The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
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Conceptual Site Plan CSP-24002
8808 Old Branch Avenue

REQUEST	STAFF RECOMMENDATION
Development of 45–55 single-family attached residential units with associated infrastructure improvements, in conjunction with an existing office building of 6,336 square feet.	With conditions recommended herein: • APPROVAL of Conceptual Site Plan CSP-24002 • APPROVAL of Type 1 Tree Conservation Plan TCP1-002-2025

Location: On the east side of Old Branch Avenue, approximately 1,150 feet north of its intersection with Woodyard Road.

Gross Acreage:	5.78
Zone:	RMF-48/MIO
Prior Zone:	M-X-T/M-I-O
Reviewed per prior Zoning Ordinance:	Section 27-1900
Dwelling Units:	45–55
Gross Floor Area:	119,790 sq. ft. to 145,055 sq. ft.
Planning Area:	81A
Council District:	09
Municipality:	None

Applicant/Address:
D.R. Horton, Inc.
137 Mitchells Chance Road, Suite 300
Edgewater, MD 21037

Staff Reviewer: Te-Sheng (Emery) Huang
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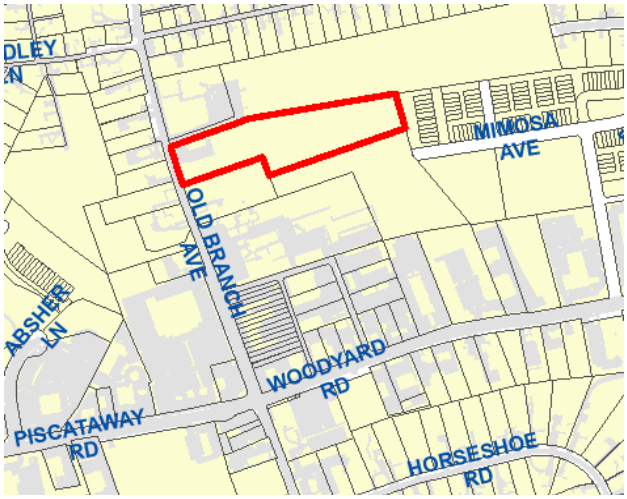

Planning Board Date:	09/25/2025
Planning Board Action Limit:	09/25/2025
Staff Report Date:	09/11/2025
Date Accepted:	03/10/2025
Informational Mailing:	12/16/2024
Acceptance Mailing:	02/25/2025
Sign Posting Deadline:	08/26/2025

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Conceptual Site Plan CSP-24002
Type 1 Tree Conservation Plan TCP1-002-2025
8808 Old Branch Avenue

The Urban Design Section has reviewed the subject application and presents the following evaluation and findings leading to a recommendation of APPROVAL, with conditions, as described in the Recommendation section of this technical staff report.

EVALUATION

The property is within the Residential, Multifamily-48 (RMF-48) and Military Installation Overlay (MIO) Zones. However, this application is being reviewed and evaluated in accordance with the Prince George's County Zoning Ordinance effective prior to April 1, 2022 (prior Zoning Ordinance). Pursuant to Section 27-1900 *et. seq.* of the Prince George's County Zoning Ordinance, until April 1, 2025, for property in the RMF-48 and MIO Zones, an applicant may elect to apply for a conceptual site plan (CSP) pursuant to the requirements of the prior Zoning Ordinance. The subject CSP was filed prior to April 1, 2025 and, therefore, qualifies for review under the prior Zoning Ordinance. The applicant has elected to have this application reviewed under the provisions of the prior Zoning Ordinance, and the property's prior Mixed Use-Transportation Oriented (M-X-T) and M-I-O Zones. Pursuant to Section 27-276(c)(2) of the prior Zoning Ordinance, on April 7, 2025, June 6, 2025, and July 30, 2025, respectively, the applicant provided a letter to waive the 70-day review requirements. Staff considered the following in reviewing this CSP:

a. The prior Prince George's County Zoning Ordinance in the Mixed Use-Transportation Oriented (M-X-T) and Military Installation Overlay (M-I-O) Zones and the site design guidelines;

b. The Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;

c. Referral comments; and

d. Community feedback.

FINDINGS

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

1. **Request:** This conceptual site plan (CSP) is for the development of approximately 45 to 55 single-family attached (townhouse) residential units with associated infrastructure improvements, in conjunction with an existing office building of 6,336 square feet.

2. **Development Data Summary:**

	EXISTING	EVALUATED
Zone(s)	RMF-48/MIO	M-X-T/M-I-O
Use(s)	Office*	Proposed single-family attached residential (townhouse)
Lots	-	45–55
Parcels	1	1
Gross Acreage	5.78	5.78
Net Acreage	5.78	5.78
Total Gross Floor Area (sq. ft.)	6,336	119,790–145,055
Office GFA	6,336	6,336
Residential GFA	-	113,454–138,719
One-Family Attached Dwelling Units	-	45–55

Note: *Per the Maryland Department of Assessments and Taxation, the existing building on-site was constructed in 1959. Per Permit No. 3036-1986-1, this building has been used as an office building. A condition is included herein requiring the applicant to add this permit case number to the development data on the coversheet.

Floor Area Ratio (FAR) in the M-X-T Zone

Base Density Allowed:	0.40 FAR
Residential Optional	1.00 FAR
Total FAR Permitted:	1.40*
Total FAR Proposed:	0.48-0.58**

Notes: *Pursuant to Section 27-545(a)(1) of the prior Zoning Ordinance, under the optional method of development, greater densities shall be granted, in increments of up to a maximum floor area ratio (FAR) of 8.0, for each of the uses, improvements, and amenities (listed in Subsection (b)) which are provided by the developer, and are available for public use. Section 27-545(b)(4) states that an additional gross floor area (equal to a FAR of 1.0) shall be permitted where 20 or more dwelling units are provided. The subject application proposes 45–55 single-family attached dwelling units. Utilizing the residential optional method, the total FAR permitted is 1.40.

**The total proposed gross floor area (GFA)of the project is between 119,790 and 145,055 square feet, which results in a FAR range between 0.48 and 0.58.

3. **Location:** The subject property is located in Planning Area 81A, Council District 9. Geographically, it sits on the east side of Old Branch Avenue, approximately 1,150 feet north of its intersection with Woodyard Road. The property has a designated mailing address, which is 8808 Old Branch Avenue, Clinton, Maryland 20735.

4. **Surrounding Uses:** The subject property is bound to the west by Old Branch Avenue and, beyond, single-family detached homes in the Residential, Single-Family–95 (RSF-95) Zone (formerly the One-Family Detached Residential (R-80) Zone). To the north of the property is vacant property in the RMF-48 Zone (formerly the M-X-T Zone) and, beyond, a church and single-family detached dwellings in the RSF-95 Zone (formerly the R-80 Zone). To the east of the subject property are new single-family attached homes in the RMF-48 Zone (formerly the M-X-T Zone). To the south of the subject property is a church in the RSF-95 Zone (formerly the R-80 Zone).

