



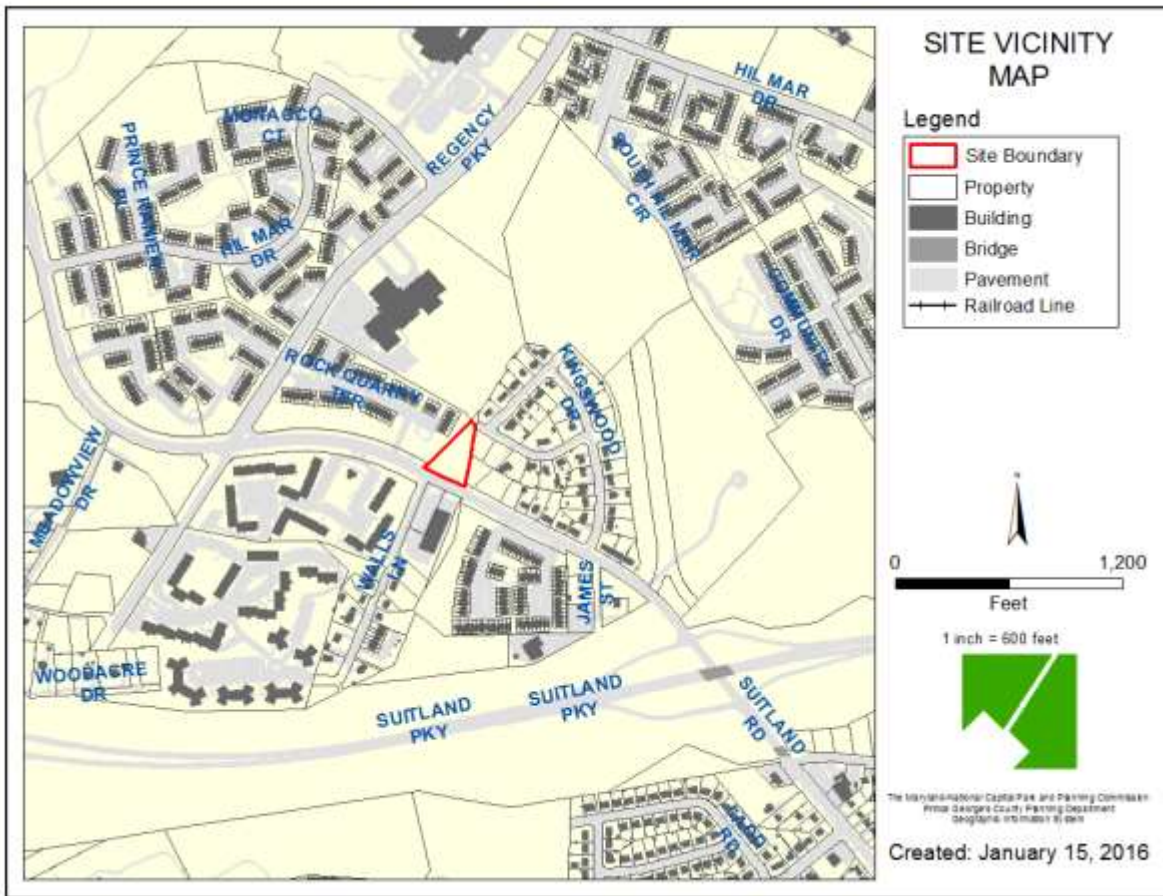
*Note: Staff reports can be accessed at [www.mncppc.org/pgco/planning/plan.htm](http://www.mncppc.org/pgco/planning/plan.htm).*

