limits direct vehicular access along Branch Avenue, as reflected on the approved DSP.

   c. Development is subject to Conceptual Site Plan CSP-10005 and the subsequent detailed site plan.

   d. Direct vehicular access to Suitland Parkway is denied.

6. Total development within the subject property shall be limited to uses which generate no more than 1,809 (1,592 in; 217 out) AM peak hours trips, and 1,983 (337 in; 1,646 out) PM peak hour trips in consideration of the approved trip rates for a government office building, and the existing shopping center. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

7. Access to Branch Avenue (MD 5) shall be limited to four access points consist of two multi-lane driveways, one right-in only driveway, and one secured and gated driveway limited to emergency vehicles only as reflected on the approved detail site plan (DSP).

8. Prior to the approval of the final plat cross-lot access easement shall be recorded and the liber folio reflected on the record plat.

9. Prior to the issuance of any building permits for each phase of the subject property, the following road improvement shall (a) have full financial assurances, (b) have been designed to include the recommended ultimate lane configurations of the submitted traffic study (May 5, 2011), and per the requirements and specifications of appropriate operating agencies, (c) have been permitted for construction through the operating agency's access permit process, and (d) have an agreed-upon timetable for construction with the appropriate operating agency:

Phase 1 – up to 1.15 Million Square Feet

a. **MD 5 and Curtis Drive**
   (1) Convert northbound right-turn lane to a shared through right-turn lane.
   (2) Restripe northbound MD 5.
   (3) Modify traffic signal.

b. **MD 5 and Naylor Road - South Entrance**
   (1) Reconfigure the Naylor Road approach.
   (2) Construct the new south entrance opposite of Naylor Road such that:
      (a) Southbound MD 5 includes double left-turn lanes;
      (b) Prohibits left-turn from the site to southbound MD 5; and
      (c) Prohibits left turns from Naylor Road to northbound MD 5.
   (3) Modify traffic signal.

c. **MD 5 and North Site Entrance**
   (1) Construct the new full movement signalized north entrance such that:
      (a) Southbound MD 5 includes double left-turn lanes;
      (b) Westbound exit driveway includes two exclusive left-turn lanes and one shared right-through-lane.

d. **MD 5 (along site frontage)**
   (1) Reconfigure MD 5 median.
   (2) Modify and interconnect all existing and proposed traffic signals between Curtis Drive and Suitland Parkway intersections.
   (3) Install appropriate traffic Signs and pavement markings.

e. **MD 5 at Metro Entrance**
   (1) Reconstruct the east leg of intersection as the main pedestrian access and limit its use to only emergency vehicles.
   (2) Construct and install pedestrian cross walks on all approaches.
   (3) Modify existing traffic signal.
   (4) Provide space for future bike sharing station.

f. **MD 5 at Eastbound Suitland Parkway off-Ramp**
   (1) Conduct traffic signal warrant analysis based on the total project traffic.
   (2) Install new traffic signal when deemed warranted by SHA and/or DPW&T.

g. **MD 5 and Westbound Suitland Parkway Off-Ramp**

(1) Conduct traffic signal warrant analysis based on the total project traffic.
(2) Install new traffic signal when deemed warranted by SHA and/or DPW&T.
(3) Widen westbound Suitland Parkway off-ramp to include double left-turn lanes and one shred right-through lane.

h. **Suitland Parkway and Naylor Road**

(1) The southbound approach to include two left-turn lanes.
(2) Widen the northbound approach to include two left-turn lanes.
(3) Modify traffic signal.
(4) Install appropriate pavement marking and traffic signs.

i. **MD 5 and MD 458**

(1) Convert northbound right-turn lane to a shared through right-turn lane.
(2) Construct a second westbound left-turn lane on MD 458.
(3) Modify traffic signal.

j. Provide and install pedestrian crosswalks and countdown pedestrian signal heads at all existing and planned intersections on Branch Avenue between Curtis Drive and Suitland Parkway if deemed necessary and warranted by SHA and/or DPWT.

Phase 2 from 1.15 Million Square Feet to ±1.7 Million Square Feet

k. **MD 5 and Suitland Parkway Ramp**

(1) Widen by one lane, northbound MD 5 from the eastbound ramp, under Suitland Parkway to a point 2,000 feet north of the westbound off-ramp.
(2) Modify traffic signal.
(3) Install new traffic signs and pavement markings.

An Acceptable Alternate widening Improvement noted as k. above, if deemed acceptable by National Park Services and SHA would be to:

- Construct a loop ramp from westbound Suitland Parkway to southbound MD 5, in the northwest quadrant of MD 5 and westbound Suitland Parkway, with all needed signal modifications.

10. Prior to the approval of the final plat, a ten-foot-wide public utility easement should be provided along the public right-of-way, or the applicant shall demonstrated that all of the effected utilities will agree and be permitted by SHA to be located within the existing State Highway Administration right-of-way.

11. Prior to the approval of any Detailed Site Plan for residential development a preliminary plan of subdivision shall be approved.

12. The existing 30-foot-wide easement recorded in Plat Book WWW 42 @ 86 shall be reflected on the final plat of subdivision unless the applicant submits a copy of the recorded abandonment of the easement.

STAFF RECOMMENDS APPROVAL OF VARIATION REQUEST TO SECTION 24-121(A)(3), TYPE 1 TREE CONSERVATION PLAN TCP1-003-11-01.