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## COMPREHENSIVE DESIGN PLAN

## CDP-0602

Application	General Data
<b>Project Name:</b> Hall Station  <b>Location:</b> Southeastern quadrant of the intersection of Hall Road and Central Avenue (MD 214)  <b>Applicant/Address:</b> CENHALL LLC 4640 Forbes Boulevard, Suite 300 Lanham, MD 20706	Date Accepted: 11/15/2007
	Planning Board Action Limit: N/A
	Plan Acreage: 14.6
	Zone: L-A-C
	Dwelling Units: 109
	Gross Floor Area: 92,000
	Planning Area: 74B
	Tier: Developing
	Council District: 4
	Municipality: None
200-Scale Base Map: 202NE13	

Purpose of Application	Notice Dates
Mixed use development comprised of 109 townhomes, 42,000 square feet of commercial space and a 50,000 square foot library	Adjoining Property Owners Previous Parties of Record Registered Associations: (CB-12-2003) 8/20/2007
	Sign(s) Posted on Site and Notice of Hearing Mailed: 3/25/2008

Staff Recommendation		Staff Reviewer: R. Grover, A.I.C.P.	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Comprehensive Design Plan CDP-0602 and Tree Conservation Plan TCPI/004/08  
Hall Station

PUBLIC HEARING

In accordance with the comprehensive design plan provisions of Section 27-520 of the Prince George's County Code, a public hearing is scheduled before the Prince George's County Planning Board on April 24, 2008. The purpose of this hearing is to consider the Comprehensive Design Plan for Hall Station, CDP-0602.

INTRODUCTION

The Development Review Division of the Prince George's County Planning Department has coordinated a review of the subject application with all offices having any planning activities that might be affected by the proposed development. This staff report documents that process and presents findings and a recommendation to be acted upon by the Prince George's County Planning Board.

RECOMMENDATION SUMMARY

The staff recommends APPROVAL of the comprehensive design plan, with the conditions listed in the recommendation section of this report.

COMPREHENSIVE DESIGN ZONES

The comprehensive design plan (CDP) phase of the three-phase comprehensive design zone (CDZ) process requires the submittal of a plan that establishes the general location, distribution, and sizes of buildings and roads. The plan consists of several drawings and text, which includes the schedule for development of all or portions of the proposal and standards for height, open space, public improvements, and other design features. The regulations for any CDZ are, at the same time, more flexible and more rigid than those of other zones in Prince George's County. The zones are more flexible in terms of permitted uses, residential densities, and building intensities. They are more rigid because some of the commitments made by a developer carry the force and effect of law upon approval by the Planning Board.

The principal difference between CDZ and conventional zones is that it includes a list of public benefit features and density or intensity increment factors. If a development proposes to include a public benefit feature, the Planning Board, at this stage of the process, may grant an increment factor that increases the dwelling unit density or building intensity. The value of the public benefit feature or density-intensity increment proposal determines the size of the increase. A public benefit feature is an item that will improve the environment or lessen the public cost of a development. The intent is to create a development, through the granting of incremental density increases that will result in a better quality residential, commercial and industrial environment.

## EVALUATION CRITERIA

This CDP was reviewed and evaluated for compliance with the following criteria:

- (a) Conformance with basic plan A-9838-C.
- (b) The requirements of Section 27-495 (Uses Permitted) and Section 27-496 (Regulations) of the Zoning Ordinance in the L-A-C Zone.
- (c) The requirements of the Prince George's County Woodland Conservation and Tree Preservation Ordinance.
- (d) Referral comments.

## FINDINGS

Based upon the analysis of the subject application, the Urban Design Section recommends the following findings:

1. **Request:** The CDP proposes approximately 109 single-family attached units, 42,000 square feet of commercial space and a 50,000-square-foot library on approximately 14.6 acres in the L-A-C Zone.
2. **Location:** The subject property is located in the southeastern quadrant of the intersection of Hall Road and Central Avenue.
3. **Surroundings:** The site is bounded to the south by Central Avenue with the Collington Station subdivision (single-family residential development) beyond; to the north by Hall Road with the Devonshire Estates and Tall Oak Crossing subdivisions (single-family development) beyond; to the east by a single-family residential development with a day care center and convenience store beyond; and to the west by Devonwood Drive with single-family residential beyond.
4. **Design Features:** The site is roughly triangular in shape, with Hall Road forming one leg of the triangle on its northern side, MD 214 (Central Avenue) forming a second on the site's southwestern side, and the common boundary with a variety of land uses abutting the site on its northeastern side forming the third leg of the triangle. Commercial land use, specified as measuring up to 42,000 square feet and proposed to include both office space and retail establishments, is slated for the western portion of the site and would take advantage of its corner location and visibility from the road frontages of Central Avenue and Hall Road. A 25,000 to 50,000-square-foot library is planned in the center of the site and is specified as including a

community meeting room as required by the relevant basic plan. The remainder of the land area is proposed for the inclusion of 109 residential units. An active recreation area and a gazebo offer varying recreational facilities for the proposed development.

The design concept for the non-residential component of the plan center consists of four freestanding buildings arranged in close proximity to parking and to one another. The architectural concept is a cluster of buildings reminiscent of early twentieth century railroad depot architecture and its focal point is a public/institutional use—a regional library building with a minimum first floor area of 25,000 square feet.

The building will have a second floor, giving the library the opportunity to expand up to a maximum floor area of 50,000 square feet. The library building will also contain a community meeting facility. Primary vehicular access to the library will be from Central Avenue, with secondary access from Hall Road. The commercial retail and office buildings will be designed in a manner that is in keeping with the early twentieth century railroad depot architectural theme and will be linked by a pedestrian system which will provide movement to the residential land use to the north. A separate vehicular circulation system with primary access from Central Avenue will service the office, retail uses and the library. Two secondary access points from Hall Road are also proposed to serve the non-residential component.

5. **Previous Approvals:** The project is subject to the requirements of basic plan A-9838.

6. **Development Data—Hall Station**

**Zone:** L-A-C

**Gross tract area:** 14.6 acres

**Area within the 100-year floodplain:** 0

**Net tract area:** 14.6 acres

**Residential land area:** 7.9 acres

**Density (dwelling units per acre):** 13.7 (10-15 dwelling units per acre was approved by District Council)

**Commercial Land Area:** 4.46 acres

**FAR:** .22 (Range of .2–.64 permitted by the Zoning Ordinance for a village activity center in the L-A-C Zone.)

Note: The commercial acreage does not include the library, which is proposed to be on a separate parcel. The library is an institutional (public) use, and as such the floor area is not considered to be commercial.

7. **Public Benefit Features and Density Increment Factors:** The comprehensive design zone encourages amenities and public facilities in conjunction with density increases. Section 27-496(b) of the Prince George’s County Zoning Ordinance provides the guidelines and criteria for calculating the density increases for the zone. The current Hall Station application calculates the base density as ten units per acre then lists the following potential density increase allowances:

**L-A-C Village Center  
Public Benefit features**

**Increment factors**

		<b>Allowed</b>	<b>Proposed Commercial Increments</b>	<b>Proposed Residential Increments</b>
<b>1</b>	<b>For at least 12% of the gross commercial acreage in green area...an increment factor may be granted, not to exceed</b>	<b>20% in FAR</b>	<b>20% in FAR</b>	<b>N/A</b>
<b>2</b>	<b>For improved common recreational space totaling at least 200 square feet per dwelling unit...an increment factor may be granted, not to exceed</b>	<b>10% in dwelling units</b>	<b>N/A</b>	<b>10% in dwelling units</b>
<b>3</b>	<b>For a pedestrian system separated from vehicular rights-of-way...an increment factor may be granted, not to exceed</b>	<b>10% in dwelling units, 5% in FAR</b>	<b>5% in FAR</b>	<b>10% in dwelling units</b>
<b>4</b>	<b>For public facilities (excluding streets and open space areas), an increment factor may be granted, not to exceed</b>	<b>20% in dwelling units; 15% in FAR</b>	<b>15% in FAR</b>	<b>20% in dwelling units</b>
<b>5</b>	<b>For distinctive streetscape design or furnishings (such as luminaries, directional and advertising signs, benches, and paved surfaces), an increment factor may be granted, not to exceed</b>	<b>5% in dwelling units; 10% in FAR</b>	<b>10% in FAR</b>	<b>5% in dwelling units</b>
<b>6</b>	<b>For preserving irreplaceable...an increment factor may be granted, not to exceed</b>	<b>5% in dwelling units; 5% in FAR</b>	<b>N/A</b>	<b>N/A</b>
<b>7</b>	<b>For L-A-C Zone applications submitted pursuant to Section 27-179(a)(1)(A)... an increment may be granted, not to exceed</b>	<b>0.04 in FAR for each 2,500 square...</b>	<b>N/A</b>	<b>N/A</b>
<b>8</b>	<b>For incorporating solar access or active/passive solar energy in design, an increment factor may be granted, not to exceed</b>	<b>15% in dwelling units; 10% in FAR</b>	<b>N/A</b>	<b>N/A</b>
<b>SUMMARY OF PROPOSED INCREMENTS</b>			<b>50% of Base FAR of 0.2</b>	<b>45% of Base Density of 10 du/ac=4.5 increase in du/ac</b>

Comment: Staff agrees with the applicant's calculation of public benefit features and density increment factors. By this calculation, the maximum floor area ratio permitted is .22 and the maximum residential density is 14.5 units per acre. The applicant's proposal falls well within these development parameters offering a floor area ratio of .22 (42,000 square feet of commercial development on 4.46 gross acres) and a residential density of 13.7 dwelling units per acre (109 dwelling units on 7.9 gross residential acres).

