



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

PGCPB No. 15-52

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco

File No. CSP-14003

RESOLUTION

WHEREAS, the Prince George's County Planning Board is charged with the approval of Conceptual Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on May 21, 2015, regarding Conceptual Site Plan CSP-14002 for Hampton Park, Parcel E and Lot 8, Block H, the Planning Board finds:

1. **Request:** The subject conceptual site plan (CSP) application proposes to redevelop a portion of an existing shopping center property with a mixed-use project, including approximately 135,000 square feet of commercial/retail space, 125,000 square feet of office space, 600 residential multifamily dwelling units, and a 250-room hotel, to be constructed in two phases.
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone	M-X-T	M-X-T
Use(s)	Integrated Shopping Center	Commercial/Retail, Office, Multifamily and Hotel
Gross Acreage	24.55	24.55
Floodplain Acreage Area	23.05*	TBD
Parcels	1 Parcel; 1 Lot	10 Parcels
Total GFA (Sq. Ft.)	40,000	1,165,000
Commercial/Retail	40,000	135,000
Office	-	125,000
Multifamily Dwellings (600 Units)	-	750,000
250-Room Hotel	-	155,000

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

Base Density Allowed	0.40 FAR
Residential	1.00 FAR
Outdoor Plazas	TBD
Total FAR Permitted	1.40 FAR (Optional Method of Development)
Total FAR Proposed	1.09 FAR**

Note: *This acreage is taken from the approved Natural Resources Inventory Plan and is anticipated to be reduced through floodplain mitigation currently pending with DPIE.

****FAR may be increased at the time of DSP in accordance with the provisions of Section 27-545(b) of the Zoning Ordinance.**

3. **Location:** The subject property is located in the southwest quadrant of the intersection of Central Avenue (MD 214) and the Capital Beltway (I-95/495), in Planning Area 75A and Council District 6.
4. **Surrounding Uses:** The project is directly adjacent to the ramp to the Capital Beltway (I-95/495) and has frontage on Central Avenue (MD 214). The site is bounded to the east by the right-of-way of the Capital Beltway; to the north by the right-of-way of MD 214; to the west by the remaining part of the existing shopping center in the Commercial Shopping Center (C-S-C) Zone; and to the south by an existing industrial park known as Hampton Park in the Light Industrial (I-1) Zone. The lot in Hampton Park, directly adjacent to the subject site, is used for warehousing purposes.
5. **Previous Approvals:** The property was part of an existing shopping center, which was built in or about 1970 in the C-S-C Zone. The 2010 Approved Subregion 4 Master Plan and Adopted Sectional Map Amendment (Subregion 4 Master Plan and SMA) placed the subject property in one of the designated industrial centers known as Hampton Park/Steeplechase 95 and rezoned the property to the M-X-T Zone. The shopping center site was partially converted into a church and has a previously approved Detailed Site Plan (DSP-04002) for a private school for 140 students and a day care center for 106 students. A revision to DSP-04002 was approved administratively in 2006 for an International House of Pancakes (IHOP) restaurant. The private school and day care center approved in DSP-04002 and DSP-04002-01 no longer exist on the site. A new Preliminary Plan of Subdivision, 4-14020, covering 24.55 acres of the property is currently pending. The property does not have an approved stormwater management concept plan; however, an application has been submitted to DPIE for review. A condition requiring the applicant to provide a copy of the required approval prior to certification has been included in this resolution.
6. **Design Features:** The proposed CSP site occupies most of the eastern half of the existing shopping center known as Hampton Mall. The development will be constructed in two phases: Phase I involves approximately 175,000 square feet of commercial/retail space, 253 residential multifamily dwelling units, 125,000 square feet of office space, and a 250-room hotel at the front of the development site. Phase II includes removal of approximately 40,000 square feet of the existing commercial/retail space, and an addition of 347 multifamily dwelling units at the rear of the development site.

The development site will be accessed through Central Avenue (MD 214) to the north and the remaining part of the shopping center site to the west. The access off MD 214 is a limited right-in/right-out intersection. The access from the existing shopping center site is a dedicated public right-of-way, which is further connected to Hampton Park Boulevard to the west, which eventually intersects with MD 214.

The illustrative plan included in this CSP application shows a main street leading to the site from MD 214 with buildings lined up on both sides of the street, which terminates at a large surface parking lot in front of a commercial building at the southernmost end of the site. The multifamily development is concentrated on the east side of the site, adjacent to the Capital Beltway. The hotel and office building are proposed centrally to the site and retail pad sites and are proposed toward the west, nearest the existing retail in the area. Two public urban plazas are included in the plans. The one close to the entrance off MD 214 is comparatively smaller than the other one, which is located further south into the site where the illustrative plan indicates two multifamily buildings. The smaller plaza is surrounded to the north by the proposed hotel building, to the east by the multifamily building, to the south by the proposed office building, and to the west by the main street. The second plaza is larger than the first, and is surrounded to the north, east, and south by two multifamily residential buildings and to the west by the surface parking lot. Since the plaza closest to the main entrance will be highly visible and will be used extensively by commercial users, compared to the second plaza further inside the site which is anticipated to serve the residential components, the Planning Board requires that the first plaza be expanded to the extent practical. Additional plaza design elements will be required and reviewed at the time of detailed site plan (DSP).

The architectural design of the project features contemporary architectural style with emphasis on the variation of façades through the application of different building volumes and massing, architectural design elements, and finish materials. A uniform sign design will be utilized throughout the entire project. The exterior of highly visible building elevations fronting all of the public roadways will be finished predominantly with brick and masonry building materials. All on-site lighting fixtures will be full cut-off luminaires. In addition, green building techniques should be used throughout the entire site and building design, as well as in building electrical and mechanic system designs and appliance selection. Those items will be further reviewed at the time of DSP when relevant detailed information is available.

Recreational Facilities: The Preliminary Plan of Subdivision (4-14020) will determine if on-site private recreational facilities are appropriate for the project development to serve the future residents. However, in accordance with Park and Recreation Facilities Guidelines, for a development of 600 residential multifamily dwelling units in Planning Area 75A, a recreational facility package worth approximately \$570,000 is needed to serve this development. If the on-site private recreational facilities are required for this project at the time of preliminary plan of subdivision, the DSP will ensure the adequacy and proper siting of the required recreational facilities.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance:** The subject application has been reviewed for compliance with the following Zoning Ordinance requirements:

- a. The subject application is in conformance with the requirements of Section 27-547, which governs uses in mixed-use zones.
 - (1) The proposed multifamily residential units, office, hotel, and commercial/retail uses are permitted uses in the M-X-T Zone.
 - (2) Section 27-547(d) provides standards for the required mix of uses for sites in the M-X-T Zone as follows:
 - (d) **At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:**
 - (1) **Retail businesses;**
 - (2) **Office, research, or industrial uses;**
 - (3) **Dwellings, hotel, or motel.**

The submitted CSP proposes approximately 135,000 square feet of commercial/retail space, 125,000 square feet of office space, 600 residential multifamily dwelling units, and a 250-room hotel, which meets the requirements of Section 27-547(d).