## Preliminary Plan of Subdivision 4-16002

Application	General Data	
<b>Project Name:</b> 5700 Suitland Road  <b>Location:</b> North of the intersection of Suitland Road and Wells Lane.  <b>Applicant/Address:</b> Chand Kumra 2263 Community Drive Waldorf, MD 20601  <b>Property Owner:</b> Chand Kumra 2263 Community Drive Waldorf, MD 20601	Planning Board Hearing Date:	05/26/16
	Staff Report Date:	05/17/16
	Date Accepted:	03/22/16
	Planning Board Action Limit:	05/31/16
	Mandatory Action Timeframe:	70 days
	Plan Acreage:	1.05
	Zone:	C-S-C
	Dwelling Units:	N/A
	Lots:	N/A
	Parcels:	1
	Planning Area:	75A
	Council District:	07
	Election District	06
	Municipality:	N/A
	200-Scale Base Map:	200 SE 05

Purpose of Application	Notice Dates	
One parcel for the construction of 24,000 square feet of gross floor area for commercial development.  <b>Variation: Section 24-121(a)(3)</b>	Informational Mailing	01/26/16
	Acceptance Mailing:	03/08/16
	Sign Posting Deadline:	04/26/16

<b>Staff Recommendation</b>		<b>Staff Reviewer:</b> Sherri Conner <b>Phone Number:</b> 301-952-3168 <b>E-mail:</b> Sherri.Conner@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 4-16002  
5700 Suitland Road, Parcel 1

OVERVIEW

The subject property is located north of the intersection of Suitland Road and Walls Lane, approximately 1,000 feet northwest of Suitland Parkway, and is known as Parcel 1. The subject site is vacant and has not been the subject of a previously approved preliminary plan of subdivision (PPS) or record plat. The property's sole street frontage is on Suitland Road, a master plan arterial (A-41) with an ultimate right-of-way width of 120 feet. Section 24-121(a)(3) of the Subdivision Regulations state that "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." The applicant is requesting that a single-direct access driveway from Parcel 1 to Suitland Road be granted by the Planning Board via the approval of a variation from Section 24-121(a)(3). A variation is subject to the standards contained in Section 24-113 of the Subdivision Regulations. Staff has evaluated the applicant's variation request and finds conformance with the required findings. Staff is recommending approval of the variation as discussed further.

The gross acreage of the subject site is 1.05 acres and it is located in the C-S-C (Commercial-Shopping Center) Zone. The applicant is proposing one parcel for the construction of a 24,000-square-foot commercial use. The current development proposal is for the construction of a hotel, a permitted use in the C-S-C Zone, which does not require the review and approval of a detailed site plan subsequent to the approval of a PPS. If the PPS application is approved, the applicant will be subject to the Zoning Ordinance and 2010 *Prince George's County Landscape Manual* at the time of permit review.

Staff recommends **approval** of the PPS and variation with conditions based on the findings contained in this technical staff report.

SETTING

The subject property is located on Tax Map 89, Grid B-1 in Planning Area 75A and is zoned C-S-C. The site is bounded to the north by a vacant parcel in the R-80 (One-Family Detached Residential) Zone which is owned by the Board of Education and adjacent to Hil-Mar Junior High School, to the east by R-80 zoned property improved within a Potomac Electric Power Company (PEPCO) substation, to the east by R-T (Townhouse) zoned property improved with townhouse development, and to the south by Suitland Road. Across Suitland Road is Walls Lane and a C-S-C zoned property with a multi-unit commercial building.

## FINDINGS AND REASONS FOR STAFF RECOMMENDATION

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

	EXISTING	PROPOSED
Zone	C-S-C	C-S-C
Use(s)	Vacant	Commercial 24,000 GFA
Acreage	1.05	1.05
Lots	0	0
Outlots	0	0
Parcels	1	1
Dwelling Units:	0	0
Multifamily	0	0
Townhouse	0	0
Public Safety Mitigation Fee	No	No
Variance(s)	No	No
Variation(s)	No	Yes (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 April 8, 2016. The requested Variation from Section 24-121(a)(3) of the Subdivision Regulations was accepted on April 4, 2016 and was heard at the SDRC meeting on April 8, 2016, as required by Section 24-113(b) of the Subdivision Regulations.

2. **Community Planning**—The proposed development is consistent with the *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035). Plan Prince George's 2035 designates the area in the Established Communities Growth Policy area. The vision for Established Communities is context-sensitive infill and low- to medium-density development.