**Findings Required by Section 27-521 of the Zoning Ordinance (Findings 8–16 below)**

**8. The comprehensive design plan is in conformance with the approved basic plan.**

Comment: The District Council approved A-9838-C, the revised basic plan for the Hall Road Local Activity Center (L-A-C) subject to conditions on July 25, 2005. The zoning became effective October 24, 2005, the date of receipt of the applicant's acceptance of the conditions. Zoning Ordinance No. 8-2005 approving the revised basic plan contains 20 conditions and six considerations. On January 17, 2006, the applicant requested an amendment to Condition 5 and the land use types and quantities of Zoning Ordinance No. 8-2005. The decision of the Zoning Hearing Examiner on the proposed amendment was filed with the District Council on August 29, 2007. Although the District Council subsequently approved the amendment on November 19, 2007, the applicant failed to accept the conditions within the required 90-day period and appealed the case to the Circuit Court. Approval of the subject comprehensive design plan is contingent upon final resolution of the approval of the amendment to the relevant basic plan including the applicant's acceptance of the conditions of approval. The relevant conditions and considerations of that approval are listed below in bold face type, followed by staff comment where appropriate.

- 5. Construction of the library shall proceed concurrently with the construction of the first phase of the project. For purposes of this ordinance, the first phase of the project shall include grading, clearing, excavation, infrastructure, and adding utilities for the library and the entire site. Further, permits for the credit union are the only permits that may be pulled prior to the permits for the library. It is envisioned that allowing the pulling of permits for the credit union will expedite clearing of the site and the ultimate building of the library. However, the library shall be the second permit issued for the site. No other permits may be pulled until construction of the library has begun.**

Comment: This condition should be brought forward as a condition of this approval.

- 6. The Basic Plan shall be revised to show a total commercial square footage of not more than 42,000 square feet.**

Comment: The proposed comprehensive design plan fits within this parameter, showing a total of 42,000 square feet of commercial land use, more specifically a mix of office and retail use.

- 7. The following uses shall not be permitted in the commercial envelope:**  
**Adult bookstore**  
**Pawnshop**  
**Laundromat**  
**Massage parlor**  
**Consolidated storage**

**Nail salon  
Drug paraphernalia  
Drug treatment center  
Automobile, boat, trailer rental  
Automobile sales, new or used  
Shooting range, rifle, pistol or skeet  
Liquor store  
Tattoo parlor  
Gas station  
Vehicle repair and service station  
Pet grooming shop  
Funeral parlor or undertaking establishments  
Repair shop  
Hobby shop  
Photographic supply store  
Seafood market  
Seasonal decoration display and sales  
Buying of items within guest rooms and vehicles  
Firewood sales  
Wayside stand as a temporary use  
Church or similar place of worship  
Day care center for children  
Family day care  
Small group childcare center  
Eleemosynary or philanthropic institution  
Nursing or care home  
Collection of recyclable materials  
Warehouse  
Mobile home, with use for which amusement taxes collected  
Ambulance service  
Voluntary fire, ambulance, or rescue station  
Arena or stadium  
Basketball courts  
Carnival, circus, fair or similar use  
Theatre  
Club or lodge  
Golf course  
Skating facility  
Assisted living facility  
Flag lot development  
Group residential facility  
Agricultural uses  
Surface mining  
Public utility or wireless telecommunications use or structure  
Satellite dish antenna  
Tower, pole or antenna for commercial and noncommercial purposes.**

Comment: This condition should be brought forward as a condition of the subject approval.

- 8. Automated teller machines shall be permitted as an accessory use. All automated teller machines shall be located within the building envelope secure of the principal use, so that the automated teller machine area is secure.**

Comment: This condition should be brought forward as a condition of the subject approval.

- 10. The comprehensive design plan shall show bicycle lanes and a bicycle parking area on the subject property. The plan should also indicate links with adjacent communities.**

Comment: A recommended condition below would require that, prior to signature approval, bicycle lanes, bicycle parking area and links to the adjacent communities be shown on the comprehensive design plan. Such demonstration shall be approved by the Urban Design Section and the trails coordinator as designees of the Planning Board.

- 11. The design concepts and architectural style embodied in Exhibit 210 shall be the basis for future architectural design approvals for the library and commercial uses in the comprehensive design plan and specific design plan.**

Comment: Staff has reviewed the design concepts and architectural style contained in the basic plan and finds that the architecture posited for the library and commercial uses is in keeping with those design concepts and architectural style.

- 12. All buildings shall be constructed so that the facades visible from Hall Road and Central Avenue are designed with equal attention to design details and building materials.**

Comment: This condition should be carried forward in the subject approval as design details and building materials will not be finally approved until such time as a specific design plan is approved for the site.

- 13. The comprehensive design plan shall include a detailed proposal concerning quantity, location, height, size, and materials of proposed freestanding signs and building-mounted signs, to assess compatibility with the architectural design concept.**

Comment: The comprehensive design plan contains a detailed proposal regarding signs. The proposal, however, would allow more and larger signs than otherwise allowed in the county and more than are necessary to adequately and aesthetically identify the various components included in the project. Therefore, staff has recommended a condition below that would modify the sign proposal for the comprehensive design plan prior to signature approval.

- 14. All structures shall be fully equipped with an automatic fire suppression system, in accordance with National Fire Protection Association (NFPA) Standard 13 and all applicable County regulations.**

Comment: This condition should be brought forward in the recommendation section of this report.

- 9. The proposed plan would result in a development with a better environment than could be achieved under other regulations:**



Comment: The proposed plan would result in a development with a better environment than could be achieved under other regulations by providing improved common recreational space, a pedestrian system separated from vehicular rights-of-way, a public facility (a library), and distinctive streetscape design or furnishings.

10. **Approval is warranted by the way in which the comprehensive design plan includes design elements, facilities, and amenities, and satisfies the needs of the residents, employees, or guests of the project;**

Comment: Inclusion of a public library in the plan satisfies a need of area residents.

11. **The proposed development will be compatible with existing land use, zoning, and facilities in the immediate surroundings;**

Comment: The proposed development will not only be compatible with, but complement existing largely residential land use in the vicinity of the subject site.

12. **Land uses and facilities covered by the comprehensive design plan will be compatible with each other in relation to:**

- a. **Amounts of building coverage and open space;**
- b. **Building setbacks from streets and abutting land uses; and**
- c. **Circulation access points;**

Comment: The project provides a suitable balance between residential, commercial and institutional land uses included in the project. Open space is provided around the proposed stormwater management pond at the southern end of the site and recreational open space is provided in a “village green” central to the townhouse component of the project. The open space is complemented by a passive recreational area adjacent to the library. Control of the nature of land uses to be provided will be accomplished by bringing Condition 7 of the approved basic plan forward with the subject approval, and would ensure that the nature of the commercial uses would be complementary to the library and residential land uses proposed for the site.

13. **Each staged unit of the development (as well as the total development) can exist as a unit capable of sustaining an environment of continuing quality and stability;**

Comment: The project is proposed to be built in a single stage. In any case, each component of the comprehensive design plan (the library, residential units, and office/retail commercial development) can exist as a unit capable of sustaining an environment of continuing quality and stability.

14. **Staging of development will not be an unreasonable burden on available public facilities;**

Comment: This finding required by Section 27-521 of the Prince George’s County code may be made because the following statements have been made by the Public Facilities and Transportation Planning Sections. First, in a memorandum, dated December 9, 2007, the Public Facilities Planning Section stated that the staging of development for CDP-0602, Hall Station, would not be an unreasonable burden on available public facilities. Second, in a memorandum

dated February 2, 2008, the Transportation Planning Section concluded that the staging of development will not be an unreasonable burden on available public facilities as required by Section 27-521 of the Prince George's County code if the application is approved subject to conditions suggested in the same memorandum. Since these conditions have been included in the recommendation section of this report, the Transportation Planning Section's qualified support of the making of the finding has been satisfied.

15. **When a comprehensive design plan proposal includes an adaptive use of a historic site, the Planning Board shall find that:**
- a. **The proposed adaptive use will not adversely affect distinguishing exterior architectural features or important historic landscape features in the established environmental setting;**
  - b. **Parking lot layout, materials, and landscaping are designed to preserve the integrity and character of the historic site;**
  - c. **The design, materials, height, proportion, and scale of a proposed enlargement or extension of a historic site, or of a new structure within the environmental setting, are in keeping with the character of the historic site;**

Comment: This requirement is not relevant to the subject plan.

16. **The plan incorporates the applicable design guidelines set forth in Section 27-274 of Part 3, Division 9, of this subtitle, and where townhouses are proposed in the plan, with the exception of the V-L and V-M Zones, the requirements set forth in Section 27-433(d).**

Comment: The subject comprehensive design plan generally follows the guidance of Section 27-274 of the Zoning Ordinance with respect to design items such as parking, loading, circulation, lighting, views, green area, site and streetscape amenities, service areas, public spaces, architecture and townhouses and three-family dwellings. Requirements regarding townhouses were recently amended by CB-33-2005 to include one-family attached metropolitan dwellings (commonly referred to as "two-over-two's"). A review of these requirements likewise finds the plan generally in conformance with the requirements regarding "dwellings." Due to the fact that comprehensive design plans are "broad brush stroke" in nature and it is impossible to determine exact compliance with these requirements in all respects, staff has, in addition to establishing a number of recommended conditions to try to ensure compliance, included a general requirement of more precise compliance at time of specific design plan review.

17. **The plan is in conformance with an approved tree conservation plan.**

Comment: In a memorandum dated March 5, 2008, the Environmental Planning Section recommended approval, with conditions of TCPI/004/08. Should the conditions be placed on that approval, it may be said that the subject plan is in conformance with the requirements of the approved tree conservation plan.

18. **Woodland Conservation Ordinance**—In a memorandum dated March 5, 2008, the Environmental Planning Section stated that while the subject application is exempt from the ordinance requirements because it contains less than 10,000 square feet of woodlands, the applicant has agreed to have a TCPI reviewed because the development concept for the project includes an off-site parcel that is fully wooded and will be cleared to construct the stormwater

management pond for the subject site. As a result of this review, the applicant has agreed to provide an acre-for-acre mitigation requirement for the “off-site” parcel site impacts in accordance with the requirements of the Woodland Conservation and Tree Preservation Ordinance. Therefore, although it is technically exempt, it may be said that it conforms to its requirements.

19. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

**a. Historic Preservation**—In comments dated November 19, 2007, the Historic Preservation Planning Section stated that the proposed comprehensive design plan would have no effect on historic resources.