- b. Section 27-548, M-X-T Zone regulations, establishes additional standards for the development in this zone. The CSP's conformance with the applicable provisions is discussed as follows:
 - (a) **Maximum floor area ratio (FAR):**
 - (1) **Without the use of the optional method of development—0.40 FAR**
 - (2) **With the use of the optional method of development—8.0 FAR**

This development will use the optional method of development and specifically utilize the two bonus incentives in Section 27-545(b) as follows:

(b) Bonus incentives.

(4) Residential use.

- (A) Additional gross floor area equal to a floor area ratio (FAR) of one (1.0) shall be permitted where twenty (20) or more dwelling units are provided.**

(6) Outdoor plaza.

- (A) Eight (8) gross square feet shall be permitted to be added to the gross floor area of the building for every one (1) square foot of outdoor plaza provided. The plaza shall be open to the sky, except for street furniture, landscaping, or similar items, or any sun or rain shades (not including open arcades) which cover not more than twenty percent (20%) of the plaza area. The plaza shall reflect a high degree of urban design which encourages a variety of human activities, such as walking and sitting in a pleasant public space. The plaza, and any buildings on the south side of the plaza, shall be arranged and designed to admit sunlight to the plaza. The plaza shall contain extensive plantings, a range of seating options, other street furniture, and works of art or water features, such as statuary, fountains, and pools. The plaza shall be surfaced in textured concrete, masonry, ceramic paving units, wood, or other approved special surfacing material. Lighting shall be furnished which provides for both safety and visual effect. The minimum size of a plaza shall be eighty (80) feet by one hundred (100) feet.**

The CSP proposes a total of 600 multifamily dwelling units and two plazas with a proposed maximum floor area ratio (FAR) of 1.09, which meets this requirement. However, the minimum size of the plaza that is qualified for the incentive above should be 80 by 100 feet, or 8,000 square feet. The specific design and dimensions of the proposed plaza will be reviewed at the time of DSP for conformance with this requirement.

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

The illustrative plan shows that the uses included in this CSP will be located in eight buildings and on several lots.

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

This requirement is not applicable since this application is for a CSP. Subsequent DSP approvals will provide regulations for the development on this property.

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

The development is subject to the requirements of the 2010 Prince George's County Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses at the time of DSP.

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

The FAR for the proposed development of 1,165,000 square feet on a 24.5-acre site is 1.09, which is calculated in accordance with the requirement.

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

There are no private structures within the air space above, or in the ground below, public rights-of-way as part of this project. Therefore, this requirement is inapplicable to the subject case.

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

This requirement will be reviewed for conformance at the time of the review of Preliminary Plan 4-14020.

- (h) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand eight hundred (1,800) square feet in size, and shall have at least sixty percent (60%) of the full front façades constructed of brick, stone, or stucco. In addition, there shall be no more than six (6) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than six (6) dwelling units (but not more than eight (8) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than six (6) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development, and the end units on such building groups shall be a minimum of twenty-four (24) feet in width. The minimum building width in any continuous, attached group shall be twenty (20) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development, and the end units on such building groups shall be a minimum of twenty-four (24) feet in width. The minimum building width in any continuous, attached group shall be twenty-two (22) feet, and the minimum gross living space shall be

one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages are preferred to be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the District Council may approve a request to substitute townhouses, proposed for development as condominiums, for multifamily dwellings that were required as a condition of approval in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, such townhouses are subject to all other requirements of the Zoning Ordinance.

There are no townhouses proposed in this CSP. The residential component of this CSP includes 600 multifamily dwelling units.

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

The proposed residential multifamily buildings are multistory buildings which are below 110 feet in building height. The proposed multifamily buildings meet this height requirement.

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

This requirement does not apply to this CSP.

- c. In accordance with Section 27-546(d) of the Zoning Ordinance, in addition to the findings required to approve a CSP, the Planning Board shall make the following findings for projects in the M-XT Zone.

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

The purposes of the M-X-T Zone, as stated in Section 27-542(a), include the following:

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

The subject project promotes the orderly redevelopment of an existing shopping center that is located right at the intersections of Central Avenue (MD 214) and the Capital Beltway (I-95/495), in accordance with the vision of the larger Subregion 4 Sector Plan and SMA. With a mix of commercial/retail, office, multifamily residential uses, and a 250-room hotel, this project will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens.

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

The project implements the vision of the Subregion 4 Sector Plan and SMA by providing a mixed use of commercial, office, hotel, and residential medium-density development to create a compact and walkable community within the Capital Beltway.

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

The project proposes approximately 1.09 FAR on the existing shopping center site that will conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of this mixed-use zone.

- (4) To promote the effective and optimum use of transit and other major transportation systems;**

The Planning Board finds that the subject plan conforms to the required findings for a CSP in the M-X-T Zone from the standpoint of transportation.

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

The CSP proposes four different uses that will complement each other and will coexist with the remaining shopping center to create a 24-hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area.

- (6) To encourage diverse land uses which blend together harmoniously;**

The proposal will be developed in two phases and each phase will include more than one use, but will be encouraged to be uniform in design and coordinated visually through the site design processes.

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

The CSP illustrative plan shows that eight buildings will be designed around a main street connected to two public plazas. The plans should employ various design techniques, including green building techniques and building materials, to create dynamic functional relationships among individual uses within a distinctive visual character and identity.

- (8) To promote optimum land planning with greater efficiency through the use of economies of scale and savings in energy beyond the scope of single-purpose projects;**

Green building techniques such as those employed in Leadership in Energy and Environmental Design (LEED) standards should be utilized at the time of DSP to the extent practical to promote optimum land use and great savings in energy.

- (9) To permit a flexible response to the market; and**

The M-X-T Zone is one of the mixed-use zones that were created to allow developers maximum flexibility to respond to the changing market. The CSP includes four different uses and is located within an existing shopping center that will create many development opportunities.

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

The architecture for the project will be reviewed at the time of DSP for the project. Conditions in this resolution would require that high standards be utilized to evaluate the architecture at the time of DSP, in furtherance of this stated purpose of the M-X-T Zone.

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

The subject property was rezoned to the M-X-T Zone by the Subregion 4 Master Plan and SMA, and the Master Plan did not provide any design guidelines or standards for the property. As such, the development proposed in this CSP will be subject to the requirements of the M-X-T Zone, the conditions of approval, and the required findings for approval of a CSP of the Zoning Ordinance, as discussed in Finding 7 of this report.

