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Conceptual Site Plan

CSP-07002

Application	General Data
Project Name: PB & J Property Location: Intersection of Ritchie Marlboro Road and Sansbury Road Applicant/Address: PB&J, LLC c/o Peter Herring 14402 Old Mill Road, Suite 201 Upper Marlboro, MD 20772	Date Accepted: 7/19/2007
	Planning Board Action Limit: Waived
	Plan Acreage: 4.48
	Zone: M-X-T
	Dwelling Units: N/A
	Square Footage: 24,000-35,000
	Planning Area: 78
	Tier: Developing
	Council District: 6
	Municipality: N/A
	200-Scale Base Map: 203SE09

Purpose of Application	Notice Dates
24,000-35,000 square feet of commercial/retail space	Adjoining Property Owners Previous Parties of Record Registered Associations: 4/20/2007 (CB-12-2003)
	Sign(s) Posted on Site and Notice of Hearing Mailed: 12/11/2007

Staff Recommendation		Staff Reviewer: Christopher Lindsay	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Conceptual Site Plan CSP-07002 PB&J Property

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

EVALUATION

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

- a. The requirements and purposes of the M-X-T Zone, as stated in the Zoning Ordinance.
- b. The approved 2007 *Westphalia Sector Plan and Sectional Map Amendment*.
- c. The requirements of the "Prince George's County Woodland Conservation and Tree Preservation Ordinance."
- d. Referral comments.

FINDINGS

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

1. **Request:** The subject conceptual site plan proposes to develop the site with three commercial uses arranged on three separate pad sites.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	M-X-T	M-X-T
Use(s)	Single-family house	Pharmacy, service station, and other commercial/retail
Acreage	4.48	4.48
Dwelling Units	1	0
Commercial Square Footage	0	24,000-35,000
Residential Square Footage	924	0
Floor-Area Ratio	.0047	.12-.18

3. **Location:** The subject property is located at the southeast corner of the intersection of Ritchie-Marlboro Road and Sansbury Road, in Planning Area 78, Council District 6. It is within the Developing Tier. This intersection is designated by the approved 2007 *Westphalia Sector Plan*

and *Sectional Map Amendment* as one of nine gateways into Westphalia. It is proposed as the location of a mixed-use village center.

4. **Surrounding Uses:** To the east of the subject property is a single-family house along Ritchie Marlboro Road. To the south is the property of the Ritchie Baptist Church, which is zoned M-X-T and is envisioned as a possible future component of the gateway village center. To the west, across Sansbury Road, is another component of the gateway village center, the Westphalia Row property, which is currently the subject of another conceptual site plan, CSP-07001. Across Ritchie Marlboro Road to the north, the subject property faces land owned by the Greater Morningstar Pentecostal Church.
5. **Design Features:** The applicant proposes to develop the property with commercial uses. Specifically, the applicant envisions that the uses will include a pharmacy and service station, as well as a third commercial use such as a bank, restaurant, or retail store. The conceptual site plan submitted by the applicant shows that the development will occur on three individual pad sites along the frontage of Ritchie Marlboro Road. There are two proposed access driveways from Ritchie Marlboro Road that would provide right-in right-out access to the site. Another access point is proposed along Sansbury Road, with a driveway along the southern side of the site to provide access to all of the pad sites. The access point on Sansbury Road is proposed to include a median gap to allow full right- and left-turn access to the site. Wide sidewalks are proposed along both road frontages, with a vehicular and pedestrian access route between the three pad sites along the southern side of the site.

The applicant has also submitted an illustrative plan that provides more detail of the proposed site arrangements. This plan shows the pharmacy building located on the western side of the site, at the corner of Ritchie Marlboro Road and Sansbury Road. The central pad site would be the service station, including a car wash as well as fuel pumps, while the third commercial pad would be located on the eastern side of the site. Both the pharmacy and the third commercial building are shown with drive-through lanes. Overall, the layout envisioned here is a typical arrangement of convenience-style commercial uses, with separate structures set back 80-120 feet from the road to allow for parking areas and drive aisles in front.

6. **Previous Approvals:** This property was re-zoned from the R-A Zone to the M-X-T Zone in the 2007 *Westphalia Sectional Map Amendment*. As part of this rezoning, the District Council approved the concept plan for development of the subject property and the neighboring properties to the west and south as an integrated, mixed-use development. This concept plan is illustrated in plan view and with illustrative perspective renderings in Exhibit 19 of the public record for the Sectional Map Amendment, and is intended to serve as a vision to guide the development of the village center.

Exhibit 19 shows the PB&J property developed with three commercial pad sites, which is consistent with the applicant's proposal. However, the arrangement of the sites is different than what the exhibit shows. In particular, while Exhibit 19 shows buildings constructed close to Ritchie Marlboro Road with parking behind, the illustrative site plan submitted by the applicant shows parking areas along the street with the buildings behind. Although the uses proposed for the site seem to be consistent with the vision of the SMA, the plan should provide a development style that is more consistent with that shown in Exhibit 19.

7. **Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements in the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance.

Required Findings for Conceptual Site Plans in the M-X-T Zone:

- (1) The proposed development is in conformance with the purposes and other provisions of this Division;**

The proposed development is in conformance with this requirement. In accordance with Section 27-542 (a) (2), the proposed conceptual site plan will implement the recommendation of the approved *Westphalia Sector Plan and Sectional Map Amendment* by contributing to the creation of a compact, mixed-use community. Because of its size, the property could not feasibly be developed by itself as a compact, self-sustaining, mixed-use community. Instead, it forms part of the larger village center area, which as a whole will constitute a mixed-use, walkable community with residential and non-residential uses in close proximity to each other. As other commercial and residential developments in the village center develop, the subject property will become an important piece of the center. The dense residential community envisioned in the vicinity will create a large demand for the services that will be available on the subject site, and the close proximity of the subject site to nearby customers will help to reduce the number and distance of automobile trips.

- (2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;**

The uses proposed on the site are consistent with those envisioned on Exhibit 19. As noted previously under Design Features, the site layout proposed by the submitted illustrative plan does not conform to the design guidelines and standards that were established by the sector plan and the Sectional Map Amendment. Staff has proposed conditions and development standards to ensure that the development will be in conformance with the design guidelines.