The proposed development does not conform to the Residential Medium land use recommendation of the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (Subregion 4 Master Plan SMA). Although the SMA recommends residential-medium land use at the density up to eight du/acre, the SMA rezoned the property from the Commercial Miscellaneous (C-M) Zone to the Commercial Shopping Center (C-S-C) Zone with the justification that the C-S-C Zone is consistent with the goals, policies and strategies of the General Plan and the master plan. The justification also states that the zone will create a use that is compatible with the C-S-C zoning across Suitland Road and replaces the outdated C-M Zone. In accordance with Section 24-121(a)(5) of the Subdivision Regulations, staff finds the recommended land use (residential) no longer appropriate because the District Council did not impose the zoning on the subject property that would support a residential land use.

### **Section 24-121(a)(5) Planning and design requirements.**

**The preliminary plan and final plat shall conform to the area master plan, including maps and text, unless the Planning Board finds that events have occurred to render the relevant plan recommendations no longer appropriate or the District Council has not imposed the recommended zoning.**

3. **Stormwater Management**—A Stormwater Management Concept Plan, 22097-2009-01, was approved for this site on September 8, 2014.

Development must be in conformance with that approved plan or subsequent revisions to ensure that on-site or downstream flooding does not occur.

4. **Parks and Recreation**—In accordance with Section 24-134(a) of the Subdivision Regulations, the PPS consists of nonresidential development and is therefore exempt from the Mandatory Dedication of Parkland requirement.
5. **Trails**—The subject PPS application was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2010 Subregion 4 Master Plan and SMA, in order to implement planned trails, bikeways, and pedestrian improvements. Due to the site's location well beyond the limits of both the Suitland Center and Branch Avenue Corridor, it is not subject to the requirements of Section-24-124.01 and the "Transportation Review Guidelines – Part 2, 2013."

One master plan trail recommendation impacts the subject application, with continuous sidewalks and designated bike lanes recommended along Suitland Road. The MPOT includes the following text regarding this recommendation:

**Suitland Road Sidewalks and Designated Bike Lanes: An attractive streetscape with continuous sidewalks, on-road bicycle facilities, and pedestrian safety features are needed along Suitland Road. Suitland Road provides access to the Suitland Federal Center, Suitland Community Park, and several nearby school facilities** (MPOT, page 29).

Suitland Road is a master plan arterial (A-41) with a 120-foot-wide right-of-way recommended in the vicinity of the subject site. The dedication shown on the submitted PPS (60 feet from center line) is sufficient to meet the requirements of the MPOT and will accommodate the future provision of designated bicycle lanes along the road. Striping for designated bicycle lanes can be considered by the Prince George's County Department of Public Works and Transportation (DPW&T) comprehensively for the entire corridor as part of a CIP or resurfacing project.

Sidewalks exist to the west of the subject site. The submitted plans reflect the provision of a standard sidewalk along a portion of the site's frontage. Consistent with the MPOT, staff recommends the extension of the sidewalk along the entire frontage of the subject site, unless modified by the operating agency.

The MPOT reaffirms the need for sidewalks as frontage improvements are made by including several policies related to pedestrian access and the provision of sidewalks. The Complete Streets section includes the following policies regarding sidewalk construction and the accommodation of pedestrians and provision of complete streets:

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

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

Lastly, it should be noted that DPW&T is currently completing work along Suitland Road in the vicinity of the subject site through the Office of Highway Maintenance. The frontage improvements by the applicant will be coordinated with this project, which involves resurfacing and sidewalk construction.

6. **Transportation**—The site's only frontage and access to a dedicated public street will be on Suitland Road, a planned four- to six-lane Arterial Road (A-41). The single-site access is proposed be located at the northwesterly frontage of the property, across Suitland Road from Walls Lane. The conceptual site layout is conducive to adequate on-site circulation

Staff anticipated that fewer than 50 trips would be generated during either peak hour based on the proposed hotel use with 69-guest rooms (24,000 gross floor area). Consequently, a traffic study was not requested by the staff, however, the applicant was required to provide peak-hour turning movement counts at two intersections. The traffic data was evaluated by staff under various traffic scenarios.