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

The CSP covers a large portion of the existing shopping center and will be connected to the remaining portion of the shopping center through public roadways and wide driveways. The regional roadways such as the Capital Beltway (I-95/495), Central Avenue (MD 214), and Hampton Park Boulevard further connect the project to the adjacent communities. This redevelopment is expected to rejuvenate the existing shopping center and inject new economic vitality into the immediate areas.

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

The development proposed in this CSP should be compatible with the buildings in the remaining part of the shopping center if the illustrative plan is implemented in the future. Compatibility of uses will be challenging for the proposed development, partly because of the horizontal mix of residential and commercial uses on the property. It is not clear that

there is a proposed vertical mix use, and if a pure horizontal mixed- use is proposed, then additional green area and buffering should be incorporated into the plan. Residential development adjacent to commercial development and the Capital Beltway will require additional buffering than what is shown on the plans.

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

The mix of uses in this CSP includes commercial/retail, office, residential multifamily dwellings, and hotel. The design scheme provided for review reflected on the illustrative plan provides for a cohesive development centering on a main street and two plazas. The development is capable of sustaining an independent environment of high quality and stability.

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

The project is to be completed in two stages. Phase I is designed for commercial/retail, office, hotel, and residential uses. Phase II will demolish approximately 40,000 square feet of existing commercial/retail uses and add additional residential development to allow for effective integration in the entire shopping center.

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

A comprehensive sidewalk network has been proposed to be located on both sides of all roadways and surrounds every building. The sidewalks are further connected to the remaining part of the existing shopping center. In a memorandum dated May 1, 2015, the trails coordinator stated that, from the standpoint of non-motorized transportation, it has been determined that the plan is acceptable in accordance with this requirement.

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

A condition in this resolution would require that this requirement be met when a DSP is approved for the subject project.

- (9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that**

are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.

The Planning Board finds that the plan conforms to the required findings from the standpoint of transportation planning. This issue will be revisited at the time of approval of the Preliminary Plan, 4-14020, for the subject project.

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

This requirement is to be evaluated at the time of approval of a DSP for this project. In accordance with Section 27-270, Order of Approvals, a preliminary plan shall be approved prior to approval of a DSP. With an approved preliminary plan, at the time of approval of a DSP later on for the subject project, this condition will be met.

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

The subject property measures 24.55 acres and therefore does not meet the above acreage requirement. Further, it is not being developed as a mixed-use planning community. Therefore, this requirement is not relevant to the subject project.

- d. The CSP has been reviewed for conformance with the applicable site design guidelines contained in Section 27-274 as follows:

- (1) Section 27-274(a)(2), Parking, loading, and circulation, provides guidelines for the design of surface parking facilities. Surface parking lots are encouraged to be located to the rear or side of structures to minimize the visual impact of cars on the site. Surface parking is provided for the commercial, hotel, and residential

land uses of this project. For the multifamily residential uses, structured parking garages should be provided for the residents and their guests. Most of the surface parking is anticipated to be used for the commercial uses on-site. Surface parking spaces located along the frontage of Central Avenue (MD 214) and the ramp of the Capital Beltway (I-95/495) should be transformed into green area for planting of vegetation for screening and buffering. The redesign, proposed by condition in this resolution at the time of DSP approval, is to reduce the surface parking, especially around the two multifamily buildings, to increase the presence of green space, and to provide buffering along the Capital Beltway. The Planning Board requires, in the further design of the project at the time of DSP, that a redesign of the surface parking area be provided for the commercial and hotel uses in the development.

- (2) In accordance with Section 27-274(a)(2)(B), loading areas should be visually unobtrusive and this issue will be reviewed at the time of DSP.
 - (3) In accordance with Section 27-274(a)(6)(i), Site and streetscape amenities, coordination of the design of light fixtures, benches, trash receptacles, bicycle racks, and other street furniture will be required. A comprehensive review of streetscape amenities will occur at the time of DSP.
 - (4) A comprehensive and connected public space system should be provided to enhance the commercial and multifamily areas in accordance with Section 27-274(a)(9), Public spaces. These public spaces (plazas) should incorporate high-quality design details and be integrated into the site design by a well-designed pedestrian system and continuous streetscape. An attractive mix of design features including focal points, seating areas, specialty landscaping, and specialty paving materials should be demonstrated at the time of DSP.
- e. In accordance with Section 27-574, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval at the time of DSP. Detailed information regarding the methodology and procedures to be used in determining the parking ratio is outlined in Section 27-574(b). The CSP is not required to include detailed parking information. At the time of DSP review, adequate parking and loading will be required for the proposal.
8. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The property is not subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because, even though the property measures more than 40,000 square feet, the existing shopping center does not contain more than 10,000 square feet of existing woodland. The Planning Board has issued a letter of exemption that is valid December 18, 2016.

9. **Other site plan related regulations:** Two additional regulations are applicable to the site plan review that usually requires detailed information, which can only be provided at the time of DSP. The discussion provided below is for information only:
- a. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties that are zoned M-X-T are required to provide a minimum of ten percent of the gross tract area of TCC. This CSP project has 24.55 acres in the M-X-T Zone that results in a required TCC of 2.5 acres for the site. Conformance with the requirements of the Tree Canopy Coverage Ordinance will be ensured at the time of approval of a DSP for the project when detailed information is available.
 - b. **Prince George's County Landscape Manual:** The mixed-use project will be subject to the requirements of the 2010 Prince George's County Landscape Manual (Landscape Manual). Specifically, the site is subject to Section 4.1, Residential Requirements; Section 4.2, Commercial and Industrial Landscaped Strip Requirements; Section 4.3, Section 4.4, Screening Requirements, Parking Lot Requirements; Section 4.6, Buffering Development from Streets, Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual.
- The proposed mixed-use project may have a residential multifamily component that is located adjacent to the industrially zoned property to the south, which is used for warehousing purposes. In accordance with Section 4.7(c)(2)(H), for applications proposing horizontally arranged mixed-use components under a unified development scheme on a single lot or multiple lots, the impact category for the use nearest a property line shall determine the buffering requirements for the yard. A Type 'D' bufferyard will be required if the residential development is proposed along this property line. The bufferyard includes a minimum 50 feet of building setback and 40 feet of landscape yard measured from the property line. Likewise, if multifamily development is proposed along the Capital Beltway (I-95/495), Section 4.6 of the Landscape Manual requires buffering and screening in a 75-foot-wide setback from the right-of-way. Further, if multifamily development is proposed along the western property line where existing retail and other high-impact category uses are existing, then Section 4.7 requires a 50-foot-wide building setback and a 40-foot landscape yard. These setbacks and landscaping will mitigate the negative impacts of the incompatible surrounding uses. Conformance with all of the applicable requirements of the Landscape Manual will be ensured at the time of approval of a DSP for the project when detailed information is available.
10. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The Planning Board adopts the following:

- a. **Community Planning**—The subject application conforms to the mixed-use commercial land use designation of the Subregion 4 Master Plan and SMA. Plan Prince George's 2035 designates the area in the Established Communities Growth Policy area. The vision for established communities is a context-sensitive infill and low- to medium-density development. The Planning Board concluded that there are no master plan issues associated with this application.
- b. **Subdivision Review**—The subject property (Parcel E and Lot 8, Block H) is located within the area of the Approved Subregion 4 Sector Plan and Sectional Map Amendment and within the Approved Sector Plan and SMA for Morgan Boulevard and Largo Town Center Metro Areas. The Sectional Map Amendment for Subregion 4 rezoned the properties to M-X-T (Living Area E, Change Number LE6). The properties are located on Tax Map 67 in Grid D-4 and contain 24.55 + acres. The conceptual site plan (CSP) proposes a mix use development for commercial, hotel and residential. Development as proposed will require the approval of a major preliminary plan of subdivision in accordance with Subtitle 24. At the time of this resolution, the Preliminary Plan of Subdivision (4-14020) is accepted for review.

The two pieces of property are recorded on two plats as Parcel E (NLP 103-83) and Lot 8 of Block H (VJ 171-50). The first plat recorded for the properties was Parcels A and B (WWW 68-67), and was subject to PPS review 12-3170. On this plat, there is a note along the western property line stating "2 Access points to be provided to dedicated streets (70' wide)." The creation of Parcel E was reviewed as 4-79017, and Parcels A and B were consolidated into Parcel D. At the time of this review, the State Highway Administration requested that there be no direct access to Central Avenue from Parcel E. Additionally, the review of 4-79017 required a 70-foot-wide access easement to connect to Hampton Mall Drive North, and was recorded in Liber 4412 folio 256. Parcel D has since been resubdivided as Lots 6 and 7 (VJ 171-50). Although Lot 7 is not part of this CSP review, the 70-foot-wide access easement is still valid, with the same liber and folio as reflected on the plat.

Sheet 3 of 5 of the CSP shows the development proposal continues to utilize the access easement for ingress/egress. This "Access Easement Agreement" is dated September 9, 1974. The continued use of a vehicular access to Hampton Mall Drive for transportation capacity requirements must be authorized by Planning Board with the PPS pursuant to Section 24-128 of the Subdivision Regulations. This could require the agreement to be modified to secure this development proposal.

The CSP reflects two parcels and does not show proposed lots or parcels. For the planned development abutting MD 214 and the Beltway and access ramp, direct access will be denied to consolidate access points onto these roads. MD 214 is a designated arterial and the Beltway is a designated freeway. The CDP shows proposed residential development adjacent to MD 214 and the Beltway. In accordance with Section 24-121(a)(4), residential lots adjacent to arterial classification shall be platted with a minimum lot depth of

150 feet, and residential lots adjacent to freeway road classifications shall be platted with a minimum lot depth of 300 feet. An evaluation of traffic noise will be evaluated with the PPS.

The lotting pattern, road layout, and recreational amenities as well as adequacy test for fire and rescue, police, transportation, mandatory dedication of parkland and bicycle and pedestrian off-site requirements will be further reviewed and approved by the Planning Board with the preliminary plan of subdivision. Additional right-of-way dedication may be recommended at the time of preliminary plan review.

- c. **Transportation Planning**—The Planning Board accepts the following regarding the subject project:

Analysis of Traffic Impacts

The proposal is a CSP for M-X-T property that was rezoned in 2010 from C-S-C to the current M-X-T zone by the approved 2010 Subregion 4 Master Plan and Sectional Map Amendment. In circumstances where the M-X-T Zone is granted by means of a sectional map amendment, and pursuant to Section 27-546(b)(8) a new findings of transportation adequacy is required with any new CSP application. For that reason, a traffic study, dated December 2014, has been provided for review with the CSP application. At the Subdivision Review Committee meeting for the subject application, held on April 10, 2015, the prepared submitted study was deemed acceptable and was subsequently referred to operating agencies (SHA, DPW&T, and DPIE) for their review and comments.

The proposed development totals noted in the submitted study (135,000 GSF of retail, 125,000 square feet of office, a 250-room hotel and 600 multifamily residential units) is slightly different than the levels stated above, with the proposed CSP application. Based on the levels assumed in the submitted study, the proposed development is projected to generate 748 AM peak-hour vehicle trips and 961 PM peak-hour vehicle trips by applying appropriate reduction for internal trips as recommended by the Guidelines. Internal trips discounts are to account for the capture of vehicle trips that will not be realized, or will not utilize the adjacent street network because of the proposed mix of land uses on the site.

Pursuant to recommended procedures outlined in the Guidelines for pass-by trips, the proposed development is projected to attract about 119, and 489 pass-by vehicle trips. The pass-by trips are vehicle trips made to a site (generally with commercial uses), from traffic already on adjacent streets with direct access to the subject site.

Finally, the net generated AM and PM vehicle trips are reduced by the vested AM and PM vehicle trips associated with existing shopping center. The net new AM and PM peak-hour trips associated with total development as proposed by the submitted traffic study that are assigned to the street system for required determination of adequacy are shown in the table below:

	AM Peak Hour			PM Peak Hour		
	In	Out	Tot	In	Out	Tot
Generated Trips - Proposed Development	405	343	748	455	506	961
Pass-by Trips – Proposed Development	42	24	66	125	130	255
Vested Trips – Existing Shopping Center	111	68	179	352	381	733
Pass-by Trips- Existing Shopping Center	74	45	119	235	254	489
Generated New Trips – Proposed development	294	275	569	103	125	228

The trip generation is estimated using trip rates in the “Guidelines for the Analysis of the Traffic Impact of Development Proposals (Guidelines).”

The traffic generated by the proposed plan would impact the following intersections:

- MD 214 & Off Ramp from I-95/495 NB (signalized)
- MD 214 & Off / On Ramps I-95/495 Southbound (signalized)
- MD 214 & Kingdom Shopping Center (subject site) (signalized)
- MD 214 & Brightseat Road/ Hampton Park Blvd (signalized)
- MD 214 & Ritchie Road/ Garrett Morgan Blvd (signalized)
- Hampton Blvd & Hampton Mall Dr. (signalized)
- Hampton Blvd & Ashwood Dr. (signalized)

In accordance with the “Transportation Review Guidelines, Part 1,” the study results can be used to make the required findings for this case. It is noted, however, that a new adequacy finding by the Planning Board will be needed at the time that this site advances to the preliminary plan stage.

