



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

Specific Design Plan

SDP-0801-01

Application	General Data	
Project Name: Hall Station Location: Northern side of Central Avenue (MD 214) in the southeastern quadrant of its intersection with Hall Road (MD 978). Applicant/Address: Cenhall LLC 8405 Greensboro Drive McLean, VA 22102	Planning Board Hearing Date:	09/06/12
	Staff Report Date:	08/22/12
	Date Accepted:	05/31/12
	Planning Board Action Limit:	NA
	Plan Acreage:	14.6
	Zone:	L-A-C
	Dwelling Units:	109
	Gross Floor Area:	83,946 sq. ft.
	Planning Area:	74B
	Tier:	Developing
	Council District:	04
	Election District	07
	Municipality:	N/A
200-Scale Base Map:	202NE13	

Purpose of Application	Notice Dates	
Replacing the pharmacy with a retail building, adding a coffee shop on a pad site, and other miscellaneous revisions.	Informational Mailing:	04/26/12
	Acceptance Mailing:	05/31/12
	Sign Posting Deadline:	08/07/12

Staff Recommendation		Staff Reviewer: Ruth Grover Phone Number: 301-952-4317 Email: Ruth.Grover@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Specific Design Plan SDP-0801-01, Hall Station
Type 2 Tree Conservation Plan TCP2-050-08/01

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

EVALUATION

This specific design plan was reviewed and evaluated for compliance with the following criteria:

- a. Basic Plan A-9838-C;
- b. Comprehensive Design Plan CDP-0602;
- c. Preliminary Plan of Subdivision 4-06126;
- d. The Prince George's County Zoning Ordinance;
- e. The 2010 *Prince George's County Landscape Manual*;
- f. The Prince George's County Woodland Conservation Ordinance;
- g. The Prince George's Tree Canopy Ordinance; and
- h. Referral comments.

FINDINGS

Based upon the evaluation and analysis of the subject specific design plan (SDP), the Urban Design staff recommends the following findings:

1. **Request:** The application includes requests to modify the perimeter fence on Parcel A, add a building-mounted sign on Parcel B, replace the pharmacy with a retail building for an unspecified user on Parcel C, and approve the architecture and details for a coffee shop for the pad site on Parcel D.

2. **Development Data Summary**

	PREVIOUSLY APPROVED	PROPOSED
Zone	L-A-C	L-A-C
Use(s)	Bank, Residential	Library*, Residential, Retail, Bank, Coffee Shop
Acreage	14.6	14.6
Lots	39	39
Parcels	4	4
Building Square Footage/GFA	85,376	83,946**

*Currently under construction

** Which includes a 6,000-square-foot future addition to the credit union.

OTHER DEVELOPMENT DATA

Parking

A. Required: 475 spaces

Use	Rate	Requirement
Two-family dwellings (70 units)	2.0 spaces per unit	140 spaces
Townhouses (39 units)	2.04 spaces per unit	80 spaces
	Total residential parking required	220 spaces
Retail Commercial (14,570 SF GFA)	1.0 space/150 SF GFA for 1st 3,000 SF GFA	20 spaces
	1.0 space/200 SF GFA above 3,000 SF GFA	58 spaces
Office Building (26,000 SF GFA)	1.0 space/250 SF GFA for 1st 2,000 SF GFA	8 spaces
	20,000 SF now, 6,000 SF planned expansion	
	1.0 space/400 SF GFA above 60 spaces	
Public Library (43,376 SF GFA)	2.5 spaces/1,000 SF GFA	109 spaces
	Total nonresidential parking required	255 spaces
	Total parking required	475 spaces

B. Provided: 585 spaces, of which at least 12 must be handicap spaces

Residential	310 spaces
Nonresidential	183 standard spaces at 9.5 feet by 19 feet 79 compact spaces at 8 feet by 16.5 feet minimum 12 van-accessible handicap spaces at 8 feet by 19 feet with an 8-foot access aisle 1 standard handicap space at 8 feet by 19 feet with a 5-foot access aisle
Total	585 spaces, of which 13 are handicap spaces

Loading

A. Required: 3 loading spaces

Use	Rate	Requirement
Two-family dwellings (70 units)	N/A	0 spaces
Townhouses (39 units)	N/A	0 spaces
	Total residential loading required	0 spaces
Retail Commercial (14,570 SF GFA)	1.0 space for 2,000–100,000 SF GFA	1 space
Office Building (26,000 SF GFA)	1.0 space for 10,000–100,000 SF GFA 20,000 SF now, 6,000 SF planned expansion	1 space
Public Library (43,376 SF GFA)	1.0 space for 10,000–100,000 SF GFA	1 space
	Total nonresidential loading required	3 spaces
	Total loading required	3 spaces

B. Provided: 3 loading spaces at 12 feet by 33 square feet.

3. **Location:** The site is located in Planning Area 74B, Council District 4, in the Local Activity Center (L-A-C) Zone. More specifically, it is located in the southeastern quadrant of the intersection of Hall Road (MD 978) and Central Avenue (MD 214).
4. **Surrounding Uses:** The subject property is bounded to the south by Central Avenue (MD 214) with the Collington Station subdivision (single-family detached residential development) beyond; to the north by Hall Road (MD 978) with the Devonshire Estates and Tall Oak Crossing subdivisions (single-family detached residential development) beyond; to the east by single-family detached residential development with a day care center and convenience store beyond; and to the west by Devonwood Drive with single-family detached residential development beyond.
5. **Previous Approvals:** The property is subject to the requirements of the approval of Basic Plan A-9839-C and Comprehensive Design Plan CDP-0602. The site is also subject to the requirements of Preliminary Plan of Subdivision 4-06126, Type I Tree Conservation Plan TCPI/004/08, Type II Tree Conservation Plan TCPII/050/08, and approved Stormwater

Management Concept Plan 46304-2006-02. The property is also subject to the requirements of the approval of SDP-0801, approved by the Planning Board on February 5, 2009, which approval was formalized in PGCPB Resolution No. 09-22.