5. **Previous Approvals:** The subject property consists of a 5.78-acre parcel known as Parcel 37 (Tax Account No. 0975268). There are no prior preliminary plans of subdivision (PPS), or final plats of subdivision approved for the subject property.

   The 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* (2013 Sector Plan) was adopted by Prince George's County Council on April 2, 2013 (Prince George's County Council Resolution CR-24-2013).

   The County Council rezoned the subject property on March 6, 2018 (Council Resolution CR-13-2018), from the Commercial Shopping Center (C-S-C), Commercial Office (C-O), One-Family Detached Residential (R-55), and One-Family Detached Residential (R-80) Zones to the M-X-T Zone, through Minor Amendments Four, Five, and Six to the 2013 *Subregion 5 Master Plan and Sectional Map Amendment* (2013 Master Plan), which was adopted by the County Council on July 24, 2013 (CR-80-2013 and CR-81-2013). This rezoning is not subject to any conditions. Pursuant to CR-13-2018, there are some properties dually situated within both the 2013 Sector Plan and the 2013 Master Plan. To ensure consistency in development and land use policies, the 2013 Sector Plan takes precedence over the 2013 Master Plan within the specific geographic area it covers, including the Clinton Commercial Core Focus Area. In addition, as confirmed in the memorandum dated August 4, 2016 (Borden to Planning Department), the 2013 Sector Plan is the applicable master plan for the portion of the Central Branch Avenue Revitalization Sector within Subregion 5. The remainder of Subregion 5 is subject to the 2013 Master Plan.

6. **Design Features:** The subject property is 5.78 acres and is currently developed with an office building of 6,336 square feet. The applicant is proposing to add 45–55 front-loading townhouse units to the property for a mixed-use development.

   The office building was constructed in 1989 and has an existing vehicular access/exit on Old Branch Avenue. The applicant proposes one additional access/exit point on Old Branch Avenue for future residential development. The new access point connects to a proposed private road that is located in the center of the residential development and stretches horizontally, west to east, within the subject property. The private road will serve as vehicular access to all proposed townhouse units. Sidewalks will be located on both sides of this private road for pedestrian connectivity throughout the site and will connect to the eastern sidewalk of Old Branch Avenue.

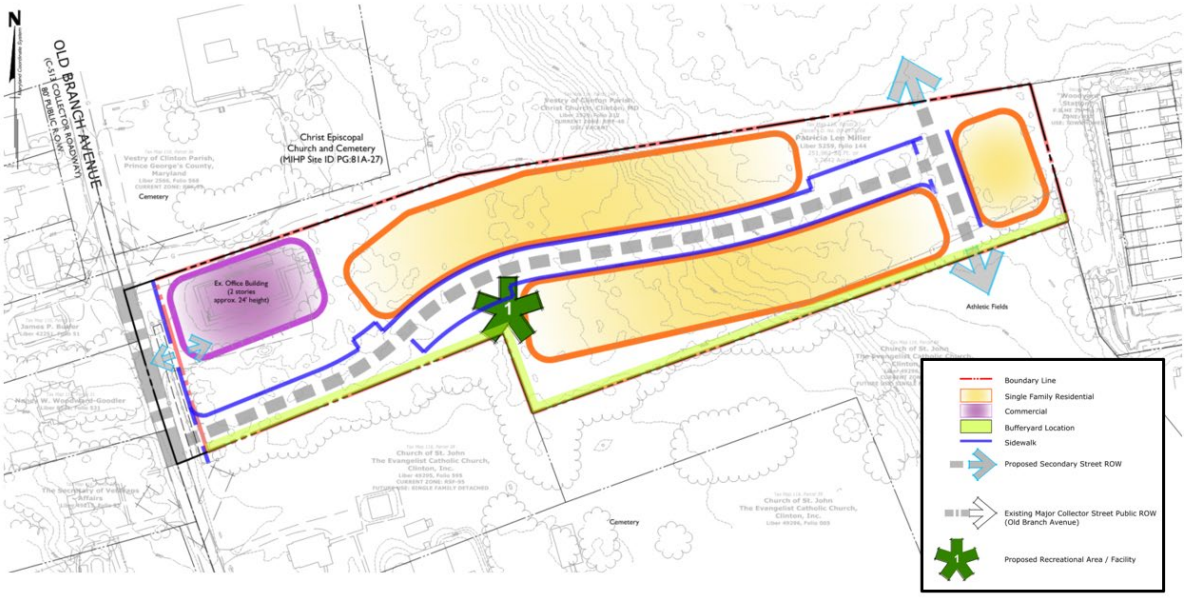

Figure 1: Conceptual Site Plan

COMPLIANCE WITH EVALUATION CRITERIA

7. Prince George's County Zoning Ordinance: The subject CSP has been reviewed for compliance with the requirements of the M-X-T and Military Installation Overlay (M-I-O) Zones and the site plan design guidelines of the prior Zoning Ordinance.

a. The subject CSP is in conformance with the requirements of Section 27-547, Uses Permitted, of the prior Zoning Ordinance, which governs permitted uses in the M-X-T Zone. The applicant proposes 45–55 single-family attached (townhouse) residential units, in conjunction with the existing office building of 6,336 square feet. The single-family attached dwelling use is permitted in the M-X-T Zone.

Section 27-547(d) of the prior Zoning Ordinance requires at least two out of the following three categories of uses be present in every development in the M-X-T Zone:

Section 27-547(d)

(1) Retail businesses;

(2) Office, research, or industrial uses;

(3) Dwellings, hotel, or motel.

The applicant proposes to add residential use to the subject property, which currently contains office use in an existing building on-site. Therefore, the subject development includes two types of uses, as required, which are office and residential uses. Per Footnote 7 of the Table of Uses, the maximum number and type of dwelling units should be determined at the time of CSP approval. Therefore,

development of this property would be limited to 45–55 single-family attached units, as proposed in this CSP.

b. Section 27-548 of the prior Zoning Ordinance, M-X-T Zone Regulations, establishes additional standards for development in this zone. The CSP's conformance with the applicable provisions is discussed, as follows:

Section 27-548. – M-X-T Zone.

(a) Maximum floor area ratio (FAR):

(1) Without the use of the optional method of development—0.40 FAR; and

(2) With the use of the optional method of development—8.0 FAR.

The subject CSP application proposes a range of FAR between 0.48 and 0.58, which is discussed in Finding 2 above. However, this project can be developed up to the maximum allowed 1.40 FAR, in accordance with Section 27-545(b)(4), Optional Method of Development, of the prior Zoning Ordinance, which allows an additional FAR of 1.0 on top of the base 0.4 FAR to be permitted, where 20 or more dwelling units are proposed. In this CSP, 45–55 dwelling units are proposed, in conjunction with the existing office building of 6,336 square feet, and the proposed FAR is in conformance with the maximum allowance.

