



Note: Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm.

Specific Design Plan

SDP-0801

Application	General Data	
Project Name: Hall Station Location: Southeastern quadrant of the intersection of Hall Road and Central Avenue (MD 214) Applicant/Address: Cenhall, LLC c/o The Michael Companies 4640 Forbes Boulevard, Suite 300 Lanham, MD 20760	Date Accepted:	07/07/2008
	Planning Board Action Limit:	N/A
	Plan Acreage:	14.6
	Zone:	L-A-C
	Dwelling Units:	109
	Gross Floor Area:	85,372 sq. ft.
	Planning Area:	74B
	Tier:	Developing
	Council District:	04
	Municipality:	N/A
	200-Scale Base Map:	202NE13

Purpose of Application	Notice Dates	
Mixed-use development including a 43,376-square-foot public library, a 14,726-square-foot pharmacy, a 1,270-square-foot pad space, a 26,000-square-foot bank, and 39 attached single-family and 70 two-family dwellings.	Adjoining Property Owners Previous Parties of Record Registered Associations: (CB-12-2003)	04/07/2008
	Sign(s) Posted on Site and Notice of Hearing Mailed:	01/06/2009

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

1. **Request:** The subject application requests construction of a mixed-use development including a 43,376-square-foot public library, a 14,726-square-foot pharmacy, a 1,270-square-foot pad space, a 26,000-square-foot bank, and 39 attached single-family and 70 two-family dwellings on approximately 14.6 acres in the L-A-C Zone.

2. **Development Data Summary**

	EXISTING	PROPOSED
Zone	L-A-C	L-A-C
Use(s)	Vacant	Library, Residential, Retail, Bank
Acreage	14.6	14.6
Lots	0	39
Parcels	2	3
Building Square Footage/GFA	0	85,372

OTHER DEVELOPMENT DATA

	REQUIRED	PROPOSED
Total parking spaces	482	588
Of which handicapped spaces	12	13
Loading spaces	3	3

3. **Location:** The site is located in Planning Area 74B, Council District 4, in the L-A-C Zone. More specifically, it is located in the southeastern quadrant of the intersection of Hall Road and Central Avenue (MD 214).
4. **Surrounding Uses:** The subject property 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 single-family residential development with a day care center and convenience store beyond; and to the west by Devonwood Drive with single-family residential development beyond.
5. **Previous Approvals:** The property is the subject of approved Basic Plan A-9839-C and approved Comprehensive Design Plan CDP-0602. The site is also the subject of Preliminary Plan of Subdivision 4-06126, Type I Tree Conservation Plan TCPI/II/050/08, Type II Tree Conservation Plan TCPII/050/08, and approved Stormwater Management Concept Plan 46304-2006-02.
6. **Design Features:** The site is roughly triangular in shape, with Hall Road forming one leg of the triangle on its northern side, Central Avenue (MD 214) forming the second leg 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, including a bank, a pharmacy, and an unspecified pad site 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 43,376-square-foot library is planned in the center of the site and will include a community meeting room. The remainder of the land area will include 109 residential units, an active recreation area, and a gazebo.

The design concept for the nonresidential component of the plan 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 public library building. The building will have a second floor and will contain a community meeting facility. Primary vehicular access to the library will be from Central Avenue, with secondary access from Hall Road.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Basic Plan A-9838-C:** The proposed specific design plan is in conformance with Basic Plan A-9838-C. The relevant conditions of that approval follow in **BOLD** face type followed by staff comment:

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 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 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: The project is proposed to be built in a single phase, except for the 6,000-square-foot addition to the bank. Therefore, the proposed project will be in compliance with this condition.

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
Busying 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 us or structure
Satellite dish antenna
Tower, pole or antenna for commercial and noncommercial purposes

Comment: The proposed uses conform to the requirements of these conditions, although the use of the 1,270-square-foot pad site remains unspecified. Condition 1(n) below would require that the use on that parcel comply with the requirements of Condition 7 of Basic Plan A-9838-C.

- 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: At present, plans for the project demonstrate compliance with this condition. However and partially because a proposed 6,000-square-foot addition to the credit union has been proposed as a future phase of the project, this condition has been brought forward as a condition of this approval.

- 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 the Specific Design Plan.**

Comment: Review of the proposed architecture for the project indicates that the design concepts and architectural style of Exhibit 210 of Basic Plan A-9838-C was used as a basis for the proposed architecture in accordance with this requirement.

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

Comment: Façades visible from Hall Road and Central Avenue have been designed attractively and are proposed to be designed of quality materials.

13. 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: A condition below requires that a note to this effect be added to the specific design plan prior to signature approval.

8. **Comprehensive Design Plan CDP-0602:** The proposed specific design plan is in conformance with Comprehensive Design Plan CDP-0602. The relevant conditions of that approval follow in **BOLD** face type followed by comment:

1. As part of the first specific design approval, the applicant, his successors, and/or assignees shall obtain Planning Board approval for an interpretative sign 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 located on the subject property. Details regarding the location of the sign, design and timing for installation shall be included in that approval.

Comment: Since Condition 1(m) is included in the subject approval, it may be said that this requirement has been complied with.

- 2. 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 SHA, 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 SHA.**
- d. **The specific design plan shall, at a minimum, provide the level of pedestrian connections that are shown conceptually on the comprehensive design plan.**

Comment: Condition 5 below ensures compliance with subparts a and b of this condition. Condition 1(b) below ensures compliance with subpart c of this condition. Finally, and as per the trails coordinator's memorandum dated November 6, 2008, the specific design plan provides, at a minimum, the level pedestrian connections that are shown conceptually on the comprehensive design plan as required by subpart d of this condition.

- 4. **The specific design plan shall show the use of some 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 two interpretive signs. One sign shall describe the use of low impact development techniques and the second sign shall describe the use of 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.**

Comment: Please see the Environmental Planning Section's discussion of this requirement in Finding 13 of this resolution.

- 5. **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.**

Comment: Please see the Environmental Planning Section's discussion of this requirement in Finding 13 of this resolution.

- 6. **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.**

Comment: Please see the Environmental Planning Section's discussion of this requirement in Finding 13 of this resolution.

- 7. At least 30 days prior to approval 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 within the development.**

Comment: Please see the Environmental Planning Section's discussion of this requirement in Finding 13 of this resolution.

- 8. At least 30 days prior to the approval 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.**

Comment: Please see the Environmental Planning Section's discussion of this requirement in Finding 13 of this resolution.

- 10. 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.**

Comment: Please see the Environmental Planning Section's discussion of this requirement in Finding 13 of this resolution.

- 13. At least 30 days prior to any hearing on the first specific design 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 specific design plan shall incorporate low impact development techniques, tree canopy, and environmentally sensitive design features.**

Comment: Please see the Environmental Planning Section's discussion of this requirement in Finding 13 of this resolution.

- 16. A pedestrian cross walk shall be provided across Hall Road at its**

intersection with Devonwood Drive, subject to approval by the State Highway Administration.

Comment: Such pedestrian crosswalk is indicated as already in place on the subject specific design plan and this existing crosswalk is considered to fulfill the requirement.

- 17. 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.**

Comment: A proposed perimeter wall is indicated along the project's entire Hall Road and Central Avenue frontages. This more than complies with this requirement. From the images provided, it appears that the brick specified is identical to that utilized on the project's buildings, although Condition 1(q) ensures its congruence.

- 18. The entire site frontage along Hall Road shall be landscaped with street trees with a minimum caliper of 2.5 to 3 inches at the time of planting, and spaced not more than 50 feet on center.**

Comment: The specific design plan indicates street trees along the Hall Road frontage placed not more than 50 feet on center and the planting schedule specifies a minimum of 2.5 to 3 inches at the time of planting.