**b. Archeological Review**—In a memorandum dated April 9, 2008, the staff archeologist stated that a Phase I archeological survey was completed on the subject property and four copies of the final report, A Phase I Archaeological Investigation of the Hall Road Property, Prince George’s County, Maryland, Preliminary Plan #4-06126, were received and accepted by Historic Preservation staff on April 9, 2008. Further, she stated that although one archeological site, 18PR926, consisting of the remains of a late 19<sup>th</sup>-early 20<sup>th</sup> century brick and concrete block foundation and a wood-framed building, was identified in the eastern portion of the study area to the west of the railroad tracks, but that due to the lack of intact cultural deposits and the disturbed nature of the project area, no further work was recommended on it. In fact, she concurred that no additional archeology work is necessary on the subject property. She did recommend, however, that interpretive signage be developed that discusses the development of the small community around the railroad stop of Hall’s Station and the saw and grist mill business that was once located on the subject property and suggested a condition to this effect. Such condition has been included in the recommendation section of this report.

**c. Community Planning**—In a memorandum dated December 18, 2007, the Community Planning Division stated the following:

- (1) The application is not inconsistent with the 2002 General Plan development pattern policies for the Developing Tier.
- (2) The application conforms to the 2006 Bowie and vicinity master plan land recommendation for mixed-use development.
- (3) The application does not provide a variety of housing as stated in the master plan.
- (4) The application does not show bicycle lane linkages as stated in Condition 10 of the applicable basic plan approval.

More particularly, with respect to housing variety, the application does not pay heed to the following strategy stated on page 10 of the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, 74B*:

“Enact housing regulations that incorporate features (such as one-level residences, ramps, low-maintenance yards, and transit shelter) that enable people of all ages to remain in such housing as they age or develop disabilities that affect their mobility.”

Staff has offered a recommended condition below that would bring the application into compliance with this requirement. Likewise, staff has included a recommended condition below that requires bicycle lane linkages, as stated in Condition 10 of basic plan approval A-9838-C, prior to signature approval.

**d. Research**—In a memorandum dated December 3, 2007, the Research Section stated that staff had reviewed the market need analysis for the proposed 42,000-square-foot Hall Road retail commercial development and concluded that the applicant has demonstrated sufficient demand from the defined trade area to support the proposed development.

**e. Transportation**—In a memorandum dated February 2, 2008, the Transportation Planning Section offered the following regarding the subject property:

On November 14, 2005, the District Council approved basic plan A-9838, with conditions and considerations, in Ordinance 60-1989. This enacted a rezoning of 14.6 acres of land from R-R to L-A-C zone. The approval of the basic plan by the District Council was predicated on twenty conditions and six considerations, including the following pertaining to transportation:

15. The Basic Plan shall be revised to show one access point on MD 214 and three points on Hall Road, subject to the approval by the State Highway Administration.
16. 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. Provide an additional continuous westbound through lane from east of Devonwood Drive to west of Church Road. At the intersections, this lane shall be striped to allow through and right-turn movements.
  - B. Provide a traffic signal, if warranted. Warrants shall be determined by the submittal of an acceptable traffic signal warrant study to SHA for this intersection. The applicant should utilize a new 12-hour count, and should analyze signal warrants under total future traffic as well as existing traffic at the direction of SHA. If a signal is deemed warranted by SHA at that time, the applicant shall bond the signal prior to the release of any building permits within the subject property, and install it at a time when directed by SHA.
  - C. Provide exclusive southbound right-turn and left-turn approach lanes, an exclusive eastbound left-turn lane, and an exclusive right-turn lane in accordance with SHA access requirements.

## **TRAFFIC STUDY ANALYSIS**

In November 2007, staff received a traffic study in support of the comprehensive design plan phase of the subject property. The study identified the following link and intersections as those on which the proposed development would have the most impact:

EXISTING CONDITIONS		
Intersection	AM	PM
	(LOS/CLV)	(LOS/CLV)
MD 214 & Church Road	D/1331	B/1143
MD 214 & Jennings Mill Road–Devonwood Drive	B/1099	A/866
Devonwood Drive & Hall Road **	B/12.4 Seconds	A/10.0 Seconds
Hall Road & Pointer Ridge Drive **	B/11.4 Seconds	A/10.7 Seconds
MD 214 & Hall Road **	F/511.2 Seconds	F/73.4 Seconds
**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 50 seconds/car. For signalized intersections, a CLV of 1450 or less is deemed acceptable as per the <i>Guidelines</i>		

The study cited 12 approved background developments that collectively, will impact the above intersections during the morning and evening peak hours. Additionally, a regional growth rate of one percent was applied to the through traffic along MD 214 for 2 years, to reflect a 2009 build-out. A second analysis of the background developments with growth factored in was done, and revealed the following results:

BACKGROUND CONDITIONS		
Intersection	AM	PM
	(LOS/CLV)	(LOS/CLV)
MD 214 & Church Road <i>With improvements by Oak Creek Club</i>	F/1746 E/1539	F/1731 C/1273
MD 214 & Jennings Mill Road–Devonwood Drive	D/1325	B/1139
Devonwood Drive & Hall Road **	B/12.6 Seconds	A/10.0 Seconds
Hall Road & Pointer Ridge Drive **	B/12.2 Seconds	A/12.8 Seconds
MD 214 & Hall Road ( <i>signalized by Karrington Dev.</i> )	C/1273	C/1159

The following uses were assumed in the traffic study:

40,744 square feet of retail

158 townhouses

50,000 square foot library

Using 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* (7<sup>th</sup> edition), the proposed development would add 207 (88 in, 119 out) AM peak hour trips and 677 (350 in, 327 out) PM peak hour trips at the time of full build-out. The study assumed a 60percent trip reduction rate due to the effect of pass-by traffic. This rate reduction is consistent with staff’s guidelines.

As was the case for the background analyses, the study assumed full build-out up to the year 2009. Applying a growth rate of one per year for through traffic along MD 214 and combining site-generated traffic, along with background developments, the following results were determined:

TOTAL CONDITIONS		
Intersection	AM	PM
	(LOS/CLV)	(LOS/CLV)
MD 214 & Church Road <i>With improvements by Oak Creek Club</i>	F/1746 E/1539	<b>F/1731</b> <b>C/1273</b>
MD 214 & Jennings Mill Road-Devonwood Drive	D/1325	B/1139
Devonwood Drive & Hall Road **	B/12.6 Seconds	A/10.0 Seconds
Hall Road & Pointer Ridge Drive **	B/12.2 Seconds	A/12.8 Seconds
MD 214 @ Site Access	B/1111	B/1143
Hall Road @ Commercial Site Access **	B/10.0 Seconds	B/11.9 Seconds
Hall Road @ Residential Site Access **	B/11.0 Seconds	B/11.8 Seconds
MD 214 & Hall Road ( <i>signalized by Karrington Dev.</i> )	C/1330	C/1230

Based on the results shown in the aforementioned table, all of the intersections were shown to operate at adequate levels of service.

## STAFF REVIEW AND COMMENTS

Upon review of the applicant's traffic study, staff concurs with its findings and conclusion. In addition to the planning staff, the November 2007 study was reviewed by two other agencies, the State Highway Administration (SHA) and the Department of Public Works and Transportation (DPW&T). In a December 13, 2007 memorandum to staff (Issayans to Burton), the DPW&T expressed concerns regarding the timing of the signalization of the intersection at Hall Road and MD 214. Specifically, it questioned whether the Karrington development will be able to provide the improvement in time for the projected 2009 build-out of the subject development. A similar concern was echoed regarding the proposed improvements by the Oak Creek developers at Church Road and MD 214. In both cases, the DPW&T recommended that the applicant should also be conditioned to provide the same improvements at the afore-mentioned intersections.

In addition to the applicant participating in road improvements by others, the DPW&T also suggested that the development be limited to a partial (right-in, right-out) access on MD 214 rather than the full movement access that was assumed in the traffic study. The rationale was that MD 214 functions as a high-speed facility, and combined with the fact that there is a nearby existing signalized intersection, through which the proposed development could be accessed.

In a January 22, 2007 memorandum to staff (Foster to Burton), the SHA expressed its concurrence with all of the traffic study findings. Unlike DPW&T, the SHA supported the need for a full movement access on MD 214 with the caveat that the eastbound left turn lane has sufficient length to support the left turn movement. From an operational perspective, the SHA emphasized the importance of providing adequate acceleration and deceleration lanes along MD 214 as well as at the driveways on Hall Road. Like DPW&T, the SHA also supports the idea of the applicant being conditioned to provide improvements at MD 214 and Church Road.

While staff fully supports both DPW&T and SHA's position regarding sharing of the improvements at the intersections of MD 214 with Church Road and Hall Road, staff would have required the applicant to provide improvements regardless, since those improvements were used as the basis of the applicant's adequacy finding.

## TRANSPORTATION STAFF FINDINGS

(1) The application is a CDP for a mixed-use development consisting of 158 townhouses, a library and 40,744 square feet of retail. The proposed developments would generate 207 (88 in, 119 out) AM peak hour trips and 677 (350 in, 327 out) PM peak hour trips at the time of full build-out, as determined using "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 (7<sup>th</sup> edition).

(2) The traffic generated by the proposed developments would impact the following intersections and links:

- MD 214–Church Road
- MD 214 & Jennings Mill Road–Devonwood Drive
- MD 214 & Site Access
- Hall Road & Site Access 1
- Hall Road & Site Access 2
- Devonwood Drive & Hall Road

Hall Road & Pointer Ridge Drive  
Hall Road & MD 214

- (3) None of the aforementioned intersections is programmed for improvement with 100percent construction funding within the next six years in the current (FY 2007–2012) Prince George's County Capital Improvement Program (CIP).
- (4) The subject property is located within the Developing Tier as defined in *Prince George's County Approved General Plan*. As such, the subject property is evaluated according to the following standards:
  - (a) **Links and signalized intersections:** Level-of-service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better;
  - (b) **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 to be an unacceptable operating condition at unsignalized intersections.