6. **Design Features:** The site is roughly triangular in shape, with Hall Road (MD 978) 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 which is already open, an unspecified retail building, and a coffee shop to be placed on a 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 under construction in the center of the site and will include a community meeting room. The remainder of the land area will include 109 residential units (of which 99 have been constructed), 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.

Changes to be accomplished in this revision include modifying the perimeter fence on Parcel A, adding a building-mounted sign to the credit union on Parcel B, replacing the pharmacy with a retail building on Parcel C, and approving the architecture and details for a coffee shop to be placed on the pad site on Parcel D. The proposed modification to the perimeter fence applies to all of the perimeter fencing along Hall Road and Central Avenue. The primary modification along the Hall Road frontage and the non-Parcel A portion of the Central Avenue frontage is that, instead of locating the brick piers 20 feet on center, the applicant is proposing to locate the brick piers 32 feet on center. The additional modification to the “wall”/fence along the residential portion of the Central Avenue frontage is to eliminate the knee wall from that portion of this design. Staff does not support some of these modifications as they are contrary to the findings and conditions of CDP-0602, 4-06126, and SDP-0801. Please see Findings 8, 9, and 10 for a full discussion of this nonconformance.

The proposed addition of wall signage to the Prince George's Community Federal Credit Union is supported by staff and is consistent with Section 27-613(g) of the Zoning Ordinance which states that in comprehensive design zones, the design standards for all on-site signs attached to a building shall be determined by the Planning Board for each individual development at the time of specific design plan review.

The architecture of the retail building offers a creative combination of storefront glass, metal canopies, an exterior insulation and finishing system (EIFS) sign band, cast stone masonry, elevated circular and rectilinear windows, and face brick in repeating configurations that provide visual interest on the front and side façades. The architecture of the rear façade, however, is unadorned. By recommended condition below, staff proposes decorative brickwork that would be reflective of the face brick between the areas of storefront glass on the front façade of the building and some measure of variation in the roofline or decorative elements or articulation in the EIFS strip.

The architecture of the coffee shop utilizes a mix of materials and creates visual interest by their combination. The rear façade, however, like the retail building, is somewhat plain. Staff would suggest the inclusion of an asymmetrical overhang or awning over the door as utilized on the other façades to create additional visual interest.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Basic Plan A-9838-C:** The proposed SDP is in conformance with Basic Plan A-9838-C. The relevant conditions of that approval follow in **boldface** type followed by staff comment:

7. **The following uses shall not be permitted in the commercial envelope:**

- Adult bookstore**
- Pawnshop**
- Laundromat**
- Massage parlor**
- Consolidated storage**
- Nail salon**
- Drug paraphernalia**
- Drug treatment center**
- Automobile, boat, trailer rental**
- Automobile sales, new or used**
- Shooting range, rifle, pistol or skeet**
- Liquor store**
- Tattoo parlor**
- Gas station**
- Vehicle repair and service station**
- Pet grooming shop**
- Funeral parlor or undertaking establishments**
- Repair shop**
- Hobby shop**
- Photographic supply store**
- Seafood market**
- Seasonal decoration display and sales**
- Buying of items within guest rooms and vehicles**
- Firewood sales**
- Wayside stand as a temporary use**
- Church or similar place of worship**
- Day care center for children**
- Family day care**
- Small group childcare center**
- Eleemosynary or philanthropic institution**
- Nursing or care home**
- Collection of recyclable materials**
- Warehouse**
- Mobile home, with use for which amusement taxes collected**
- Ambulance service**
- Voluntary fire, ambulance, or rescue station**
- Arena or stadium**
- Basketball courts**

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

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: Condition 12 requires architectural improvements proposed below in the Recommendation section of this technical staff report as the buildings are visible from these frontages. Otherwise, the proposed revisions do not affect previous findings by the Planning Board that the subject project conforms to the above-cited relevant requirements of A-9838-C.

8. **Comprehensive Design Plan CDP-0602:** The proposed SDP is in conformance with Comprehensive Design Plan CDP-0602, except as specified below. The relevant conditions of that approval follow in **boldface** type followed by comment:

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: A statement detailing green building techniques to be utilized in the construction of the library was submitted at the time of certification of the original SDP. These included items such as using natural day light, low-emitting, local and recycled materials, energy efficient mechanical systems, and energy efficient lighting.