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

The proposed development is intended to help catalyze adjacent community improvement and rejuvenation by providing convenience retail and services for the village center area. It is intended that future development on the property of the church to the south could be physically integrated with the subject site by a road connection across the southern property line.

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

The existing single-family house to the east is not compatible with the proposed commercial development and will be physically separated by a landscaped bufferyard as required by the *Landscape Manual*. This bufferyard will mark the edge of the village center area. The proposed development of the remainder of the village center to the west and south of the subject property will be compatible with the development on the subject site.

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

The mix of uses, arrangement of buildings and other improvements and amenities of the village center area will reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability. The proposed development on the subject site will provide retail and services that will contribute to the quality and stability of the village center.

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

The applicant has not proposed a staged development.

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

This requirement will be evaluated in more detail at the time of detailed site plan. The conceptual site plan shows wide sidewalks along both street frontages and proposes crosswalks across Sansbury Road to encourage pedestrian access from the Westphalia Row property. There are also proposed pedestrian connections within the subject site between the three pads.

- (8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and**

This requirement will be assessed at the time of detailed site plan. There are no proposed gathering spaces on the plan as currently configured.

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

The applicant has submitted a traffic study to demonstrate the adequacy of transportation facilities for the site. With the conditions proposed by the Transportation Planning Section, the transportation facilities will be adequate to carry anticipated traffic for the proposed development. (See discussion in Transportation referral section below.)

Regulations of the M-X-T Zone (Section 27-544)

- (b) **For property placed in the M-X-T Zone through a Sectional Map Amendment or through a Zoning Map Amendment intended to implement land use recommendations for mixed-use development recommended by a Master Plan or Sector Plan that is approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation:**
- (1) **The design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change, and a referenced exhibit of record for the property shall provide guidance for the development regulations to be incorporated into the Conceptual Site Plan.**

The proposed conceptual site plan is intended to help implement the vision of the sector plan for a gateway village center at this location, and follows the land-use recommendations envisioned at the time of the Sectional Map Amendment. The referenced Exhibit 19 provides guidance for the development regulations to be incorporated into the conceptual site plan. As noted above under Design Features, the illustrative plan does not appear to be in conformance with the development concept shown in Exhibit 19. The staff has proposed development standards in order to address these shortcomings.

The applicant has proposed a floor-to-area ratio between .1 and .2. This is well below the M-X-T's base allowable FAR of .4.

8. 2007 Approved Westphalia Sector Plan and Sectional Map Amendment:

Village Center Guidelines

The plan designates the subject property, along with other land to the south and west, as part of a mixed-use activity center, one of two such areas in Westphalia. The plan establishes a number of guidelines for these areas. The following design principles warrant discussion at this time:

- **Design commercial development to front a main street or parks, plazas, or courtyards.**

The development is designed to front onto and interact with both of the major roads on which it has frontage.

- **Design internal streets/site circulation as low-speed streets with parallel or angled on-street parking.**

The internal vehicular circulation routes of the site are currently shown on the illustrative plan as wide drive aisles of 30 feet in width. If feasible, these drive aisles should be developed as low-speed "streets" with parallel parking.

- **Residential and commercial development should be medium-to-high density with a minimum of two-story buildings, up to six.**

All of the land uses proposed on the site are not typically developed as multistory buildings. Ideally, they would be adapted into multistory buildings, and attempt to incorporate vertical mixing of uses. However, because of the nature of the commercial uses proposed here, it is unlikely that upper-floor residential uses would be marketable. The volume of customer traffic, both from within the village center and from passersby on the major roads, is likely to be heavy. However, if multistory buildings are not provided, the buildings should be designed to mimic the appearance of two-story buildings in order to provide some consistency with the rest of the village center.

- **Design off-street surface parking to be placed to the side and rear of buildings, in the interior of blocks, and screened from public walks and streets.**

The illustrative plan shows off-street parking in front of and to the sides of the proposed buildings. Conditions of approval have been proposed to require that the buildings be brought closer to the street. This would place more of the parking to the rears of the buildings. However, because of the large amounts of parking typically needed for the land uses proposed and the large amount of public street frontage created by the site's location at an intersection, it may not be possible to place all of the parking behind and to the side of buildings. At the time of detailed site plan, the applicant should give attention to the screening of the parking areas from public walks and streets.

- **Main street businesses should be interconnected between parcels with the sharing of curb cuts, parking, and stormwater management.**

Shared curb cuts and stormwater management between the three pad sites are envisioned.

- **Restrict drive-in commercial services to rear areas behind main structures; do not allow on street fronts.**

The proposed pharmacy building at the corner of Ritchie Marlboro Road and Sansbury Road is expected to include a drive-through service. This poses a design problem because the pharmacy building is on the most visible portion of the site and is most appropriately located to interact with the rest of the pedestrian-oriented village center. Providing a drive-through aisle or parking along the front of the building reduces its visual presence on the street and makes it more difficult for pedestrians to access the building because they must cross the parking lot or drive aisle to reach it. The Urban Design Review Section believes that the drive-through service could be provided along one of the rear (south or east) sides of the building, away from the public rights-of-way, which would allow the building to be constructed closer to the street for greater visual impact and allow pedestrians to reach the building from the public sidewalk without crossing a parking lot or drive aisle. The applicant has stated that this arrangement might be impractical due to its impact on the layout of parking areas. However, because the sector plan's design principles specifically disallow drive-in services along street fronts, the Urban Design Review Section has no choice but to recommend that any drive-through should be located along one of the side/rear walls of the building. As this issue will require a detailed understanding of the site design to resolve, the Urban Design Review Section recommends that at the time of detailed site plan review the building should be located as close as possible to Sansbury Road, with the possibility of allowing a one-way drive aisle between the building and the public right-of-way if the applicant can demonstrate to the satisfaction of the Planning Board that no other solution is feasible.