- 19. A variety of native plants (deciduous and evergreen trees, shrubs and ornamental grasses) shall be installed along the entire eastern property line in accordance with the bufferyard requirements in the Prince George's County *Landscape Manual*. The applicant shall install 10 percent more plant units along the eastern property line than required under the Prince George's County *Landscape Manual*.**

Comment:

- 20. Sidewalk widths shall be determined at the time of the first specific design plan.**

Comment: Sidewalk width has been determined as eight feet as part of this, the first specific design plan for the Hall Station project, and is reinforced in Condition 1(b) of the recommendation section of this report.

- 21. All bike racks provided throughout the site shall be of the inverted "U" type design.**

Comment: Compliance with this condition is ensured by Condition 1(d) in the recommendation section of this report.

- 23. 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).**

Comment: Review of the proposed specific design plan indicates conformance with those requirements.

- 24. 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. In the event the Basic Plan condition regarding the timing or permitting of the library is modified such that it is no longer consistent with this CDP condition, the revised Basic Plan condition shall be considered to supersede the language above, without the need for a formal revision of the CDP.**

Comment: The project is to be completed in a single phase, including the library. It is expected that the sequence of pulling permits will be as required in Condition 24.

- g. A comprehensive signage package, proposing a hierarchy of signage, shall be submitted with the specific design plan.**

Comment: Such comprehensive signage package has been submitted with the specific design plan, has been reviewed, and is recommended for approval as part of the subject application.

- h. A minimum of 80 percent of the plant materials used in the landscape bufferyards shall be native/non-invasive plants. The use of invasive plants shall be prohibited throughout the entire site.**

Comment: A recommended condition below would ensure utilization of a minimum of 80 percent native materials in the landscape bufferyards.

- 26. 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: Please see Finding 7 for a discussion of compliance with this requirement.

27. **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.**

Comment: Please see Finding 7 for a discussion of compliance with this requirement.

28. **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: Please see Finding 7 for a discussion of compliance with this requirement.

- 29. Prior to record plat, 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.**

Comment: Please see Finding 7 for a discussion of compliance with this requirement.

- 30. 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.**

Comment: A condition below requires that the applicant work with the appropriate authorities to relocate the bus shelter currently located at the intersection of Pointer Ridge Drive and Hall Road to the Hall Road frontage and offer options for universal design features in compliance with this requirement.

- 31. 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

Prior to the approval of the Specific Design Plan within the subject property, the applicant shall submit an acceptable traffic signal warrant study to SHA for signalization at the intersection of MD 214 and Hall Road. The applicant should utilize a new 12-hour count, and should analyze signal warrants under existing traffic, site traffic and background traffic from the north side of MD 214 at the direction of SHA. If a signal or other traffic control improvements are deemed warranted at that time, the applicant shall bond the signal with SHA prior to the release of any building permits for the subject property, and install it at a time when directed by that agency.

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 retail 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.**

Comment: This requirement is mentioned because it bears on the required findings for specific design plans. It only, however, has to be complied with at time of issuance of building permits.

- 32. **At the 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.**

Comment: Such review was made as part of the subject review.

- 33. **The 50,000 square feet dedicated to the library site shall only be allocated to institutional use(s).**

Comment: The library currently as proposed measures 43,376 square feet and as such is in substantial compliance with this condition. Please note that the library itself measures 26,744 square feet on the first floor and 16,632 on the second floor. We believe the intention was that the library itself meets this requirement not the land area devoted to the particular use as it does not have a “site” separate from the remainder of the Hall Station project.

- 9. **Preliminary Plan of Subdivision 4-06126:** Preliminary Plan of Subdivision 4-06126 for Hall Station was approved on May 15, 2008. The resolution of approval, PGCPB Resolution No. 08-80, was adopted June 5, 2008. Each relevant condition is listed in **BOLD** face type below, followed by comment.

- 1. **Forty five (45) days prior to the Planning Board hearing for the specific design plan, the applicant 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 specific design plan shall incorporate some low impact development techniques, tree canopy, and environmentally sensitive design features.

Comment: In their memorandum dated January 13, 2008, the Environmental Planning Section stated that such required meeting between staff from the Department of Public Works and Transportation (DPW&T) and the Environmental Planning Section to discuss conceptual revisions to the overall site plan to accommodate low impact development (LID) techniques, tree canopy and other environmentally sensitive design features was held on September 8, 2008.

- 4. As part of the approval of the specific design plan, the applicant shall revise the minimum pavement width to 22 feet for the proposed street that serves the townhouses.**

Comment: The minimum pavement width is 18 feet for the proposed street that serves the townhouses, which does not meet this requirement. A condition requires that the minimum pavement width for the proposed street that serves the townhouses be increased to 22 feet.

- 5. The applicant and 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 plat that installation will take place prior to the issuance of the first building permit.**

Comment: Such provision is required by a recommended condition below.

- 6. The applicant and the applicant's heirs, successors, and/or assignees shall provide a financial contribution of \$210 to the Maryland State Highway Administration (SHA) 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 SHA, a wide asphalt shoulder or wide outside curb lane should be considered to accommodate bicycle traffic.**

Comment: Such provision is required by a recommended condition below.

- 7. The applicant, and the applicant's heirs, successors, and/or assignees, shall provide an eight-foot-wide sidewalk along the subject site's entire frontage of Hall Road, unless modified by SHA.**

Comment: Such provision is required by a recommended condition below.

- 8. The specific design plan shall, at a minimum, provide the level of pedestrian connections that are shown conceptually on the comprehensive design plan.**

Comment: The specific design plan provides the level of pedestrian connections that are shown conceptually on the comprehensive design plan.

- 9. At the time of final plat of subdivision, the applicant shall be conditioned to dedicate all rights-of-way for MD 214 and Hall Road as identified on the preliminary plan.**

Comment: This requirement must be satisfied before a final plat for the subdivision may be recorded, a trigger later than the subject approval, but is mentioned because it bears on the second required finding for specific design plans as per Section 27-528(a) of the Zoning Ordinance i.e. that the development will be adequately served within a reasonable period of time with existing or programmed public facilities either shown in the appropriate Capital Improvement Plan (CIP) or provided as part of the private development.

- 10. 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), 100 percent funded in a CIP/CTP or otherwise provided by the applicant, and the applicant's heirs, successors or assignees:**

a. At the intersection of MD 214 and Hall Road:

- **Prior to the approval of the initial Specific Design Plan within the subject property, the applicant shall submit an acceptable traffic signal warrant study to SHA for signalization at the intersection of MD 214 and Hall Road. The applicant should utilize a new 12-hour count, and should analyze signal warrants under total existing traffic, site traffic and background traffic from the north side of MD 214 at the direction of SHA. If a signal or other traffic control improvements are deemed warranted at that time, the applicant shall bond the signal with SHA prior to the release of any building permits for the subject property, and install it at a time when directed by that agency.**

b. At the signalized intersection of Church Road and MD 214:

- **Provide a double left turn, two through lanes and a shared through-right-turn lane on the eastbound approach**
- **Provide a separate left, through and right lanes on the southbound**
- **Provide a double left turn, two through lanes and a shared through-right turn lane on the westbound approach**
- **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 both retail site accesses:**
- **Provide a separate left and right lane on the southbound approach**
 - **Provide a left turn and two through lanes on the eastbound approach**
 - **Provide a right turn, and two through lanes on the westbound approach**
 - **Install a traffic signal subject to SHA requirements**
- d. **At the intersections of Hall Road and both retail site accesses:**
- **Provide a separate left and through lane on the westbound approach**
 - **Provide a shared through and right-turn lane on the eastbound approach**
 - **Provide a shared left and right-turn lane on the northbound approach**

11. **Development of this property shall be limited to a mix of uses where the net new trips shall not exceed 207 AM peak-hour trips and 677 PM peak-hour trips. Any development generating a traffic impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

Comment: On January 23, 2009, the Transportation Section stated in an e-mail that the proposed development on this site would not exceed 207 AM peak-hour trips and 677 PM peak-hour trips. Therefore, neither a new preliminary plan nor a new determination of adequacy of transportation facilities is required.