(b) The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.

The subject development includes both commercial/office and residential uses on the M-X-T-zoned property, in multiple buildings, on more than one parcel and lot, as permitted.

(c) Except as provided for in this Division, the dimensions for the location, coverage, and height of all improvements shown on an approved Detailed Site Plan shall constitute the regulations for these improvements for a specific development in the M-X-T Zone.

This requirement is not applicable, since this application is for a CSP. Subsequent detailed site plan (DSP) approvals will provide regulations for development on this property.

(d) Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land use.

The development is subject to the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). The applicant has submitted a conceptual and illustrative landscape plan that meets the requirements of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone, and to protect the character of the M-X-T Zone from adjoining and interior incompatible land uses, at the time of DSP.

(e) In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.

The total gross square footage of the subject development ranges between 119,790 and 145,055 on the 5.78-acre property. Therefore, the FAR for the development ranges between 0.48 and 0.58. This will be refined further at the time of DSP, relative to the final proposed GFA of the development, in conformance with this requirement.

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

This requirement is not applicable to the subject CSP because there are no private structures in public rights-of-way (ROWs), as part of this development.

(g) Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.

The overall development is accessed by a public street, Old Branch Avenue. Individual single-family attached (townhouse) residential lots will be served by a proposed private street with sidewalks for internal connection. At the time of PPS, appropriate frontage and vehicular access for all lots and parcels will be analyzed in accordance with prior Subtitle 24.

(h) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand two hundred (1,200) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where the applicant

demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not

require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

This regulation is not applicable because the subject application is a CSP. However, the Townhouse Unit Standards, included on the coversheet, show that these requirements will be met. At the time of PPS and DSP, conformance with these specific townhouse requirements will be further reviewed when detailed lot and building information is available for the proposed 45–55 single-family attached (townhouse) residential units.

(i) The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone, designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.

This requirement is not applicable because this CSP does not include any multifamily buildings.

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

This regulation is not applicable to the subject property. Although the site was rezoned to the M-X-T Zone after October 1, 2006 (CR-13-2018), there was no comprehensive land use planning study conducted by technical staff prior to initiation.

c. The subject application has been reviewed for conformance with the requirements of Section 27-546(d) of the prior Zoning Ordinance, which requires additional findings for the Planning Board to approve a CSP in the M-X-T Zone, as follows:

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

The proposed development is in conformance with the purposes of the M-X-T Zone, as stated in Section 27-542(a) of the prior Zoning Ordinance, as follows:

Section 27-542. Purposes.

(1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;

The CSP promotes the orderly development of land through a proposed mix-used development that is located less than 1.0 mile from the major intersection of MD 5 (Branch Avenue) and Woodyard Road. The development will contribute to a desirable living opportunity for County residents.

(2) To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;

The 2013 Sector Plan recommends "Residential Medium" land use on the subject property and defines it as "Residential areas between 3.5 and 8 dwelling units per acre; primarily single-family dwellings (detached and attached)" (page 64). The applicant plans to retain the existing commercial office building and proposes 45–55 townhouse units on the undeveloped portion of the property. The submitted conceptual layout shows the location of the proposed dwellings and pedestrian and vehicular circulation within the subject property and that proposed on-site circulation connects to Old Branch Avenue. The proposal conforms to the vision of the 2013 Sector Plan and creates a mixed use, walkable community.

(3) To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;

The subject CSP application takes full advantage of the development potential inherent in the M-X-T Zone by adding 45–55 residential dwellings to the subject property, which currently houses an existing office building, for a mixed-use development. In addition, the development is located less than 1.0 mile from the intersection of MD 5 and Woodyard Road and the Woodyard Crossing Shopping Center.

(4) To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;

The subject CSP seeks to create compact, mixed-use, walkable community enhanced by a mixture of residential and office uses on the site, with associated open spaces. The development is also located in proximity to retail areas along Old Branch Avenue and Piscataway Road/Woodyard Road, as well as less than 1.0 mile from the Woodyard Crossing Shopping Center. The location of the proposed development, in proximity to nearby uses, will support the reduction of auto use. However, the submitted CSP does not include the location of potential bus stops to show that the subject development will promote optimum and effective use of transit, which is conditioned herein to be provided.

(5) To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;

The applicant proposes to add residential use to the property with an existing office building. The office building is typically operated at regular business hours, between 9:00 a.m. and 5:00 p.m. Future residents at the development will generate activities on-site during morning, afternoon, and evening peak hours. These residents are anticipated to patronize locally, both during and after the workday. All of these will support a vibrant 24-hour environment.

(6) To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;

The CSP proposes a horizontal mix of land uses within several buildings. The existing office building fronts Old Branch Avenue, and the proposed residential dwellings will be located toward the middle and rear of the site, in order to transition to the residential homes located to the east of the property. Therefore, staff are not recommending a vertical mix of land use for the subject development.

(7) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;

The concept layout creates a functional relationship between commercial and residential uses, separating respective vehicular access while providing a mix of uses in context to surrounding development. The layout and design will be further evaluated at the time of DSP when more information and details are available.

(8) To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;

Stormwater management (SWM), public facilities, and infrastructure will be evaluated at the time of PPS. Design, scale, and efficiencies will be further evaluated at the time of DSP, when more information and details will be provided for the proposed development.

(9) To permit a flexible response to the market and promote economic vitality and investment; and

The M-X-T Zone is one of the mixed-use zones that was created to allow flexibility to respond to the changing market. The proposed townhouse units will not only bring new residents, but also promote economic vitality and additional investment to the area.

(10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.

When architectural elevations and details are available at the time of DSP, architectural design for this development will be further evaluated.

(2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change or include a major employment use or center which is consistent with the economic development strategies of the Sector Plan or General Plan;

The subject property was placed in the M-X-T Zone through Minor Amendments to the 2013 *Subregion 5 Master Plan and Sectional Map Amendment* after October 1, 2006. Conformance with the design guidelines or standards intended to implement the development concept recommended by the applicable sector plan is required. The 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* (2013 Sector Plan) is the applicable master plan for the portion of the Central Branch Avenue Revitalization Section within Subregion 5.

The 2013 Sector Plan also notes that the subject property is located within one of the focus areas (Clinton Commercial Core Area) and envisions this area be "…transformed into a vibrant, mixed-use, transit-supported destination…, providing a range of housing types and new office

developments" (page 95). The 2013 Sector Plan does not include specific design guidelines or standards for the implementation of development projects in this focus area. Instead, the plan provides recommendations in five aspects as guidance on the best practices that should be considered during the design of new projects to enhance function and visual quality, including Design for Safety, Site Design, Building Design, Connectivity and Circulation, and Open Space (pages 113–119). The alignment of the proposed development with these recommendations will be further evaluated at the time of DSP review.