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).**

- 25c. **Clusters of landscaping shall be planted in front of the decorative screening wall proposed along MD 214 for its entire length. The brick used for this decorative screening wall shall be identical to that used on other buildings throughout the project.**

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.**

28. **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: The proposed elimination of the knee wall from the approved wall/fence along the residential portion of the project's Central Avenue (MD 214) frontage is contrary to the "distinctive streetscape" discussed in the findings of the CDP upon which density increments and conformance to certain requirements of previous approvals were based, and Condition 25c, which requires:

Clusters of landscaping shall be planted in front of the decorative screening wall proposed along MD 214 for its entire length. The brick used for this decorative screening wall shall be identical to that used on other buildings throughout the project.

More particularly, on Page 3 of PGCPB Resolution No. 08-79, a five percent increment in residential units was granted based on distinctive streetscape design or furnishings. The proposed knee wall design along the entire length of Central Avenue is a principal component of that distinctive streetscape design.

The proposed revisions do not otherwise affect previous findings by the Planning Board that the subject project conforms to the above-cited relevant requirements of CDP-0602.

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. The relevant condition is listed in **boldface** type below, followed by comment.
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: The proposed revisions are not consistent with previous findings by the Planning Board that the subject project conforms to the above-cited relevant requirements of Preliminary Plan of Subdivision 4-06126 in that the proposed revision to the perimeter fence on Parcel A is not in keeping with Condition 22. This condition specifically requires a decorative wall along Central Avenue (MD 214), not a simple fence. In fact, the fencing detail approved for the Central Avenue frontage at the time of approval of the original site plan (wrought iron with a knee wall brick base) already represented a compromise from the wall required by the preliminary plan of subdivision. A condition below would require that, prior to signature approval, the detail approved in the original SDP be restored in this revision.

10. **Specific Design Plan SDP-0801:** The proposed SDP is in accordance with Specific Design Plan SDP-0801 except with respect to the wall details to be utilized along the Central Avenue (MD 214) and Hall Road (MD 978) frontages. Whereas the original SDP defined a single wall detail for the entirety of the Central Avenue frontage, the subject revision proposes two separate

details, A and B. The original detail included a brick two-foot-high knee wall with brushed aluminum estate fencing above, with brick columns placed 20 feet on center. The proposed details place the columns further apart, at 32-foot intervals. Detail B is further modified by removing the knee wall entirely for that portion of the wall/fence adjacent to the residential development. This is not in keeping with the SDP.

The only relevant condition of SDP-0801 follows in **boldface** type followed by staff comment.

2. **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: In a memorandum dated August 15, 2012, the Transportation Planning Section stated that, based on the square footage of the buildings currently built or under construction, the development, upon completion, will fall below the density threshold which was the basis at the time of the preliminary plan of subdivision (and SDP, as the identical condition above was brought forward in that approval). The Transportation Planning Section further concluded that, with the addition of the 1,866-square-foot coffee shop, the trips associated with the proposed development will not exceed the overall trip cap. In addition, as suggested by the Transportation Planning Section, the above condition has been included in the Recommendation section of this technical staff report.

All other conditions of the SDP approval are triggered at times other than approval of a revision to the SDP and remain concurrently applicable.

11. **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.
12. **2010 Prince George's County Landscape Manual:** Applicability of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) is evaluated on a parcel by parcel basis, and its applicability is triggered by the need for a new building permit. Therefore, there is no Landscape Manual requirement resulting from the fencing or signage modifications on Parcels A and B, though the retail building and coffee shop on Parcels C and D, respectively, are subject to the requirements of the Landscape Manual as they require a building permit. More particularly, the project is subject to Section 4.2, Requirements for Landscape Strips along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. Each applicable section is included in the table below, followed by staff comment as to the project's conformance to the relevant requirements:

Section of the Landscape Manual	Subject of the Section	Staff Comments on Conformance
4.2	Requirements for Landscape Strips along Streets	There is no change in the requirement from the time of original approval; therefore, the plan is in conformance.
4.3	Parking Lot Requirements	The application is exempt from Parking Lot Perimeter Landscape Strip Requirements pursuant to Section 1.1(g)(5) of the Landscape Manual, but is subject to and has demonstrated conformance to the requirements of Parking Lot Interior Planting.
4.4	Screening Requirements	The application is subject to Screening Requirements and has demonstrated conformance to its requirements.
4.7	Buffering Incompatible Uses	There is no change in the requirement from the time of original approval; therefore, the plan is in conformance.
4.9	Sustainable Landscaping Requirements	The plan is subject to, but has not demonstrated conformance to the Sustainable Landscaping Requirements.

A condition proposed in the Recommendation section of this technical staff report would require that, prior to signature approval, the applicant add a Sustainable Landscaping schedule to the plan set, demonstrating conformance with the requirements of Section 4.9 of the Landscape Manual.

13. **Woodland Conservation and Tree Preservation Ordinance:** In an email received July 31, 2012, the Environmental Planning Section stated that the addition of a building on Parcel D and the associated plan revisions that are included in the current revision to the SDP are in conformance with the previously approved tree conservation plan and that no tree conservation plan revisions are needed. Therefore, it may be said that the project is in conformance with the Woodland Conservation and Tree Preservation Ordinance. As a footnote, however, the Environmental Planning Section also stated that the project is unique because the site itself is exempt from woodland conservation and a standard exemption letter was previously issued. However, because a significant amount of off-site grading and clearing was necessary to install utilities, a tree conservation plan was approved for the project to account for the off-site clearing. Further, they stated that the standard exemption letter that was originally issued for the site has expired and a new exemption letter must be obtained from the Environmental Planning Section prior to issuance of new permits for the site.