12. **Development of this site shall be in conformance with the Stormwater Management Concept Plan No. 46304-2006-04 (approved December 12, 2007) and any subsequent revisions.**

Comment: In a memorandum dated July 19, 2008, the Department of Public Works and Transportation stated that the proposed specific design plan is consistent with approved Stormwater Management Concept Plan 46304-2006-00 dated November 17, 2006. It does not however state that the plan is in conformance with the fourth revision of that plan. Staff's inquiry with the Department of Public Works on this matter on January 23, 2009 resulted in a verbal statement that the proposed plan was in conformance with Stormwater Management Concept Plan 46304-2006-00, as revised by Stormwater Management Concept Plan 46304-2006-04, approved December 12, 2007.

- 13. As part of the first specific design plan approval, the applicant, and applicant's heirs, successors, and/or assignees shall obtain Planning Board approval for an interpretive sign, its location, design, and trigger for installation.**

Comment: The interpretive sign, its location, design, and trigger for installation are part of the instant specific design plan approval, the first on the project before the Planning Board.

- 14. The applicant shall provide adequate, private recreational facilities on-site in accordance with the Comprehensive Design Plan text for Hall Station and the standards outlined in the *Park and Recreation Facilities Guidelines*.**

Comment: The applicant has included a trellis, an open space recreational area to be dedicated to the homeowners association, a proposed trail, and a circuit of fitness stations, with benches on the eastern portion of the site proximate to the stormwater management pond. Please note that the portion of these recreational facilities that are shown on Tax Map Parcel 82, zoned Rural Residential (R-R), are technically off-site, but available to residents in the development.

- 15. The applicant shall allocate appropriate and developable areas for the private recreational facilities on homeowners association (HOA) open space land. The private recreational facilities shall be reviewed by the Urban Design Section of DRD for adequacy and property siting in accordance with the standards outlined in the *Park and Recreation Facilities Guidelines*, at the time of specific design plan approval.**

Comment: The proposed recreational package has been reviewed and determined to be adequate and properly sited.

- 20. The applicant and the applicant's heirs, successors, and/or assignees shall satisfy the Planning Board that there are adequate provisions to assure retention and a future maintenance of the proposed recreation facilities.**

Comment: The applicant has proposed the formation of a homeowners association which will be charged with the retention and future maintenance of the proposed recreational facilities.

- 21. Prior to the approval of the specific design plan, the applicant shall show the bicycle linkages and the proposed pedestrian linkage to the trail along the stormwater management facility on the adjacent property.**

Comment: These are provided for by condition as suggested by the trails coordinator.

- 22. As part of the approval of the specific design plan, the applicant shall provide a plant buffer and decorative wall along Central Avenue in conformance with the design standards and guidelines of the approved comprehensive design plan for Hall Station.**

Comment: Such buffer and decorative wall along Central Avenue have been included in the subject specific design plan.

10. **Zoning Ordinance:** The project conforms to the requirements of Section 27-495 (Uses Permitted) and Section 27-496 (Regulations) of the Prince George’s County Zoning Ordinance in the L-A-C Zone.
11. **Prince George’s County Landscape Manual:** The Urban Design staff reviewed the proposed landscape plan and found that the submittals are in compliance with the applicable sections of the Landscape Manual.
12. **Woodland Conservation and Tree Preservation Ordinance:** In a memorandum dated January 13, 2009, the Environmental Planning Section stated that the application is exempt from the requirements of the Woodland Conservation Ordinance because it contains less than 10,000 square feet of woodlands. Further, however, they stated that because 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. They also stated that in order to document the off-site clearing, a revised Type I Tree Conservation Plan (TCPI/004/08) was submitted and approved and that a Type II (TCPII) has been submitted which is in conformance with the revised TCPI that was approved with the comprehensive design plan for the site and the plan correctly represents how the woodland conservation requirement for this site was determined, and proposes to meet all woodland conservation requirements off-site. Therefore, it may be said that the proposal complies with the requirements of the Woodland Conservation Ordinance although it is technically exempt from its requirements.
13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

Historic Preservation—In comments dated July 10, 2008, the Historic Preservation Section stated that the proposed specific design plan will have no effect on historic resources.

Archeology—In a memorandum dated October 16, 2008, the archeology planner coordinator offered the following:

A Phase I archeological survey was completed on the 16.90-acre Hall Station property in January 2008. Historic Preservation staff has received four copies of the final report, A Phase I Archaeological Investigation of the Hall Road Property, Prince George’s County, Maryland, Preliminary Plan Number 4-06126, and the report was accepted on April 9, 2008. All comments have been addressed. One archeological site, 18PR926, consisting of the remains of a late 19th to early 20th 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. Due to the lack of intact cultural deposits and the disturbed nature of the project area, no further work was recommended on site 18PR926. Staff concurs that no additional archeology work is necessary on the Hall Road property. However, staff recommends 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.

Conditions were placed on the subject property under CDP-0602 and 4-06126 as follows:

- a. Condition 1 of Prince George’s County Planning Board Resolution No. 08-79 for CDP-0602 dated June 5, 2008 states:

As part of the first specific design approval, the applicant, his successors, and/or assignees shall obtain Planning Board approval for an interpretative sign 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 located on the subject property. Details regarding the location of the sign, design and timing for installation shall be included in that approval.

- b. Condition 13 of Prince George's County Planning Board Resolution No. 08-80 for 4-06126 dated June 5, 2008 states:

As part of the first specific design plan approval, the applicant, and applicant's heirs, successors, and/or assignees shall obtain Planning Board approval for an interpretive sign, its location, design, and trigger for installation.

Recommendations

- a. The applicant has submitted proposed text and graphics for the interpretive sign 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 located on the subject property. Staff proposes the following revisions to the text:

“Hall Station was a small community that grew up around a stop on the Popes Creek line of the Baltimore and Potomac Railroad in the late 19th century. It was named for Francis Hall, who formerly owned the land on which the train stop was located and resided on a farm to the west. The Popes Creek line began service on January 1, 1873, and provided ready rail transport to markets in Baltimore and Washington for farmers in southern Prince George's County. Small railroad stops typically included a general store, post office, grist and saw mill, and blacksmith shop. The 1878 Hopkins map of Prince George's County shows two stores and a steam saw mill at Hall Station. **(1878 Hopkins Map showing Hall Station)**

“A steam-powered saw mill and dwelling were built on this property in 1872 by John Rombach and Lemuel Porter. Sawn lumber could be easily transported over the rail line. Rombach sold the tract with the saw mill to Harry Sears in 1882. The saw mill may have continued in operation until the early 20th century. **(Picture of saw mill and maybe a deed)**

“Hall Station continued to grow and additional houses were added in the early 20th century. However, it never developed into a substantial town. Passenger traffic on the railroad declined with the spread of the automobile and was terminated in 1949. Today the Popes Creek line carries coal to the PEPCO power plant on the Potomac River in Charles County.”

Details regarding the location of the sign, design, and timing for installation shall be included in that approval.

- b. The applicant shall provide a photograph of the placement of the sign prior to sign-off on the building permit.

The staff archeologist's suggestions have been included in the recommendation section of this report.

Community Planning—In a memorandum dated August 11, 2008, the Community Planning North Division stated that the application is not inconsistent with the 2002 *Prince George's County Approved General Plan* Development Pattern policies for the Developing Tier and that the application conforms to the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, 74B* recommendation for mixed-use development. They noted, however, that the application did not show bicycle lane linkages as stated in Condition 10 of the Basic Plan Approval, A-9838-C.

Transportation—In a memorandum dated September 4, 2008, the Transportation Planning Section offered the following:

The required transportation finding for an SDP application is found in Section 27-528 of the County Code. It provides that the development will be served within a reasonable period of time with existing or programmed public facilities shown in the County's Capital Improvement Plan (CIP) or the State's Consolidated Transportation Program (CTP), or provided as part of the development. Given the fact that none of the afore-mentioned improvements are 100 percent funded in either SHA's or the county's capital budget, the applicant will be required to provide all of the improvements that were the basis of the preliminary plan approval.