The proposed service station includes a canopy over the fuel pump area. The submitted illustrative plan shows this canopy located in front of the service station building, which is the typical arrangement. However, this arrangement will tend to disrupt the main street design. At the time of detailed site plan review, the applicant should at a minimum consider placing the service station building and the pump canopy side-by-side in closer proximity to Ritchie Marlboro Road. This would reduce the gap in the street frontage of buildings caused by the canopy and allow the pump area to blend in more with the rest of the development without greatly reducing visibility. A more attractive solution would be to locate the service station building adjacent to Ritchie Marlboro Road with the pump canopy behind it.

The proposed service station also includes a car wash structure. The illustrative plan shows the free-standing car wash structure separated from the main service station building by the main internal access driveway that links the three pad sites. Service stations with car washes are not permitted in the M-Z-T Zone.

Finally, the third commercial use proposed on the eastern side of the site may consist of a bank or similar use that would often feature a drive-through service. Because of the lower visibility of this pad site, the drive-through poses less of a problem here than with the pharmacy building. Staff has recommended that the building be brought closer to Ritchie Marlboro Road, with the off-street parking area located behind and to the side of the building. So as not to impede pedestrian access from the parking area behind the building, it is reasonable to allow a drive-through window to be located on the east side of the building, as shown currently on the illustrative plan. This would require a one-way drive aisle, but not the drive-through window/kiosk, to be located in front of the building. The drive-through would be buffered from the residential property to the east by a full 40-foot landscaped yard and 50-foot setback.

Gateway Guidelines

The plan also identifies the intersection of Ritchie Marlboro Road and Sansbury Road as one of the ten gateways into Westphalia. Design features for the gateways are as follows:

Design designated gateways to include at least the following design elements:

- **Landmark elements such as entrance signage, artwork, monuments constructed on features such as stone or masonry, decorative columns, water features, or clock towers.**
- **Landscape design including both softscape and hardscape.**
- **Resting and recreation facilities, information kiosks, or other amenities as appropriate.**

The conceptual site plan identifies a location for a gateway sign to be located at the corner of Sansbury Road and Ritchie Marlboro Road. As this is the first gateway into Westphalia to be developed since the adoption of the sector plan, no standard or precedent has been set regarding these features. The Westphalia Gateway Subcommittee, including several developers and stakeholders active in the Westphalia Sector, is tasked with developing standards for gateway signage or other features throughout the plan area. Ideally, all ten gateways will have a similar treatment so that everyone entering the Westphalia area will be aware that they are entering a distinctive community.

9. **Development Standards:** In order to create a distinctive sense of place and realize the vision of the *Westphalia Sector Plan and Sectional Map Amendment* for a pedestrian-friendly, mixed-use village center, the Urban Design Review Section recommends the adoption of development standards that will regulate the location and placement of buildings on the subject site. The proposed regulations are intended to establish build-to lines that will bring buildings close to the street, particularly along Sansbury Road. Sansbury Road is envisioned as the most appropriate area for a pedestrian-friendly environment because of the dense mixed-use development proposed along it. Although the visual appeal of the development along Ritchie Marlboro Road is crucial, it is less feasible to create a pedestrian-oriented environment there because the road is very wide and other properties to the east and north along the road will be lower-density, single-use development for the foreseeable future.
- a.) Any building located on the western portion of the site shall be visually parallel to Sansbury Road and the closest building corner shall be set back 15-25 feet from the ultimate right-of-way line.
 - b.) Provision of parking between building(s) and Ritchie Marlboro Road (from the Sansbury Road intersection to the first entrance along Ritchie Marlboro Road) shall be evaluated based on the following:
 - i. Consistency with the goals and standards of the Westphalia Sector Plan
 - ii. The location of the building
 - iii. The needs of the site's ultimate users
 - iv. The location, size, and appearance of future corner gateway feature(s)
 - c.) If any parking is provided between the building(s) and the Ritchie Marlboro Road right-of-way, the parking shall be buffered with appropriate screening and/or landscape features such as decorative fencing, masonry walls, and plantings along Ritchie Marlboro Road that also serve to visually connect the site to the overall gateway center features.
 - d.) Any drive-through kiosks, canopies, or windows shall be physically and visually integrated into the main building.
 - e.) Building(s) must be multistory or provide a visual appearance of being at least two stories in height.
 - f.) Off-street parking shall not be permitted between any building and Sansbury Road.
10. **Transportation Referral:** In a memorandum dated November 28, 2007 (Burton to Lindsay), the Transportation Section provided the following comments:

The Transportation Planning Section has reviewed the conceptual site plan application referenced above. The subject property consists of three (3) lots totaling approximately 4.48 acres of land in the M-X-T Zone. The property is located in an area generally bounded by Ritchie Marlboro Road to the north, and Sansbury Road to the west. The applicant proposes to develop the three lots with a gas station, a convenience store and a retail store.

The applicant (in a joint effort with the developer of the adjacent property, Westphalia Row CSP-07001) prepared a traffic impact study dated September 25, 2007, in accordance with the methodologies in the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*. The study has been referred to the County Department of Public Works and Transportation

(DPW&T), and the State Highway Administration (SHA). The findings and recommendations outlined below are based upon a review of all materials received and analyses conducted by the staff, are consistent with the *Guidelines*. It is worth noting that all of the analyses presented in the study are based on the traffic generated by both the subject application and the adjacent PB&J property. Both applications are located on either side of Sansbury Road, will impact the same transportation facilities and consequently, will receive the same off-site transportation conditions.

Growth Policy—Service Level Standards

The subject property is located within the Developing Tier, as defined in the General Plan for Prince George’s County. 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 *Highway Capacity Manual* procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

Traffic Impact Study

Pursuant to the scoping agreement between the applicant and staff, the traffic impact study identified the following intersections as the ones on which the proposed development would have the most impact:

EXISTING CONDITIONS		
Intersection	AM (LOS/CLV)	PM (LOS/CLV)
Ritchie Marlboro Road & Sansbury Road	C/1171	A/915
Ritchie Marlboro Road & White House Road	B/1072	A/727
Sansbury Road & D’Arcy Road (unsignalized)	B/12.6 secs.	B/12.2 secs.
Unsignalized intersections are analyzed using the highway capacity software. The results show the level-of-service and the intersection delay measured in seconds/vehicle. A level-of-service “E” which is deemed acceptable corresponds to a maximum delay of 45 seconds/car. For signalized intersections, a CLV of 1450 or less is deemed acceptable as per the guidelines.		