A condition in the Recommendation section of this staff report would ensure that, prior to issuance of new permits for the site, the applicant shall procure a new exemption letter from the Environmental Planning Section.

14. **The Prince George’s County Tree Canopy Coverage Ordinance:** The application is subject to the Prince George’s County Tree Canopy Coverage Ordinance, and the applicant has provided the appropriate worksheet for calculating tree canopy coverage (TCC) credit on Sheet C-11 of the plan set. The schedule indicates that 38 deciduous, small ornamental trees will be planted on the site, rendering 2,850 square feet of TCC credit; that 301 deciduous, large shade trees will be planted on the site, rendering an additional 75,250 square feet of TCC credit; that 65 large evergreen trees will be planted on the site, rendering an additional 9,750 square feet of TCC credit; and that 40,000 square feet will be planted as reforestation, rendering an additional 40,000 square feet of TCC credit, for a total of 127,859 square feet, meeting and exceeding the TCC requirement of 127,195 square feet.

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

- a. **Historic Preservation**—In a memorandum dated June 4, 2012, the Historic Preservation Section stated that the subject project would have no effect on identified historic sites, resources, or districts.
- b. **Archeology**—In a memorandum dated August 20, 2012, the Historic Preservation Section stated that they had received four copies of the final report, A Phase I Archaeological Investigation of the Hall Road Property, Prince George’s County, Maryland. Preliminary Plan 4-06126 and the report were accepted on April 9, 2008. The Historic Preservation Section stated that all comments had been addressed. They also stated that one Archeological Site, 18PR926, consisting of the remains of a late 19th to early 20th century brick and concrete block foundation and 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, no further work was recommended on site 18PR926. They said that they concurred that no additional archeology work is necessary on the Hall Road Property. However, they recommended 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. Further, they cited the relevant archeologically-related conditions of prior approvals as Condition 1 of CDP-0602, Condition 13 of 4-06126, and Condition 8 of SDP-0810. Please see Findings 9, 10, and 11 for a full discussion of those conditions.

The Historic Preservation Section concluded the following with respect to the archeological aspects of the subject project:

- (1) 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. The sign is proposed to be placed in the lobby of the South Bowie Branch Library. Condition 1 of Prince George’s County Planning Board Resolution No. 08-79 for CDP-0602 has been satisfied.
- (2) The interpretive signage will be installed in the library prior to its opening. The applicant requested that the timing for the installation of the interpretive signage in the library occur prior to issuance of the use and occupancy permit. Historic Preservation staff agreed that this was an appropriate trigger for the installation of the signage since the library building would have to be completed in order to install signage in the main lobby.

The Historic Preservation Section recommended a single condition that has been included in the Recommendation section of this technical staff report.

- c. **Community Planning North Division**—In a memorandum dated July 2, 2012, the Community Planning North Division stated that the application is consistent with the 2002 *Prince George’s County Approved General Plan* development pattern policies for the Developing Tier and does not violate the General Plan’s growth goals for the year 2025 based upon a review of the current General Plan Growth Policy Update. In addition, the Community Planning North Division stated that the application conforms to

the commercial development land use recommendations of the 2006 Approved Bowie and Vicinity Master Plan and Sectional Map Amendment. In conclusion, though they suggested a referral to the Environmental Planning Section for comments on the environmental chapter of the 2006 Approved Bowie and Vicinity Master Plan and the 2005 Countywide Green Infrastructure Plan and noted that it recommends a shared-use roadway along Hall Road (MD 978) and MD 214, the Community Planning North Section concluded that there are no General Plan or Master Plan issues raised by this application.

- d. **Transportation Planning Section**—In a memorandum dated August 15, 2012, the Transportation Planning Section offered the following as background for the project:

On Thursday May 15, 2008, the Planning Board approved Preliminary Plan of Subdivision 4-06126 (PGCPB Resolution No. 08-80). The preliminary plan was approved with 22 conditions, including the following:

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.**
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 Pan of Subdivision with a new determination of the adequacy of transportation facilities.

On Thursday February 5, 2009, the Planning Board approved Specific Design Plan SDP-0801 (PGCPB Resolution No. 09-22). Specific Design Plan SDP-0801 requested and was approved for the following uses:

- 43,376 square foot library
- 14,726 square feet pharmacy
- 26,000 square feet bank
- 1,270 square feet pad space
- 39 attached single family dwellings
- 70 two-family dwellings

In addition to the above-mentioned uses, the prior SDP-0801 application was approved with a set of conditions that were identical to the preliminary plan conditions.

The Transportation Planning Section then offered the following review of transportation-related considerations regarding the subject project:

The required transportation finding for an SDP application is found in Section 27-528 of the Zoning Ordinance. It provides that the development will be served within a reasonable period of time with existing or programmed public facilities shown in the Prince George's County Capital Improvement Program (CIP) or the State of Maryland Consolidated Transportation Program (CTP), or provided as part of the development. Given the fact that none of the aforementioned improvements are 100 percent funded in either the State Highway Administration's (SHA) 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, as noted in Conditions 9 and 10 of the preliminary plan.