Regarding Condition 10a, the applicant did submit a traffic signal warrant study to SHA. In that study, it was determined that a signal was not warranted for the MD 214/Hall Road intersection in the interim, but rather at such time in the future when a fourth leg is added to the intersection by an adjacent development. SHA, in an August 11, 2008 letter to staff (Foster to Burton), expressed some concern regarding the quality of the data upon which the study was based and suggested that a new set of data be collected while area schools were in session. However, staff is in receipt of a September 3, 2008 electronic mail (e-mail) from SHA in which the agency reversed itself, regarding the need for new traffic data, and concurred with the study's original conclusion that signalization was not warranted until the fourth leg of the intersection was added.

In light of these correspondences from SHA, staff concludes that Condition 10a has been fulfilled and does not need to be carried forward. All other conditions however, are still relevant, and therefore should be carried forward as conditions of approval for the subject application.

In closing, staff concludes that the subject development will be adequately served within a reasonable period of time, if the subject application is approved with the following conditions:

- a. As part of the approval of the specific design plan, the applicant shall revise the minimum pavement width to 22 feet for the proposed street that serves the townhouses.
- b. The applicant and the applicant's heirs, successors, and/or assignees 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 plat that installation will take place prior to the issuance of the first building permit.

- c. The applicant and the applicant's heirs, successors, and/or assignees shall provide a financial contribution of \$210 to the Maryland State Highway Administration (SHA) 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 SHA, a wide asphalt shoulder or wide outside curb lane should be considered to accommodate bicycle traffic.
- d. The applicant and the applicant's heirs, successors, and/or assignees shall provide an eight-foot-wide sidewalk along the subject site's entire frontage of Hall Road, unless modified by SHA.
- e. The specific design plan shall, at a minimum, provide the level of pedestrian connections that are shown conceptually on the comprehensive design plan.
- f. At the time of final plat of subdivision, the applicant shall be conditioned to dedicate all rights-of-way for MD 214 and Hall Road as identified on the preliminary plan.
- g. 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), 100 percent funded in a CIP/CTP, or otherwise provided by the applicant and the applicant's heirs, successors, and/or assignees:
 - (1) At the signalized intersection of Church Road and MD 214:
 - Provide a double left turn, two through lanes and a shared through-right-turn lane on the eastbound approach
 - Provide a separate left, through and right lanes on the southbound
 - Provide a double left turn, two through lanes and a shared through-right-turn lane on the westbound approach
 - Provide a double left turn, a through lane and a right-turn lane on the northbound
 - (2) At the intersection of MD 214 and site access both retail site accesses:
 - Provide a separate left and right lane on the southbound approach
 - Provide a left turn and two through lanes on the eastbound approach
 - Provide a right turn, and two through lanes on the westbound approach
 - Install a traffic signal subject to SHA requirements
 - (3) At the intersections of Hall Road and both retail site accesses:
 - Provide a separate left and through lane on the westbound approach
 - Provide a shared through and right-turn lane on the eastbound approach

- Provide a shared left and right-turn lane on the northbound approach
- h. Development of this property shall be limited to a mix of uses where the net new trips shall not exceed 207 AM peak-hour trips and 677 PM peak-hour trips. Any development generating a traffic impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

Subdivision—In a memorandum dated January 22, 2009, the Subdivision Section stated that the site was the subject of Preliminary Plan 4-06126. The resolution of approval, PGCPB Resolution No. 08-80 was adopted June 5, 2008 and the preliminary plan would expire on June 5, 2010. The Subdivision Section found that the specific design plan is in conformance with the approved preliminary plan. For a detailed discussion of the plan’s conformance with the requirements of that approval see Finding 9.

Trails—In a memorandum dated November 6, 2008, the trails coordinator stated that the adopted and approved Bowie and vicinity master plan designates MD 214 and Hall Road as master plan bike/trail corridors and that Policy 3 of the Bicycle, Pedestrian and Trails Facilities Sections specifically recommends that bicycle-friendly roadways be designed in conformance with the latest standards and guidelines. He also notes that Strategies One and Two under Policy 3 specifically 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 the above recommendations, he recommended the provision of “Share the Road with a Bike” signage along both Hall Road and MD 214. Further, he stated that MD 214 currently includes wide paved shoulders to safely accommodate cyclists and that Hall Road is currently a narrow, two-lane open section road and that, in keeping with Policy 2, the applicant should incorporate appropriate pedestrian-oriented development (POD) features into all new development and improve pedestrian safety in existing development. Also, he said, the approved basic plan suggests that “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 the residential communities to the north.”

The approved CDP included a conceptual network of pedestrian connections that is comprehensive and extends throughout the subject site and meets the intent of Policy 2 and the basic plan condition. Condition 8 of the approved CDP requires that the SDP accommodate all pedestrian connections envisioned at the time of the CDP. The submitted SDP meets the intent of Condition 8 and provides all the planned connections. Staff supports the internal sidewalk network and planned trail around the stormwater management pond as proposed (with the revisions included in the conditions of approval). Specifically, Condition 8 requires that the specific design plan at a minimum provide the level of pedestrian connections that are shown conceptually on the comprehensive design plan. The basic plan also indicates that access to the activity center from the surrounding community be provided from Hall Road, which will require upgrading a portion of Hall Road to a 70-foot-wide right-of-way. The trails coordinator in that respect recommended the provision of an eight-foot-wide sidewalk along Hall Road as it will be the primary access point to the center from the existing residential communities to the north, as included in Condition 7 of approved Preliminary Plan of Subdivision 4-06126. The five-foot-wide sidewalk along Hall Road, he suggested, should be increased to conform to the above-mentioned condition of approval.

Condition 21(copied below) of the preliminary plan recommends that a trail connection be

provided to the stormwater management facility on the adjacent parcel. This appears to be accommodated with the proposed eight-foot-wide asphalt trail around the stormwater management pond on Parcel One.

21. Prior to the approval of the specific design plan, the applicant shall show the bicycle linkages and the proposed pedestrian linkage to the trail along the stormwater management facility on the adjacent property.

Condition 16 requires a crosswalk across Hall Road at Devonshire Drive. The plans should be revised to indicate this crossing.

Condition 20 of approved CDP-0602 requires that sidewalk widths be determined at the time of the first specific design plan. Staff believes that the widths provided are adequate. The facility along Hall Road has been revised from five to eight feet in width. The fitness trail around the pond is eight feet in width. All internal sidewalks are five feet in width which meets the current DPW&T road code and accommodates Americans with Disabilities Act (ADA) accessibility. Staff supports the trail and sidewalk widths as shown and believes that they fulfill Condition 20 of the CDP. Staff does recommend one additional crosswalk at the northern terminus of the eight-foot asphalt trail around the stormwater management pond. A suggested location is marked in red on the attached plan. This is consistent with the crosswalk at the opposite end of the trail.

Condition 21 requires that bike racks provided be of the inverted “U” type design. Bicycle racks are currently shown at the library. Staff also recommends that a small number of bicycle racks be provided in front of the credit union and pharmacy.

Permits—In a memorandum dated August 11, 2008, the Permit Review Section offered numerous comments that have either been addressed by revisions to the plans or in the recommended conditions below.

Public Facilities—In a memorandum dated August 20, 2008, the Countywide Planning Division stated that the development would be adequately served with existing or programmed public facilities either shown in the appropriate Capital Improvement Program or provided as part of the private development.

Environmental Planning—In a memorandum dated January 13, 2009, the Environmental Planning Section offered the following:

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 Bowie and vicinity approved master plan and sectional map amendment (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 approved 2006 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:

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

The SDP will be reviewed later in this memorandum for conformance with the *Approved Countywide Green Infrastructure Plan*.

2. **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.

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

Strategies

1. **Implement the strategies contained in the Western Branch Watershed Restoration Action Strategy (WRAS).**
2. **Add identified mitigation sites from the WRAS to the countywide database of mitigation sites.**
3. **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.

