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Detailed Site Plan

DSP-08071

Application	General Data	
<p>Project Name: Ballowe Property, Parcel F</p> <p>Location: Located at the end of Mercedes Boulevard and on the northern side of Henderson Way, approximately 1,200 feet east of the intersection of Auth Road and Branch Avenue.</p> <p>Applicant/Address: Country Inn & Suites 4950 Mercedes Boulevard Camp Springs, MD 20746</p>	Date Accepted:	02/03/09
	Planning Board Action Limit:	Waived
	Plan Acreage:	3.77 acres
	Zone:	C-O
	Dwelling Units:	N/A
	Gross Floor Area:	81,333 sq. ft.
	Planning Area:	76A
	Tier:	Developed
	Council District:	09
	Municipality:	N/A
	200-Scale Base Map:	207 SE 05

Purpose of Application	Notice Dates	
Construction of a 117-room hotel.	Informational Mailing:	02/03/09
	Acceptance Mailing:	N/A
	Sign Posting Deadline:	03/10/09

Staff Recommendation		Staff Reviewer: Joseph McDuffie Jr.	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan, DSP-08071
Type II Tree Conservation Plan TCPII/054/01-02
Ballowe Property, Parcel F

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

EVALUATION

The detailed site plan was reviewed and evaluated for compliance with the following criteria:

- a. The requirements of the Zoning Ordinance in the Commercial-Office (C-O) Zone;
- b. The requirements of Preliminary Plan of Subdivision 4-02036;
- c. The requirements of the *Prince George's County Landscape Manual*;
- d. The requirements of the Woodland Conservation and Tree Preservation Ordinance;
- e. Referrals.

FINDINGS

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

1. **Request:** The subject application is for approval of a six-story, 117-room hotel by Hampton Inn and Suites in the C-O Zone.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	C-O	C-O
Use(s)	Vacant	Hotel
Acreage	3.77	3.77
Parcel(s)	1	1
Square Footage/GFA	-	81,333 S.F.
Number of Hotel Rooms	-	117

OTHER DEVELOPMENT DATA

Parking Requirements Per Section 27-568(a)

Parking Required **59 Parking Spaces**
 (1 Space/2 Guest Rooms)
 Hotel (117 rooms)

Parking Provided **118 Parking Spaces**
 Standard Spaces 62
 Compact Spaces 42
 Handicap Spaces 5
 Parallel Space 9

3. **Location:** The site is located at the end of Mercedes Boulevard and on the northern side of Henderson Way, approximately 1,200 feet east of the intersection of Auth Road and Branch Avenue (MD 4) in Planning Area 76A and Councilmanic District 9.
4. **Surrounding Uses:** The subject site is bounded on the northwest by the right-of-way of Mercedes Boulevard; to the west and northwest are an existing hotel and existing auto sales, respectively, in the C-M (Commercial Miscellaneous) Zone; on the north side is an existing hotel in the C-O (Commercial Office) Zone; on the east side is the St. Phillip the Apostle Church and cemetery in the R-R (Rural Residential) Zone; and on the south side is a public right-of-way, Henderson Way, with single-family dwellings in the R-80 (One-Family Detached Residential) Zone beyond.
5. **Previous Approvals:** The property is the subject of Preliminary Plan 4-02036, which was approved by the Planning Board on June 27, 2002. The resolution of approval, PGCPB Resolution No. 02-143, was adopted on July 18, 2002. The final plat was approved on September 5, 2002 and is recorded in land records as REP 195 @ 29 with seven plat notes.

This site is also subject to the provisions of the Woodland Conservation Ordinance. A Type I Tree Conservation Plan, TCPI/12/99-01, was approved by the Prince George's County Planning Board, PGCPB Resolution No. 00-158. In addition, a Stormwater Management Concept Plan, 8329127-2000-00, was approved on October 27, 2008.

6. **Design Features:** The subject site is an irregular pentagon with a circular indentation in the northwest corner where Mercedes Boulevard ends in a cul-de-sac. Traversing the property southwest to northwest is an intermittent stream that connects to a storm drain. The stream will remain undisturbed in a large conservation easement which also contains a substantial amount of mature woodland. The wooded area occupies most of the southwestern corner of the site, with the proposed building and parking carefully located along the edges of the site.