#### **Traffic Analysis**

The findings and recommendations outlined below are based upon a review of materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the "Guidelines." The subject property is located within the Transportation Service Area (TSA) 2, as defined in the *Plan Prince George's 2035 Approved General Plan*. As such, the subject property is evaluated according to the following standards:

**Links and signalized intersections:** Level-of-service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better;

**Unsignalized intersections:** The procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted. A three-part process is employed for two-way stop-controlled intersections: (a) vehicle delay is computed in all movements using *The Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using *The Highway Capacity Manual* (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed. Once the CLV exceeds 1,150 for either type of intersection, this 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.

The traffic generated by the proposed PPS would impact the following intersections:

- Suitland Road and Regency Parkway
- Suitland Road and Walls Lane

The application is supported by traffic counts (December 2015), provided by the applicant. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the “Guidelines.”

Based on the traffic data provided by the applicant, the following operational level of service are noted:

<b>EXISTING CONDITIONS</b>		
Intersection	AM	PM
	(LOS/CLV/Delay)	(LOS/CLV/Delay)
Suitland Road @ Regency Parkway	A/875	A/979
Suitland Road @ Walls Lane	21.1 Seconds	19.5 Seconds

In researching the Planning Department's PGATLAS database, no background developments were identified as impacting the two critical intersections in the table above. In evaluating the annual average daily traffic (AADT) along Suitland Road, it was determined that there were no discernable growth in the immediate vicinity of the site. Consequently, no analysis was done for a background scenario.

Regarding the total traffic scenario, staff applied trip generation rates for a hotel provided by the *Trip Generation Manual, 9th Edition* (Institute of Transportation Engineers). It was determined that a 69-room hotel would generate 46 (27 in; 19 out) AM peak-hour trips and 48 (23 in; 25 out) PM peak-hour trips. Based on this traffic projection a second analysis based on the total traffic scenario was undertaken. The results are as follows:

<b>TOTAL CONDITIONS</b>		
Intersection	AM	PM
	(LOS/CLV/Delay)	(LOS/CLV/Delay)
Suitland Road @ Regency Parkway	A/883	A/988
Suitland Road @ Walls Lane - Site Access	33.4 Seconds	44.0 Seconds

The results of the traffic analyses show that all of the intersections deemed critical will continue to operate at adequate levels of service.

#### **Master Plan, Right of Way dedication**

The property is located in an area where the development policies are governed by the MPOT, as well as the 2010 Subregion 4 Master Plan and SMA. One of the recommendations from the master plan was the upgrade of Suitland Road to a four-six lane Arterial (A-41).

The PPS demonstrates public right-of-way dedication along the frontage of Parcel 1 which is consistent with the master plan recommendation, reflecting dedication of 60-feet from the centerline.

Based on the preceding findings, adequate transportation facilities will exist if the application is approved with conditions.

7. **Schools**—The subdivision has been reviewed for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the Adequate Public Facilities Regulations for Schools (CR-23-2001 and CR-38-2002) and concluded that the subdivision is exempt from a review for schools because it is a nonresidential use.
8. **Fire and Rescue**—The PPS was reviewed for adequacy of fire and rescue services in accordance with Section 24-122.01(e)(1)(E) of the Subdivision Regulations.

Section 24-122.01(e)(1)(E) states that “A statement by the Fire Chief that the response time for the first due station in the vicinity of the property proposed for subdivision is a maximum of seven (7) minutes travel time. The Fire Chief shall submit monthly reports chronicling actual response times for call for service during the preceding month.” The proposed project is served by Morningside Fire/EMS Company 827, a first due response station (a maximum of seven (7) minutes travel time), is located at 6200 Suitland Road, Morningside, Maryland 20746.