In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

- (5) All of the intersections identified in Finding 2 above, when analyzed with the total future traffic as developed using the guidelines and ITE's manual, were found to be operating adequately except the following:

MD 214 at Church Road  
MD 214 at Hall Road

- (6) At least two other developers were conditioned to provide improvements at one or both of the intersections, in consideration of the findings in number 5 above. However, since those improvements were used by this applicant in making an adequacy finding, this applicant will also be required to provide similar improvements. Those improvements are as follows:
  - (a) At the intersection of MD 214 and Hall Road
    - i. Provide a shared left, through-right turn lane on the southbound Hall Road approach.
    - ii. Provide a left turn, two through and a right turn lane on the eastbound approach.
    - iii. Provide a double left turn, and a shared through-right turn lane on the northbound approach.
    - iv. Provide a left turn, two through and a right turn lane on the westbound approach.



- v. Install a traffic signal subject to SHA requirements.
- (b) At the signalized intersection of Church Road and MD 214
- i. Provide a double left turn, two through lanes and a shared through-right turn lane on the eastbound approach.
  - ii. Provide a separate left, through and right lanes on the southbound approach.
  - iii. Provide a double left turn, two through lanes and a shared through-right turn lane on the westbound approach.
  - iv. Provide a double left turn, a through lane and a right turn lane on the northbound approach.
- (7) The intersections identified in Finding 6 above will operate acceptably as a result of the improvements proffered by the applicant. All of the remaining intersections identified in Finding 2 above will operate adequately, provided all of the improvements in the traffic study are implemented.

#### TRANSPORTATION STAFF CONCLUSIONS

The Transportation Planning Section concludes that the staging of development will not be an unreasonable burden on available public facilities as required by Section 27-521 of the Prince George's County Code if the application is approved with the following conditions:

- (1) At the time of preliminary plan, the applicant shall be conditioned to dedicate all rights-of-way for MD 214 and Hall Road as identified by the Planning Department.
- (2) Prior to the issuance of any building permit, the following improvements shall be in place, under construction, bonded (or letter of credit given to the appropriate agency for construction), 100percent funded in a CIP/CTP or otherwise provided by the applicant, the applicant's heirs, successors and/or assignees:
  - (a) At the intersection of MD 214 and Hall Road
    - i. Provide a shared left, through-right lane on the southbound Hall Road approach.
    - ii. Provide a left turn, two through and a right turn lane on the eastbound approach.
    - iii. Provide a double left turn, and a shared through-right turn lane on the northbound approach.
    - iv. Provide a left turn, two through and a right turn lane on the westbound approach.
    - v. Install a traffic signal subject to SHA requirements.

- (b) At the signalized intersection of Church Road and MD 214
  - i. Provide a double left turn, two through lanes and a shared through-right turn lane on the eastbound approach.
  - ii. Provide a separate left, through and right lanes on the southbound.
  - iii. Provide a double left turn, two through lanes and a shared through-right turn lane on the westbound approach.
  - iv. Provide a double left turn, a through lane and a right turn lane on the northbound.
- (c) At the intersection of MD 214 and Site Access
  - i. Provide a separate left and right lane on the southbound approach.
  - ii. Provide a left turn and two through lanes on the eastbound approach.
  - iii. Provide a right turn, and two through lanes on the westbound approach.
  - iv. Install a traffic signal subject to SHA requirements.
- (d) At the intersections of Hall Road and both Site Accesses
  - i. Provide a separate left and through lane on the westbound approach.
  - ii. Provide a shared through and right turn lane on the eastbound approach.
  - iii. Provide a shared left and right turn lane on the northbound approach.

**f. Trails**—In a memorandum dated February 8, 2008, the senior trails coordinator stated the following:

The approved Bowie and vicinity master plan designates MD 214 and Hall Road as master plan bike/trail corridors. Policy 3 of the Bicycle, Pedestrian and Trail Facilities Section recommends:

- (1) Develop bicycle-friendly roadways in conformance with the latest standards and guidelines.

Relatedly, strategies one and two under Policy 3 recommend that roads be developed or retrofitted to include on-road bicycle facilities in conformance with the 1999 American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, to the extent practical and feasible.

In keeping with these recommendations, staff recommends the provision of “Share the Road with a Bike” signage along both Hall Road and MD 214. MD 214 currently includes wide paved shoulders to safely accommodate cyclists. Hall Road is currently a narrow, two-lane open section road.

Policy 2 reads:

Incorporate appropriate pedestrian-oriented development (POD) features in all new development and improve pedestrian safety in existing development.

The submitted CDP includes a conceptual network of pedestrian connections. This appears to be comprehensive and extends throughout the subject site. This network includes pedestrian accommodations along Hall Road, as well as to and between the library, commercial/office space, and the adjacent residential development. The specific design plan shall, at a minimum, provide the level of pedestrian connections that are shown conceptually on the conceptual site plan. The approved basic plan A-9838 includes the following wording regarding the pedestrian network:

A pedestrian system will be developed to provide safe and adequate movement between the two retail pods, within the pods themselves, and between the center and residential communities to the north.

The basic plan also indicates that access to the activity center from the surrounding community will be from Hall Road with the following wording:

Access to the area should be from Hall Road. (This will require upgrading a portion of Hall Road to a 70-foot-wide right-of-way.)

Staff recommends the provision of an eight-foot-wide sidewalk along Hall Road as this will be the primary access point to the center from the existing residential communities to the north. Sidewalk connections and widths will be evaluated more fully at the time of specific design plan.

#### RECOMMENDATION:

In conformance with the approved Bowie and vicinity master plan and approved basic plan A-9838, the applicant, the applicant's heirs, successors, and/or assigns shall provide the following:

- (1) The approved master plan for Bowie and vicinity recommends that Central Avenue (MD 214) be designated as a Class III bikeway with appropriate signage. Because Central Avenue is a state right-of-way, the applicant, the applicant's heirs, successors, and/or assigns shall provide the installation of one "Share the Road with a Bike" sign in accordance with state requirements. However, prior to the Planning Board conditioning the placement of the signs, SHA should have the opportunity to review the proposed locations to ensure they are acceptable. The developer would purchase the signs from the state and install them in accordance with the State's Manual on Uniform Traffic Control Devices dealing with the section on bicycle facilities. A note shall be placed on the final record plat that installation will take place prior to the issuance of the first building permit. See attached letter from SHA dated February 28, 1996.
- (2) The approved master plan for Bowie and vicinity recommends that Hall Road be designated as a Class III bikeway with appropriate signage. Because Hall Road is a county right-of-way, the applicant, the applicant's heirs, successors, and/or assignees shall provide a financial contribution of \$210 to the Department of Public Works and Transportation for the placement of this signage. A note shall be placed on the final record plat for payment to be received prior to the issuance of the first building permit. If

additional road frontage improvements are required by DPW&T, a wide asphalt shoulder or wide outside curb lane should be considered to accommodate bicycle traffic.

- (3) Provide an eight-foot-wide sidewalk along the subject site's entire frontage of Hall Road, unless modified by DPW&T.
- (4) The specific design plan shall, at a minimum, provide the level of pedestrian connections that are shown conceptually on the conceptual site plan.

Staff has incorporated the trails coordinator's comments into the recommendation section of this report.

**g. Parks**—In comments dated March 7, 2008, the Department of Parks and Recreation recommended private recreational facilities on site to address the recreational needs of the residents in the project area. Exact location and elements of the private recreational facilities will be reviewed in detail at the time of specific design plan.

**h. Public Facilities**—In a memorandum dated December 9, 2007, the Historic Preservation and Public Facilities Planning Section stated that the staging of development in the subject project would not pose an unreasonable burden on available public facilities. More specifically, with respect to fire and rescue facilities, they stated that whereas the existing engine and paramedic service at the Pointer Ridge Fire Station, Company 43, is within the established travel guideline, the existing ladder truck service at Marlboro Fire Station, Company 45, is beyond the established travel time guideline. Further, they stated that if there were an operational decision made to provide ladder service at that the nearest fire station (Pointer Ridge), it too would be within the required timeline. Therefore, in accordance with their established method for evaluating conformance, they found the guidelines were met as required by the 1990 *Approved Public Safety Master Plan* and the "Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities." In addition, with respect to police facilities, the proposed development is within the service area for Police District II, Bowie. Lastly, with respect to public schools, they stated that the applicant would be liable for a school facilities surcharge and that the proposed library is in accord with the requirements of the approved master plan for Bowie-Collington and vicinity. In closing, they stated that the approved basic plan for the site requires that construction of the library proceed concurrently with the construction of the first phase of the project. Staff has incorporated that requirement as a recommended condition below.

**i. Environmental Planning**—In comments dated March 5, 2008, the Environmental Planning Section offered the following:

The Environmental Planning Section has reviewed the comprehensive design plan for Hall Station Village Center L-A-C, stamped as received by the Environmental Planning Section on November 16, 2007 and the Type I Tree Conservation Plan TCPI/004/08 stamped as received by the Environmental Planning Section on January 28, 2008. At a meeting held February 12, 2008, the issues related to this site were further clarified. Staff recommends approval of CDP-0602 and TCPI/004/08 subject to the conditions found at the end of this memorandum.

## **Background**

The subject property was reviewed as part of a revised basic plan (Zoning Map Amendment A-9838-C) which was approved by the District Council on July 25, 2005, with conditions and considerations related to approval of the comprehensive design plan. A final decision was issued

by the District Council on August 29, 2007 on the revised basic plan of Zoning Map Amendment A-9838-C.

A Natural Resources Inventory (NRI/083/05) for Parcel 27 was reviewed and signed on September 2, 2005. A revised Natural Resources Inventory (NRI/083/05-01) was submitted after comments were provided and was signed on January 14, 2008.

The current application is a comprehensive design plan for a village center on a 14.6-acre parcel in the L-A-C zone. Mixed Use development is proposed consisting of 109 townhouses, 42,000 square feet of commercial space and 50,000 square feet of institutional space (public library).

The subject application includes a Tree Conservation Plan (TCPI/004/08) that shows the off-site impacts for the construction of a stormwater management pond and the connection to an off-site sanitary sewer. The applicant has agreed to mitigate the off-site clearing at a rate of 1:1 (one acre of mitigation for one acre of clearing) instead of bringing the abutting parcel into the subject application.