The proposed hotel building is rectangular, six stories in height, and features exterior elevations clad in stone, brick, and exterior insulation and finish system (EIFS). From the base to the first floor is a grey, stone veneer; the second to fifth floors are a brown, brick veneer; and the sixth floor exterior is a tan EIFS. The building is accented by horizontal strips of beige brick from the second to the fifth floor. All four sides of the building include a rectilinear arch feature with columns that protrude slightly from the building that reaches to the roof. The arch is beige brick with exterior finish details at the top of the building. Located on the north side of the building is the drop-off accented with ornamental landscaping. The proposed hotel has an entrance/exit on all four sides of the building. The main entrance faces Mercedes Avenue. The first floor front elevation has storefront windows and a glass door trimmed in aluminum. The proposed hotel will have prefinished aluminum windows and louvers. Located at the top on the north and west sides of the building is signage that says "Hampton Inn & Suites."

Located at the northwest corner of the property is a proposed entrance sign. The proposed entrance sign has three connecting walls made of stone veneer with four stone veneer columns and four precast concrete caps. The name "Hampton Inn & Suites" is anchored on to the middle wall. The signage is a typical monumental sign trimmed in an aluminum cabinet. Illustrations of this proposed sign will be presented to the Planning Board at the public hearing.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Requirements of the C-O Zone:** The subject application has been reviewed for compliance with the requirements in the C-O Zone and the site plan design guidelines of the Zoning Ordinance.
- a. The proposed use is permitted in the C-O Zone subject to detailed site plan approval.
 - b. The proposal is also in conformance with the requirements of the C-O Zone in regard to all applicable bulk regulations.
8. **Requirements of Preliminary Plan of Subdivision 4-02036:** The Prince George's County Planning Board approved Preliminary Plan of Subdivision 4-02036 for Parcels E and F with several conditions of which the following is relevant to the review of the subject DSP:
- 1. **Total development of Parcel E, as shown on the preliminary plan, shall be limited to permitted uses which generate no more than 51 AM and 63 PM peak hour vehicle trips. Total development of Parcel F, as shown on the preliminary plan, shall be limited to permitted uses which generate no more than 98 AM and 93 PM peak hour vehicle trips. Any development which generates more trips than those identified herein shall require approval of a new Preliminary Plan of Subdivision with a new determination of the adequacy of transportation facilities.**

Comment: The Transportation Planning Section indicates that the proposed hotel is in conformance with this trip cap condition.

9. **Prince George's County Landscape Manual:** The proposed development is subject to Section 4.2, Commercial and Industrial Landscaped Strip; Section 4.3, Parking Lot Landscaping; Section 4.4, Screening; and Section 4.7, Buffering Incompatible Uses of the *Prince George's County Landscape Manual*. The Urban Design staff reviewed the proposed landscape plan and found that the submittals are in compliance with applicable sections of the Landscape Manual.

10. **Woodland Conservation and Tree Preservation Ordinance:** This site is subject to the provisions of the Woodland Conservation and Tree Preservation Ordinance because it has previously approved Tree Conservation Plans (TCPI/12/99-01 and TCPII/054/01-01). A revised TCPII has been submitted and reviewed. The most recent TCPI approval was TCPI/012/99-01.

The woodland conservation threshold for the entire site is 0.83 acre or 15 percent of the net tract. The total requirement for the entire site is 1.56 acres. The TCPII proposes to meet this requirement with 1.56 acres of on-site woodland preservation. It appears as though the regulated area, which is within an established conservation easement, will be preserved in its entirety.

The TCPII shows an area of woodland preservation that is less than 35 feet wide. This area is located between the proposed southern parking lot and southern site boundary. Woodland preservation areas less than 35 feet wide cannot be counted as preservation unless they are adjacent to protected areas, or provided with additional plantings that qualify them as woodland. The TCPII should be revised to remove any areas less than 35 feet wide as woodland conservation.