#### **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.”

9. **Police Facilities**—The proposed development is within the service area of Police District III, Palmer Park Maryland. 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, 2014 (U.S. Census Bureau) County population estimate is 904,430. Using the 141 square feet per 1,000 residents, it calculates to 127,524 square feet of space for police. The current amount of space 267,660 square feet is within the guideline.
10. **Water and Sewer Categories**—Section 24-122.01(b)(1) 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* designates this property in Water and Sewer Categories 3, Community System, within Tier 1 under the Sustainable Growth Act and will therefore, be served by public systems. A 16-inch water main and eight-inch gravity sewer are available to serve the subject site. The PPS indicates that an old well, to be abandoned, exists on the subject site. The well should backfilled and sealed in accordance with COMAR 26.04.04 by a licensed well driller or witnessed by a representative of the Health Department.



11. **Use Conversion**—The total gross floor area included in this PPS is 24,000 square feet in the C-S-C Zone. If a substantial revision to the mix of uses on the subject property is proposed, including a residential land use that affects Subtitle 24 adequacy findings as set forth in the resolution of approval, that revision of the mix of uses shall require approval of a new PPS prior to approval of any building permits.

12. **Public Utility Easement (PUE)**—In accordance with Section 24-122(a) of the Subdivision Regulations, when utility easements are required by a public 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.”

The PPS correctly delineates a ten-foot-wide public utility easement along the public right-of-way as required, which will be reflected on the final plat prior to approval.

13. **Historic**—The subject property comprises 1.05 acres located at 5700 Suitland Road in Suitland, Maryland. This plan proposes a hotel with approximately 69 rooms. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. Aerial photographs indicate that the subject property was extensively graded in the late 1990s. This proposal will not impact any historic sites, historic resources or known archeological sites.

14. **Variation**—Section 24-121(a)(3) of the Subdivision Regulations establishes design guidelines for the creation of new lots that front on arterial roadways. This section requires that these lots be designed to front on either an interior street or service road. This design guideline requires that an applicant develop alternatives to direct access onto an arterial roadway.

#### **Section 24-121. Planning and design requirements.**

(a) **The Planning Board shall require that proposed subdivisions conform to the following:**

(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.**

The subject property’s sole frontage is along Suitland Road, a 120-foot-wide dedicated public right-of-way (A-41), for which the applicant has requested a variation to the requirements of Section 24-121(a)(3) to allow for one direct access driveway to Suitland Road for Parcel 1. The variation was submitted by the applicant on April 4, 2016, in accordance with Section 24-113. Based on the findings set forth, staff recommends approval of the Variation to Section 24-121(a)(3) for one access from Parcel 1 to Suitland Road. The appropriate location of the access, based on any site distance or cross access issues, will be determined by the Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE) at the time of access permit review.

Section 24-113 of the Subdivision Regulations sets forth the required findings for approval of variation request:

## Section 24-113 Variations

- (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 Section 9-206 of the Environment Article; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon the evidence presented to it in each specific case that:**

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

The subject property has frontage on the westbound side of Suitland Road. Westbound traffic on Suitland Road consists of one travel lane and eastbound traffic consists of two travel lanes. Westbound traffic may turn right into the subject site and eastbound traffic may make a left turn into the site, from the left eastbound lane, without disruption to traffic. Therefore, access to the site will not interfere with on-going traffic on Suitland Road. The proposed access will not block or obstruct, or impeded access to any other property. Therefore, the granting of the variation will not be detrimental to public safety, health or welfare, or injurious to any other property.

- (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 shape of the subject property is approximately triangular, having approximately 220 feet of frontage along Suitland Road and then tapering back to 56 feet in width along the rear property line, a configuration unique to surrounding properties. The properties to the east and west of the subject site are developed with townhouse development to the northwest and a substation to the southeast. Both of the adjoining developed properties have frontage on secondary roadways as a means of alternative access but the subject property does not. Furthermore, the gross area of the subject property is 1.05 acres. Based on the existing physical conditions of the subject site and surround properties, it would be impractical to design and construct either an interior road that conforms to the County right-of-way criteria, or a service road to provide the needed access to the subject property. Therefore, the conditions on which the variation is based are unique to this property.