The traffic study identified 18 background developments whose impact would affect some or all of the study intersections. Additionally, a growth rate of 1.5 percent per year (through 2010) was applied to the existing traffic counts. A second analysis was done to evaluate the impact of the background developments on the existing infrastructure. The analysis revealed the following results:

BACKGROUND CONDITIONS		
Intersection	AM (LOS/CLV)	PM (LOS/CLV)
Ritchie Marlboro Road & Sansbury Road	F/1736	E/1515
Ritchie Marlboro Road & White House Road	E/1476	B/1012
Sansbury Road & D'Arcy Road	F/947 secs.	F/538 secs.
I-95 @ Ritchie Marlboro Road SB Ramps- Roundabout	A/8.4	C/33.1
I-95 @ Ritchie Marlboro Road NB Ramps- Roundabout	A/9.4	B/17.0
Unsignalized intersections are analyzed using the highway capacity software. The results show the level-of-service and the intersection delay measured in seconds/vehicle. A level-of-service "E" which is deemed acceptable corresponds to a maximum delay of 45 seconds/car. For signalized intersections, a CLV of 1450 or less is deemed acceptable as per the guidelines.		

An analysis of the traffic data under total conditions represents a combination of background traffic and site-generated traffic. Using trip generation rates from the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*, as well as the Institute of Transportation Engineer's (ITE) *Trip Generation Manual*, 7th edition, the study has determined that the proposed development, based on the above-mentioned uses, would generate a net total of 207 (106 in, 101 out) AM peak-hour trips, and 269 (133 in, 136 out) PM peak-hour trips. In the case of the Westphalia Row property, that development would generate a net total of 398 (146 in, 252 out) AM peak hour trips, and 471 (264 in, 207 out) PM peak-hour trips. Using these site-generated trips, an analysis of total traffic conditions was done, and the following results were determined:

TOTAL CONDITIONS		
Intersection	AM (LOS/CLV)	PM (LOS/CLV)
Ritchie Marlboro Road & Sansbury Road <i>With Improvements</i>	F/1834 <i>D/1373</i>	E/1665 <i>C/1286</i>
Ritchie Marlboro Road & White House Road <i>With Improvements</i>	E/1512 <i>C/1300</i>	B/1043 <i>A/994</i>
Sansbury Road & D'Arcy Road	F/999 secs.	F/635 secs.
I-95 @ Ritchie Marlboro Road SB Ramps- Roundabout	A/8.8 secs.	C/52.9 secs.
I-95 @ Ritchie Marlboro Road NB Ramps- Roundabout	A/9.7 secs.	B/21.2 secs.
Ritchie Marlboro Road @ PB&J (west)	B/11.1	E/35.8
Ritchie Marlboro Road @ PB&J (east)	B/11.1	E/36.1
Sansbury Road @ PB&J	C/19.2	C/18.9
Sansbury Road @ Westphalia Row	C/22.6	E/48.0
Unsignalized intersections are analyzed using the highway capacity software. The results show the level-of-service and the intersection delay measured in seconds/vehicle. A level-of-service "E" which is deemed acceptable corresponds to a maximum delay of 45 seconds/car. For signalized intersections, a CLV of 1450 or less is deemed acceptable as per the guidelines.		

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

a.. **Sansbury Road/D'Arcy Road intersection (unsignalized)**

Given the projected delay in excess of 50 seconds, the applicant proposes a traffic signal warrant study for this intersection.

b. **Sansbury Road/Ritchie-Marlboro Road intersection**

The applicant proposes the addition of a third eastbound and westbound through lane on Ritchie-Marlboro Road. With this improvement in place, the intersection is projected to operate with a LOS/CLV of D/1373 during the AM peak hour and C/1283 during the PM peak hour.

c. **Ritchie Marlboro Road/White House Road intersection**

Provide the following improvements:

- Southbound approach: A right turn lane and a shared through-left lane
- Eastbound approach: A left turn lane, 2 through lanes and a right turn lane
- Westbound approach: A left turn lane, 2 through lanes and a right turn lane

- Northbound approach: 2 left turn lanes and a shared left-through-right lane

With all of the improvements cited above, the traffic study concluded that the development of the site as proposed will satisfy traffic adequacy.

Staff Review and Comments

Upon review of the applicant's traffic study, staff agrees with its overall conclusion regarding the road system being able to accommodate the proposed development. In addition to the Transportation Planning staff, the traffic study was reviewed by two other agencies, the State Highway Administration (SHA) and the Department of Public and Transportation (DPW&T). The SHA concurred with the study findings and conclusion pending the provision of the proffered improvements. While the DPW&T is also in general agreement with the study's conclusions, in its November 16, 2007 letter to staff (*Issayans to Burton*), it has stated that it would not permit two separate median breaks along Sansbury Road for The Westphalia Row and the PB&J properties. In light of DPW&T's position on median openings, the subject property would be limited to a right-in right-out access along Sansbury Road.

The DPW&T letter also addressed the issue of the D'Arcy Road-Sansbury Road intersection. The DPW&T suggest the applicant should contribute to the relocation. In fact, there are three developments ((D'Arcy Park North, D'Arcy Park South and Westphalia Towns) that have been required to realign the intersection AND conduct a signal warrant study. Should the signal be warranted, then all parties would be required to share in the cost of installation.

While the traffic study reported the level of service at the intersections of I-95 @ Ritchie Marlboro Road SB/NB Ramps-roundabout in terms of delay, it has also reported the performance of those facilities by listing the corresponding volume to capacity (v/c) ratio. The Planning Department's *Guidelines* does not address adequacy for roundabouts. However, the SHA has written guidelines for evaluating the adequacy of roundabouts. Based on SHA's guidelines, a roundabout with a v/c ratio greater than 0.85 is considered to be operating inadequately. The results from the traffic study show v/c ratios of 0.896, 0.866, 0.400 and 1.342 for both roundabouts during the AM and PM peak hours.