Regarding Condition 11 of the preliminary plan, all of the site has been built or is under construction. Based on the square footage of the buildings currently built or under construction, the development, upon completion will fall below the density threshold which was the basis for the trip cap at the time of the preliminary plan of subdivision. Staff further concludes that with the addition of the 1,866-square-foot coffee shop, the trips associated with that proposed development will not exceed the overall trip cap. Consequently, Condition 11 of the approved preliminary plan will be satisfied.

Regarding the remaining transportation improvement conditions, all of those conditions have been satisfied.

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 condition:

- (1) 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 hereinabove shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

The Transportation Planning Section's recommended condition has been included in the Recommendation section of this technical staff report.

- e. **Subdivision Review Section**—In a memorandum dated July 25, 2012, the Subdivision Review Section offered the following:

The subject site is located on Tax Map 70 in Grid A-2/B-2, is within the L-A-C Zone, and is 14.6 acres in total. The previous approved specific design plan (SDP) had 16,000 square feet of retail/commercial space and the current revised SDP is proposing a reduction to 14,570 square feet of retail/commercial space.

The site is comprised of Parcel 1 (Tax Map Parcel 82), Parcels A through E, and Lots 1 through 39. Parcel 1 is a legal deed parcel that has never been the subject of a preliminary plan of subdivision. The SDP shows that Parcel 1 is owned by Cenhall, LLC and the deed

was recorded in Liber 27110 Folio 536 on January 31, 2007. However, Parcel 1 has been conveyed to the Hall Station Homeowners Association in a deed recorded in Liber 32403 Folio 351 on February 1, 2011. Parcel A was recorded in Plat Book PM 230-77 on May 14, 2009. Parcel A has a condominium plat that was recorded in Plat Book PM 233-10 on August 2, 2010. Parcels B through E were recorded in Plat Book PM 230-79 on May 14, 2009. Lots 1 through 39 were recorded in Plat Book PM 233-24 on August 31, 2010. The site plan correctly shows all the bearings, distances, and lot sizes as reflected on the record plats. The record plats contain ten notes, which are addressed below.

The property is the subject of Preliminary Plan 4-06126. Preliminary Plan of Subdivision 4-06126, known as Hall Station, was approved and the resolution adopted by the Planning Board on May 15, 2008 (PGCPB No. 08-80). The preliminary plan was approved for 42,000 square feet of retail; 50,000 square feet of institutional uses; and 110 residential units. This revised specific design plan proposes 14,570 square feet of retail; 26,000 square feet of office; 43,376 square feet of institutional uses; and 109 residential units. The resolution for the approved preliminary plan contains 22 conditions. The following conditions in bold relate to the review of this application:

- 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.**

Conformance to this condition should have been completed at the time of the previously approved SDP. The low impact development (LID) techniques, tree canopy, and environmentally-sensitive design features for this SDP should be reviewed and determined by the Environmental Planning Section.

- 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.**

It appears that the proposed streets serving the townhouses are at least 22 feet or wider in pavement width. The SDP should show the dimension of the pavement width for all of the streets serving the townhouses.

- 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.**

- 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.**

The SDP does not show the location of the "Share the Road with a Bike" sign. Condition 5 should be added as a general note on the SDP and the location of the sign should be shown on the SDP.

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

Conformance to Conditions 5 through 8 regarding bike and pedestrian connections should be reviewed and determined by the Transportation Planning Section. The SDP appears to show an eight-foot-wide sidewalk along Hall Road (MD 978).

- 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.**

General Note 14 on the detailed site plan indicates that Stormwater Management Concept Plan 46304-2006-02 was approved on October 9, 2007 and 46304-2006-04 was approved on December 12, 2007.

- 18. The applicant, and he applicant's heirs, successors and/or assignees shall submit three original, executed recreational facilities agreements (RFA) to DRD for construction of recreational facilities on homeowners land, three weeks prior to the submission of a final plat. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records.**

The record plats for this property, in a plat note, states that the recreational facilities agreement (RFA) has been recorded in Liber 30512 at Folio 382.

- 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.**

The SDP shows a proposed ten-foot-wide asphalt trail along the stormwater management (SWM) facility on the adjacent property, Parcel 1 (Tax Map Parcel 82), that connects to the townhouse lots. Parcel 1 is not part of the approved preliminary plan, but is included with this SDP. Conformance with Condition 21 should be reviewed and determined by the Transportation Planning Section.

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.

Conformance to Condition 22 regarding the plant buffer and decorative wall along Central Avenue (MD 214) has been reviewed by the Urban Design Section. Please see Finding 9 for a discussion of conformance to Condition 22.

Site Plan Comments

Prior to approval of the specific design plan, the following should be addressed:

- (1) Add a note on the SDP to indicate that Parcel A has been recorded in Plat Book PM 230-77; Parcels B through E have been recorded in Plat Book PM 230-79; Lots 1 through 39 have been recorded in Plat Book PM 233-24; and Parcel 1 (Tax Map Parcel 82), which is a legal deed parcel that has never been the subject of a preliminary plan of subdivision.
- (2) Revise Note 3 on the SDP to state the correct square footage of the commercial component, which is 40,570 square feet of retail/commercial space based on the information provided by the applicant.
- (3) Revise and correctly reflect the ownership of Parcel 1 (Tax Map Parcel 82) as owned by Hall Station Homeowners Association and the deed is recorded in Liber 32403 Folio 351.