In the vicinity of the southeast boundary, the plan proposes woodland preservation in an area where no woodland appears to exist. This area is also within the established conservation easement. After the revisions are made, if additional on-site woodland preservation cannot be provided to meet the requirement, the first priority for on-site afforestation should be given to this area.

The site boundary only includes Parcel F on the TCPII. Although this DSP application is only for Parcel F, the site boundary on the TCPII must include both Parcels G and F to be in conformance with previous approvals for this site. The proposed tree line should be removed from the plan and only use the limit of disturbance as shown. This will make the plans more legible.

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

Community Planning South Division: In a memorandum dated April 20, 2009, the Community Planning South Division found that the application is consistent with the 2002 General Plan Development Pattern policies for Developed Tier Center; and conforms to the land use recommendations of the 2000 *Approved Master Plan and Sectional Map Amendment for the Heights and Vicinity (Planning Area 76A)*. Also, the Community Planning Southwest Section stated that the application is located within a designated metropolitan center as defined by the 2002 General Plan. This center is suitable for transit-oriented development ranging from moderate to high intensities. Emphasis should be placed on the urban design strategies that further the goal of the General Plan to achieve high-quality development patterns.

Transportation Planning Section (Trails): In a memorandum dated March 9, 2009, the Transportation Planning Section indicated that the area containing the subject site is described in the 2000 *Approved Master Plan and Sectional Map Amendment for the Heights and Vicinity (Planning Area 76A)*. The site is within walking and biking distance from the Branch Avenue Metro Station. The site is also close to the Henson Creek Trail, which currently ends at Temple Hill Road. This trail is planned to extend into the surrounding area to provide a major pedestrian and bicycle connection to the Branch Avenue Metro Station and town center.

Mercedes Boulevard contains an existing sidewalk and it will provide a walking connection to Auth Road, a planned shared-use road bikeway leading to and from the nearby Branch Avenue Metro Station.

Also, the site plan shows that five-foot-wide sidewalks will be constructed on-site and will extend to Mercedes Boulevard. Sidewalks also surround the building to provide internal circulation and emergency egress. The plan includes safety features such as painted crosswalks at the entrance and exit points onto Mercedes Boulevard. The proposed sidewalks are essential to providing walking incentives to the metro. No further recommendations are needed for the inclusion of sidewalks, but some details are needed to ensure proper construction methods.

There is a great distance between the building and the proposed parking lot containing 16 parking spaces on the southwest part of the site. Also, two proposed parking spaces near the exit may pose a safety concern as they are too close to the exit aisle. These two parking spaces should be removed from the proposal.

The Transportation Planning Section recommends the following revisions to the plan, which are included as proposed conditions below:

- a. Remove two parking spaces adjacent to the exit aisle onto Mercedes Boulevard.
- b. Locate all curb ramps where all sidewalks meet roads and internal vehicle drive aisles.
- c. All tactile pavers to be flush with the sidewalk at curb ramp locations.

Environmental Planning Section: In a memorandum dated June 5, 2009, the Environmental Planning staff provided the following analysis:

The Environmental Planning Section has reviewed the Detailed Site Plan, DSP-08071, and the Type II Tree Conservation Plan (TCPII/054/01-02), for Ballowe Property, stamped as received for processing on February 3, 2009. Additional information and revisions were requested on March 11, 2009; however, revised plans were never received. This memorandum addresses the previous comments. The Environmental Planning Section recommends approval of DSP-08071 and TCPII/054/01-02 subject to the conditions listed at the end of this memorandum.

The Environmental Planning Section previously reviewed Preliminary Plans of Subdivision 4-99016, 4-00031, 4-01053, and 4-02036 for the subject property. Preliminary Plans 4-99016 and 4-01053 were withdrawn. Preliminary Plan 4-00031 and TCP I/12/99-01 were approved by the Planning Board, PGCPB Resolution No. 00-158; however, this approval became null and void by the approval of Preliminary Plan 4-02036, PGCPB Resolution No. 02-143, for the subdivision of Parcel D into two parcels (Parcels G and F). Parcel G is currently developed. This application is for the development of a hotel on Parcel F only.