In its November 8, 2007 letter to staff (*Foster to Foster*), the SHA did not address those inadequacies. While one may perceive this omission as an oversight by SHA, it should be noted that previously, the SHA has provided written comments on its position regarding the issue of adequacy at the roundabouts at the Beltway and Ritchie Marlboro Road. During the Planning Board hearing (9/20/07) for the preliminary plan of subdivision for the Kenwood Village (4-06159) application, staff discussed the contents of a September 12, 2007 letter from SHA to staff (Foster to Foster). In that letter, SHA acknowledged the fact that the roundabouts would operate inadequately under background condition even with the addition of a third lane to that facility. It further stated that no additional expansion to the roundabouts would be acceptable. In light of those comments by the SHA in September 2007, staff is of the opinion that SHA's position remains unchanged.

The site will be accessible via a right-in right-out from Sansbury Road, and two right-in right-out access points on eastbound Ritchie Marlboro Road. Internal access between the three lots appears to be adequate, as does the general site layout.

Transportation Staff Conclusions

Based on the preceding findings, the Transportation Planning Section determines that the plan conforms to the required findings for approval of the conceptual site plan from the standpoint of transportation if the application is approved with the following conditions:

- a. The proposed development shall be limited to a mix of uses where the net new trips shall not exceed 207 AM and 269 PM peak-hour trips.
- b. Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency
 - (1) Sansbury Road/D'Arcy Road intersection (unsignalized)

Conduct a traffic signal warrant study, and install signal if deemed to be warranted AND approved by DPW&T.
 - (2) Sansbury Road/D'Arcy Road intersection

The applicant shall provide a separate left and right turn lanes for the D'Arcy Road approaches. Since these additional improvements will not lower the delay below 50 seconds in any given movement, and per the requirement of DPW&T, the applicant shall conduct a traffic signal warrant study and install a signal if deemed to be warranted.
 - (3) Ritchie Marlboro Road/White House Road intersection

Provide the following improvements:

 - Northbound approach: 2 left turn lanes and a shared left-through-right lane

11. **Community Planning Referral:** In a memorandum dated October 19, 2007, (Smith to Lindsay), the Community Planning South Division offered the following comments:

Determinations

- This application is not inconsistent with the *2002 General Plan* Development Pattern policies for the Developing Tier.
- This application is generally consistent with the retail/commercial land use pattern recommended for this part of the mixed-use activity center at Sansbury and Ritchie Marlboro Roads by the approved 2007 *Westphalia Sector Plan and Sectional Map Amendment* land use policies, but it **does not conform** (or cannot be determined to conform) with the plan design principles for: (1) a pedestrian-oriented, main-street development character along Sansbury Road, (2) connectivity or coordination with development on adjacent properties within the activity center, or (3) gateway design features.

- CB-78-2006 revised the review criteria for conceptual site plans in the MXT Zone under certain circumstances, which apply in the Westphalia Sector Plan area, to establish master plan design guidelines or standards and referenced exhibits in the public record as important review criteria for development regulations to be established by the conceptual site plan. Exhibit 19 in the public record of the approved *2007 Westphalia Sector Plan and Sectional Map Amendment* pertains to review of this application.

Planning Issues

- **Revised Conceptual Site Plan Review Criteria**—Concurrent with preparation of the Westphalia Sector Plan and SMA, zoning ordinance regulations pertaining to conceptual site plan (CSP) review criteria were revised by approval of Council Bill CB-78-2006. This revision added master plan design guidelines or standards and referenced exhibits in the public record as important CSP review criteria for certain plans and SMAs approved after October 1, 2006, such as the Westphalia Sector Plan/SMA. Exhibits and development illustrations submitted to the public record are not to be considered as the approved site plan for the area; they are only the development concept that was presented to the public during preparation of the sector plan that generally reflects the intended land use and design character for that area. These exhibits are the starting point for more formal review, not the end result. When inconsistencies between development concepts, design principles and exhibits occur, they should be resolved in ways that best achieve the development goals and policies of the sector plan.
- **Master Plan Guidelines**—This application is located in a designated mixed-use activity center at the northern gateway to the sector plan along a local street (Sansbury road) and an arterial highway (Ritchie Marlboro Road), close to the interchange for the I-95 freeway. The design principles or guidelines for mixed-use activity centers are contained in CR-2-2007 (DR-2), Attachment A (p.9) which approved the *2007 Westphalia Sector Plan and Sectional Map Amendment*. The intent of the guidelines for mixed-use activity centers is to promote development of distinct residential and neighborhood commercial activity centers designed around a main-street theme and anchored by shared amenities. Main-street character and accompanying pedestrian orientations can most effectively be achieved along Sansbury Road, not Ritchie Marlboro Road, which is intended as a 6- to 8-lane divided highway along the frontage of this property. (Note: An application for Westphalia Row CSP-07001 submitted concurrently to this one, composes another portion of this mixed-use activity center.)
- **Exhibits to Public Record of the Westphalia Sector Plan**—An illustrative concept plan and illustrative site development plan were submitted to the public record of the Westphalia Sector Plan as Exhibit 19 for the mixed-use activity center at Sansbury and Ritchie Marlboro Roads, of which this application is a part, along with graphic illustrations (perspectives of Sansbury Road and the Village Green). This application falls within “Block B” of the submitted illustrative site plan, which proposes 20,000-30,000 square feet retail uses on the southeast corner of the intersection of Ritchie Marlboro and Sansbury Roads. The perspective of Sansbury Road shows a continuous, walkable streetscape with building frontages and sidewalks along the properties on Sansbury Road. This image depicts the type of pedestrian-friendly, mixed-use, main-street development envisioned by the sector plan. However, the development concept shown on the illustrative site plan (Exhibit 19) shows a more automobile-oriented business with suburban setbacks and buffering, which is not consistent with the perspectives accompanying Exhibit 19 or the master plan guidelines for main-street character in mixed-use activity centers. The

inconsistency between sector plan design principles and guidelines and public record exhibit illustrations needs to be addressed during review of this application.