Specific Design Plan SDP-0801-01 will be in substantial conformance with approved Preliminary Plan of Subdivision 4-06126 and the record plat, if the above comments have been addressed. There are no other subdivision issues at this time.

Comment: The above Subdivision Section suggested conditions have been included in the Recommendation section of this technical staff report.

- f. **Trails**—In a memorandum dated July 12, 2012, the Transportation Planning Section offered the following:

Specific Design Plan SDP-0801-01 was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and/or appropriate area master/sector plan in order to provide the appropriate recommendations. Further, they indicated that the type of master plan bikeway or trail included Prince George’s County and SHA rights-of-way and sidewalks, and that since the master plan trail is within the City of Bowie, an additional two to four feet of dedication may be required to accommodate construction of a trail. Then they indicated that they had reviewed SDP-0801-01 for conformance with the MPOT and/or the appropriate area master/sector plan in order to implement planned trails, bikeways, and pedestrian improvements, and offered the following review comments as to compliance with the requirements of the MPOT and prior approvals:

- (1) The Hall Station project site is located between MD 214 (Central Avenue) and MD 978 (Hall Road), immediately to the west of the CSX railroad tracks and approximately 4,500 linear feet west of Robert Crain Highway (US 301). The

property is zoned L-A-C and is planned as a local activity center for the south Bowie area. The application is within the area covered by the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, 74B* and the MPOT.

- (2) The property is subject to multiple prior approvals, all of which addressed bicycle and pedestrian access and master plan trail facilities. Prior approvals include A-9838, CDP-0602, 4-06126, and SDP-0801. Previous conditions of approval addressed the master plan trail along Hall Road (MD 978), internal pedestrian circulation, an internal loop trail and several connector trails, and pedestrian connectivity to the existing residential community to the north of Hall Road. Only conditions or sub-conditions directly related to bicycle or pedestrian access are copied below.
- (3) The approved Basic Plan, A-9838, provided the initial requirements for a comprehensive bicycle and pedestrian network by including the following wording:

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

The basic plan also indicates that access to the activity center from the surrounding community will be from Hall Road (MD 978) with the following wording:

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

- (4) Preliminary Plan 4-06126 (PGCPB Resolution No. 08-80) also includes conditions of approval related to the provision of “Share the Road with a Bike” signage along MD 214. Conditions 5 and 6 require the placement of one sign along the property’s frontage with payment prior to issuance of the first building permit.
- (5) 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 issuance of the first building permit.
- (6) The applicant and the applicant’s heirs, successors, and/or assignees shall provide a financial contribution of \$210 to SHA for placement of this signage. A note shall be placed on the final record plat for payment to be received prior to 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.

A more detailed evaluation of internal bicycle and pedestrian access was completed at the time of SDP-0801 (PGCPB Resolution No. 09-22). This approval included the following conditions of approval related to bicycle and pedestrian facilities:

- 1. Prior to signature approval, the plans shall be revised or the required documentation submitted as follows:**
 - 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 bike rib series III bike racks in front of the proposed credit union and pharmacy buildings.**
 - e. Provide a marked crosswalk from the proposed fitness trail to the sidewalk around Parcel A.**

The internal pedestrian network is comprehensive and links to all portions of the subject site, as well as the adjoining residential community to the north. The master plan trail (wide sidewalk) is provided along Hall Road (MD 978), a trail is provided around the SWM pond, and internal sidewalk connections and crosswalks are provided at appropriate locations. The required pedestrian crosswalk is shown connecting the site with the existing residential community to the north along Devonshire Drive.

Condition 1d of SDP-0801 required a small number of bicycle parking spaces at the proposed credit union and pharmacy. The submitted plans reflect bike parking at the credit union and the proposed library. The provision of a small number of bicycle parking spaces is also recommended at the proposed coffee shop and the proposed retail on Parcel C.

All of the major prior conditions related to bicycle and pedestrian facilities have been discussed above. These conditions remain in effect as previously approved and are largely incorporated into the submitted plans. However, only the condition related to bicycle parking has been slightly modified from prior approvals for the subject application. This condition now requires a small number of bike racks in front of the proposed retail on Parcel C and the coffee house and is included below.

Conclusion

From the standpoint of non-motorized transportation, it is determined that this plan is acceptable, fulfills the intent of applicable master plans and functional plans, fulfills prior conditions of approval, and meets the finding required for a specific design plan as described in Section 27-285 of the Zoning Ordinance if the following condition is required:

(1) In conformance with the *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment*, the *Approved Countywide Master Plan of Transportation*, and previous approvals for A-9838, CDP-0602, 4-06126, and SDP-0801, the applicant and the applicant’s heirs, successors, and/or assignees shall provide the following:

(a) Prior to signature approval, the plans shall be revised to provide a small number of Bike Rib Series III bike racks in front of the proposed credit union, the proposed retail building on Parcel C, and the proposed coffee house.

g. **Permit Review Section**—In a memorandum dated June 29, 2012, the Permit Review Section offered many comments that were either addressed by revisions to the plans or in the Recommendation section of this technical staff report.

h. **Public Facilities**—In a memorandum dated May 31, 2012, the Special Projects Section of the Countywide Planning Division offered the following:

The Special Projects Section has reviewed this specific design plan (SDP) in accordance with Section 27-528(a)(2) of the Zoning Ordinance which states 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 Program or provided as part of the private development.