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

The Stormwater Management Concept Plan (46304-2006-02) approved on

October 9, 2007, shows limited use of low-impact development (LID) 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 SDP. 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.

A copy of an unapproved stormwater management plan that was submitted separately from the application proposes to provide 4,175 square feet of bioretention area (0.09 acre) on the 14.60-acre site.

As discussed at the September 8, 2008 meeting with DPW&T, the plan was revised to include additional areas of tree planting along the eastern property border and adjacent to the existing residential housing component to enhance the uptake of stormwater run-off. Additional plantings have also been provided at the outfall to the stormwater management pond and river birch and sycamore trees were added to the bioretention areas to enhance the proposed design. The revisions have been reflected on the SDP.

- 5. 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 were evaluated during the Western Branch Watershed Restoration Action Strategy project. No additional investigation is needed at this time.

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

The landscape plan as originally submitted did not fully implement conservation landscaping techniques because the plant schedule included many non-native species. The plans now include notes that state that more than 80 percent of the proposed plant materials are now native in the required bufferyard, as required by Condition 25 of the CDP approval. The plans do not demonstrate how this determination was made.

Recommended Condition: Prior to certification of the SDP, the landscape plan shall be revised as follows:

1. Revise the plant list on the landscape plan to indicate which plant materials are considered to be native;
 2. Identify the source for the determination of what plants are native; and
 3. Demonstrate how the percentage of native plants in specific landscape features on the plans fulfills the requirement that 80 percent of the bufferyard be native plants.
- 7. Minimize the number of parking spaces and provide for alternative parking methods that reduce the area of impervious surfaces.**

8. 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. Some areas of bioretention have been proposed to provide better water quality and to break up the areas of impervious surfaces. Minor additional plantings have been added to the landscape plan based on the September 8, 2008 meeting with DPW&T.

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

Strategies

- 1. Encourage the planting of trees in developed areas and established communities to increase the overall tree cover.**
- 2. 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.**
- 3. Establish street trees in planting strips designed to promote long-term growth and increase tree cover.**
- 4. 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 SDP is limited to the L-A-C zoned Parcel 27. This parcel was originally issued a letter of exemption from the Woodland Conservation Ordinance due to its site characteristics; there are slightly less than 10,000 feet of woodlands on-site on Parcel 27. 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, 20 percent of the site is required to have tree canopy coverage per a condition of approval on the CDP and preliminary plan. This has been demonstrated by including a copy of the Worksheet for Calculating Tree Cover Credit on the schedule and detail sheet of the landscape plan.

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

Strategies

- 1. 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.**
- 2. Encourage the use of alternative energy sources such as solar, wind, and**

hydrogen power. Provide public examples of uses of alternative energy sources.

The project proposes the use of green building techniques in the design of the library as outlined in a letter from Schlenger/Pitz Associates to The Lukmire Partnership dated September 5, 2008. The information submitted states that the certification level to be sought is the lowest level or “Certified” level. No commitment has been made to provide energy efficient designs on the other proposed buildings.

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

Strategies

- 1. 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.**
- 2. Require the use of full cut-off optic light fixtures should be used for all proposed uses.**
- 3. 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.

The lighting fixtures shown on the landscape plan are styles that produce light pollution, not control it. The lighting fixtures must be revised to those using lighting technologies that limit the total light output and reduce sky glow and off-site glare. Full cut-off optic light fixtures must be used. 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.

A note has been added to the landscape and lighting plan stating the all lighting provided shall be full cut-off fixtures. Information must be submitted from the manufacturer indicating that the specific light fixtures proposed fulfill this requirement. This will be discussed further in the environmental review portion of this memorandum.

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

Strategies

- 1. Evaluate development proposals using Phase I noise studies and noise models.**
- 2. Provide for adequate set backs for projects located adjacent to existing and**

proposed noise generators.

3. 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 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.

The TCPII shows the unmitigated 65 dBA Ldn noise contour and a line labeled “65 dBA Ldn (mitigated).” The principles of Policy 6 have been adequately addressed.

CONFORMANCE WITH THE GREEN INFRASTRUCTURE PLAN

The following policies support the stated measurable objectives of the 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 Gap Areas as identified in the Countywide Green Infrastructure Plan, which cover a small portion of the property, adjacent to Collington Branch. These features have been preserved to the fullest extent possible given the need for a large stormwater management pond.

Policy 2: Preserve, protect, and enhance surface and ground water features and restore lost ecological functions.

Preservation of water quality in this area will be provided through the protection of the off-site Patuxent River primary management area (PMA) and the application of best stormwater management practices for stormwater management.

Policy 3: Preserve existing woodland resource and replant woodland, where possible, while implementing the desired development pattern of the 2002 General Plan.

The subject property is zoned L-A-C which calls for a high density of mixed uses. The site is exempt from the Woodland Conservation Ordinance, so the ability to require woodland conservation on-site does not exist. A condition of approval of the CDP requires on-site tree canopy to equal 20 percent of the site’s acreage. This will be discussed further in the environmental review portion of this memorandum.

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. The 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 and applied at time of permitting. Off-site impacts to wetlands and wetland buffers are proposed for utility connections east of the subject property. A modified version of this condition is recommended that includes all current practices.

Recommended 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.

- 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 approval 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 the time of preliminary plan application. The letter of justification must fully explain all efforts to avoid or minimize impacts to the delineated PMA.

A letter of justification was submitted and reviewed with the preliminary plan application. The Planning Board made the required finding that the resources had been protected to the fullest extent possible.

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 development of this site and this is acknowledged by the condition above. The original SDP submittal showed the pond with a path around it, but the landscaping shown was minimal and did not meet the goal of the pond becoming “an amenity.” As noted above, the impacts to the PMA have been minimized.

Staff from the applicant’s engineers, the Department of Public Works and Transportation, and M-NCPPC met to discuss the possible changes to the site design to incorporate appropriate low-impact development techniques on September 8, 2008. Because the added techniques will not change the overall concept of the treatment of stormwater significantly, a revision to the stormwater concept approval is not necessary. Revised stormwater management plans were submitted, stamped as printed on September 18, 2008, which included minor additional plantings in the spillway area.

A revised pond landscaping plan was stamped as received on December 31, 2008, which shows considerably more landscaping being planted in association with the stormwater management facility. The Department of Public Works has given approval for the additional planting within the delineated stormwater management easement, with the stipulation that it be privately maintained.

Recommended Condition: Prior to certification of the SDP, the approved stormwater management technical plans shall be submitted demonstrating landscape plantings and afforestation within the stormwater management easement in accordance with the pond landscaping plan approved as part of the SDP. The technical plan must note that the property owner will be responsible for maintenance of the landscaping and afforestation areas.

Conformance with Conditions of Approval for CDP-0602

Comprehensive Design Plan CDP-0602 and Type I Tree Conservation Plan TCP1/004/08 were approved on May 15, 2008, subject to conditions. Conformance with environmental conditions

contained in PGCPB Resolution No. 08-79 in the current application is evaluated below.

3. **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.**

Preservation and protection of the environmental features related to Collington Branch was addressed with the approved preliminary plan.

4. **The specific design plan shall show the use of some 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 two interpretive signs. One sign shall describe the use of low impact development techniques and the second sign shall describe the use of 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.**

The SDP has been revised to show the required landscaping. The landscape plan has been revised to include the location and a proposed graphic design for the interpretative sign for low-impact development practices, and details required for the placement of the exterior signage. The interpretive sign for the green building techniques has not been included on the plans. The revised design of the pond area results in it meeting the requirement that it be designed as an amenity.

Recommended Condition: Prior to certification of the SDP, the plan shall be revised to include the proposed graphic design for the interpretive sign for the library, which illustrates green building techniques incorporated into the design, and describes the concept of green buildings.