- **CSP-07002 Development Proposal**—This CSP application proposes development of three commercial lots, totaling 26,820 square feet of commercial/retail space, with access points and landscape strips along Ritchie Marlboro and Sansbury Roads. There is also a woodland preservation strip shown along the southern boundary. The commercial land use and lot pattern is generally consistent with that depicted on Exhibit 19, but there are three issues to be addressed in this CSP review:
 - This CSP application does not show building or parking locations, so it cannot be determined how proposed building locations comply with master plan design principles and guidelines for this area, or the pedestrian-oriented, main-street character of development intended for Sansbury Road as illustrated by graphics in Exhibit 19. Buildings should be oriented to and close to the street and sidewalk.
 - The 10-foot landscape strip shown along Sansbury Road is not consistent with the intended character of development along Sansbury Road.
 - The application does not show how development or access will be coordinated with “Block C” (Exhibit 19) to the south. Connectivity is one of the goals for achieving the envisioned development patterns for the Westphalia Sector Plan area, particularly in activity center areas. Instead, the submitted CSP shows a woodland preservation area which could hinder coordinated access and shared development patterns between lots within this activity center, particularly if this area of preserved woodland is required to be relocated for shared development and access. This is not consistent with mixed-use activity center development concepts, or the development illustrations submitted to the record.

Urban Design Comment: The revised plans submitted by the applicant show a possible future road connection to Block C in the south. This potential connection is of key importance because it allows for future development to the south to be easily accessible to the subject property along an internal street instead of forcing all interaction between the subject property and the rest of the village center to take place via Sansbury Road.

The potential connection is labeled on the conceptual site plan with the following note: “Potential 30-foot-drive aisle for future access to the south. Woodland area to be removed and graded in the future for integration with southern property. The future development will compensate for relocation of the conservation area.” The last two sentences of this label are problematic because they imply that the future loss of this conservation area is anticipated on the tree conservation plan. Development of this connection would require a revision to the conceptual site plan and tree conservation plan of the subject property in order to substitute for the Woodland Conservation Area that would be lost with the development of the connection. Staff recommends that these two sentences should be removed from the plan.

The landscape strips shown on the applicant’s plans along both road frontages are a standard requirement of the *Landscape Manual*. The *Landscape Manual* requires a landscape strip between parking lots and the right-of-way (Section 4.3 (a)) and along the street frontages of commercial and industrial properties (Section 4.2).

- **Gateway**—This application is also located within a designated “gateway.” (Map 3a: Proposed Land Use, Approved by CR-2-2007 (DR-2)). Policy 6 establishes it as one of ten gateways at “key intersections entering the Westphalia community.” (CR-2-2007 (DR-2) Attachment A, p.12). Gateways require compliance with design principles aimed at distinguishing them as attractive entrances into Westphalia, including such elements as “entrance signage, artwork, monuments...landscape design including both softscape and hardscape...” etc. “Resting and recreation facilities, information kiosks, or other amenities as appropriate” are also called for (CR-2-2007 (DR-2) Attachment A, p.12). A note on the CSP application site plan indicates that a gateway sign feature, at the corner of Sansbury and Ritchie Marlboro Road, will be determined at detailed site plan. More than just a sign is needed for a distinctive gateway. The design of buildings, landscaping, signs and any special features along the Ritchie Marlboro Road frontage as well as Sansbury Road are critical to the image of Westphalia that will be portrayed at this northern entryway. In addition, design themes and elements should be coordinated with other projects within this activity center and along the gateway frontage, such as pending application CSP-07001, Westphalia Row, on the western portion of this mixed-use activity center (Block “A” of Exhibit 19) Approval of this CSP should reflect the need to address these design issues at detailed site plan.

12. In memoranda dated August 27 and September 26, 2007, the Department of Public Works and Transportation (DPW&T) offered the following comments:
 - a. The property is located on the southeast corner of the Ritchie Marlboro and Sansbury Road intersection. Rights-of-way dedication and frontage improvement in accordance with DPW&T’s urban arterial road for Ritchie Marlboro Road and urban major collector road for Sansbury Road are required.
 - b. All improvements within the public rights-of-way, as dedicated for public use to the county, are to be in accordance with the county’s Road Ordinance, DPW&T’s specifications and standards and the Americans with Disabilities Act.
 - c. Full-width, 2-inch mill and overlay for all county roadway frontages is required.
 - d. An access study shall be conducted by the applicant and reviewed to determine the adequacy of access points. Coordination with the Westphalia Row property across Sansbury Road will be required for the access points on Sansbury Road.
 - e. Proposed right-in/right-out access points on Ritchie Marlboro Road are acceptable.
 - f. Median modifications along Ritchie Marlboro Road are to be approved by DPW&T prior to approval of the site plan.
 - g. Compliance with DPW&T’s Utility Policy is required. Proper temporary and final patching and the related mill and overlay in accordance with the established “DPW&T’s Policy and Specification for Utility Installation and Maintenance Permits” are required.
 - h. All storm drainage systems and facilities are to be in accordance with DPW&T’s Standards and Specifications.
 - i. Conformance with DPW&T’s street tree and street lighting standards is required.

- j. Sidewalks are required along all roadways within the property limits in accordance with Sections 23-105 and 23-135 of the county's Road Ordinance.
- k. The proposed site development has an approved Concept Plan Number 38441-2006, dated October 4, 2006.
- l. A soil investigation report, which includes subsurface exploration and geotechnical engineering evaluation for public streets, is required.

Urban Design Comment: It should be noted that DPW&T usually enforces its conditions through its own permitting process.

13. **Environmental Referral:** In a memorandum dated November 20, 2007 (Fritz to Lindsay), the Environmental Planning Section offered the following comments:

The Environmental Planning Section recommends approval of CSP-07002 and TCPI/31/06 subject to the conditions listed at the end of this memorandum.

Background

The Environmental Planning Section has no record of any previous application for this property with the exception of a Natural Resources Inventory (NRI/120/06). The current application is for commercial/retail development in the M-X-T Zone.

Site Description

This 4.49-acre site in the M-X-T Zone is located at the southeast quadrant of Sansbury Road and Ritchie-Marlboro Road. A review of the available information indicates that streams, wetlands, 100-year floodplain, severe slopes, and areas of steep slopes with highly erodible soils are not found to occur on the property. The site is adjacent to the Ritchie-Marlboro Road which is a source of traffic-generated noise; however no residential uses for this site are proposed. The soils found to occur on this site according to the Prince George's County Soil Survey are in the Adelphia, Collington, Monmouth, Rumford, Sandy, and Westphalia 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. There are no designated scenic and historic roads in the vicinity of this property which is located in the Southwest Branch watershed of the Patuxent River basin and in the Developing Tier as reflected in the General Plan.