(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 existing office building fronts Old Brach Avenue. The submitted CSP shows that the 45–55 townhouses are proposed to be integrated with existing adjacent development, retaining commercial uses along Old Branch Avenue and proposing the residential uses in context to the neighboring townhouses to the east, with space for buffering between uses. At the time of DSP, the applicant must provide details of building materials, architectural design, and landscaping, to address and evaluate the relationship between the proposed development and the streets, neighboring development, and other urban design considerations.

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

The proposed development includes an existing office building and 45–55 proposed townhouse units. The office building has been a long-standing and integral component of the Old Branch Avenue corridor since its original construction. The proposed townhouse units will be compatible with the existing and proposed development within the area, specifically those townhouses located to the east of the project property and approved under DSP-20027 Woodyard Station Townhomes – Phase 3. The townhouse units within the subject development will offer additional housing options in the area.

(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 subject CSP consists of an existing office building and the proposed 45 to 55 townhouse units. The former sits at the front portion of the property and fronts Old Branch Avenue and the latter are located in the rear, undeveloped portion of the property. Both uses have access from Old Branch Avenue. Although the existing vegetation and proposed landscaping provide buffers between them, the improved sidewalks will serve connection between them and provide access and connectivity to the surrounding neighborhoods. The submitted CSP also shows the location of a potential

recreation area for the proposed townhouse units. The uses included in this CSP could support each other and provide services to the surrounding development. The specific details of the arrangement and design of the buildings will be further examined at the time of DSP.

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

This requirement is not applicable because the townhouse units proposed with this CSP will be constructed in a single phase, as indicated on page 11 of the applicant's statement of justification (SOJ). If the development is ultimately staged, each building phase must be designed as a self-sufficient entity, while allowing for effective integration of subsequent phases.

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

The conceptual circulation plan submitted with this CSP shows sidewalks along Old Branch Avenue and on both sides of one proposed private road, which forms a pedestrian network throughout the site. The submitted plan also shows two vehicle access points on Old Branch Avenue, one of which is for the existing commercial office building and the other will be for the proposed townhouse units. Staff find the conceptual circulation to be sufficient and meets the required findings per Section 27-546(b)(7) of the prior Zoning Ordinance, which examines "physical and functional relationship of the project uses and components" within the M-X-T Zone.

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

The above finding is not applicable because the subject application is a CSP. This requirement will be reviewed at the time of DSP.

(9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club), or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval

shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.

The subject property was rezoned to the M-X-T zone, through Minor Amendments Four, Five, and Six to the 2013 Master Plan (Council Resolution CR-13-2018).

A full traffic impact study, dated December 6, 2024, was submitted with the subject CSP application. The traffic study was referred to the Prince George's County Department of Public Works and Transportation and the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE).

The subject property is located within Transportation Service Area (TSA) 2, as defined in the 2014 *Plan Prince George's* 2035 *Approved General Plan* (Plan 2035). 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
For two-way stop-controlled intersections, a three-part process is employed: (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; and (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed.

For all-way stop-controlled intersections a two-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; and (b) if delay exceeds 50 seconds, the CLV is computed.

Trip Generation
The table below summarizes new trip generation for each peak-period that will be used in reviewing site traffic generated impacts and developing a trip cap for the site.

Trip Generation Summary								
			AM Peak Hour			PM Peak Hour		
Land Use	**Quantity**	**Metric**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Townhouses	52	units	7	29	36	27	15	42
Trip Cap Recommendation				**36**			**42**	

The traffic generated by the proposed application will impact the following intersections in the transportation system:

- MD 223 and Old Branch Avenue (signalized)
- Old Branch Avenue and Site Access (unsignalized)
- Old Branch Avenue and Coventry Way (signalized)
- MD 223 and MD 5 Ramps (signalized)

Existing Traffic
The critical intersections identified above, when analyzed with existing traffic and existing lane configurations, operate as follows:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 223 and Old Branch Avenue (signalized)	1177	1248	C	C
Old Branch Avenue and Site Access (unsignalized)*	-	-	-	-
Old Branch Avenue and Coventry Way (signalized)	794	1003	A	B
MD 223 and MD 5 Ramps (signalized)	981	1297	A	C
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

Background Traffic
The traffic analysis identified eight background developments whose impact would affect study intersections. In addition, an annual growth of 0.5 percent over two years was applied. The analysis revealed the following results:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 223 and Old Branch Avenue (signalized)	1523	1717	E	F
Old Branch Avenue and Site Access (unsignalized)*	-	-	-	-
Old Branch Avenue and Coventry Way (signalized)	902	1131	A	B
MD 223 and MD 5 Ramps (signalized)	1101	1390	B	D
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

Total Traffic
The study intersections, when analyzed with total developed future traffic, operate as shown below.

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 223 and Old Branch Avenue (signalized)	1531	1725	E	F
*w/ Brandywine Road CIP Improvements**	1003	1269	B	C
Old Branch Avenue and Site Access (unsignalized)**	16.2 sec	22.0 sec	Pass	Pass
Old Branch Avenue and Coventry Way (signalized)	912	1140	A	B
MD 223 and MD 5 Ramps (signalized)	1101	1393	B	D
*Improvements are proposed as part of the Brandywine Road and MD 223 CIP project. These improvements have been included as part of this study given the project is included in Prince George's County's Approved Capital Improvement Program and Budget for fiscal years 2024–2029, and in order to evaluate the applicants pro-rata contribution into the CIP. **When evaluating unsignalized intersections, average vehicle delay for each movement is measured in seconds. The highest delay among all movements is reported. According to the Guidelines, a delay greater than 50.0 seconds indicates inadequate traffic operations. A value of "+999" signifies that the delay exceeds the normal range and reflects severe operational issues. Since the measured delay is below 50.0 seconds, no mitigation is required.				

The traffic analysis concludes that adequacy will be met. A full evaluation of adequacy will be conducted with the certificate of adequacy.

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

The above finding is not applicable because the subject application is a CSP. This requirement will be evaluated at the time of DSP for this project.

(11) On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.

The subject property measures 5.78 acres and does not meet the above acreage requirement. Furthermore, this CSP is not being developed as a mixed-use planned community. Therefore, this requirement is not relevant to the subject project.

d. Section 27-274(a) of the prior Zoning Ordinance provides the design guidelines related to CSPs, as follows:

(1) General.

(A) The Plan should promote the purposes of the Conceptual Site Plan.

The proposed development is in conformance with the general and specific purpose of a CSP, in accordance with Section 27-272 of the prior Zoning Ordinance. Specifically, the mixed-use development will be based on the underlying zone, the site design guidelines, and the principles for orderly, planned, efficient, and economic development contained in the Plan 2035, the sector plan, and other applicable plans.