The subject property is located within the Transportation Service Area, as defined in the approved Plan Prince George’s 2035, and Living Area E of the approved 2010 Subregion 4 Master Plan. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level of Service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Ordinance, is permitted at signalized intersections within any tier subject to meeting the geographical criteria in the Guidelines.

Unsignalized intersections: Using the Highway Capacity Manual procedure for unsignalized intersections, if no movements exceed 50.0 seconds of delay, the intersection is deemed to operate acceptably and the analysis is complete. For any movement within an unsignalized intersection with delay exceeding 50 seconds additional analysis are warranted which would lead to a “pass- fail.”

The following critical intersections identified above, when analyzed with existing traffic using counts taken in January 2014 and existing lane configurations, operate as follows:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (AM & PM)	
MD 214 & Off Ramp from I-95/495 NB	1214	1136	C	B
MD 214 & Off / On Ramps I-95/495 Southbound	1206	1450	C	D
MD 214 & Kingdom Shopping Center	765	1082	A	B
MD 214 & Brightseat Road/ Hampton Park Blvd	1059	1313	B	D
MD 214 & Ritchie Road/ Garrett Morgan Blvd	1195	1549	C	E
Hampton Blvd & Hampton Mall Dr.	506	804	A	A
Hampton Blvd & Ashwood Dr.	421	578	A	A

None of the critical intersections identified above are programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program.

Background traffic has been developed for the study area using an extensive listing of approved developments in the area. The critical intersections, when analyzed with background traffic and existing (or future) lane configurations, operate as follows:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (AM & PM)	
MD 214 & Off Ramp from I-95/495 NB	1274	1216	C	C
MD 214 & Off / On Ramps I-95/495 Southbound	1319	1574	D	E
MD 214 & Kingdom Shopping Center	828	1284	A	C
MD 214 & Brightseat Road/ Hampton Park Blvd	1171	1517	C	E
MD 214 & Ritchie Road/ Garrett Morgan Blvd	1310	1692	D	F
Hampton Blvd & Hampton Mall Dr.	537	906	A	A
Hampton Blvd & Ashwood Dr.	463	644	A	A

The following critical intersections, identified above, when analyzed with total future traffic as noted earlier using the Guidelines, and the distribution as described in the traffic study, operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 214 & Off Ramp from I-95/495 NB	1322	1235	D	C
MD 214 & Off / On Ramps I-95/495 Southbound	1386	1587	D	E
MD 214 & Kingdom Shopping Center	955	1294	A	C
MD 214 & Brightseat Road/ Hampton Park Blvd	1230	1525	C	E
MD 214 & Ritchie Road/ Garrett Morgan Blvd	1334	1704	D	F
Hampton Blvd & Hampton Mall Dr.	607	908	A	A
Hampton Blvd & Ashwood Dr.	513	651	A	A

Given these analyses, all of the study intersections operate at acceptable levels of service in the morning and afternoon peak hours except for the intersection of MD 214 with Ritchie Road and Garrett Morgan Boulevard which is projected to operate unacceptably in the afternoon peak hour.

In response to the reported inadequacy at this intersection, the applicant proposes to employ mitigation in accordance with the Guidelines for Mitigation Action and the requirements of Section 24-124(a)(6) of the County Code . This is due to the fact that the subject property is located within the Capital Beltway, and MD 214, Ritchie Road, and Garrett Morgan Blvd are all built to the full master plan recommendations.

Given that mitigation action is proposed at the MD 214/ Ritchie Road/Garrett Morgan Boulevard intersection, the submitted study shows that provision of dual left turn lanes instead of the existing single left turn lane along the south leg (Ritchie Road), concurrent with the second phase of development, would mitigate by as much as 350 percent of the site's projected impact to this intersection compared to the required 150 percent mitigation of the site impact. Finally, the traffic study recommends that construction of the needed second left-turn lane take place by removing the existing channelization islands on this approach, since there is no sufficient right-of-way along the northbound approach of Ritchie Road to complete this improvement per DPW&T standards.

As of this resolution, the Planning Board has not received any written comments from DPW&T and/or SHA. Since the proposed mitigation at this intersection is sufficient to mitigate the impact of the proposed development the finding of adequate transportation facilities is hereby made. The proposed mitigation without full implementation concurrence from operating agencies is deemed sufficiently acceptable for use in adequacy findings for this CSP application. Full concurrence from the operating agencies or alternate mitigation will be required at preliminary plan of subdivision.

Plan Review Comments

The submitted plan shows access to the proposed site will be from an existing right-in/right-out with a signalized left turn into the site from MD 214. There is no left turn out of the site at this location. While this access configuration is acceptable, applicant is encouraged to seek SHA's approval to convert this intersection to a full T-intersection that also permits left turns out of the site. It is equally important to note that the required adequacy finding for this access point is conditioned on unrestricted access from subject site to the west using the existing common easement access road that is functioning as extension of the Hampton Mall Drive. To this end, the Planning Board suggests that prior to issuance of any building permit, the applicant (in good faith) explore with the adjacent land owner revisions to the existing access agreement for the easement that extends to existing Hampton Mall Drive to improve the existing easement to County standards with sidewalks on both sides and to ensure that the easement is open to public use.

At the time of preliminary plan of subdivision, the existing roadway entering the site from MD 214 needs to be improved within a dedicated right-of-way to a four-lane divided roadway with sidewalks on both sides and extended with appropriate transition from the site to the existing extension easement of Hampton Mall Drive North. It is also preferable to extend the existing driveway along the western edge of the subject property, and south of the Hampton Mall Drive easement, onto the site and to the proposed future roadway intersecting with MD 214.

The submitted plan correctly shows all needed rights-of-way for I-95/495, MD 214, and I-95/495 with MD 214 interchange have been previously dedicated, or otherwise obtained, and no further right-of-way dedication is required of this plan.