Westphalia Sector Plan

The subject property is located in the Westphalia Approved Sector Plan and Sectional Map Amendment. The environmental requirements for Woodland Preservation, Stormwater Management and Noise are addressed in the Environmental Review Section below. There are no specific environmental requirements or design standards for this particular site that require review for conformance.

Countywide Green Infrastructure Plan

The subject site contains no elements within the designated network of the *Countywide Green*

Infrastructure Plan.

As revisions are made to the plans submitted the revision boxes on each plan sheet shall be used to describe the changes, the date made, and by whom.

Environmental Review

- a. A signed natural resources inventory (NRI/120/06), which included a detailed forest stand delineation (FSD), was submitted with the application. The site contains no sensitive environmental features such as streams, wetlands, and 100-year floodplain. The FSD report describes one mature forest stand totaling 2.42 acres dominated by yellow poplar and sweetgum.

Comment: No additional information is required with respect to the FSD.

- b. This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract area exceeds 40,000 square feet and there are more than 10,000 square feet of existing woodland on-site. A Type I tree conservation plan this site has been submitted.

This 4.49-acre property contains a total of 2.42 acres of upland woodland. The woodland conservation threshold has been correctly calculated at 0.67 acres, or 15 percent of the net tract based on the current zoning. The TCPI proposes to clear 2.06 acres of the onsite woodland which results in a 0.75 replacement requirement. The total woodland conservation requirement has been correctly calculated at 1.42 acres. The plan proposes to meet the requirement by providing 0.36 acres of woodland conservation and 1.06 acres of off-site mitigation. Woodland preservation is focused along the southern boundary of the site.

The TCPI states that the Westphalia Sector Plan recommends that Parcel 140, located on the east side of the subject site, be rezoned from R-A to M-X-T; however the sector plan does not recommend any rezoning for Parcel 140. Because the current zoning and use of Parcel 140 is residential, a wooded buffer should be placed on the subject site adjacent to Parcel 140.

Recommended Conditions: Prior to certification of the conceptual site plan, the Type I Tree Conservation Plan, TCPI/031/07, shall be revised as follows:

- (1) Show all required bufferyards on the TCPI in accordance with the Conceptual Site Plan (CSP-07002. The plan shall clearly identify the limits of each bufferyard shown.
- (2) Revise note 1 to reference the conceptual site plan number for this application (CSP-07002).
- (3) Eliminate the proposed tree line from the plan and show only the proposed limits of disturbance. Provide the symbol in the legend.
- (4) Show all public utility easements.
- (5) Revise the TCPI worksheet as necessary.

- (6) Have the revised plans signed and dated by the qualified professional who prepared them.

Recommended Condition: The following note shall be placed on the final plat of subdivision:

“Development is subject to restrictions shown on the approved Type I tree conservation plan (TCPI/031/07), or as modified by the Type II tree conservation plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved tree conservation plan and will make the owner subject to mitigation under the Woodland Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved tree conservation plans for the subject property are available in the offices of The Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department, Environmental Planning Section.”

- c. This property is located on the south side of Ritchie-Marlboro Road, a master plan arterial roadway that has been identified as a transportation-related noise generator. The Environmental Planning Section Noise Model predicts the unmitigated 65 dBA Ldn noise contour to be approximately 155 feet from the centerline of Ritchie-Marlboro Road. Because the proposed use of the site is non-residential, noise mitigation is not required; however, the unmitigated noise contour must be shown on the plans.

Recommended Condition: Prior to certification of the conceptual site plan and Type I tree conservation plan, all plans shall be revised to show the location of the unmitigated 65 dBA Ldn noise contour.

- d. The site has a stormwater management concept approval letter (38441-2006-00); however, the associated plan was not included. The plan proposes an underground storage system. The associated plan should be submitted prior to CSP certification.

Recommended Condition: Prior to certification of the conceptual site plan, the stormwater management concept approval letter and associated plan shall be submitted. The approved concept shall be reflected on TCPI.

14. **Trails Referral:** In a memorandum dated November 30, 2007 (Shaffer to Lindsay), the trails coordinator offered the following comments:

The master plan trail proposed along Ritchie Marlboro Road has been completed in the vicinity of the subject site through the recent interchange improvements made by SHA. This trail has been implemented as an 8-foot-wide concrete sidewalk along the frontage of the subject property. The sidewalk provides access along Ritchie Marlboro Road through the interchange. A master plan trail/bikeway has also been implemented along the subject site’s frontage of Sansbury Road. This trail/bike facility has also been implemented as an 8-foot-wide sidewalk along the frontage of the subject property. The adopted and approved Westphalia Sector Plan designates Ritchie Marlboro Road as a master plan trail corridor and Sansbury Road as a master plan bikeway. No additional improvements are necessary along these frontages.

Internal pedestrian circulation will be addressed at the time of detailed site plan. Staff supports the conceptual pedestrian connections indicated between the three lots.

It should be noted that the former Chesapeake Beach Railroad right-of-way is located along the southern edge of the subject site. This former right-of-way lies under the current Ritchie-Marlboro Road and Capital Beltway interchange. Because of this, the existing sidepath/wide sidewalk along Ritchie-Marlboro Road will be utilized as the trail alignment along this corridor. This sidewalk includes curb cuts and crosswalks and safely negotiates pedestrians and cyclists through the interchange. No recommendations are made regarding this trail.

Recommendation: There are no master plan trail recommendations at this time. Internal pedestrian connections will be evaluated at the time of detailed site plan.

15. **Historic Preservation Referral:** In a memorandum dated August 9, 2007 (Stabler to Lindsay), the Historic Preservation and Public Facilities Section offered the following comments:

Phase I archeological survey is not recommended on the above-referenced 4.50-acre property located at 1709 Ritchie Marlboro Road in Upper Marlboro, Maryland. 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. According to tax assessor records, the extant house on the property was built in 1935. This house appears in the 1938 aerial photographs. Although it is unlikely that significant archeological deposits will be found on the property and no archeological survey is requested, the house should be photographed and recorded on a Maryland Inventory of Historic Properties form and the documentation sent to Historic Preservation staff.