The subject CSP application shows the relationship between residential and non-residential uses within the proposed development and between on-site uses and adjacent uses. The CSP also illustrates approximate locations of the proposed townhouse, the existing office building, and other physical features. The associated plans, including Type 1 Tree Conservation Plan TCP1-002-2025 and Natural Resources Inventory NRI-094-2024, illustrate general grading, woodland conservation areas, preservation of sensitive environmental features, planting, sediment control, and SWM concepts to be employed in any final design for the site. The submitted CSP also shows a potential location of recreational area and an entrance sign. These details will be further evaluated at the time of DSP.

(2) Parking, loading, and circulation.

(A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site. As a means of achieving these objectives, the following guidelines should be observed:

(i) Parking lots should generally be provided to the rear or sides of structures;

(ii) Parking spaces should be located as near as possible to the uses they serve;

(iii) Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;

(iv) Large, uninterrupted expanses of pavement should be avoided or substantially mitigated by the location of green space and plant materials within the parking lot, in accordance with the Landscape Manual, particularly in parking areas serving townhouses; and

(v) Special areas for van pool, car pool, and visitor parking should be located with convenient pedestrian access to buildings.

The existing office building, along with its associated surface parking, will remain unchanged. In the proposed residential use, no surface parking is proposed, and parking will be designed to minimize any conflict with pedestrians.

(B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians. To fulfill this goal, the following guidelines should be observed:

(i) Loading docks should be oriented toward service roads and away from major streets or public view; and

(ii) Loading areas should be clearly marked and should be separated from parking areas to the extent possible.

Per Section 27-582(a) of the prior Zoning Ordinance, no loading spaces are required for the existing office building because its GFA is less than 10,000 square feet. Similarly, no loading spaces are required for the proposed residential use. Therefore, this regulation is not applicable.

(C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:

(i) The location, number and design of driveway entrances to the site should minimize conflict with off-site traffic, should provide a safe transition into the parking lot, and should provide adequate acceleration and deceleration lanes, if necessary;

(ii) Entrance drives should provide adequate space for queuing;

(iii) Circulation patterns should be designed so that vehicular traffic may flow freely through the parking lot without encouraging higher speeds than can be safely accommodated;

(iv) Parking areas should be designed to discourage their use as through-access drives;

(v) Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;

(vi) Drive-through establishments should be designed with adequate space for queuing lanes that do not conflict with circulation traffic patterns or pedestrian access;

(vii) Parcel pick-up areas should be coordinated with other on-site traffic flows;

(viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;

(ix) Pedestrian and vehicular circulation routes should generally be separated and clearly marked;

(x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and

(xi) Barrier-free pathways to accommodate the handicapped should be provided.

The area, which is currently developed with the office building, will remain unchanged. For the proposed residential use, parking will be located on each lot and guest parking will be along the proposed private road. The submitted CSP shows the separation of the vehicular and pedestrian circulation in order to reduce conflict between both. The location and sufficiency of parking will be further evaluated at the time of DSP.

(3) Lighting.

(A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the site design's character. To fulfill this goal, the following guidelines should be observed:

(i) If the development is used at night, the luminosity, orientation, and location of exterior light fixtures should enhance user safety and minimize vehicular/pedestrian conflicts;

(ii) Lighting should be used to illuminate important on-site elements such as entrances, pedestrian pathways, public spaces, and property addresses. Significant natural or built features may also be illuminated if appropriate to the site;

(iii) The pattern of light pooling should be directed on-site;

(iv) Light fixtures fulfilling similar functions should provide a consistent quality of light;

(v) Light fixtures should be durable and compatible with the scale, architecture, and use of the site; and

(vi) If a variety of lighting fixtures is needed to serve different purposes on a site, related fixtures should be selected. The design and layout of the fixtures should provide visual continuity throughout the site.

Pages 20–21 of the SOJ notes that adequate lighting levels will be provided on-site while not causing glare or light spill-over to adjoining properties. The SOJ also includes an assortment of lighting features to be included in the development to meet this requirement. Design location and details of lighting will be further evaluated at the time of DSP, when required information is available.

(4) Views.

(A) Site design techniques should be used to preserve, create, or emphasize scenic views from public areas.

The submitted conceptual landscape plan shows the layout will accommodate the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) throughout the site. Landscaping is planned to be provided along the roadway frontage of Old Branch Avenue, designated as a historic road. This concept will be evaluated at the time of DSP, when more details are available to ensure site design techniques are incorporated to preserve, create, or emphasize scenic views from public areas.

(5) Green Area.

(A) On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use. To fulfill this goal, the following guidelines should be observed:

(i) Green area should be easily accessible in order to maximize its utility and to simplify its maintenance;

(ii) Green area should link major site destinations such as buildings and parking areas;

(iii) Green area should be well-defined and appropriately scaled to meet its intended use;

(iv) Green area designed for the use and enjoyment of pedestrians should be visible and accessible, and the location of seating should be protected from excessive sun, shade, wind, and noise;

(v) Green area should be designed to define space, provide screening and privacy, and serve as a focal point;

(vi) Green area should incorporate significant on-site natural features and woodland conservation requirements that enhance the physical and visual character of the site; and

(vii) Green area should generally be accented by elements such as landscaping, pools, fountains, street furniture, and decorative paving.

The illustrative rendering shows green area located along the perimeter of the site to provide screening and privacy as well as enhance the physical and visual character of the site. A potential recreational area is located in the center of the property for the proposed residential use. Its location is visible and accessible and will be buffered with landscaping. This requirement will be further evaluated at the time of DSP.

(B) The application shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).

The subject property does not contain regulated environmental features (REF), such as wetlands, wetland buffers, streams, stream buffers, or 100-year floodplains, as defined in Section 24-101(b)(27) of the prior Prince George's County Subdivision Regulations.

(6) Site and streetscape amenities.

(A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:

(i) The design of light fixtures, benches, trash receptacles, bicycle racks and other street furniture should be coordinated in order to enhance the visual unity of the site;

(ii) The design of amenities should take into consideration the color, pattern, texture, and scale of structures on the site, and when known, structures on adjacent sites, and pedestrian areas;

(iii) Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;

(iv) Amenities should be functional and should be constructed of durable, low maintenance materials;

(v) Amenities should be protected from vehicular intrusion with design elements that are integrated into the overall streetscape design, such as landscaping, curbs, and bollards;

(vi) Amenities such as kiosks, planters, fountains, and public art should be used as focal points on a site; and

(vii) Amenities should be included which accommodate the handicapped and should be appropriately scaled for user comfort.

The submitted CSP shows a recreational area for the proposed residential use. This space will be visible and accessible to future residents and will not obstruct pedestrian circulation. Pages 21–22 of the SOJ show images of potential benches and trash receptacles. However, the design and type of amenities will be discussed and evaluated at the time of DSP, to ensure the visual unity of the site, as well as to accommodate individuals with disabilities, and should be appropriately scaled for user comfort.