It should be noted that the subject site (Parcel F) of this application is 3.78 acres; however, the associated TCPII covers 5.52 acres (Parcels F and G) under previous tree conservation plan

approvals. Therefore, the entire 5.52 acres is subject to the Woodland Conservation Ordinance for this application.

The 5.52-acre property is on the east side of Mercedes Boulevard, approximately 650 feet south of its intersection with Auth Road. There is a stream on the property that is within Henson Creek of the Potomac River Watershed. There are no wetlands or 100-year floodplain on the property. Current air photos indicate that 85 percent of the site is wooded. No historic or scenic roads are affected by this proposal. The Capital Beltway (I-95/495) is a nearby traffic-related noise source. Because a residential type use is proposed, noise mitigation should be addressed. No species listed by the State of Maryland as rare, threatened, or endangered are known to occur in the general region. There is no Marlboro clay located on or adjacent to the subject property. The *Prince George's County Soil Survey* indicates that the principal soils on the site are in the Croom, Bibb, and Chillum soils series. The site does not contain any elements within the designated network of the *Approved Countywide Green Infrastructure Plan*. This property is located in the Developed Tier as reflected in the 2002 General Plan.

The Environmental Planning Section provided a summary of prior environmental conditions of approval. The approval of Preliminary Plan of Subdivision 4-02036 included eight conditions.

- a. A forest stand delineation (FSD) was not included in the application. Because it has been more than five years since the last FSD was conducted on this site, a new FSD is required. A FSD is necessary to evaluate the condition of the on-site woodlands, especially in the area that is shown on the TCPII as preservation where no woodland appears to exist.
- b. This site is subject to the provisions of the Woodland Conservation Ordinance because it has previously approved tree conservation plans (TCPI/12/99-01 and TCPII/054/01-01). A revised TCPII has been submitted and reviewed. The most recent TCPI approval was TCPI/012/99-01.

The woodland conservation threshold for the entire site is 0.83 acre, or 15 percent of the net tract. The total requirement for the entire site is 1.56 acres. The TCPII proposes to meet this requirement with 1.56 acres of on-site woodland preservation. It appears as though the regulated area, which is within an established conservation easement, will be preserved in its entirety.

The site contains a stream; however, the stream and the associated 50-foot-wide stream buffer have not been clearly identified on the plans. All plans must be revised to clearly show the regulated features of the site, which include the stream centerline, stream buffer, and conservation easement. The legend must be revised to include the symbols for each. The stream buffer should be identified using the symbol “-SB-.”

The TCPII shows an area of woodland preservation that is less than 35 feet wide. This area is located between the proposed southern parking lot and southern site boundary. Woodland preservation areas less than 35 feet wide cannot be counted as preservation unless they are adjacent to protected areas, or provided with additional plantings that qualify them as woodland. Revise the TCPII to remove any areas less than 35 feet wide as woodland conservation.

In the vicinity of the southeast boundary, the plan proposes woodland preservation in an area where no woodland appears to exist. This area is also within the established

conservation easement. After the revisions are made, if additional on-site woodland preservation cannot be provided to meet the requirement, the first priority for on-site afforestation shall be given to this area.

The site boundary only includes Parcel F on the TCPII. Although this DSP application is only for the development of Parcel F, the site boundary on the TCPII must include both Parcels G and F to be in conformance with previous approvals for this site. Remove the proposed tree line from the plan and only use the limit of disturbance as shown. This will make the plans more legible.

Under the Site Analysis section of the plan, the second sentence under item 11 states:

“In reference to condition #1 of preliminary plan 4-00031, permission to enclose a portion of Waters of U.S. has been obtained and placed on Plan.”

Because 4-00031 was rendered null and void with the approval of 4-02036, this note should be removed from all plans. The proposed retaining walls referenced in the above note are shown on the DSP and TCPII, and are located outside the regulated area on the site.

Recommended Condition: The Environmental Planning Section recommends conditions below to remedy the deficiencies in the tree conservation plan.

- c. The Capital Beltway (I-95/495) is a major noise source and is located within close proximity to the subject property. This property is zoned C-O, which is not generally regulated for noise; however, if residential-type uses are proposed, the state noise standards must be met for building interiors.