### **Site Description**

The 14.6-acre Hall Road property is characterized by relatively flat terrain, with elevations ranging from 102 feet at the western terminus to 88 feet above sea level in the southeast corner. Collington Branch, which is located to the west of the subject property, flows into Western Branch and finally the Patuxent River. The NRI previously indicated that 100-year floodplain existed on the property, based on information submitted by the applicant, but no streams, wetlands or wetland buffers are located on Parcel 27. The NRI has been revised to remove the 100-year floodplain. The property is situated within the Patuxent River basin. According to the 1967 *Prince George's County Soil Survey*, the soils on the site primarily belong to the Adelpia, Monmouth, and Shrewsbury soil series. Adelpia soils pose few difficulties to development. Monmouth soils have erodibility factors in excess of 0.35 and are thus considered highly erodible if associated with steep slopes, which are not present on the subject property. Shrewsbury soils are considered hydric. Marlboro Clay is known to occur in the vicinity, but the elevations identified on this property are below those where it typically occurs.

The subject property is bounded on the north by Hall Road, which is classified as a primary road, but not generally regulated for noise; and on the south by Central Avenue (MD 214), an expressway (E 1), which is regulated for noise impacts for residential uses. The Pope's Creek railroad track is located approximately 178 feet east of the subject property. Railroads are generally regulated for noise and vibration impacts when adjacent to residential developments.

Of the 14.6-acres proposed in the CDP application, about 0.21 acre (9,147.6 square feet) of the site is forested. Sites with less than 10,000 square feet of woodland are generally exempt from the requirements of the Woodland Conservation and Tree Preservation Ordinance; however, in this instance the abutting parcel is being used to meet the stormwater management requirements, so a TCP is required to show the off-site impacts and how they will be mitigated.

According to information obtained from the Maryland Department of Natural Resources, Natural Heritage Program, a sensitive species project review area (SSPRA) as delineated on the SSPRA GIS layer is found to occur in the vicinity of this property. No designated scenic or historic roads are affected by this development. The site is in the Developing Tier according to the adopted

General Plan. The site contains small regulated areas, evaluation areas, and network gaps as designated by the *Approved Countywide Green Infrastructure Plan* on the eastern portion of the site.

### **Master Plan Conformance**

At the time of approval of the revised basic plan, the master plan in effect was the 1991 Approved Master Plan for Bowie-Collington-Mitchellville and Vicinity. The 1991 master plan recommended development of the Hall Road site under the L-A-C Zone, which requires a zoning application. The subject property was retained in the R-R Zone by the 1991 Sectional Map Amendment.

The current master plan for this area is the *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment (Planning Areas 71A, 71B, 74A, 74B)* (February 2006). The 2006 Sectional Map Amendment retained the subject property in the R-R Zone, and carried forward the 1991 master plan proposal for a L-A-C mixed-use development at the Hall Road/Central Avenue site. In the 2006 approved master plan and sectional map amendment, the Environmental Infrastructure Section contains goals, policies and strategies. The following guidelines have been determined to be applicable to the current project. The text in **BOLD** is the text from the master plan and the plain text provides comments on plan conformance.

### **Policy 1: Protect, preserve and enhance the identified green infrastructure network within the master plan area.**

#### **Strategies:**

- **Use designated green infrastructure network to identify opportunities for environmental preservation and restoration during the review of land development proposals.**

The CDP will be reviewed later in this memorandum for conformance with the green infrastructure plan.

- **Protect primary corridors (Patuxent River and Collington Branch) during the review of development review process to ensure the highest level of preservation and restoration possible, with limited impacts for essential development elements. Protect secondary corridors to restore and enhance environmental features and habitat. Protect secondary corridors (Horsepen Branch, Northeast Branch, Black Branch, Mill Branch, and District Branch). To restore and enhance environmental features and habitat.**

Collington Branch is designated in the approved master plan as a primary corridor, meaning that development within this watershed should seek to protect, enhance or restore the resource. The TCPI shows the main stem of Collington Branch on Parcel Two along with an extensive area of wetlands. This area is considered off-site and any proposed clearing for utility connections will be mitigated at a ratio of one acre for each acre of disturbance. No portion of Collington Branch or its tributaries exist on-site.

**Recommended Condition:** At time of preliminary plan, environmental features related to the Collington Branch primary stream corridor and the primary management area (PMA) shall be

preserved to the greatest extent possible. Protection of sensitive environmental areas related to this primary corridor is a priority.

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

**Strategies:**

- **Implement the strategies contained in the Western Branch Watershed Restoration Action Strategy (WRAS).**
- **Add identified mitigation sites from the WRAS to the countywide database of mitigation sites.**
- **Encourage the location of necessary off-site mitigation for wetlands, streams and woodland within sites identified in the WRAS and within sensitive areas that are not currently wooded.**

The Western Branch Watershed Restoration Action Strategy (WRAS) has identified no sites in need of restoration on or adjacent to the subject property.

- **Ensure the use of low impact development techniques to the extent possible during the development process.**

Low impact development (LID) techniques will be reviewed later in the development review process. The Stormwater Management Concept Plan (46304-2006-02) approved on October 9, 2007, shows no use of low impact development techniques, but focuses on a stormwater management pond located on Parcel 82, which is to be developed as an amenity, although it is not included in the limits of the CDP. A Stormwater Management Concept Approval Letter (46304-2006-04) approved on December 12, 2007 was also submitted, but it includes no information concerning LID techniques.

The plan contains extensive areas of impervious surfaces that are not provided with infiltration opportunities. The plan should be revised to break up the areas of impervious surfaces, provide larger islands of shade, and provide additional opportunities for low impact stormwater management techniques.

**Recommended Condition:** The specific design plan shall show the use of low impact development stormwater management techniques, such as bioretention, french drains, depressed parking lot islands, and the use of native plants, applied on this site to the greatest extent possible. In addition, the plan shall show the locations of, and details for, several informational kiosks that describe the use of low impact development techniques and the green building design techniques for the library. The stormwater management pond shall be designed as an amenity with appropriate native plants and extensive landscaping to enhance the visual aesthetics of the off-site pond. All of the details described in this condition shall be shown on the SDP.

- **During the development review process evaluate streams that are to receive stormwater discharge for water quality and stream stability. Unstable streams and streams with degraded water quality should be restored, and this mitigation should be considered as part of the stormwater management requirements.**

Collington Branch and the tributary which is adjacent to the eastern boundary of this property was evaluated during the Western Branch Watershed Restoration Action Strategy project. No additional investigation is needed at this time.

- **Encourage the use of conservation landscaping techniques that reduce water consumption and the need for fertilizers or chemical applications.**

The landscape plan for this site shall be reviewed for the application of conservation landscaping techniques at time of SDP review.

**Recommended Condition:** The landscape plan submitted with the specific design plan shall demonstrate the use of conservation landscaping techniques that reduce water consumption and minimize run-off resulting from the use of fertilizers or chemical application to the greatest extent possible. The U.S. Fish and Wildlife Service publication, Native Plants for Wildlife Habitat and Conservation Landscaping—Chesapeake Bay Watershed, shall be used as a guide in developing the landscaping for the entire site.

- **Minimize the number of parking spaces and provide for alternative parking methods that reduce the area of impervious surfaces.**
- **Reduce the area of impervious surfaces during redevelopment projects.**

The plan proposes the use of shared parking for the commercial uses, however, extensive parking lots and areas of impervious surfaces are proposed. The design allows limited opportunities for the micromanagement of stormwater. As discussed above, the plan should be revised to break up the areas of impervious surfaces, provide larger islands of shade, and provide additional opportunities for low impact stormwater management techniques.

### **Policy 3: Protect and enhance tree cover within the master plan area.**

#### **Strategies**

- **Encourage the planting of trees in developed areas and established communities to increase the overall tree cover.**
- **Provide a minimum of ten percent tree cover on all development projects. This can be met through the provision of preserved areas or landscape trees.**
- **Establish street trees in planting strips designed to promote long-term growth and increase tree cover.**
- **Establish tree planting adjacent to and within areas of impervious surfaces. Ensure an even distribution of tree planting to provide shade to the maximum amount of impervious areas possible.**

The CDP is limited to the L-A-C Zoned Parcel 27. This parcel was originally issued a letter of exemption from the Woodland Conservation and Tree Preservation Ordinance due to its site characteristics; there is slightly less than 10,000 feet of woodlands on-site on Parcel 27. But the limit of disturbance (grading envelope) for development activity proposed includes Parcel 82 (labeled on the TCPI as “Cenhall Parcel One”), which is wooded, and includes grading of more



than 5,000 square feet. Because this area requires mitigation, the TCP was submitted to show how this will be achieved.

To meet the intent of Policy 3 above, a minimum amount of tree cover should be provided on the portion of the site that is exempt. At time of specific design plan, the landscape plan shall be reviewed for conformance with requirements related to landscaping.

**Recommended Condition:** The landscape plan submitted at time of specific design plan application shall demonstrate the following:

- a. A minimum of 20 percent tree canopy coverage on the portion of the property that is subject to the CDP. Tree canopy is measured using ten-year growth credits based on the size of the trees at time of planting. Tree canopy calculations shall be shown on the TCPII and the landscape plan.
- b. Planting strips designed to promote long-term growth of trees and increase tree canopy coverage. These strips should be considered for bioretention.
- c. A distribution of tree planting throughout the site to provide shade to the maximum amount of impervious area.

**Policy 4: Reduce overall energy consumption and implement more environmentally sensitive building techniques.**

**Strategies:**

- **Encourage the use of green building techniques that reduce energy consumption. New building designs should strive to incorporate the latest environmental technologies in project buildings and site design. As redevelopment occurs, the existing buildings should be reused and redesigned to incorporate energy and building material efficiencies.**
- **Encourage the use of alternative energy sources such as solar, wind, and hydrogen power. Provide public examples of uses of alternative energy sources.**

The use of green building techniques and energy conservation techniques should be evaluated at time of specific design plan review.

**Recommended Condition:** Prior to acceptance of the review package of the SDP, it shall be evaluated to ensure that it includes a statement from the applicant regarding how green building techniques and energy conservation methodologies have been incorporated to the greatest extent possible.