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

The variation to Section 24-121(a)(3) is unique to the Subdivision Regulations and under the sole authority of the Planning Board. If the Planning Board were to approve the variation, the applicant would also be required to obtain an access permit from DPIE and DPW&T for the location and design of the access.

This PPS and variation request for access onto Suitland Road was referred to DPIE and DPW&T. At the time of the writing of this technical staff report, DPIE and DPW&T had not provided a referral response, however, approval from DPIE and DPW&T will be required at the time of access permit review. DPIE has indicated that the location of the entrance of the driveway may be shifted based on the sight distance study, if required at that time.

- (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 the strict letter of these regulations is carried out;**

Designing and constructing an interior road that conforms to Prince George's County Road Standards or providing a service road would be impractical, as it would consume much of the subject site at the road frontage, due to the triangular shape where the site is greatest in width and most useable for development. Both alternatives for access could render the site undevelopable. Further, an interior street or service road could only be provided to the subject site via Suitland Road and would not result in a consolidated access to any other site or reduce traffic to the site via Suitland Road.

- (5) **In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where multifamily dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113(a), above, the percentage of dwelling units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George's County Code.**

The subject property (Parcel 1) is zoned C-S-C; therefore, this provision does not apply.

Staff finds that the site is unique to the surrounding properties and that variation request is supported by the required findings. Staff is recommending that the site be limited to a single point of access which will provide vehicular ingress and egress to the Parcel 1. Staff finds that approval of the applicant's request will not have the effect of nullifying the intent and purpose of the Subdivision Regulations, which is to provide consolidated points of access along arterial roadways and ensure a hierarchical street system.

Therefore, staff recommends the **approval** of the variation to Section 24-121(a)(3) of the Subdivision Regulations for one access from Parcel 1 to Suitland Road.

15. **Environmental**—The subject property was previously reviewed by the Environmental Planning Section for a Natural Resource Inventory Plan, NRI-216-15 for which approval was issued on November 23, 2015. The site also has a Standard Letter of Exemption issued September 28, 2015. No other previous environmental reviews have occurred on this site.

#### **Proposed Activity**

This PPS reflects a conceptual development proposal for a hotel with 69 rooms on five floors and on-site parking.

### **Grandfathering**

The project is subject to the current regulations of Subtitles 24 (Subdivision Regulations) and Subtitle 25 (Woodland and Wildlife Habitat Conservation Ordinance (WCO)) that came into effect on September 1, 2010 and February 1, 2012 because this is an application is for a new PPS.

### **Site Description**

The site is flat and contains no woodlands. It is located within the Upper Potomac River Tidal watershed which flows into the Potomac River Basin. According to the USDA NRCS Web Soil Survey, the predominant soils found to occur on the site are Beltsville-Urban land complex (5–15 percent slopes), Croom-Urban land complex (5–15 percent slopes) and Udorthents-Urban land complex (5–15 percent slopes). According to available information, Marlboro clay and Christiana complex are not identified on the property and according to the Sensitive Species Project Review Area (SSSPRA) layer prepared by the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered (RTE) species found to occur on or in the vicinity of this property. There are no floodplains, wetlands or streams associated with the site. The site has frontage on Suitland Road which is a master planned arterial road. There are no designated scenic or historic roads adjacent to the site. According to the approved Countywide Green Infrastructure Plan, the site contains no Regulated, Evaluation or Network Gap Areas within the designated network of the plan.

### **Plan Prince George's 2035 Approved General Plan**

The site is located within Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan*.

### **Master Plan Conformance**

The master plan for this area is the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*. In the master plan, the Environmental Infrastructure section contains goals, policies and strategies. The following guidelines have been determined to be applicable to the current project. The text in **BOLD** is the text from the master plan and the plain text provides comments on plan conformance.