Conclusion

Based on the preceding findings, the Planning Board concludes that the transportation facilities will be adequate to carry anticipated traffic for the proposed development as required under Sections 27-546(b)(8), and (d)(9) of the Prince George's County Code, and otherwise meets the transportation-related requirements for approval of a conceptual site plan if the applications are approved with the following conditions:

- (1) Prior to signature approval, the plan shall be revised to show a future four-lane divided access roadway with sidewalks on both sides extending from MD 214 access to western boundary of the subject property and meets with the existing extension of Hampton Mall Drive along western boundary of the subject property. The plan may also show an internal roadway extending from this proposed future roadway to the existing driveway abutting the western boundary and to south of existing Hampton Mall Drive extension easement.
- (2) Prior to issuance of any building permit within the subject property above the levels that generate more than 400 AM and 500 PM peak-hour vehicle trips, using the approved trip generation rates as defined or augmented by the Guidelines, the

following road improvements shall have (a) full financial assurance through either private money or full funding in the Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program, (b) have been permitted for construction through the operating agency's permitting process, and (c) have been an agreed-upon timetable for construction with the appropriate operating agency:

- (a) The provision of a dual left-turn lanes instead of the existing single left-turn lane along south leg (Ritchie Road), per the county and/or SHA Standards and the provision of all necessary traffic signal modification including provision of pedestrian signal on all approaches.
- d. **Trails**—The plan has been reviewed for conformance to the requirements of the MPOT and the 2010 Approved Subregion 4 Master Plan and Sectional Map Amendment (area master plan) in order to implement planned trails, bikeways, and pedestrian improvements. The trails coordinator concluded that from the standpoint of non-motorized transportation, this CSP is acceptable, fulfills the intent of applicable master plans and functional plans, and meets the findings required for a conceptual site plan. The Planning Board approved this CSP with four conditions that have been included in this resolution.
- e. **Environmental Planning**—The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010 and February 1, 2012 because the project is required to have a new preliminary plan approval.

This 24.55 acre site in the M-X-T zone is located on the southwest quadrant of the Central Avenue (MD 214) and Capital Beltway (I-95) interchange. Central Avenue is classified as Arterial and the Beltway is classified as a Freeway; both roadways are regulated for noise. No scenic or historic roads are mapped adjacent to the site. According to mapping research and as documented on the approved NRI, trapezoidal concrete stream channels exist on and adjacent to the site, a jurisdictional open water wetland is located off-site of the southeastern portion of the site. A majority of the site (23.05 acres of the 24.55 acre site) is located within a floodplain per study number 950001 (case 45614-2014). The PMA has been delineated to incorporate the floodplain. The site is located within the Southwest Branch drainage area within the Patuxent River watershed, as designated by the Department of the Environment. The site is fully developed and contains a high percentage of impervious surfaces. No measurable woodland exists on site. The predominant soils found to occur according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) include the Urban Land – Collington Wist complex, and the Urban Land – Zekiah complex soils. Marlboro and Christiana clays are not mapped on or in the vicinity of this property. According to information obtained from the Maryland Department of Natural Resources (DNR), Heritage Program, there are no rare, threatened, or endangered species found to occur on or in the vicinity of this property. No forest interior dwelling bird habitat (FIDs) is located on-site. According to the approved Countywide Green

Infrastructure Plan, the site contains Regulated Areas and Network Gaps. The site is located within the Suitland-District Heights & Vicinity Planning Area. The site is also located within Environmental Strategy Area 1 (formerly the Developed Tier) as designated by Plan Prince George's 2035 Approved General Plan.

Environmental Review

- (1) An approved Natural Resources Inventory was submitted with the application, NRI-191-14, which was approved on March 10, 2015.

There is a Primary Management Area (PMA) comprised of floodplain. No woodland exists on the site and a standard exemption from the Woodland and Wildlife Habitat Conservation Ordinance has been issued. No revisions to the NRI are necessary.

- (2) The site is not subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because although the property is greater than 40,000 square feet in size, it contains less than 10,000 square feet of existing woodland, and has no previously approved tree conservation plans. A Standard Letter of Exemption from the Woodland and Wildlife Habitat Conservation Ordinance has been issued and is valid until December 18, 2016. No further information concerning the Woodland and Wildlife Habitat Conservation Ordinance is needed at this time.

- (3) There is a Primary Management Area (PMA) comprised of floodplain.

Section 27-273(e)(15) of the Zoning Ordinance requires that all CSP applications include: "A statement of justification describing how the proposed design preserves and restores the regulated environmental features to the fullest extent possible." A statement of justification, including an impact exhibit plan, was stamped as received by EPS on April 22, 2015, and reviewed as part of this application.

Section 27-274(a)(5)(B) of the Zoning Ordinance states that for all CSP applications: "The application shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5)."

Impacts to the regulated environmental features should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water

lines, road crossings for required street connections, and outfalls for stormwater management facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. Stormwater management outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, stormwater management facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with County Code. Impacts to regulated environmental features must first be avoided and then minimized.

The statement of justification and associated exhibits reflect two (2) proposed impacts to regulated environmental features associated with the proposed redevelopment. According to the approved NRI, the 24.55 acre site contains a total of 23.05 acres of existing PMA.

Impact -01 totals 0.13 acre (5,611 square feet) of proposed impacts to the PMA. The statement of justification indicates that this impact is for an access entry road into the site from Central Avenue and that it is necessary at the proposed location because no alternatives exist. Access to the site is constrained by channelized streams on the south and north/northeast. The proposed impact is necessary for improvements to an existing access road. The Planning Board approved the impact for improvements to an existing access road.

Impact -02 totals 20.97 acres (913,346 square feet) and is for the general redevelopment of the site including all associated infrastructure. Because the site is already developed and because the proposed redevelopment will require stormwater management approval with the required floodplain controls, thus improving water quality over what exists on-site, the Planning Board approved this impact.

The regulated environmental features on the subject property appear to have been preserved and/or restored to the fullest extent possible. Additional review of the proposed impacts is needed at the time of preliminary plan of subdivision.

- (4) An unapproved Stormwater Management Concept plan was submitted with the subject application. The plan shows the use of stormceptors and areas of micro-bioretenction which will ultimately drain into the concrete trapezoidal channels surrounding the property. It is unclear, based on the information submitted with the subject application, how the floodplain management will be addressed. This may affect the overall design of the site with respect to site elevations and the elevations of buildings.

This site was originally developed prior to any stormwater regulations. The redevelopment of this site will be reviewed as such under the current stormwater regulations. A majority of the site is located within the floodplain, which is required to be addressed as part of the stormwater approvals; however, the information submitted with the subject application does not specifically address how the floodplain will be addressed.

At the time of preliminary plan, the proposal will be reviewed under the current Subregion 4 Approved Master Plan and Sectional Map Amendment. The Environmental Chapter of the Master Plan includes sections on Green Infrastructure, Wildlife Habitat, Water Quality and Stormwater Management, and Noise Intrusion. These sections each contain goals, policies, and strategies for implementation. **Stormwater management and noise will be the main environmental focus for this project.** Prior to certification of the CSP an approved stormwater concept shall be submitted.

- (5) The site fronts on Central Avenue (MD 214), the on-ramp from MD 214 to the Capital Beltway, and the Capital Beltway (I-95). Central Avenue is classified as Arterial and the Beltway is classified as a Freeway; both roadways are regulated for noise

The State of Maryland standard for noise calculations requires that the day-night average (Ldn) be used for residential uses. The Environmental Planning Section's noise model indicates that the 65 dBA Ldn noise contours are located approximately 266 feet from the centerline of Central Avenue, 57 feet from the centerline of the on-ramp, and 1,059 feet from the centerline of the southbound lane of the Capital Beltway. An exhibit has been provided to show the location of the 65 dBA Ldn noise contours based on the EPS model; however, the contours appear to be shown slightly short of what the model requires. Prior to certification, the CSP must be revised to show the location of the unmitigated 65 dBA Ldn noise contours at the distances provided in the model.