Moreover, Section 106 review may require archeological survey for state or federal agencies. Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties, to include archeological sites. This review is required when state or federal monies, or federal permits are required for a project.

16. **WSSC Referral:** On October 16, 2007, the Washington Suburban Sanitary Commission offered the following comments:

- a. Sewer extension will be required.
- b. Water is available.
- c. Onsite plan review package should be submitted.
- d. Revise plan to show existing and proposed water/sewer mains and proposed onsite connection location and pipeline. Public safety concerns may require special considerations and modifications of proposed development near large diameter water transmission pipelines.

Urban Design Comment: The site plan has been revised to show the existing water and sewer mains. As locations for the proposed buildings have not been precisely determined, the applicant has not yet identified proposed onsite connections.

17. As required by Section 27-276 (b) of the Zoning Ordinance, the conceptual site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design Review staff recommends that the Planning Board adopt the findings of this report and APPROVE Conceptual Site Plan CSP-07002 and TCPI/31/06 with the following conditions:

1. Prior to certificate approval of the conceptual site plan, the plan shall be revised as follows:
 - a. Remove the words, “Woodland area to be removed and graded in the future for integration with southern property. The future development will compensate for relocation of the conservation area” from the label for the potential future connection on the southern property line.
 - b. Show the location of the unmitigated 65 dBA Ldn noise contour.
 - c. List the approved development standards.
2. Prior to certification of the conceptual site plan, the Type I Tree Conservation Plan, TCPI/031/07, shall be revised as follows:
 - a. Show all required bufferyards on the TCPI in accordance with the Conceptual Site Plan (CSP-07002). The plan shall clearly identify the limits of each bufferyard shown.
 - b. Revise Note 1 to reference the conceptual site plan number for this application (CSP-07002).
 - c. Eliminate the proposed tree line from the plan and show only the proposed limits of disturbance. Provide the symbol in the legend.
 - d. Show all public utility easements.
 - e. Revise the TCPI worksheet as necessary.
 - f. Have the revised plans signed and dated by the qualified professional who prepared them.
3. Prior to certification of the conceptual site plan and Type I tree conservation plan, all plans shall be revised to show the location of the unmitigated 65 dBA Ldn noise contour.
4. Prior to certification of the conceptual site plan, the stormwater management concept approval letter and associated plan shall be submitted. The approved concept shall be reflected on TCPI.
5. The following development standards shall apply to and be reflected on the detailed site plan. Said standards shall be interpreted to allow for either a single user of the entire site or up to three individual pad site users. At the time of detailed site plan review, the Planning Board may make modifications to the Development Standards without the need to amend the conceptual site plan if the Planning Board finds such modification is appropriate and consistent with the character and quality of the development envisioned by the conceptual site plan and the Westphalia Sector Plan.
 - a.) Any building located on the western portion of the site shall be visually parallel to Sansbury Road and the closest building corner shall be set back 15-25 feet from the ultimate right-of-way line.

- b.) Provision of parking between building(s) and Ritchie Marlboro Road (from the Sansbury Road intersection to the first entrance along Ritchie Marlboro Road) shall be evaluated based on the following:
 - i. Consistency with the goals and standards of the Westphalia Sector Plan
 - ii. The location of the building
 - iii. The needs of the site's ultimate users
 - iv. The location, size, and appearance of future corner gateway feature(s)
 - c.) If any parking is provided between the building(s) and the Ritchie Marlboro Road right-of-way, the parking shall be buffered with appropriate screening and/or landscape features such as decorative fencing, masonry walls, and plantings along Ritchie Marlboro Road that also serve to visually connect the site to the overall gateway center features.
 - d.) Any drive-through kiosks, canopies, or windows shall be physically and visually integrated into the main building.
 - e.) Building(s) must be multistory or provide a visual appearance of being at least two stories in height.
 - f.) Off-street parking shall not be permitted between any building and Sansbury Road.
6. Prior to submittal of a detailed site plan for this property, the applicant shall demonstrate that the existing house on the subject property has been photographed and recorded on a Maryland Inventory of Historic Properties form. The documentation shall be submitted to staff of the Historic Preservation and Public Facilities Planning Section.
 7. At time of detailed site plan review for the subject property, the site will be evaluated for conformance to the gateway design guidelines of the Westphalia Sector Plan. Review should include items such as gateway entrance features, architectural design, materials, and colors, landscape palette, and streetscape features and amenities. It is anticipated that the DSP for the Westphalia Row property and the PB&J property will establish these features in conjunction with the Westphalia Gateway Subcommittee, and that the design for the subject property should be similar or complimentary to the Westphalia Row gateway features, dependent upon the final uses approved for each site. The applicant may be required to provide an easement for the location of a gateway feature at Ritchie Marlboro Road and Sansbury Road.
 8. The following note shall be placed on the final plat of subdivision:

“Development is subject to restrictions shown on the approved Type I tree conservation plan (TCPI/031/07), or as modified by the Type II tree conservation plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved tree conservation plan and will make the owner subject to mitigation under the Woodland Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved tree conservation plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department, Environmental Planning Section.”
 9. The proposed development shall be limited to a mix of uses where the net new trips shall not exceed 207 AM and 269 PM peak-hour trips.

10. Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency

- a. Sansbury Road/D'Arcy Road intersection (unsignalized)

Conduct a traffic signal warrant study, and install signal if deemed to be warranted AND approved by DPW&T.

- b. Sansbury Road/D'Arcy Road intersection

The applicant shall provide a separate left and right turn lanes for the D'Arcy Road approaches. Since these additional improvements will not lower the delay below 50 seconds in any given movement, and per the requirement of DPW&T, the applicant shall conduct a traffic signal warrant study and install a signal if deemed to be warranted.

- c. Ritchie Marlboro Road/White House Road intersection

Provide the following improvements:

- Northbound approach: 2 left turn lanes and a shared left-through-right lane