This application is for the addition of one building and miscellaneous revisions to the SDP.

Fire and Rescue: The Special Projects Section has determined that this SDP is within the seven-minute required response time for the first due fire station using the *Seven-Minute Travel Times and Fire Station Locations Map* provided by the Prince George’s County Fire/EMS Department.

First Due Fire/EMS Company #	Fire/EMS Station	Address
43	Bowie	16408 Pointer Ridge Drive

The required fire and rescue facility has been determined to be adequate.

Capital Improvement Program (CIP): There are no CIP projects for public safety facilities proposed in the vicinity of the subject site.

The above findings are in conformance with the *2008 Approved Public Safety Facilities Master Plan*.

Police Facilities: The Special Projects Section has determined that this SDP is located in District II, Bowie. Police facilities have been determined to be adequate.

Public Schools: The SDP has been reviewed for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the Adequate Public Facilities

Regulations for Schools (County Council Resolutions CR-23-2001 and CR-38-2002) and concluded that the SDP is exempt from a review for schools because it is a nonresidential use.

Water and Sewerage Findings: Section 24-122.01(b)(1) of the Subdivision Regulations states that “the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for preliminary or final plat approval.”

The 2008 *Water and Sewer Plan* placed this property in water and sewer Category 3, Community System, adequate for development planning.

- i. **Environmental Planning Section**—In an email dated July 31, 2012, the Environmental Planning Section stated that the addition of one building on Parcel D and the associated plan revisions that are included in the current revision to the SDP are in conformance with the previously approved tree conservation plan (TCP) and no TCP revisions are needed. In that email, the Environmental Planning Section also noted that the site itself is exempt from woodland conservation requirements and that a standard exemption letter had been issued for the site. However, because a significant amount of off-site grading and clearing was necessary to install utilities, a TCP was approved for the project to account for the off-site clearing. In closing, they stated that, as the standard exemption letter which had been originally issued for site had expired, a new exemption letter must be obtained from the Environmental Planning Section prior to issuance of new permits for the site.

Comment: A recommended condition below would require that, prior to issuance of new permits for the site, the applicant will be required to obtain a new standard exemption letter.

- j. **Prince George’s County Health Department**—In a memorandum dated June 29, 2012, a representative of the Division of Environmental Health of the Prince George’s County Health Department, noting that there are multiple prior approvals on record for the subject project, stated that the Environmental Engineering Program of the Health Department had completed a health impact assessment review of the specific design plan submission for the “01” revision for Hall Station, and had no comments.
- k. **Prince George’s County Fire/EMS Department**—In a memorandum dated August 8, 2012, the Prince George’s County Fire/EMS Department offered information on needed accessibility, private road design, and the location and performance of fire hydrants.
- l. **Department of Public Works and Transportation (DPW&T)**—In a memorandum dated August 2, 2012, DPW&T stated that they had no objection to the proposed addition of one building and the miscellaneous revisions to the specific design plan. Further they noted that, since the project is located in the City of Bowie and MD 214 (Central Avenue) and MD 978 (Hall Road) are state-maintained roadways, coordination would be necessary with the City of Bowie and SHA regarding streets and frontage improvements. However, with respect to stormwater management, DPW&T stated that the proposed specific design plan is consistent with Stormwater Management Concept Plan 46304-2006-04 dated April 26, 2010.

- m. **Maryland State Highway Administration (SHA)**—SHA stated that they had no comment as an access permit (08-AP-PG-063-10) had already been obtained by the applicant.
 - n. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated June 14, 2012, WSSC offered information regarding needed coordination with other utilities, requirements of their review process, and easements necessary to provide water and sewer to the site.
 - o. **Potomac Electric Power Company (PEPCO)**—At the time of this writing, staff has not received comment from PEPCO.
 - p. **City of Bowie**—In a letter dated July 18, 2012, a representative of the Bowie City Council stated that on Monday, July 9, 2012, the Bowie City Council conducted a public hearing on the subject project and that discussion focused on traffic flow internal to the nonresidential area of the site and that the applicant had agreed to meet with City staff after site build-out to review that matter. It was also stated that, at the conclusion of that public hearing, the Bowie City Council voted to recommend approval of SDP-0801-01, subject to certain conditions, intended to maintain consistency of features for other nonresidential buildings on this site, and to improve building aesthetics, while providing signage parameters for the commercial development. The Bowie City Council’s proposed conditions have been included in the Recommendation section of this technical staff report.
16. The project meets the requirements 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 **boldface** type followed by staff comment. 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)...**

Comment: The plan conforms to the approved CDP and the applicable standards as outlined in Findings 8 and 12 above. This revision does not involve the approval of townhouse architecture, making the last subpart of this required finding inapplicable to the subject project.

- (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: As stated in a May 31, 2012 memorandum from the Special Projects Section following a full discussion of fire and rescue, the Capital Improvement Program, police facilities, public schools, and water and sewerage infrastructure, the Special Projects Section concluded that the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the appropriate Capital Improvement Program or provided as part of private development. In addition, in a memorandum dated August 15, 2012, the Transportation Planning Section, after a full discussion of the relevant previous transportation-related conditions of prior approvals for the site and review of the SDP regarding transportation-related issues, concluded that, if a single condition were included in the approval of the project

regarding the trip cap, the subject development will be adequately served within a reasonable period of time. As this condition has been included in the Recommendation section of this technical staff report, this finding may be made.