A majority of the site will be negatively impacted by noise. The currently proposed site design shows the residential uses along the noise corridor and the retail/ commercial uses behind. The final site design must demonstrate that interior noise levels of residential uses will be below the state standard of 45 dBA Ldn and that all outdoor activity areas be below the state standard of 65 dBA Ldn. A Phase I and/ or Phase II noise report prepared and signed by a Professional Engineer with competency in acoustical analysis is required at the time of preliminary plan to address noise related issues. The report must address the location of the unmitigated upper and lower level 65 dBA Ldn noise contour and to address any mitigation measures that may be needed so that outdoor noise is at or below 65 dBA Ldn and interior noise is at or below 45 dBA Ldn for residential development.

- f. **Historic Preservation**—The project will not impact any County historic sites, historic resources, or archeological resources.

- g. **Prince George's County Department of Parks and Recreation (DPR)**—In a memorandum dated April 29, 2015, DPR stated they reviewed the subject CSP, considering the recommendations of Plan Prince George's 2035, Approved Subregion 4 Master Plan and Sectional Map Amendment for Planning Area 75A, current zoning and subdivision regulations and existing conditions in the vicinity of the proposed development as they pertain to public parks and recreation facilities. The subject property is located in close proximity to several public parks, including Walker Mill Regional Park, Summerfield Park and Hill Road Community Park.

The applicant's proposal includes 600 multifamily residential units. The statutory requirements of the Subdivision Regulations, Section 24-134, require that the applicant provide mandatory dedication of approximately 1.4 acres of land suitable for active or passive recreation, the payment of a monetary fee in lieu thereof, or the provisions of recreational facilities. DPR staff believes that the requirement for the mandatory dedication of parkland should be met by the provision of on-site private recreational facilities suitable to serve the future residents.

In conclusion, DPR recommends approval of this conceptual site plan with four conditions that have been included in this resolution.

It is not appropriate for the CSP to address Subtitle 24-mandatory dedication required by Subtitle 24 at this time as the case is subject to a Preliminary Plan of Subdivision. Therefore, the Planning Board does not adopt the Subtitle 24-related conditions at this time. It is difficult to determine if the multifamily development components provide sufficient recreational facilities to meet the needs of the future residents within the courtyards and indoor spaces at this phase of the development process.

- h. **Prince George's County Fire/EMS Department**—The Planning Board did not receive comment from the Fire/EMS Department regarding the subject approval.
- i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—DPIE's comments were presented to the Planning Board. The applicant has to meet DPIE's requirements through their separate permitting process.
- j. **Prince George's County Police Department**—In a memorandum dated April 2, 2015, the Police Department stated that, after reviewing the DSP plans, they found no specific Crime Prevention through Environmental Design issues connected with the subject project.
- k. **Prince George's County Health Department**—In a memorandum dated February 27, 2015, the Health Department stated that they completed a health impact assessment review of the CSP submission for Cabin Branch Village, and made the following comments and recommendations:

- There are no markets or grocery stores with a half-mile radius of this location. A 2008 report by the UCLA Center for Health Policy Research found that the presence of a supermarket in a neighborhood predicts higher fruit and vegetable consumption and a reduced prevalence of overweight and obesity. The developer of the proposed project store would be encouraged to seek out retail/commercial entities that could provide access to healthy food choices to help reduce the prevalence of obesity in the community.
- Health Department permit records indicate there are ten existing carry-out/convenience store food facilities within a half-mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes.
- During the demolition/construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.
- During the demolition/construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
- There is an increasing body of scientific research suggesting that community gardens enhance nutrition and physical activity and promote the role of public health in improving quality of life. The developer should consider setting aside space for a community garden.
- The public health value of access to active recreational facilities has been well documented. In the detailed site plan, indicate the location of all active recreational facilities for residents of all ages within a quarter mile of the proposed residences.
- Indicate how development of this site will provide for safe pedestrian access to amenities in the adjacent communities. Scientific research has demonstrated that a high quality pedestrian environment can support walking both for utilitarian purposes and for pleasure, leading to positive health outcomes.
- The Hampton Park project is located adjacent to U.S Interstate Route 495. There is an emerging body of scientific evidence indicating that fine particulate air pollution from traffic is associated with childhood asthma. Several large-scale studies demonstrate that increased exposure to fine particulate air pollution is

associated with detrimental cardiovascular outcomes, including increased risk of death from ischemic heart disease, higher blood pressure, and coronary artery calcification.

- The site is within 500 feet of a source of noise, i.e. a major arterial road, and residential units may be sited within the 65 dBA Ldn zone(s). Noise can be detrimental to health with respect to hearing impairment, sleep disturbance, cardiovascular effects, psycho-physiologic effects, psychiatric symptoms and fetal development. Sleep disturbances have been associated with a variety of health problems such as functional impairment, medical disability and increased use of medical services even amongst those with no previous health problems. Plans should depict the noise area boundary and include modifications/adaptations/mitigation, as appropriate, to minimize the potential adverse health impacts of noise on the susceptible population.

The CSP includes four different uses and has great potential to attract a grocery provider that provides fresh fruits and vegetables and restaurants that provide healthy food choices. The applicant has been informed of the lack of healthy food options in the close vicinity of the site. The applicant indicates that market conditions will be the most important factor in determining what type of restaurant(s) this site will attract. More information about possible tenants will be available at the time of DSP review.

Regarding noise and dust control, two standard site plan notes have been included in the conditions of approval of this CSP. The applicant is fully aware of the issue and will try to minimize the possible negative impacts associated with pollution. The multifamily buildings have courtyards designed with amenities for outdoor activities. Since the courtyards are surrounded by buildings on four sides, noise and fine particulate air pollution will be reduced significantly. Additional review on noise issues will be carried out at the time of the preliminary plan of subdivision.