Because hotels are residential in nature, the building should be designed to mitigate interior noise levels to 45 dBA Ldn or less.

Recommended Condition: Prior to issuance of the first building permit for the detailed site plan, the applicant shall submit a certification by a professional engineer with competency in acoustical analysis that the building shells within prescribed noise corridors have been designed to reduce interior noise levels to 45 dBA Ldn or less.

- d. The *Prince George's County Soil Survey* indicates that the principal soils on the site are in the Croom, Bibb, and Chillum soils series. Bibb soils are associated with floodplain. Croom and Chillum soils present no special problems for development unless they are associated with steep slopes.

Discussion: This information is provided for the applicant's information. No further action is needed with regard to soils on the subject site.

- e. The site has an approved Stormwater Management Concept Letter (8329127-200-00); however, that has now expired. Concept approval is needed prior to certification of this application.

Recommended Condition: Prior to certification of the detailed site plan, copies of the approved stormwater management concept letter and plan should be submitted.

Subdivision Section: In a memorandum dated February 19, 2009, the Subdivision Section provided the following comments on the detailed site plan. On May 13, 2009, Bowman Consulting provided a memorandum and a revised detailed site plan addressing each condition.

The Subdivision Section found the submitted detailed site plan to be in substantial conformance with Final Plat REP 195 @ 29. However, they mentioned the application should be referred to the Transportation Planning Section to determine if the new development being proposed is within the established trip cap provided within Condition 1 of PGCPB Resolution No. 02-143.

The property is subject to the conditions contained in the resolution of approval (PGCPB Resolution No. 02-143). That resolution contains eight conditions. The following conditions relate to the review of the detailed site plan (DSP) that are not on the final plat, or already discussed above.

- 1. Total development of Parcel E, as shown on the preliminary plan, shall be limited to permitted uses which generate no more than 51 AM and 63 PM peak hour vehicle trips. Total development of Parcel F, as shown on the preliminary plan, shall be limited to permitted uses which generate no more than 98 AM and 93 PM peak hour vehicle trips. Any development which generates more trips than those identified herein shall require approval of a new Preliminary Plan of Subdivision with a new determination of the adequacy of transportation facilities.**

Comment: The condition above was derived from underlying Preliminary Plan 4-02036. This preliminary plan application included both Parcels E and F, and therefore, separate trip caps were established within Condition 1 for each, individual parcel. At the time of Preliminary Plan 4-02036, the new development of a 79-room hotel was proposed on abutting Parcel E. However, no specific use was proposed on the subject property (Parcel F) due to the extensive sensitive environmental features existing on the site and the need for a conservation easement to be established which encumbered approximately 0.62 acre directly in the center of the 3.77-acre site.

Since that time, abutting Parcel E has been the subject of another Preliminary Plan of Subdivision (4-04049). The purpose of the preliminary plan application was to increase the number of rooms in the proposed hotel from 72 rooms to 95 rooms. Because the established trip cap for Parcel E (as designated within Condition 1 of PGCPB Resolution No. 02-143) was being exceeded due to the additional hotel rooms being proposed, the approval of a new preliminary plan was required with a new determination on the adequacy of transportation facilities. Preliminary Plan 4-04049 was approved by the Planning Board on May 20, 2004, and the final plat was recorded in land records as REP 201 @ 76. Upon recording the final plat, Parcel E was re-designated as Parcel G. The Planning Board's approval of Preliminary Plan 4-04049 adjusted the trip cap for abutting Parcel G only (previously designated as Parcel E). The preliminary plan approval for the abutting property did not affect the trip cap that had been previously established for the subject property (Parcel F) within Condition 1 of PGCPB Resolution No. 02-143.

- 2. A note shall be placed on the final plat that access to Henderson Way is denied.**

Comment: The detailed site plan submitted for this application is not proposing any

direct access to Henderson Way. The submitted plan demonstrates existing woodland along the entire southern property line which is outside the limit of disturbance, and is therefore proposed to remain. The existing woodland functions as a separation between the proposed hotel development and the Henderson Way public right-of-way, and may further be in place to satisfy the requirements of the Landscape Manual.