#### **Policy 1: Protect, preserve and enhance the green infrastructure network in Subregion 4.**

There are no regulated areas within the Green Infrastructure Network.

#### **Policy 2: Minimize the impacts of development on the green infrastructure network and SCA's.**

The site contains no areas within the 2005 *Approved Countywide Green Infrastructure Plan*. No woodlands or regulated environmental features area located on-site. As stated, the site is located within the ESA1. This site's impacts will not directly impact special conservation areas (SCAs) with Subregion 4.

#### **Policy 3: Restore and enhance water quality in areas that have been degraded, and preserve water quality in areas not degraded.**

The applicant proposes micro-bio retention facilities to handle stormwater management for the project. The current regulations require that stormwater management be addressed through water quality and quantity using Environmental Site Design (ESD) to the fullest extent practicable. The stormwater concept plan has been approved by DPIE, as discussed in the Stormwater Management finding.

**Policy 4: Improve the base information needed for the county to undertake and support stream restoration and mitigation projects.**

The subject site has an approved Natural Resources Inventory that provides an account of the existing conditions of the site. There are no regulated environmental features on-site.

**Policy 5: Require on-site management of stormwater through the use of environmentally sensitive stormwater management techniques (i.e., fully implement the requirements of ESD) for all development and redevelopment projects.**

The applicant proposes micro-bio retention facilities to handle stormwater management for the project. This concept has been approved by DPIE.

**Policy 6: Assure that adequate stream buffers are maintained and enhanced and utilized design measures to protect water quality.**

The subject site has an approved Natural Resources Inventory that provides an account of the existing conditions of the site. There are no regulated environmental features on-site.

**Policy 7: Reduce air pollution to support public health and wellness by placing a high priority on transit-oriented development and transportation demand management (TDM) projects and programs.**

Air quality is a regional issue that is currently being addressed by the Council of Governments.

**Policy 8: Reduce adverse noise impacts so that the State of Maryland's noise standards are met.**

The site has frontage on Suitland Road, which is a master planned arterial road that does generate enough traffic to produce noise levels above 65 dBA Ldn; however, the proposed use is nonresidential.

**Policy 9: Implement environmental sensitive building techniques that reduce overall energy consumption.**

The applicant is encouraged to incorporate building techniques to reduce energy consumption such as those designated by the U.S. Green Building Council.

**Policy 11: Increase the county's capacity to support sustainable development.**

The applicant is encouraged to utilize green building techniques and the use of environmentally sensitive building techniques to reduce overall energy consumption, to the greatest extent possible.

**Policy 12: Ensure that the Chesapeake Bay Critical Area is protected to the maximum extent possible through the implementation of water quality and other related measures.**

The subject property is not located in the Chesapeake Bay Critical Area (CBCA).

**Policy 13: Preserve, restore, and enhance the existing tree canopy.**

Subtitle 25 Division 3 requires the site to provide a ten percent tree canopy coverage. Tree canopy coverage will be addressed at the time of the permit review. The site is exempt from the Woodland Conservation Ordinance because there is no woodland on site and no previously approved Tree Conservation Plan.

**Policy 14: Improve the county's capacity to support increases in the tree canopy.**

Tree canopy coverage will be addressed at the time of permit review.

**2005 Approved Countywide Green Infrastructure Plan Conformance**

According to the 2005 *Approved Countywide Green Infrastructure Plan* (Green Infrastructure Plan), the site contains no regulated, evaluation, and network gap areas within the designated network of the plan. No further action is necessary for conformance with the Green Infrastructure Plan.

**Conformance with the 2010 Approved Water Resources Functional Master Plan**

The 2010 *Approved Water Resources Functional Master Plan* contains policies and strategies related to the sustainability, protection and preservation of drinking water, stormwater, and wastewater systems within the County, on a countywide level. These policies are not intended to be implemented on individual properties or projects and instead will be reviewed periodically on a countywide level. As such, each property reviewed and found to be consistent with the various countywide and area master plans, county ordinances for stormwater management, floodplain and woodland conservation, and programs implemented by DPIE, the Department of Health, the Department of the Environment, the Soil Conservation District, the Maryland-National Capital Park and Planning Commission, and the Washington Suburban and Sanitary Commission are also deemed to be consistent with this master plan.