- l. **Maryland State Highway Administration (SHA)**—In an e-mail dated May 6, 2015, SHA had no comment on the subject project.
 - m. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated, April 6, 2015, WSSC offered various comments regarding the need for a hydraulic planning analysis, the need to follow the System Extension Permit (SEP) process, a change of service category, water and sewer service to the site, an off-site easement that would be required for a sewer extension, the need to coordinate with other buried utilities, the need for forest conservation easements not to overlap any WSSC existing or proposed easements, and other standard and design concerns. WSSC's requirements will be met through their separate permitting process.
11. Based on the foregoing and as required by Section 27-276(b)(1) of the Zoning Ordinance, the CSP will, if approved with the proposed conditions below, represent a most reasonable alternative for

satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

12. Section 27-276(b)(4) of the Zoning Ordinance provides the following required finding for approval of a CSP:

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

Subtitle 24-130(b)(5) is as follows:

- (5) **Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible consistent with the guidance provided by the Environmental Technical Manual established by Subtitle 25. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required pursuant to Subtitle 27, for the reasonable development of the lot outside the regulated feature. All regulated environmental features shall be placed in a conservation easement and depicted on the final plat.**

The Planning Board noted that the regulated environmental features on the subject property appear to have been preserved and/or restored to the fullest extent possible. However, additional review of the proposed impacts is required at the time of Preliminary Plan of Subdivision (4-14020) review.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Conceptual Site Plan CSP-14003, subject to the following conditions:

1. Prior to certificate approval of the conceptual site plan (CSP), the applicant shall:
 - a. Revise the development quantities, including a breakdown of the square feet of each proposed use and phase of development, and the floor area ratio on the CSP in accordance with the updated statement of justification.
 - b. Provide site plan notes as follows:

“During the demolition/construction phases of this project, no dust shall be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the

2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.”

“During the demolition/construction phases of this project, noise shall not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George’s County Code.”

- c. Revise the CSP to remove reference to the site’s frontage along the ramp to the Capital Beltway (I-95/495) as open space.
 - d. Provide the approved stormwater management concept plan and letter and adjust the plan accordingly, if it is necessary.
 - e. Provide a sidewalk connection from the site access on Central Avenue (MD 214) to the subject site’s western boundary and incorporate a landscape strip including shade trees where appropriate, subject to approval by the Maryland State Highway Administration (SHA).
 - f. Revise the plans to show the location of the 65 dBA Ldn noise contours based on the Environmental Planning Section (M-NCPPC) model or a Phase I noise study.
 - g. Revise the plans to show a future four-lane divided access roadway approaching Central Avenue (MD 214) with sidewalks on both sides. The roadway shall extend from the end of the divided section to the western boundary of the subject property to meet with the existing extension of Hampton Mall Drive along the western boundary of the subject property. The plan may also show an internal roadway extending from this proposed future roadway to the existing driveway abutting the western boundary and to the south of the existing Hampton Mall Drive extension easement.
2. Prior to approval of each detailed site plan (DSP) for the project, the following information shall be provided, or the issues shall be properly addressed as follows:
- a. The architectural elevations fronting all public roadways shall be treated as highly-visible elevations to include the following:
 - (1) A predominant use of brick, precast, glass, metal, and masonry, or any combination of these finish materials.
 - (2) Well-designed façades with attractive fenestration patterns. For vertically mixed-use buildings, the ground level shall be a combination of durable at-grade materials, storefront, and lighting, promoting visually rich and engaging streetscape façades.

- (3) Use of thoughtful architectural details such as massing breaks, sills, lintels, recessed window systems, and canopies where appropriate, to ensure varied visual interest.
 - (4) A varied roofline.
 - b. Identify the green building techniques to be used in this project and/or provide evidence that green building certification will be obtained.
 - c. In the areas of the development which are to be used for pedestrian corridors and/or as gathering places for people, adequate attention shall be paid to human scale, high-quality urban design, shade trees, and landscaping types and textures of paving materials, street furniture, trash facilities, and lighting.
 - d. Full cut-off lighting fixtures shall be used for grade-level lighting, and special night lighting will be permitted to highlight the iconic features and signage of the hotel, office, retail, and office uses.
 - e. Surface parking spaces around the residential multifamily buildings shall be reduced to provide additional green spaces around the buildings to the extent practical. Parking shall be provided within the parking structure for residents, guests, and leasing applicants to the extent practical.
 - f. The main street shall not terminate at a surface parking lot. A pedestrian alley that does not reduce retailer visibility shall be provided for pedestrian movement from the main street to the retailers across the largest surface parking lot on the site.
 - g. Street trees on the main street shall be located approximately 35 feet on center if they do not exist in the right-of-way. A row of the same species shall be planted at the same interval on the other side of the sidewalk.
 - h. The applicant shall demonstrate to the Planning Board that the on-site private recreational facilities will be properly developed and maintained to the benefit of future residents through covenants, a recreational facilities agreement, or other appropriate means, and that such instrument is legally binding upon the subdivider and his heirs, successors, and/or assignees.
 - i. Provide bicycle parking at appropriate locations.
- 3. Prior to approval of a preliminary plan of subdivision for the subject project, the following information shall be provided, or the issues shall be properly addressed as follows:
 - a. A complete internal pedestrian network, pedestrian safety features/locations, and additional neighborhood connections shall be identified.

- b. A Phase I noise study prepared and signed by a professional engineer with competency in acoustical analysis shall be submitted. The report shall determine the exact location of the unmitigated 65 dBA Ldn noise contours (upper and lower level) and address any mitigation measures that may be needed so that outdoor activity areas remain at or below 65 dBA Ldn and interior noise remains at or below 45 dBA Ldn.
 - c. Appropriate bicycle improvements along the site's frontage of Central Avenue (MD 214) will be determined at the time of preliminary plan, in consultation with the Maryland State Highway Administration pursuant to Section 24-124.01 of the Subdivision Regulations and the "Transportation Review Guidelines, Part 2."
 - d. Submit the approved stormwater management concept letter and plan.
4. Prior to issuance of any building permit within the subject property for development above the levels that generate more than the existing 400 AM and 500 PM peak-hour vehicle trips, using the approved trip generation rates as defined or augmented by the "Transportation Review Guidelines, Part 1", the following road improvements shall have (a) full financial assurance through either private money or full funding in the Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program, (b) have been permitted for construction through the operating agency's permitting process, and (c) have been an agreed-upon timetable for construction with the appropriate operating agency:
- a. The provision of dual left-turn lanes instead of the existing (vested) single left-turn lane along the south leg (Ritchie Road), per County and/or Maryland State Highway Administration (SHA) standards and the provision of all necessary traffic signal modifications, including provision of pedestrian signals on all approaches.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

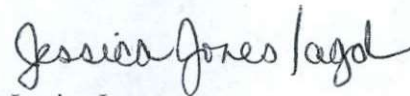
* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Shoaff, with Commissioners Washington, Shoaff, Bailey, Geraldo, and Hewlett voting in favor of the motion at its regular meeting held on Thursday, May 21, 2015, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 11th day of June 2015.

Patricia Colihan Barney
Executive Director

By



Jessica Jones
Planning Board Administrator

PCB:JJ:HZ:rpg

APPROVED AS TO LEGAL SUFFICIENCY.



M-NCPPC Legal Department

Date 5/29/15