**Policy 5: Reduce light pollution and intrusion into rural and environmentally sensitive areas.**

**Strategies:**

- **Encourage the use of alternative lighting technologies for athletic fields, shopping centers, gas stations and car lots so that light intrusion on adjacent**

**properties is minimized. Limit the total amount of light output from these uses.**

- **Require the use of full cut-off optic light fixtures should be used for all proposed uses.**
- **Discourage the use of streetlights and entrance lighting except where warranted by safety concerns.**

The site is proposed to contain both residential and commercial uses on the same site. As such, light pollution is a particular problem. In addition, the site is adjacent to an environmentally sensitive area (Collington Branch and its tributaries). Lighting in the new development should use full cut-off optics to ensure that light pollution is minimized. At time of specific design plan, the use of lighting technologies that limit the total light output and reduce sky glow and off-site glare should be demonstrated. Full cut-off optic light fixtures should be used throughout the development. On the commercial portions of the site, particular attention shall be paid to the positioning and levels of lighting fixtures to eliminate light spill-over to the residential portions of the site.

**Recommended Condition:** Prior to acceptance of the review package of the SDP, it shall be evaluated to ensure that it includes a lighting plan which addresses the use of alternative lighting technologies which minimize light intrusion into the residential areas both on-site and off-site and into environmentally sensitive areas off-site. Full cut-off optic light fixtures shall be used throughout the development and shall be directed downward to reduce glare and light intrusion. On the commercial portions of the site, particular attention shall be paid to the positioning and levels of lighting fixtures to eliminate light spill-over to the residential portions of the site.

#### **Policy 6: Reduce adverse noise impacts to meet State of Maryland noise standards.**

**Strategies:**

- **Evaluate development proposals using Phase I noise studies and noise models.**
- **Provide for adequate setbacks for projects located adjacent to existing and proposed noise generators.**
- **Provide for the use of approved attenuation measures when noise issues are identified.**

For the proposed commercial and institutional uses on the site, noise impacts are not a major concern. For the residential uses proposed, the structural shell should be evaluated to ensure that State of Maryland interior noise standards are met, and that acceptable exterior noise levels are achieved in outdoor activity areas.

It appears that the outdoor activity area in the center of the proposed townhouses will be provided mitigation from the noise on Central Avenue by the proposed structures, and from the noise from the railroad tracks by structures and distance. A Phase II noise study is needed to ensure that the proper materials are used in the construction of the townhouses to reduce the interior noise levels to 45 dBA (Ldn) or less.

**Recommended Condition:** Prior to certification of the CDP, the unmitigated 65 dBA (Ldn) contour shall be placed on the CDP and the TCPI and it shall appear on all future plan applications. The location of the contour shall be based on a Phase I noise study prepared by the applicant and on the ultimate right-of-way for Central Avenue, as determined by SHA and the centerline of the Pope's Creek railroad tracks located east of this site.

**Recommended Condition:** At time of specific design plan, a Phase II noise study shall be submitted, which includes recommendations for reducing noise to meet State of Maryland interior and exterior noise standards for all impacted residential areas, and any recommended noise mitigation measures shall be shown on the plans.

**Recommended Condition:** Prior to the approval of building permits for residential uses, certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that building shells of structures within prescribed noise corridors have been designed to reduce interior noise levels to 45 dBA (Ldn) or less.

### **Conformance with the Green Infrastructure Plan**

The following policies support the stated measurable objectives of the *Approved Countywide Green Infrastructure Plan*, based on the policies of the Environmental Infrastructure chapter of the General Plan.

**Policy 1: Preserve, protect, enhance or restore the green infrastructure network and its ecological functions while supporting the desired development pattern of the 2002 General Plan.**

The subject property contains regulated areas, evaluation areas, and network gaps areas as identified in the Countywide Green Infrastructure Plan, which cover a small portion of the property, adjacent to Collington Branch. Preservation and enhancement of these resources will be discussed in detail later in this memorandum.

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

Preservation of water quality in this area will be provided through the protection of the off-site Patuxent River Primary Management Area and the application of best stormwater management practices for stormwater management. It is recommended that low impact development stormwater management methods be applied on this site, to the fullest extent possible.

**Policy 4: Reduce overall energy consumption and implement more environmentally sensitive building techniques.**

The development is conceptual at the present time. In future applications, the use of environmentally sensitive building techniques to reduce overall energy consumption should be addressed.

**Policy 5: Reduce light pollution and intrusion into residential, rural and environmentally sensitive areas.**

As noted above, lighting should use full cut-off optics to ensure that off-site light intrusion into residential and environmentally sensitive areas is minimized.

**Policy 6: Reduce adverse noise impacts to meet State of Maryland noise standards.**

As noted above, transportation-related noise impacts to this site from MD 214, which is classified as an expressway, and from the adjacent railroad may be extensive, and will require mitigation for residential uses. Residential uses or outdoor activity areas that are proposed within the 65 dBA Ldn noise contour will require mitigation.

**Conformance with District Council final decision on A-9838-C**

A final decision was issued by the District Council on August 29, 2007, on the revised basic plan of Zoning Map Amendment A-9838-C. The decision contains a list of conditions and considerations on the approved rezoning of the property to be applied at various review points in the process.

The following are staff's analysis of the environmental conditions, limitations and considerations from the Council decision. Text from the final decision has been shown in **BOLD** typeface, while the evaluation has been shown in standard typeface.

**Conditions of the final decision for revised basic plan A-9838-C**

- 17. Prior to Comprehensive Design Plan approval, a limited forest stand delineation shall be reviewed and approved by the M-NCPPC Natural Resources Division, to determine whether the subject property is subject to County Woodland Ordinance requirements.**

A Natural Resources Inventory (NRI/083/05) was reviewed and signed for the subject property. A revised NRI (NRI-083-05/01) which includes an FSD for Parcel 82 and adjacent Parcel 27 was signed on January 14, 2008. The subject parcel is exempt from the ordinance because it contains less than 10,000 square feet of regulated woodlands. The abutting parcel being used for stormwater management will be mitigated at a rate of one acre of mitigation for each acre of clearing.

- 18. Prior to the issuance of any permit which impacts wetlands buffers, streams, waters of the U.S. or water of the State, the applicant shall provide the Natural Resources Division with evidence that all Federal and State approvals have been obtained.**

This condition will be carried forward in the review of any future application relative to the development of this property, and applied at time of permitting. Off-site impacts to wetlands and wetland buffers are proposed for utility connections east of the subject property.

- 19. Prior to the approval of a Preliminary Plan of Subdivision, the applicant shall secure approval of a Conceptual Stormwater Management Plan by the County Department of Environmental Resources (DER), Watershed Protection Branch.**

The review of conceptual stormwater management plans has shifted from the Department of Environmental Resources to the Department of Public Works and Transportation. An approved stormwater management concept letter and associated plans have been submitted.

- 20. Prior to approval of a Comprehensive Design Plan, the applicant shall secure approval of a variation for wetland and buffer impacts from the appropriate agencies. Particular attention shall be given to documenting all efforts to avoid and minimize impacts.**

Because this site is located within the Patuxent River basin, variations are not required from local agencies for wetland and wetland impacts related to the PMA, but a letter of justification for proposed impacts must be submitted at time of preliminary plan application. The letter of justification must fully explain all efforts to avoid or minimize impacts to the delineated PMA.

Approval of variation for impacts to isolated wetland and wetland buffers, not incorporated into the delineated PMA, prior to the approval of the comprehensive design plan is usually impractical because the detailed engineering required to fully describe the proposed impacts has not yet been completed. Impacts to wetlands, and required variations, should also be deferred until preliminary plan. Any approvals granted under this CDP for conceptual disturbance to regulated areas are subject to future approval by the Planning Board and state and federal agencies, and the applicant proceeds at their own risk.

**Recommended Condition:** At least 30 days prior to any Planning Board hearing on the preliminary plan, the applicant shall submit a letter of justification for impacts proposed to the PMA, and a variation request for any impacts to isolated wetlands and wetland buffers located outside of the PMA. All efforts shall be made and documented to avoid and minimize impacts.

**Recommended Future Condition:** Prior to the issuance of any permits for elements associated with the development of this site, including stormwater management, which impact wetlands, wetland buffers, streams or waters of the U.S., copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans shall be submitted to the Planning Department.

#### **Considerations of the final decision for revised basic plan A-9838-C**

- 3. The stormwater management pond to be constructed on the adjacent property should be designed as an amenity. To the extent possible, passive recreational facilities around the stormwater management pond and wetlands located along the eastern property line should be explored at the time of Specific Design Plan.**

The comprehensive design plan and illustrative plan indicate that Parcel 82 is separate from the CDP, but the development of Parcel 82 as a stormwater management pond is integral to the development of this site. The CDP text provides few details with regard to the design of the stormwater management pond, as an amenity. Any passive recreational facilities proposed should minimize impacts to the PMA and/or wetlands.

As noted above, the stormwater management pond must be designed as an amenity and low impact development techniques must be incorporated into the parking lot design. Because the added techniques will not change the overall concept of the treatment of stormwater significantly, a revision to the concept approval is not necessary; however, staff from the Department of Public Works and Transportation and M-NCPPC must meet to discuss the overall changes to the site design to incorporate low impact development techniques prior to the public hearing on the preliminary plan.

**Recommended Condition:** Prior to acceptance of the review package for the specific design plan, the application shall coordinate a meeting between staff from the Department of Public Works and Transportation and the Environmental Planning Section, M-NCPPC, to discuss conceptual revisions to the overall site plan to accommodate low impact development techniques, tree canopy and other environmentally sensitive design features. The agreed upon conceptual design shall then be developed into a technical design at time of specific design plan review.

### **Environmental Review**

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

The subject application consists of the 14.6-acre Hall Road property that is exempt from the ordinance requirements because it contains less than 10,000 square feet of woodlands. The development concept includes an off-site parcel that is fully wooded and will be cleared to construct the stormwater management pond for the subject site. The applicant has agreed to provide an acre-for-acre mitigation requirement for the off-site parcel and any other off-site clearing.

In order to document the off-site clearing, a tree conservation plan is required. A Type I Tree Conservation Plan (TCPI/004/08) was submitted and has been reviewed. The plan needs to be revised to include a worksheet that notes the acreage of off-site clearing and the proposed mitigation method. As currently submitted, the plan proposes to meet the woodland conservation requirement for the site entirely with off-site mitigation. Due to the level of development proposed, the unusual shape of the parcel, and the minimal amount of land within the green infrastructure network, this is an appropriate solution.