(7) Grading.

(A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should

minimize environmental impacts. To fulfill this goal, the following guidelines should be observed:

(i) Slopes and berms visible from streets and other public areas should appear as naturalistic forms. Slope ratios and the length of slopes should be varied if necessary to increase visual interest and relate manmade landforms to the shape of the natural terrain;

(ii) Excessive grading of hilltops and slopes should be avoided where there are reasonable alternatives that will preserve a site's natural landforms;

(iii) Grading and other methods should be considered to buffer incompatible land uses from each other;

(iv) Where steep slopes cannot be avoided, plant materials of varying forms and densities should be arranged to soften the appearance of the slope; and

(v) Drainage devices should be located and designed so as to minimize the view from public areas.

The subject property includes some area of steep slopes located in the central portion of the site. Grading will be performed to incorporate the proposed residential development. Information related to grading will be further evaluated in the subsequent review processes, to minimize environmental impacts to the extent practicable.

(8) Service Areas.

(A) Service areas should be accessible, but unobtrusive. To fulfill this goal, the following guidelines should be observed:

(i) Service areas should be located away from primary roads, when possible;

(ii) Service areas should be located conveniently to all buildings served;

(iii) Service areas should be effectively screened or enclosed with materials compatible with the primary structure; and

(iv) Multiple building developments should be designed to form service courtyards which are devoted to parking and loading uses and are not visible from public view.

Service areas often refer to loading spaces and dumpsters. No loading spaces are required for the existing office building, nor the proposed residential use. No trash collection areas are required for the proposed residential use but are required for the existing office building. Since the subject property includes both uses, the applicant will need to indicate the location of dumpsters for the office building on the plan at the time of DSP. This requirement will be further evaluated at the time of DSP.

(9) Public Spaces.

(A) A public space system should be provided to enhance a large-scale commercial, mixed use, or multifamily development. To fulfill this goal, the following guidelines should be observed:

(i) Buildings should be organized and designed to create public spaces such as plazas, squares, courtyards, pedestrian malls, or other defined spaces;

(ii) The scale, size, shape, and circulation patterns of the public spaces should be designed to accommodate various activities;

(iii) Public spaces should generally incorporate sitting areas, landscaping, access to the sun, and protection from the wind;

(iv) Public spaces should be readily accessible to potential users; and

(v) Pedestrian pathways should be provided to connect major uses and public spaces within the development and should be scaled for anticipated circulation.

The submitted conceptual site plan shows a sidewalk to be developed within the Old Branch Avenue frontage of the subject property, which will provide public access and circulation to and from the site. Since Old Branch Avenue is designated as a historic road, this frontage will also be improved in accordance with Section 4.6, Buffering Development from Streets, of the Landscape Manual as shown on the submitted conceptual landscape plan. Details of these improvements will be further evaluated at the time of DSP.

(10) Architecture.

(A) When architectural considerations are referenced for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety

of building forms, with unified, harmonious use of materials and styles.

(B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.

(C) These guidelines may be modified in accordance with Section 27-277.

The submitted CSP shows the potential location, number, and building footprint of the proposed townhouse units. Architectural details of building design will be examined when more information is available at the time of DSP.

(11) Townhouses and Three-Story Dwellings.

(A) Open space areas, particularly areas separating the rears of buildings containing townhouses, should retain, to the extent possible, single or small groups of mature trees. In areas where trees are not proposed to be retained, the applicant shall demonstrate to the satisfaction of the Planning Board or the District Council, as applicable, that specific site conditions warrant the clearing of the area. Preservation of individual trees should take into account the viability of the trees after the development of the site.

(B) Groups of townhouses should not be arranged on curving streets in long, linear strips. Where feasible, groups of townhouses should be at right angles to each other, and should facilitate a courtyard design. In a more urban environment, consideration should be given to fronting the units on roadways.

(C) Recreational facilities should be separated from dwelling units through techniques such as buffering, differences in grade, or preservation of existing trees. The rears of buildings, in particular, should be buffered from recreational facilities.

(D) To convey the individuality of each unit, the design of abutting units should avoid the use of repetitive architectural elements and should employ a variety of architectural features and designs such as roofline, window and door treatments, projections, colors, and materials. In lieu of this individuality guideline, creative or innovative product design may be utilized.

(E) To the extent feasible, the rears of townhouses should be buffered from public rights-of-way and parking lots. Each

application shall include a visual mitigation plan that identifies effective buffers between the rears of townhouses abutting public rights-of-way and parking lots. Where there are no existing trees, or the retention of existing vegetation is not practicable, landscaping, berming, fencing, or a combination of these techniques may be used. Alternatively, the applicant may consider designing the rears of townhouse buildings such that they have similar features to the fronts, such as reverse gables, bay windows, shutters, or trim.

(F) Attention should be given to the aesthetic appearance of the offsets of buildings.

The submitted CSP shows the layout of the subject development and the location of the proposed 45–55 townhouse units. Pages 23–25 of the SOJ includes examples of townhouse renderings for high quality architecture. Conformance with these guidelines will be evaluated at the time of DSP, when architectural design and materials are evaluated.

e. In accordance with Section 27-574 of the prior Zoning Ordinance, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval, at the time of DSP. Adequate visitors' parking for all residential units will need to be addressed at the time of DSP. Detailed information regarding the methodology and procedures to be used in determining the parking ratio is outlined in Section 27-574(b) of the prior Zoning Ordinance. The methodology in Section 27-574(b) requires that parking be computed for each use in the M-X-T Zone. At the time of DSP review, the demonstration of the sufficiency of proposed parking will be required for the development.

f. This application is located within the M-I-O Zone for height. Pursuant to Section 27-548.54(e)(2)(D), Requirements for Height, of the prior Zoning Ordinance, the proposed development in this application must comply with the requirements for height for properties located in Surface E, Conical Surface (20:1) – Right Runway. This requirement will be further evaluated at the time of DSP.

8. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance: The overall site contains 5.05 acres of net tract woodland. This application proposes using the prior zoning M-X-T, which has a woodland conservation threshold of 15 percent or 0.87 acre. The TCP1 proposes to clear 4.67 acres of on-site woodland for a woodland conservation requirement of 5.54 acres. The woodland conservation worksheet proposes 0.19 acre of woodland preservation and 0.05 acre of reforestation on-site, and 5.30 acres of off-site woodland bank credits.

At the time of acceptance of the CSP, the woodland conservation ordinance, as enacted by County Council Bills CB-020-2024 and CB-077-2024, required a variance for not meeting the woodland conservation threshold requirement on-site. A formal variance request for not meeting the threshold on-site was submitted at the Subdivision and Development Review Committee (SDRC) meeting. No variance was submitted at that time. Since the SDRC

meeting, Council Bill CB-046-2025 was passed by the County Council and is effective on September 8, 2025. It was determined that a variance for not meeting the woodland threshold on-site is no longer needed as this case is being heard by the Planning Board after the revised woodland conservation ordinance goes into effect; however, an SOJ for not meeting the threshold is still required.