5. **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.**
6. **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.**

The required schedule which demonstrates that the 20 percent tree canopy coverage has been met has been provided. Based on a site area of 14.60 acres (only the L-A-C portion of the site), 127,175 square feet of tree cover is required (20 percent of 14.60 acres). The plant schedule on sheet C-11 (11 of 23) shows 300 large shade trees, 30 ornamental trees, 65 large evergreen trees, and 40,000 square feet of afforestation resulting in a proposed tree canopy cover of 127,609 square feet which meets the 20 percent requirement.

7. **At least 30 days prior to approval 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 within the development.**

A statement regarding how green building techniques and energy conservation methodologies may be incorporated into the buildings on the site has been submitted. No commitment has been made to incorporate green building techniques into the library building or any of the other buildings proposed on-site.

Recommended Condition: Prior to certification of the SDP, a statement shall provided regarding what specific green building techniques and energy conservation methodologies have been incorporated into the design of the library.

8. **At least 30 days prior to the approval 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.**

Submission of 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 was previously requested. Full cut-off optic light fixtures were required to be used throughout the development and placed and directed downward to reduce glare and light intrusion. On the commercial portions of the site, particular attention was requested to the positioning and levels of lighting fixtures to eliminate light spill-over to the residential portions of the site. A lighting analysis was also requested to show resulting light levels throughout the site. A site photometric plan was submitted to the Development Review Division in response to this request.

The plan still shows lighting fixtures that are not considered full cut-off optic fixtures and a note has been added to the plan that states: "All lighting provided shall be full cut-off fixtures per conditions of approval." This is insufficient when the fixtures are in conflict with the note.

Recommended Condition: Prior to certification of the SDP, the lighting plan shall be revised as follows:

- a. Include the specific light fixtures proposed and the associated details and their proposed locations. Light fixtures shall be full cut-off optic fixtures.
 - b. Include a revised photometric plan that reflects the changes made to the fixtures and the resulting light levels.
 - c. Add the following note: "Light fixtures on the commercial portion of the site shall be positioned to ensure that they are not directed toward the residential uses."
- 9. 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.**

This condition was addressed with the certification of the CDP. The unmitigated 65 dBA (Ldn) contour has been shown on the TCPII and the SDP.

- 10. 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.**

A Phase II noise study prepared by Phoenix Noise and Vibration, LLC, dated May 5, 2008, was submitted and was found to fully address noise mitigation measures necessary to reduce interior and exterior noise levels to acceptable state standards. The SDP shows the location of the noise barriers recommended in the Phase II noise study, as well as the location of the mitigated 65 dBA (Ldn) noise contour.

The noise study indicates on page 3 that an eight-foot-high noise barrier is required in order to achieve the desired mitigation. The plans include details for a wall that is only six feet in height, which does not fulfill the mitigation required.

Recommended Condition: Prior to certification of the SDP, revise the details for implementation of the required noise barrier to mitigate excessive noise levels, as recommended in the Phase II noise study prepared by Phoenix Noise and Vibration, LLC and dated May 5, 2008, to provide a minimum total height for the noise barrier of eight feet.

- 11. 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.**

This condition has been refined as noted below so that it is more site specific.

Recommended Future Condition: Applications for building permits for Lots 24–29 and the units adjacent to Central Avenue that are within the 65 dBA Ldn noise contour shall contain a certification, to be submitted to M-NCPPC, prepared by a professional engineer with competency in acoustical analysis using the certification template. The certification shall state that the interior noise levels have been reduced through the proposed building materials to 45 dBA Ldn or less.

- 12. 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.**

This condition will be carried forward and addressed at the time of grading permits.

- 13. At least 30 days prior to any hearing on the first specific design 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 specific design plan shall incorporate low impact development techniques, tree canopy, and environmentally sensitive design features.**

As noted above, 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 was held on September 8, 2008.

- 14. Prior to signature approval of the CDP, the TCPI shall be revised as noted below, 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.**

Comment: Conditions related to revisions to the TCPI were addressed prior to signature

approval. The TCPII submitted is in conformance with the approved TCPI.

18. **The entire site frontage along Hall Road shall be landscaped with street trees with a minimum caliper of 2.5 to 3 inches at the time of planting, and spaced not more than 50 feet on center.**
19. **A variety of native plants (deciduous and evergreen trees, shrubs and ornamental grasses) shall be installed along the entire eastern property line in accordance with the buffer yard requirements in the Prince George's County *Landscape Manual*. The applicant shall install 10 percent more plant units along the eastern property line than required under the Prince George's County *Landscape Manual*.**
25. **The following design standards shall be included in a revised comprehensive design text:**
 - h. **A minimum of 80 percent of the plant materials used in the landscape buffer yards shall be native/non-invasive plants. The use of invasive plants shall be prohibited throughout the entire site.**

Comment: The landscape plan shall be reviewed for conformance with these conditions by the Urban Design Review Section. The need to identify what plant materials have been considered as native and how a determination that this requirement has been fulfilled has been discussed elsewhere in this memorandum.

Conformance with Conditions of Approval for Preliminary Plan 4-06126

1. **Forty five (45) days prior to the Planning Board hearing for the specific design plan, the applicant 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 specific design plan shall incorporate some low impact development techniques, tree canopy, and environmentally sensitive design features.**

As noted above, 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 was held on September 8, 2008, and the plans were revised to reflect the discussion at that meeting.

2. **Prior to signature approval of the preliminary plan, the TCP I shall be revised as follows:**
 - a. **Revise the woodland conservation worksheet to correctly reflect the determination of the woodland conservation requirement for the site using the standard woodland conservation worksheet, and indicate how the requirement will be fulfilled.**
 - b. **Have the plan signed and dated by the qualified professional who**

prepared it.

Comment: The preliminary plan, comprehensive design plan, and TCPI for this site have satisfied all pertinent conditions and have received signature approval.

13. As part of the first specific design plan approval, the applicant, and applicant's heirs, successors, and/or assignees shall obtain Planning Board approval for an interpretive sign, its location, design, and trigger for installation.

Comment: As noted above, the final details of this issue are recommended to be dealt with at time of certificate approval because insufficient information has been submitted to date.

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.

- a. The subject application consists of the 14.60-acre Hall Road property that is exempt from Woodland Conservation 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 revised Type I Tree Conservation Plan (TCPI/004/08) was submitted and has been approved. A TCPII has been submitted which is in conformance with the revised TCPI that was approved with the CDP. The plan correctly represents how the woodland conservation requirement for this site was determined, and the plan proposes to meet all woodland conservation requirements off-site.

Comment: No further information is required with regard to the TCPII.

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

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 for installation of water and sewer lines, by the Department of Public Works and Transportation for the installation of streets, the installation of stormwater management facilities, and general site grading and foundations.

Comment: This information is provided for the applicant's benefit. No further action is needed as it relates to this specific design plan review. The Washington Suburban Sanitary Commission and the Department of Public Works and Transportation may require additional soils reports during the permit process review.

The Environmental Planning Section's recommended conditions have been included below.

Fire/EMS Department—In a memorandum dated September 2, 2008, the Prince George's County Fire/EMS Department offered information on needed accessibility for fire apparatuses, private road design, and the location and performance of fire hydrants.

Department of Public Works and Transportation (DPW&T)—In a memorandum dated July 19, 2008, DPW&T stated that the internal subdivision streets and frontage improvements on Devonwood Drive are in the jurisdiction of the City of Bowie and MD 214 and MD 978 are state maintained and that the proposed specific design plan is consistent with approved Stormwater Management Concept Plan 46304-2006-00, dated November 17, 2006. However, in a subsequent memorandum dated January 26, 2009, they more correctly stated that the plan is in conformance with Stormwater Management Concept Plan 46304-2006-04.

Washington Suburban Sanitary Commission (WSSC)—In a memorandum dated July 17, 2008, WSSC stated that a water and sewer extension would be required and that Project DA4550A is an approved project within the limits of the subject site. WSSC also offered specific contact information for additional information on the approved project.