The plan requires technical revisions. The worksheet needs to be revised and the reforestation shown on the parcel east of the railroad tracks shall be removed unless this area is established as a woodland conservation mitigation bank.

**Recommended Condition:** Prior to signature approval of the CDP, the TCPI shall be revised as noted below and the TCPI submitted with the preliminary plan shall also reflect the following revisions:

- (1) Revise the woodland conservation worksheet to calculate the off-site woodlands as cleared and a mitigation requirement of one acre for each acre cleared.
- (2) Remove the reforestation area from the parcel east of the railroad track or provide a commitment to include it in a mitigation bank.
- (3) Add the following note to the plan: “The subject property (Parcel 27) is exempt from the Woodland Conservation Ordinance. The purpose of this Type I Tree Conservation Plan is to account for the off-site clearing on Parcel 82.”
- (4) Have the plan signed and dated by the qualified professional who prepared it.

According to the *Prince George’s County Soil Survey*, the principal soils on the site are in the Adelphia, Monmouth, and Shrewsbury soils series.

Adelphia pose few difficulties to development. Monmouth soils may pose development difficulties due to high erodibility and slopes. Shrewsbury soils may limit development due to high water tables, flooding hazards and poor drainage.

The site is generally suitable for the proposed development. Specific mitigation measures will be further analyzed during the development process by the Washington Suburban Sanitary Commission (WSSC) for installation of water and sewer lines, by the DPW&T for the installation of street lights, the installation of stormwater management facilities, and general site grading and foundations.

**Discussion:** This information is provided for the applicant's benefit. No further action is needed as it relates to this comprehensive design plan review. WSSC and DPW&T may require additional soils reports during the permit process review.

The recommendations of the Environmental Planning Section have been included in the recommendation section of this report.

**j. Zoning**—In verbal comments offered December 12, 2007, the Zoning Section stated that consideration of the subject comprehensive design plan could proceed because a final decision had been rendered by the District Council regarding the amendment of Condition No. 5.

**k. Department of Public Works and Transportation (DPW&T)**—In a memorandum dated January 8, 2008, DPW&T stated that while review of the roads involved in the project, Hall Road (MD 978) and Central Avenue (MD 214), is outside their jurisdiction, the presented plan is consistent with the approved DPW&T Stormwater Management Concept Plan No. 46304-2006-03 dated November 15, 2007

**l. Maryland State Highway Administration (SHA)**—In a letter dated January 22, 2008, SHA stated the following:

- (1) Access to the development that includes 128 townhouse units, a 50,000-square-foot library and 40,744 square feet of retail development is proposed from one full movement site access driveway on MD 214 and two full movement site access driveways on MD 978A (Hall Road). Deceleration and acceleration lane areas must be provided on MD 214 at the proposed site access driveway in accordance with AASHTO standards for prevailing travel speeds along MD 214. In addition, the proposed eastbound MD 214 left turn lane at the MD 214/site access drive intersection must be designed to store 95<sup>th</sup> percentile traffic queues and provide added distance for deceleration and stopping from the MD 214 traffic flows. The traffic report recommended the construction of exclusive left turn lanes along westbound MD 978A at both the east site access drive and west site access drive intersections.
- (2) The traffic report determined that the proposed development would negatively impact the intersection at MD 214 and Church Road. Therefore, the report proposed to modify the westbound MD 214 exclusive right turn lane to a through/right lane. SHA will require that a 1,000-foot westbound MD 214 full width receiving lane be constructed by the applicant and a 500-foot taper lane area.

In conclusion, SHA concurred with the report findings and recommended that the applicant be required to design and construct the roadway improvements at the MD 214/Church Road intersection as described above. Toward that end, they suggested that roadway improvement and traffic signal modification plans be submitted to them for review and comment.

**m. Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated November 27, 2007, WSSC stated that a water and sewer extension would be required, that Project #DA4550Z07 is an approved project within the limits of the subject site and, finally that the proposed comprehensive design plan includes more residential units than the aforementioned approved project. Therefore, WSSC stated that a revision to the project would be required to include the additional units.

**n. Verizon**—In comments received January 1, 2008, a representative of Verizon stated that a 10-foot public utility easement should be shown along the properties MD 214 and Hall Road frontages and internally in front of all of the townhomes. Such public utility easements, they stated, must be free and clear of all obstructions.

**o. Baltimore Gas & Electric (BG&E)**—In comments dated November 28, 2007, BG&E stated that they had no objections to the project as presented and that they would follow up with the applicant with a request for a developer agreement.

**p. City of Bowie**—In a letter dated February 7, 2008, staff of the City of Bowie stated that on February 4, 2008, the Bowie City Council conducted a public hearing on the project and focused on the timing of construction of the library, the need for fencing on the north side of Hall Road, extension of sidewalk along Hall Road to Pointer Ridge Drive and potential light spillage from building-mounted lighting. At the conclusion of that public hearing, the Bowie City Council voted unanimously to recommend approval of the project subject to conditions that have been included in the recommendation section of this report.

## RECOMMENDATION

Based upon the preceding evaluation, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE Comprehensive Design Plan CDP-0602, Hall Station and Type I Tree Conservation Plan TCPI/004/08 for Hall Station subject to the following conditions:

1. At time of review of the specific design plan for the project, the applicant, the applicant's heirs, successors and/or assignees shall obtain Planning Board approval for an interpretive sign, its location, design and trigger for installation, all of which shall be included on the approved SDP.
2. The library shown on the basic plan and on the subject comprehensive design plan shall be constructed as part of the project's first phase.
3. The applicant, the applicant's heirs, successors and/or assignees shall provide the following:
  - a. Installation of one "Share the Road with a Bike" sign along Central Avenue in accordance with state requirements and in a location approved by SHA. The developer shall purchase the signs from the State and install them in accordance with the State's Manual on Uniform Traffic Control Devices dealing with the section on bicycle facilities.



A note shall be placed on the final record plat that installation will take place prior to the issuance of the first building permit.

- b. A financial contribution of \$210 to DPW&T for placement of appropriate Class III bikeway signage. A note shall be included on the final record plat for payment to be received prior to the issuance of the first building permit. If additional road frontage improvements are required by DPW&T, a wide asphalt shoulder or wide outside curb lane should be considered to accommodate bicycle traffic.
  - c. An eight-foot-wide sidewalk along the subject site's entire frontage of Hall Road, unless modified by DPW&T.
  - d. The specific design plan shall, at a minimum, provide the level of pedestrian connections that are shown conceptually on the comprehensive design plan.
4. At the time of preliminary plan, environmental features related to the Collington Branch primary stream corridor and the PMA shall be preserved to the greatest extent possible.
  5. The specific design plan shall show the use of low impact development stormwater management techniques, such as bioretention, french drains, depressed parking lot islands and the use of native plants, applied on this site to the greatest extent possible. In addition, the plan shall show the locations of, and details for, several informational kiosks that describe the use of low impact development techniques and green building design techniques for the library. The stormwater management pond shall be designed as an amenity with appropriate native plants and extensive landscaping to enhance the visual aesthetics of the off-site pond. All of the details described in this condition shall be shown on the SDP.
  6. The landscape plan submitted with the specific design plan shall demonstrate the use of conservation landscaping techniques that reduce water consumption and minimize run-off resulting from the use of fertilizers or chemical application to the greatest extent possible. The U.S. Fish and Wildlife Service publication Native Plants for Wildlife Habitat and Conservation Landscaping—Chesapeake Bay Watershed shall be used as a guide in developing the landscaping for the entire site.
  7. The landscape plan submitted at time of specific design plan application shall demonstrate the following:
    - a. A minimum of 20 percent tree canopy coverage on the portion of the property that is subject to the CDP. Tree canopy shall be measured using ten-year growth credits based on the size of the trees at time of planting. The tree canopy calculations shall be shown on the TCPII and the landscape plan.
    - b. Planting strips designed to promote long-term growth of trees and increase tree canopy coverage. These strips should be considered for bioretention.
    - c. Distribution of tree planting throughout the site to provide shade to the maximum amount of impervious area.
  8. Prior to acceptance of the review package of the SDP, it shall be evaluated to ensure that it includes a statement from the applicant regarding how green building techniques and energy conservation methodologies have been incorporated to the greatest extent possible.

9. Prior to acceptance of the review package of the SDP, it shall be evaluated to ensure that it includes a lighting plan which addresses the use of alternative lighting technologies which minimize light intrusion into residential areas both on-site and off-site and into environmentally sensitive areas off-site. Full cut-off optic light fixtures shall be used throughout the development and shall be directed downward to reduce glare and light intrusion. On the commercial portions of the site, particular attention shall be paid to the positioning and levels of lighting fixtures to eliminate light spill-over to the residential portions of the site.
10. Prior to certification of the CDP, the unmitigated 65 dBA (Ldn) contour shall be placed on the CDP and the TCPI and it shall appear on all future plan applications. The location of the contour shall be based on a Phase I noise study prepared by the applicant and on the ultimate right-of-way for Central Avenue, as determined by SHA and the centerline of the Pope's Creek railroad tracks located east of this site.
11. At time of specific design plan, a Phase II noise study shall be submitted which includes recommendations for reducing noise to meet the State of Maryland interior and exterior noise standards for all impacted residential areas, and any recommended noise mitigation measures shall be shown on the plans.
12. Prior to the approval of building permits for residential uses, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that building shells of structures within prescribed noise corridors have been designed to reduce interior noise levels to 45 dBA (Ldn) or less.
13. Prior to acceptance of the review package for the specific design pan, the applicant shall submit a letter of justification for impacts proposed to the PMA, and a variation request for any impacts to isolated wetlands and wetland buffers located outside of the PMA. All efforts shall be made and documented to avoid and minimize impacts.
14. Prior to the issuance of any permits for elements associated with the development of this site, including stormwater management, which impact wetlands, wetland buffers, streams or waters of the U.S., copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans shall be submitted to the Planning Department.
15. At least 30 days prior to any hearing on the preliminary plan, the applicant shall coordinate a meeting between staff from DPW&T and the Environmental Planning Section, M-NCPPC, to discuss conceptual revisions to the overall site plan to accommodate low impact development techniques, tree canopy and other environmentally sensitive design features. The agreed upon conceptual design shall then be developed into a technical design at time of specific design plan review.
16. Prior to signature approval of the CDP, the TCPI shall be revised as noted below and submitted with the preliminary plan, which shall reflect the following revisions:
  - a. Revise the woodland conservation worksheet to calculate the off-site woodlands as cleared and a mitigation requirement of one acre for each acre cleared.
  - b. Remove the reforestation area from the parcel east of the railroad track or provide a commitment to include it in a mitigation bank.