(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 memorandum dated August 2, 2012, the Department of Public Works and Transportation, the authority regarding stormwater management in Prince George's County stated that the proposed Specific Design Plan is consistent with Stormwater Management Concept Plan No. 46304-2006-04, dated April 26, 2010. Therefore, it may be said that adequate provision has been made for draining surface water so that there are no adverse effects either on the subject property or adjacent properties.

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

Comment: In an email dated July 31, 2012, the Environmental Planning Section stated that the addition of a building on Parcel D and the associated plan revisions that are included in the current revision are in conformance with the previously approved tree conservation plan.

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-0801-01 and Type 2 Tree Conservation Plan TCP2-050-08/01, Hall Station, subject to the following conditions:

1. Prior to signature approval, the plans shall be revised or the required documentation submitted as follows:
 - a. Add a note on the specific design plan to indicate that Parcel A has been recorded in Plat Book PM 230-77; Parcels B through E have been recorded in Plat Book PM 230-79; Lots 1 through 39 have been recorded in Plat Book PM 233-24; and Parcel 1 (Tax Map Parcel 82), which is a legal deed parcel, has never been the subject of a preliminary plan of subdivision.
 - b. Revise Note 3 on the specific design plan to state the correct square footage of the commercial component, which is 34,570 square feet of retail/commercial space, with a 6,000-square-foot future addition to the credit union.
 - c. Revise and correctly reflect the ownership of Parcel 1(Tax Map Parcel 82) as owned by Hall Station Homeowners Association and that the deed is recorded in Liber 32403 Folio 351.
 - d. The architecture and signage of the coffee house shall be modified as follows:
 - (1) The color of the door on the rear (western) elevation, leading to a patio area, shall be painted to match that of the blond brick on that elevation;

- (2) The logo disk sign, four-foot by four-foot, proposed in the southern area of the western (rear) building elevation, shall be relocated to the northern area of the eastern elevation; and
- (3) A maximum total of nine building-mounted and window signs, with a combined area not to exceed 123 square feet, shall be permitted on the coffee house.

Final design of the architecture and signage of the coffee house shall be approved in accordance with the above by the Urban Design Section as designee of the Planning Board.

- e. The architecture and signage of the second retail building shall be modified as follows:
 - (1) All internally-illuminated box/cabinet signage or signage with exposed raceways shall be removed from all elevations of the proposed second retail building;
 - (2) The color of the doors on the northern and eastern elevations shall be painted to match that of the red brick material that predominates on those elevations; and
 - (3) The material and color of the brick used to construct the trash collection area proposed north of the retail building shall match those used on the building.

Final design of the architecture and signage of the second retail building shall be approved in accordance with the above by the Urban Design Section as designee of the Planning Board.

- f. A note shall be added to the plans stating: “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 hereinabove shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.”
- g. The applicant shall revise the application form to include the 14.6 acres included in the original SDP-0801 approval for the subject site and reorder the sheets in the plan set to include the overall site plan immediately after the approval sheet.
- h. The applicant shall include the design and details of the private recreational facilities as approved in the original specific design plan for the project. The Urban Design Section, as designee of the Planning Board, shall approve such design and detail.
- i. Prior to signature approval, the plans shall be revised to provide a small number of Bike Rib Series III bike racks in front of the proposed credit union, the proposed retail building on Parcel C, and the proposed coffee house.
- j. The applicant shall include the following information in Note 16:

“This project is unique because the site itself is exempt from woodland conservation requirements and a Standard Exemption letter was previously issued. However, because a significant amount of off-site grading and clearing was necessary to install utilities, a tree conservation plan was approved for the project to account for the off-site clearing. The Standard Exemption letter that

was originally issued for the site has expired. A new exemption letter shall be obtained from the Environmental Planning Section for the subject project prior to issuance of new permits for the site.”

- k. Reference to “pharmacy” in General Note 43 shall be deleted and the note made generic as follows:

“If shopping carts are provided for a retail use, they shall be stored completely within the building at all times.”
 - l. The applicant shall restore the details for the typical wall along Central Avenue (MD 214) and Hall Road (MD 978) to those approved with the original Specific Design Plan application, SDP-0801, with columns located 20 feet on center as were originally approved.
 - m. The applicant shall include a Section 4.9 schedule demonstrating conformance with the requirements of Section 4.9 of the 2010 *Prince George’s County Landscape Manual* for Parcels C and D.
 - n. The applicant shall revise the plans so that the word “proposed” is removed from all items approved in the original specific design plan for the project and only utilized for those items proposed as part of the subject revision.
 - o. The applicant shall redesign the rear of the retail building to include decorative brickwork reflective of the pilaster-like face brick between the areas of storefront glass on the front façade of the building and create additional visual interest by including variation in the roofline, or decorative elements or articulation in the exterior insulation and finishing system (EIFS) strip. Final redesign of the rear façade of the retail building shall be approved by the Urban Design Section as designee of the Planning Board.
- 2. Prior to issuance of new permits for the site, the applicant shall obtain a new exemption letter from the Environmental Planning Section.
 - 3. Prior to issuance of the use and occupancy permit for the library, the applicant shall provide a photograph of the placement of the historic preservation interpretive sign.