Maryland State Highway Administration (SHA)—In a letter dated July 17, 2008, SHA stated that:

- The proposed access and median break to and along MD 214 was feasible. The proposal for this has been presented to SHA and is currently going through the process for approval with the Department of Public Works.
- Prior to SHA approval of access, a formal submission of a detailed plan and support documentation reflecting a grading and paving plan drawn to suitable scale (1:10 to 1:50), stormdrain design and computations, pavement marking, signing and striping plan, and design request (DR) for a traffic signal at MD 214/Site Access main entrance showing the SHA requirements must be presented for review and comment.
- The proposed entrance must comply with all design standards of SHA, be of an appropriate width and include acceleration and deceleration lanes as required by sight distance evaluations and traffic on MD 214.
- Until such time when access is granted by SHA and DPW&T and a plan is submitted demonstrating the applicant's proposal, SHA is only supportive of a conceptual plan.

PEPCO—At the time of this writing, staff has not received comment from the Potomac Electric Power Company (PEPCO).

Verizon—In an e-mail dated September 12, 2008, a representative of Verizon stated that if the applicant cannot provide a public utility easement to all units, then they would need to produce a letter signed by each utility stating that they can work with the plans as designed, or Verizon would recommend disapproval of the project.

City of Bowie—In a letter dated October 8, 2008, a representative of the City of Bowie stated that, on October 6, 2008, the Bowie City Council conducted a public hearing on the above referenced SDP. During that hearing, the Council expressed its appreciation to the applicant and area residents regarding their cooperative efforts to formulate a mixed-use project of this caliber. At the conclusion of the public hearing, the City Council voted unanimously to recommend

approval, subject to seven conditions, most of which have been incorporated in the recommended conditions below.

14. The project meets the guidelines for approving a specific design plan outlined in Section 27-528(a) of the Zoning Ordinance. Each required finding regarding Planning Board approval of a specific design plan is provided in **BOLD** face type followed by staff comment as to how the finding may be made. Specifically:

(1) The plan conforms to the approved Comprehensive Design Plan, the applicable standards of the Landscape Manual, and except as provided in Section 27-528(a)(1.1), for Specific Design Plans for which an application is filed after December 30, 1996, with the exception of the V-L and V-M Zones, the applicable design guidelines for townhouses set forth in Section 27-274(a)(1)(B) and (a)(11)...

Section 27-274(a)

(1)(B) The applicant shall provide justification for, and demonstrate to the satisfaction of the Planning Board or District Council, as applicable, the reasons for noncompliance with any of the design guidelines for townhouses and three-family dwellings set forth in paragraph (11), below.

(11) Townhouses and three-family dwellings.

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

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

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

(D) To convey the individuality of each unit, the design of abutting units should avoid the use of repetitive architectural elements and should employ a variety of architectural

features and designs such as roofline, window and door treatments, projections, colors, and materials. In lieu of this individuality guideline, creative or innovative product design may be utilized.

- (E) To the extent feasible, the rears of townhouses should be buffered from public rights-of-way and parking lots. Each application shall include a visual mitigation plan that identifies effective buffers between the rears of townhouses abutting public rights-of-way and parking lots. Where there are no existing trees, or the retention of existing vegetation is not practicable, landscaping, berming, fencing, or a combination of these techniques may be used. Alternatively, the applicant may consider designing the rears of townhouse buildings such that they have similar features to the fronts, such as reverse gables, bay windows, shutters, or trim.**
- (F) Attention should be given to the aesthetic appearance of the offsets of buildings.**

Comment: As per Finding 8 and Finding 11, staff has reviewed the proposed specific design plan against the relevant requirements of the Landscape Manual and the requirements of the approval of the relevant comprehensive design plan, and found it to be in conformance. Additionally, staff has reviewed the proposed plans against the specific requirements for townhouses and found it to be in conformance.

- (2) The development will be adequately served within a reasonable period of time with existing or programmed public facilities either shown in the appropriate Capital Improvement Program or provided as part of the private development;**

Comment: In a memorandum dated August 20, 2008, the Countywide Planning Division stated that the development would be adequately served with existing or programmed public facilities either shown in the appropriate Capital Improvement Program or provided as part of the private development. Additionally, in a memorandum dated September 4, 2008, the Transportation Planning Section concluded that the subject development will be adequately served within a reasonable period of time, if the subject application were approved subject to certain specified conditions. Those conditions have been included in the recommendation section of this report.

- (3) Adequate provision has been made for draining surface water so that there are no adverse effects either on the subject property or adjacent properties; and**

Comment: In a revised memorandum dated January 26, 2009, the Department of Public Works and Transportation stated that the proposed specific design plan is in conformance with approved Stormwater Management Concept Plan 46304-2006-04, the relevant plan for the site.

- (4) The plan is in conformance with an approved Tree Conservation Plan.**

Comment: Technically, the subject parcel is exempt from the Woodland Conservation Ordinance because it contains less than 10,000 square feet of regulated woodlands. The applicant has, however, submitted a TCPII that the Environmental Planning Section found to be in compliance with the Woodland Conservation Ordinance, in order to account for off-site mitigation on an off-site fully wooded parcel to be cleared so that a stormwater management pond may be built.

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 Specific Design Plan SDP-0801 and Type II Tree Conservation Plan TCPII/050/08 subject to the following conditions:

1. Prior to signature approval, the plans shall be revised or the required documentation submitted as follows:
 - a. Minimum pavement width for the proposed street that serves the townhouses shall be increased to 22 feet.
 - b. Provide an eight-foot-wide sidewalk along the subject site's entire frontage of Hall Road, unless modified by SHA.
 - c. A pedestrian crosswalk shall be provided across Hall Road at its intersection with Devonwood Drive, subject to approval by the SHA. This crosswalk shall be marked and labeled on the approved specific design plan.
 - d. Provide a small number of inverted "U" type bicycle racks in front of the proposed credit union and pharmacy buildings. All bike racks provided throughout the site shall be of the inverted "U" type design.
 - e. Provide a marked crosswalk from the proposed fitness trail to the sidewalk around Parcel A.
 - f. Add a note to the plan stating the following:

"The applicant shall work with the City of Bowie, SHA, and Washington Metropolitan Area Transit Authority (WMATA) on relocating the bus shelter from its current location at the intersection of Pointer Ridge Drive and Hall Road to an area along the frontage of the subject property on Hall Road. If WMATA, SHA, and the City of Bowie agree to this relocation, it shall be the applicant's responsibility to construct the bus shelter in conformance with WMATA standards."
 - g. The applicant shall add a note to the plans that information shall be provided and be clearly visible in the sales office at all times regarding the optional inclusion of an entranceway ramp and kitchen counters and cabinets reduced in height to conform to universal design guidelines designed to accommodate access for the elderly and/or physically handicapped.
 - h. The landscape plan shall be revised as follows:

- (1) Delete white pine (*Pinus strobus*) and sweetgum (*Liquidambar styraciflua*) from the plant schedule; (City of Bowie, Condition 3.C.)
 - (2) Consider the use of the following materials in the plant schedule: swamp white oak (*Quercus bicolor*), white oak (*Quercus alba*), nuttall oak (*Quercus nuttali*), honeylocust (*Gleditsia triacanthos*), hornbeam (*Carpinus caroliniana*), American elm (*Ulmus americana*), and/or red maple (*Acer rubrum*); (City of Bowie, Condition 3.C.)
 - (3) Revise the plant list on the landscape plan to indicate which plant materials are considered to be native;
 - (4) Identify the source for the determination of what plants are native; and
 - (5) Demonstrate how the percentage of native plants in specific landscape features on the plans fulfills the requirement that 80 percent of the bufferyard be native plants.
- i. A statement shall be provided regarding what specific green building techniques and energy conservation methodologies have been incorporated into the design of the library.
 - j. The plan shall be revised to include the proposed graphic design for the interpretive sign for the library which illustrates the green building techniques incorporated into the design and describes the concept of green buildings.
 - k. The lighting plan shall be revised as follows:
 - (1) Include the specific light fixtures proposed, the associated details, and their proposed locations. Light fixtures shall be full cut-off optic fixtures.
 - (2) Include a revised photometric plan that reflects the changes made to the fixtures and the resulting light levels.
 - (3) Add the following note:

“Light fixtures on the commercial portion of the site shall be positioned to ensure that they are not directed toward the residential uses.”
 - l. The details for the implementation of the required noise barrier to mitigate excessive noise levels, as recommended in the Phase II noise study prepared by Phoenix Noise and Vibration, LLC and dated May 5, 2008, to provide a minimum total height for the noise barrier of eight feet shall be revised to the satisfaction of the Environmental Planning Section as designee of the Planning Board.
 - m. The applicant shall include the following wording and a detail for archeological interpretative signage on the plans:

“Hall Station was a small community that grew up around a stop on the Popes Creek line of the Baltimore and Potomac Railroad in the late 19th century. It was named for Francis Hall, who formerly owned the land on which the train stop

was located and resided on a farm to the west. The Popes Creek line began service on January 1, 1873, and provided ready rail transport to markets in Baltimore and Washington for farmers in southern Prince George’s County. Small railroad stops typically included a general store, post office, grist and saw mill, and blacksmith shop. The 1878 Hopkins map of Prince George’s County shows two stores and a steam saw mill at Hall Station. **(1878 Hopkins Map showing Hall Station)**

“A steam-powered saw mill and dwelling were built on this property in 1872 by John Rombach and Lemuel Porter. Sawn lumber could be easily transported over the rail line. Rombach sold the tract with the saw mill to Harry Sears in 1882. The saw mill may have continued in operation until the early 20th century. **(Picture of saw mill and a deed)**

“Hall Station continued to grow and additional houses were added in the early 20th century. However, it never developed into a substantial town. Passenger traffic on the railroad declined with the spread of the automobile and was terminated in 1949. Today the Popes Creek line carries coal to the PEPCO power plant on the Potomac River in Charles County.”

Such sign shall be placed proximate to, and be of the same design as, the interpretative signage regarding environmental aspects of the project to be placed inside the library. Final design of the sign, its text, and exact placement shall be approved by the staff archeologist and the Urban Design Section as designee of the Planning Board.

- n. A note shall be added to the plans stating that the land use on the 1,270-square-foot pad site shall comply with the requirements of Condition 7 of Basic Plan A-9838-C.
- o. A note shall be added to the plans stating that automated teller machines shall be permitted as an accessory use and shall be located within the building envelope secure of the principal use, so that the automated teller machine is secure.
- p. 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.
- q. A note shall be added to the plans stating that the brick to be utilized in the decorative screen and/or “perimeter” wall shall be identical to the brick utilized for the project’s buildings.
- r. Prior to certification of the SDP, revise the details for implementation of the required noise barrier to mitigate excessive noise levels, as recommended in the Phase II noise study prepared by Phoenix Noise and Vibration, LLC and dated May 5, 2008, to provide a minimum total height for the noise barrier of eight feet.
- s. The approved stormwater management technical plans shall be submitted demonstrating landscape plantings and afforestation within the stormwater management easement in accordance with the pond landscaping plan approved as part of the SDP. The technical plan must note that the property owner will be responsible for maintenance of the landscaping and afforestation areas.

- t. A note shall be provided on the SDP indicating that a cross-over agreement will be recorded allowing all nonresidential uses to share parking areas and driveway aisles across property lines.
- u. The two “Do Not Enter” signs shall be installed at the exit of the drive-through lanes of the credit union building. Similarly, two “Stop” signs should be placed at the exit to control vehicles leaving the drive-through windows.
- v. A narrow median shall be constructed adjacent and parallel to the extreme northern drive-through lane serving the pharmacy.
- w. The parking space at the southern end (closest to MD 214) in the bay of 13 parking spaces to the immediate east of the MD 214 access shall be striped and signed “No Parking.”
- x. Low maintenance/low-growing vegetation shall be installed in the median at the MD 214 access.
- y. Low maintenance/low-growing shrubbery shall be planted at the heads of the row of 12 parking spaces, between the proposed shade trees, located to the east of the pharmacy building.
- z. At least two benches and one trash receptacle shall be located near the entrance of the credit union building.
- aa. A note shall be added to the plans stating that no flags or banners shall be mounted, suspended, or otherwise displayed from any building in the nonresidential area of the project except one standard size American flag.
- bb. The following shall be respected with respect to architecture and building materials in the nonresidential area:
 - (1) The color of the standing seam metal roof of each building shall be consistent and dark in color.
 - (2) The color of the doors proposed on the eastern and western elevations of the pharmacy shall be painted to match the color of the brick (red) where these are located.
 - (3) The pattern of red and soldier course of blond brick used on the walls of the pharmacy shall be used on all sides of the two canopy supports for the pharmacy drive-through, from finished grade to the top of these canopy supports.
 - (4) If shopping carts will be used at the pharmacy, they shall be stored completely within the building at all times.
- cc. In the residential area, in order to improve the quality and the appearance of the end walls of the Hazelton models, the standard side elevation of this model shall include brick up to the top of the first floor, from the front to the back of the unit, as is proposed on the side elevation of the Matisse-Picasso units. Also, the standard side elevation of the Hazelton models shall include at least four windows (two are proposed) with a fourth window

added to the high visibility side elevation. Finally, in order to add interest to the side walls of all Hazelton units, shutters shall be provided along all windows on side elevations.

- dd. The handicap parking spaces throughout the development shall be painted blue in their entirety, in addition to the standard pavement-painted symbol and signage at the head of those spaces. A note to this effect shall be provided on the SDP.
- 2. Prior to issuance of the building permit, the applicant shall provide a photograph of the placement of the interpretive sign referenced in Condition 1(n).
- 3. The applicant and the applicant's heirs, successors, and/or assignees shall provide an eight-foot-wide sidewalk along the subject site's entire frontage of Hall Road, unless modified by SHA.
- 4. Development of this property shall be limited to a mix of uses where the net new trips shall not exceed 207 AM peak-hour trips and 677 PM peak-hour trips. Any development generating a traffic impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
- 5. Prior to record plat, the applicant and the applicant's heirs, successors, and/or assignees 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. Toward this end, the applicant and 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. If additional road frontage improvements are required by DPW&T, a wide asphalt shoulder to wide outside curb lane should be considered to accommodate bicycle traffic.
- 6. Prior to the issuance of applications for building permits for Lots 24–29 and the units adjacent to Central Avenue that are within the 65 dBA Ldn noise contour the units shall be certified, by a professional engineer with competency in acoustical analysis using the certification template, to have reduced interior noise levels to 45 dBA Ldn or less. Written proof of such certification shall be submitted to M-NCPPC at time of application for these building permits.
- 7. 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.
- 8. Prior to the time of final plat of subdivision, the applicant shall be conditioned to dedicate all rights-of-way for MD 214 and Hall Road as identified on the preliminary plan.
- 9. Prior to the issuance of any building permits, the following improvements shall be in place, under construction, bonded (or letter of credit given to the appropriate agency for construction), 100 percent funded in a CIP/CTP or otherwise provided by the applicant and the applicant's heirs,

successors, and/or assignees:

- a. At the signalized intersection of Church Road and MD 214:
 - Provide a double left turn, two through lanes, and a shared through-right-turn lane on the eastbound approach.
 - Provide a separate left, through, and right lanes on the southbound approach.
 - Provide a double left turn, two through lanes, and a shared through-right-turn lane on the westbound approach.
 - Provide a double left turn, a through lane, and a right-turn lane on the northbound approach.
- b. At the intersections of MD 214 and both retail site accesses:
 - Provide a separate left and right lane on the southbound approach.
 - Provide a left turn and two through lanes on the eastbound approach.
 - Provide a right turn, and two through lanes on the westbound approach.
 - Install a traffic signal subject to SHA requirements.
- c. At the intersections of Hall Road and both retail site accesses:
 - Provide a separate left and through lane on the westbound approach.
 - Provide a shared through and right-turn lane on the eastbound approach.
 - Provide a shared left and right-turn lane on the northbound approach.