The applicant submitted an SOJ, dated July 2025, for not fully meeting the woodland conservation threshold on-site and proposes partially providing the threshold, approximately 27 percent, through the use of on-site woodland preservation (0.19 acre), on-site reforestation (0.05 acre), and off-site woodland conservation credits (5.30 acres) to fulfill the woodland conservation requirement. The site is zoned M-X-T with a linear shape that is relatively narrow. The applicant states that the woodland on-site is low priority, not forest interior dwelling species habitat, and not contiguous with 100-year floodplain or regulated environmental features (REF). The applicant claims that this woodland is "hydraulically isolated" from the Piscataway Creek watershed.

The adjacent 11-acre property to the north is owned by a church and is fully wooded. No development plans have been submitted on this 11-acre parcel. The property to the east is subject to Type 2 Tree Conservation Plan TCP2-014-2020-02, for Woodyard Station Townhouse development, which identifies a 0.23 acre area of woodlands retained-not credited abutting this application area. Section 25-122(b)(K) of the WCO states "All woodland conservation areas shall be a minimum of 50 feet in width. If less than 50 feet is proposed on-site, abutting woodlands may be used if they have been previously protected by a TCP or other prior approved mechanism, such as conservation easement." This 50-foot requirement can be split between the abutting properties to qualify as a woodland area.

Staff partially support the request to not fully meet the woodland conservation threshold of 15 percent or 0.87 acre on-site. Since the subject property was rezoned to the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, conformance to the design guidelines or standards outlined in the 2013 Sector Plan is required. Page 128 of the 2013 Sector Plan notes, "Expand tree and forest canopy coverage by ensuring that new development meets its woodland conservation requirements either on site or within the plan area's watersheds." To find conformance to the sector plan, prior to the issuance of permits, every effort should be made to purchase credits from an off-site woodland conservation bank within the Piscataway and Henson Creek watersheds, which is conditioned herein. In addition, at the time of PPS, the applicant shall make every effort to provide additional woodland conservation along the eastern boundary, adjacent to the Woodyard Station Townhouses, to meet more of the woodland conservation threshold on-site. This requirement is also conditioned herein.

9. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and are incorporated herein by reference:

a. **Historic Preservation**—In a memorandum dated March 26, 2025 (Stabler, Smith, and Chisholm to Huang), the Historic Preservation Section noted that additional screening on the north side of the subject property is encouraged to mitigate the visual impact of the proposed development on Christ Episcopal Church and Cemetery (Historic Site 81A-038) even though the developing property does not

abut the historic site. In addition, the Historic Preservation Section noted that a Phase I archeology survey is recommended on the subject property because the probability of archeological sites is high. Finally, the Historic Preservation Section recommended four conditions, which are included in the Recommendation section of this technical staff report.

b. **Community Planning**—In a memorandum dated August 22, 2025 (Arsenault to Huang), the Community Planning Division noted that, pursuant to Part 10, Division 2, Subdivision 1, Section 27-546(d)(2) of the prior Zoning Ordinance, master plan conformance is required for this application because the subject property was rezoned to the M-X-T Zone through a sectional map amendment approved after October 1, 2006.

c. **Transportation Planning**—In a memorandum dated August 1, 2025 (Smith to Huang), the Transportation Planning Section provided comment on this CSP, as follows:

Master Plan Right of Way
The site is subject to the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* (2013 Sector Plan).

- Old Branch Avenue (C-513): 80-foot ROW

The MPOT recommends an 80-foot ROW along Old Branch Avenue of which the plan sheets include the designation.

Master Plan Pedestrian and Bike Facilities

- Old Branch Avenue: Planned bicycle lane and side path (dual route)

The sector plan recommends a dual route along Old Branch Avenue. Staff recommend a bicycle lane, signage, and a minimum 10-foot-wide sidewalk and signage be provided along the property frontage.

The Complete Streets element of the MPOT reinforces the need for multimodal transportation and includes the following policies regarding the accommodation of pedestrians and bicycles:

> **Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers** (page 9)**.**
>
> The submitted CSP includes a comprehensive sidewalk network throughout the site to facilitate pedestrian movement, which meets the intent of this policy. Staff recommend sidewalks be provided along both sides of all internal roads where feasible, and that American with Disabilities Act (ADA) curb ramps and marked crosswalks be incorporated throughout the site for continuous connections, at the time of DSP.

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 (page 10)**.**

The submitted CSP includes a comprehensive sidewalk network throughout the site to facilitate pedestrian movement. Staff recommend a minimum10-foot-wide sidewalk and planned bicycle lanes along the property frontage of Old Branch Avenue, in conformance with the MPOT recommendations as described above, to meet the intent of this policy. This will be further evaluated at the time of DSP.

Policy 3: Small area plans within the Developed and Developing Tiers should identify sidewalk retrofit opportunities in order to provide safe routes to school, pedestrian access to mass transit, and more walkable communities. (page 10)

The submitted CSP includes a comprehensive sidewalk network throughout the site to facilitate pedestrian movement. Staff recommend the sidewalk along the property frontage be provided to provide new connections to adjacent properties, which include a school/church. This will be further evaluated at the time of DSP.

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 *AASHTO Guide for the Development of Bicycle Facilities* (page 10)**.**

The submitted CSP includes a comprehensive sidewalk network throughout the site to facilitate pedestrian movement. Staff recommend a bicycle lane be provided along the frontage of Old Branch Avenue, which will be evaluated at the time of DSP.

d. **Environmental Planning—**In a memorandum dated August 22, 2025 (Schneider to Huang), the Environmental Planning Section provided comments on the subject application, as follows:

Natural Resources Inventory/Existing Conditions
An approved Natural Resources Inventory (NRI-094-2024) was submitted with the review package, which was approved on September 19, 2024. The site does not contain 100-year floodplain or REF such as PMA, streams, wetland, and their associated buffers as defined in Section 24-101(b)(27) of the prior Prince George's County Subdivision Regulations. The NRI verifies that the subject area contains 5.05 acres of woodland and no specimen trees. No revisions are required for conformance to the NRI.

Specimen Trees
There are no specimen trees identified on this property.

Stormwater Management (SWM)
In accordance with Section 27-273(e)(6) of the prior Zoning Ordinance, the CSP shall be consistent with an approved SWM concept plan. The SWM concept design is required to be reviewed and approved by DPIE, Site Road Section, to address surface water runoff issues in accordance with Subtitle 32, Water Resources Protection and Grading Code. This requires that environmental site design (ESD) be implemented to the maximum extent practicable.