**Natural Resources Inventory**

A Natural Resources Inventory Plan (NRI-216-15) was issued on November 23, 2015. No woodlands or regulated environmental features are located on the site. No revisions are required for conformance to the NRI.

**Woodland Conservation**

This property is not subject to the provisions of the Woodland Conservation Ordinance because there is no woodland on-site and the site has no previously approved tree conservation plans.

**Noise**

The site has frontage on Suitland Road, which is a master planned arterial road that generates sufficient traffic to produce noise levels above 65 dBA Ldn the state standard for residential. The proposed use of this site is not residential; therefore, no noise study is required. No additional information is required concerning noise for the subject property.

16. **Urban Design**—The proposed hotel is a permitted use in the C-S-C Zone and a detailed site plan review is not required. This PPS is in conformance with the applicable Zoning Ordinance regulations. Conformance with the landscaping requirements for the subject site will be evaluated at the time of permit review.

Although the concept plan will not be approved with this PPS application, the concept plan indicates proposed encroachments into the required landscape bufferyard along the eastern property line. Additionally, the proposed driveway into the subject site, along the eastern property line, is located within 50 feet of the adjoining residential property. Section 27-579(b) of the Zoning Ordinance requires the following:

**Section 27-579(b)**

**No portion of an exterior loading space, and no vehicular entrances to any loading space (including driveways and doorways), shall be located within fifty (50) feet of any Residential Zone (or land proposed to be used for residential purposes on an approved Basic Plan for a Comprehensive Design Zone, approved Official Plan for an R-P-C Zone, or any approved Conceptual or Detailed Site Plan).**

Based on the proposed square footage of the hotel, one loading space will be required. While the proposed concept plan would result in the need for an alternative compliance application from the landscape requirements and a departure from parking and loading standards from the loading space requirements, the applicant can revise the concept to conform to the Prince George's County Code since the layout is not being approved with the PPS. These layout issues will be addressed at the time of permit review, as required by the Zoning Ordinance.

**RECOMMENDATION**

APPROVAL, subject to the following conditions:

1. Development of this site shall be in conformance with Stormwater Management Concept Plan 22097-2009-01 and any subsequent revisions.
2. The final plat shall note that direct access to Suitland Road is authorized pursuant to Section 24-121(a)(3) and is limited to one access point for vehicular ingress and egress onto Suitland Road.
3. At the time of final plat, the applicant and the applicant's heirs, successors and/or assignees shall grant a ten-foot-wide public utility easement along all public rights-of-way.
4. Total development within the subject property shall be limited to uses which generate no more than 46 AM peak-hour trips, 48 PM peak-hour trips. These rates were determined by using the *Trip Generation, 9th Edition* (Institute of Transportation Engineers). Any development generating an impact greater than that identified herein above shall require a new determination of the adequacy of transportation facilities.
5. A substantial revision to the uses on the subject property that affects Subtitle 24 adequacy findings shall require the approval of a new preliminary plan of subdivision prior to approval of any building permits.

6. Prior to issuance of grading permits, the applicant shall demonstrate that the abandoned well has been backfilled and sealed in accordance with COMAR 26.04.04 by a licensed well driller or witnessed by a representative of the Prince George's County Health Department.
7. At the time of final plat, the applicant shall dedicate public right-of-way along the property's entire street frontage of 60 feet from the center line of Suitland Road (A-41), consistent with the approved preliminary plan of subdivision.
8. A standard sidewalk shall be provided along the subject site's entire frontage of Suitland Road, unless modified by the Prince George's County Department of Public Works and Transportation.

STAFF RECOMMENDS:

- Approval of PPS 4-16002
- Approval of a Variation from Section 24-121(a)(3)