- c. Add the following note to the plan: “The subject property (Parcel 27) is exempt from the Woodland Conservation Ordinance. The purpose of this Type I Tree Conservation Plan is to account for the off-site clearing on Parcel 82.”
  - d. Have the plan signed and dated by the qualified professional who prepared it.
17. Condition No. 5, regarding timing of library construction, in Appendix A of the CDP text shall be amended to include the District Council’s language adopted in Zoning Ordinance 14-2007.
  18. A pedestrian cross walk shall be provided at the Hall Road/Devonwood Drive intersection, subject to approval by the City of Bowie.
  19. The decorative screen wall proposed along the Hall Road frontage of the site shall be extended from the center vehicular access to the eastern property line of the project. The brick used to construct this decorative screening wall shall be identical to that used on other buildings throughout the project.
  20. The entire site frontage along Hall Road shall be landscaped with street trees with a minimum caliper of four inches at the time of planting, and spaced not more than 30 feet on center.
  21. A variety of densely planted native plants (deciduous and evergreen trees, shrubs and ornamental grasses) shall be installed along the entire eastern property line.
  22. Sidewalks in non-residential areas shall be a minimum of six feet in width. The minimum width of the pedestrian system in the residential area of the project that links all residential buildings with each other, the tot lot and the stormwater management pond shall be eight feet.
  23. All bike racks provided throughout the site shall be of the inverted “U” type design.
  24. Pursuant to Condition 10 of Zoning Ordinance 14-2007, the comprehensive design plan shall show the location of bicycle lanes, a bicycle parking area(s), and pedestrian connections to the adjacent communities on the comprehensive design plan graphics prior to certificate approval of the subject application.
  25. At the time of specific design plan review, the applicant shall demonstrate the incorporation of applicable design guidelines set forth in Section 27-274 of Part 3, Division 9 of the Zoning Ordinance, and where townhouses are proposed in the plan, and the requirements set forth in Section 27-433(d).
  26. Construction of the library shall proceed concurrently with the construction of the first phase of the project. The first phase of the project shall include the grading, clearing, excavation, infrastructure, and adding utilities for the library and the entire site. Further, permits for the credit union are the only permits that shall be pulled prior to the permits for the library. It is envisioned that allowing the pulling of permits for the credit union will expedite clearing of the site and the ultimate building of the library. However, the library shall be the second permit issued for the site. No other permits shall be pulled until construction of the library has begun.

27. The following design standards shall be included in a revised comprehensive design text:
- a. The loading areas for the non-residential areas shall be provided and designed in accordance with the requirements of the Zoning Ordinance, sited to minimize public views, screened by walls a minimum of ten feet in height, and constructed of the same materials and patterns used on the buildings to which they are adjacent and intended to serve.
  - b. Parking lot lighting in the non-residential areas shall include the use of timers so lights are not on when the facilities are closed, and shall include the use of full cut-off devices to direct light to specific locations and away from residences. The combined height of lighting poles, fixtures and pedestals upon which they are placed shall not exceed the height of the buildings in the non-residential areas, or 25 feet, whichever is lower. The style/design of all lighting fixtures used on site shall be compatible with each other. The use of building-mounted and accent lighting is encouraged, provided it is directed away from residential areas, and will not create off-site glare or increase light pollution.
  - c. Clusters of landscaping shall be planted in front of the decorative screening wall proposed along MD 214 for its entire length. The brick used for this decorative screening wall shall be identical to that used on other buildings throughout the project.
  - d. Service areas (i.e. trash/recycling/solid waste areas) shall be screened from public view by screening walls constructed a minimum of eight feet in height, and of hard surface materials (brick, stone, etc.) that are used on adjacent buildings they are intended to serve.
  - e. Public spaces (plaza area, non-residential area) shall be landscaped and should include benches and trash receptacles.
  - f. All building facades visible from Hall Road and Central Avenue shall be designed with equal attention to design details and building materials. The design of four sided architecture shall be implemented for the commercial/retail/office buildings, and the surface area of all elevations of those buildings shall include the use of at least 60 percent materials that resemble the appearance of hard-surface materials (brick, stone, etc). Building design in the non-residential areas shall incorporate the use of features such as unique roof forms, a clock tower or cupola. The brick used on the proposed decorative screening walls shall be identical to that used throughout the project.
  - g. The architecture, design and building materials for the townhouse buildings shall include: a minimum unit width of 20 feet for interior units and 24 feet for end units; minimum floor area of 2,000 square feet; a minimum of two architectural features on enwall (sidewalls) and rear walls; the use of at least 60 percent of materials that resemble the appearance of hard surface materials on front elevations and the side elevations of end units; and, where chimneys are provided, their exterior finish shall be brick or stone and they shall extend to the finished grade.
  - h. A comprehensive signage package, proposing a hierarchy of signage, shall be submitted with the specific design plan. No more than one free-standing/monument sign shall be permitted at each vehicular access to the property. Total area of all such signs shall be in conformance with the Zoning Ordinance; however, the area for each such sign along the Hall Road accesses shall not exceed 32 square feet.

- i. A minimum of 80 percent of the plant materials used on the entire site shall be native/non-invasive plants. The use of invasive plants shall be prohibited throughout the entire site.
28. Construction of the library shall proceed concurrently with the construction of the first phase of the project. The first phase of the project shall include the grading, clearing, excavation, infrastructure, and adding utilities for the library and the entire site. Further, permits for the credit union are the only permits that may be pulled prior to the permits for the library. It is envisioned that allowing the pulling of permits for the credit union will expedite clearing of the site and the ultimate building of the library. However, the library shall be the second permit issued for the site. No other permits may be pulled until construction of the library has begun.
29. The following uses shall not be permitted in the commercial envelope:
- Adult bookstore
  - Pawnshop
  - Laundromat
  - Massage parlor
  - Consolidated storage
  - Nail salon
  - Drug paraphernalia
  - Drug treatment center
  - Automobile, boat, trailer rental
  - Automobile sales, new or used
  - Shooting range, rifle, pistol or skeet
  - Liquor store
  - Tattoo parlor
  - Gas Station
  - Vehicle repair and service station
  - Pet grooming shop
  - Funeral parlor or undertaking establishments
  - Repair shop
  - Hobby shop
  - Photographic supply store
  - Seafood market
  - Seasonal decoration display and sales
  - Buying of items within guest rooms and vehicles
  - Firewood sales
  - Wayside stand as a temporary use
  - Church or similar place of worship
  - Day care center for children
  - Family day care
  - Small group childcare center
  - Eleemosynary or philanthropic institution
  - Nursing or care home
  - Collection of recyclable materials
  - Warehouse
  - Mobile home, with use for which amusement taxes collected
  - Ambulance service
  - Voluntary fire, ambulance, or rescue station

Arena or stadium  
Basketball courts  
Carnival, circus, fair or similar use  
Theatre  
Club or lodge  
Golf Course  
Skating facility  
Assisted living facility  
Flag lot development  
Group residential facility  
Agricultural uses  
Surface mining  
Public utility or wireless telecommunications use or structure  
Satellite dish antenna  
Tower, pole or antenna for commercial and noncommercial purposes.

30. Automated teller machines shall be permitted as an accessory use. All automated teller machines shall be located within the building envelope of the principal use, so that the automated teller machine area is secure.
31. All buildings shall be constructed so that the facades visible from Hall Road and Central Avenue are designed with equal attention to design details and building materials.
32. Prior to signature approval, a note shall be added to the plans stating that all structures shall be fully equipped with an automatic fire suppression system, in accordance with National Fire Protection Association (NFPA), Standard 13 and all applicable County regulations.
33. At time of specific design plan review, plans for the residential structures included in the development shall incorporate features such as one-level residences, ramps, low-maintenance yards and transit shelters that enable people of all ages to remain in the housing as they age or develop disabilities that affect their mobility.
34. Prior to the issuance of any building permit for the project, the following improvements shall be in place, under construction, bonded (a letter of credit given to the appropriate agency for construction), 100 percent funded in a CIP/CTP or otherwise provided by the applicant, the applicant's heirs, successors and/or assignees:
  - a. At the intersection of MD 214 and Hall Road
    - (1) Provide a shared left, through-right lane on the southbound Hall Road approach.
    - (2) Provide a left turn, two through and a right turn lane on the eastbound approach.
    - (3) Provide a double left turn, and a shared through-right turn lane on the northbound approach.
    - (4) Provide a left turn, two through and a right turn lane on the westbound approach.
    - (5) Install a traffic signal subject to SHA requirements.

- b. At the signalized intersection of Church Road and MD 214
- (1) Provide a double left turn, two through lanes and a shared through-right turn lane on the eastbound approach.
  - (2) Provide a separate left, through and right lanes on the southbound approach.
  - (3) Provide a double left turn, two through lanes and a shared through-right turn lane on the westbound approach.
  - (4) Provide a double left turn, a through lane and a right turn lane on the northbound approach.
- (c) At the intersection of MD 214 and Site Access
- (1) Provide a separate left and right lane on the southbound approach.
  - (2) Provide a left turn and two through lanes on the eastbound approach.
  - (3) Provide a right turn, and two through lanes on the westbound approach.
  - (4) Install a traffic signal subject to SHA requirements.
- (d) At the intersections of Hall Road and both Site Accesses
- (1) Provide a separate left and through lane on the westbound approach.
  - (2) Provide a shared through and right turn lane on the eastbound approach.
  - (3) Provide a shared left and right turn lane on the northbound approach.
35. At time of specific design plan, review for the purpose of inclusion of a ten-foot public utility easement along MD 214 and Hall Road shall be made.