An unapproved SWM concept plan was submitted with this application proposing stormwater be directed into one submerged gravel wetland structure, one bioretention facility, three grass swales, and sheet flow to woodland conservation areas. The SWM concept plan and approval letter should be submitted for review with the acceptance of the PPS.

e. **Special Projects**—In an email dated March 10, 2025, Special Projects did not have comments on this application.

f. **Prince George's County Department of Parks and Recreation (DPR)**—In a memorandum dated April 14, 2025 (Thompson to Huang), DPR noted that the subject property is within Park Service Area 8 and that nearby park facilities include the Cosca Regional Park, Surratt's House Museum and the Pea Hill Stream Valley Park, and planned trails for this area include the Mimosa Avenue Planned Bike Lane, the Old Branch Avenue Planned Bike Lane, and the Brandywine Old Branch Dual Route Planned Sidepath. DPR supports the applicant's proposal of on-site recreation facilities, which will be further evaluated at the time of PPS, in order to fulfill the dedication of parkland requirement.

g. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this technical staff report, DPIE did not offer comments on this application.

h. **Prince George's County Fire/EMS Department**—At the time of the writing of this technical staff report, the Fire/EMS Department did not offer comments on the subject application.

i. **Prince George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on this application.

j. **Prince George's County Health Department**—At the time of the writing of this technical staff report, the Health Department did not offer comments on the subject application.

k. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this technical staff report, WSSC did not offer comments on this application

l. **Public Utilities**—On March 10, 2025, the subject DSP application was referred to Verizon, Comcast, AT&T, the Potomac Electric Power Company (PEPCO), and Washington Gas for review and comments. At the time of the writing of this

technical staff report, no correspondence has been received from these public utility companies.

10. **Community feedback:** At the time of the writing of this technical staff report, staff did not receive any inquiries from the community regarding the subject CSP.

11. Based on the foregoing, and as required by Section 27-276(b)(1) of the prior Zoning Ordinance, the CSP, if approved with the proposed conditions below, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

12. Section 27-276(b)(2) of the prior Zoning Ordinance does not apply to this CSP because it is not for a mixed-use planned community.

13. Section 27-276(b)(3) of the prior Zoning Ordinance does not apply to this CSP because it is not for a regional urban community.

14. As required by Section 27-276(b)(4) of the prior Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a CSP is as follows:

> **(4) The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

No REFs are located on the subject property; therefore, there is no impact by the proposed development.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Prince George's County Planning Board adopt the findings of this report and APPROVE Conceptual Site Plan CSP-24002 and Type 1 Tree Conservation Plan TCP1-002-2025, for 8808 Old Branch Avenue, subject to the following conditions:

1. Prior to certificate of approval, the applicant and the applicant's heirs, successors, and/or assignees shall revise the conceptual site plan (CSP), as follows, or provide the specified documentation.

    a. Add the permit case number of the existing office building to the development data on the coversheet.

    b. Add the location of potential bus stops to the plan showing that the subject development will promote optimum and effective use of transit, in accordance with Section 27-546(d) of the prior Prince George's County Zoning Ordinance.

2. Prior to acceptance of the preliminary plan of subdivision, the following information shall be provided or shown on the plans:

a. Submit an acceptable Traffic Impact Study and Bicycle and Pedestrian Impact Statement as part of the evaluation of transportation adequacy.

b. Submit an approved Phase I archeology report.

3. At the time of preliminary plan of subdivision, the applicant shall make every effort to provide additional woodland conservation along the eastern boundary adjacent to the Woodyard Station Townhouses, in accordance with Section 25-121(c)(3) of the Prince George's County Code.

4. Prior to approval of the preliminary plan of subdivision or approval of a grading permit, whichever occurs first, a Phase I archeological investigation shall be conducted on the above-referenced property, in accordance with Section 27-544(d) of the prior Prince George's County Zoning Ordinance. According to the Planning Board's *Guidelines for Archeological Review* (May 2005), archeological investigations shall be required to determine if any cultural resources are present. The applicant shall submit a Phase I Research Plan for approval by a Planning Department staff archeologist prior to commencing Phase I work.

5. Per Section 24-121(a)(18) of the prior Prince George's County Subdivision Regulations, upon receipt of the Phase I archeology report by the Prince George's County Planning Department, if it is determined that potentially significant archeological resources exist on the above-referenced property, prior to Planning Board approval of the preliminary plan of subdivision or approval of a grading permit, whichever comes first, the applicant shall provide a plan for:

a. Evaluating the resource at the Phase II level, or

b. Avoiding and preserving the resource in place.

6. If a Phase II and/or Phase III archeological evaluation or mitigation is necessary, the applicant shall provide a final report detailing the Phase II and/or Phase III investigations and ensure that all artifacts are curated at the Maryland Archaeological Conservation Laboratory in St. Leonard, Maryland, prior to the approval of any grading permits.

7. Per Section 24-121(a)(18) of the prior Prince George's County Subdivision Regulations, prior to the approval of a detailed site plan for architecture, the applicant and the applicant's heirs, successors, and/or assignees, shall provide a plan for any interpretive signage to be erected and public outreach measures (based on the findings of Phase I, II, and/or Phase III archeological investigations). The location and wording of the signage and the public outreach measures shall be subject to approval by a Planning Department staff archeologist. The plan shall include the timing for the installation of the signage and the implementation of public outreach measures.

8. At the time of detailed site plan, in accordance with the 2013 *Approved Subregion 5 Master Plan*, the 2009 *Approved Countywide Master Plan of Transportation*, and Section 27-274(a)(2)(C) of the prior Prince George's County Zoning Ordinance, the applicant and the applicant's heirs, successors, and/or assignees shall identify the following facilities on the site plans:

a. A minimum 10-foot-wide sidewalk along the property frontage of Old Branch Avenue unless modified by the permitting agency, in accordance with any Prince George's County Department of Public Works and Transportation adopted standards, or a waiver to said standards approved pursuant to the provisions currently codified in Section 23-105(g)(1) of the Prince George's County Code, with written correspondence.

b. A standard bicycle lane and signage, in accordance with American Association of State Highway and Transportation Officials guidelines, along the property frontage of Old Branch Avenue unless modified by the permitting agency, in accordance with any Prince George's County Department of Public Works and Transportation adopted standards, or a waiver to said standards approved pursuant to the provisions currently codified in Section 23-105(g)(1) of the Prince George's County Code, with written correspondence.

c. A minimum 5-foot-wide sidewalk along both sides of all internal roadways, where feasible.

d. American with Disabilities Act-compliant curb ramps and crosswalks crossing all vehicular access points and throughout the site for continuous connections.

e. Short-term bicycle parking at any proposed recreational areas.

f. Short-term bicycle parking for commercial or office areas at a location convenient to the buildings in accordance with American Association of State Highway and Transportation Officials guidelines.

9. At time of permit review, the purchase of off-site woodland conservation credits shall first be sought within the Piscataway Creek watershed, in accordance with the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* and Section 25-122(a)(3) of the Prince George's County Code.