Comments on the plan were provided by the Subdivision Section, in response to which the applicant made all requested revisions. These comments did not effect the finding of conformance to the preliminary plan and record plat.

Permit Review Section: In a memorandum dated February 18, 2009, the Permit Review Section provided technical comments on the overall detailed site plan. All of the revisions that were requested by the Permit Review Section have been made by the applicant.

Archeology: In a memorandum dated February 23, 2009, the archeology planner coordinator stated that a Phase I archeological survey is not recommended on the above-referenced 3.77-acre Ballowe Property located at 5000 Mercedes Boulevard in Suitland, Maryland. The property has been previously impacted by the construction of a storm drain in the north central part of the tract. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. There are no archeological sites or County historic sites or historic resources located within a one-mile radius of the subject property. However, the applicant should be aware that there is a graveyard located on the adjoining property to the east near St. Phillip the Apostle Church.

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

Transportation Planning Section: In a memorandum dated February 18, 2009, the Transportation Planning Section provided an assessment of the application and stated the following:

The site consists of approximately 3.77 acres of land in the C-O Zone. The property is located at the southern end of Mercedes Boulevard, approximately 1,200 feet east of the intersection of MD 5 and Auth Road. The application proposes the development of a 116-room hotel. [??] Access and circulation within the area of the plan are determined to be acceptable. Therefore, in consideration of the materials discussed, the transportation staff finds that the subject property complies with the necessary findings for a detailed site plan as those findings may relate to transportation.

Historic Preservation: In a memorandum dated February 3, 2009, the Historic Preservation Section provided a referral stating the proposed DSP for a hotel will have no effect on historic sites, resources, or districts.

Department of Public Works and Transportation (DPW&T): In a memorandum dated March 11, 2009, DPW&T provided standard procedural comments on the subject application. On May 13, 2009, Bowman Consulting provided a memorandum and a revised detailed site plan addressing each condition. DPW&T stated that the DSP must be in conformance with DPW&T street tree and street lighting specifications and standards. Sidewalks are required along all

roadways in accordance with Sections 23-105 and 23-135 of the County Road Ordinance. All storm drainage systems and facilities are to be in accordance with DPW&T specifications and standards requirements. Full-width, two-inch mill and overlay for all existing County roadway frontage is required. Street construction permits are required for improvements within public roadway rights-of-way.

Town of Morningside: A referral request was sent to the Town of Morningside. At the time the staff report was written, no response had been received.

12. As required by Section 27-285(b) of the Zoning Ordinance, this detailed site plan represents a reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE DSP-08071 and TCPII/054/01-02 subject to the following conditions:

1. Prior to certification of the detailed site plan, the DSP, landscape plan, and TCPII shall be revised as follows:
 - a. Remove the proposed tree line from all plans.
 - b. Remove woodland preservation areas less than 35 feet wide or revise the plan so that all woodland conservation areas are stocked to meet the criteria of woodland.
 - c. Remove Note 11 in the Site Analysis section from all plans.
 - d. Show the site boundary to include both Parcels G and F on the TCPII.
 - e. Show the stream centerline and stream buffer on all plans and add the symbol to the legend. Show the 50-foot-wide stream buffer.
 - f. After the revisions are made, if additional on-site woodland preservation cannot be provided to meet the requirement, the first priority for on-site afforestation shall within any non-wooded areas of the 50-foot-wide stream buffer.
 - g. Revise the worksheet as necessary.
 - h. Have the plans signed by the qualified professional who prepared them.
 - i. Remove two parking spaces adjacent to the exit aisle onto Mercedes Boulevard.
 - j. Locate all curb ramps where all sidewalks meet roads and internal vehicle drive aisles.

2. Prior to the issuance of the first building permit for the detailed site plan, the applicant shall submit a certification by a professional engineer with competency in acoustical analysis that the building shells within prescribed noise corridors have been designed to reduce interior noise levels to 45 dBA Ldn or less.
3. Prior to certification of the detailed site plan, copies of the approved stormwater management concept letter and plan shall be submitted.