

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 April 28, 2016 regarding Conceptual Site Plan CSP-15001 for Allentown Andrews Gateway (formerly The Landing at Camp Springs), the Planning Board finds:

1. **Request:** The subject conceptual site plan (CSP) application proposes to develop approximately 13.03 acres of land into a mixed-use development, including approximately 54,600 square feet of commercial space and 61 single-family attached residential dwelling units.
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone	M-X-T	M-X-T
Use(s)	vacant	Commercial/Retail, and residential
Gross Acreage	13.03	13.03
Floodplain Acreage Area	0	0
Parcels	5 Parcels	TBD
Gross Floor Area (sq. ft.)		
Commercial/Retail	0	54,600
Townhouse Dwellings	0	(61 DUs) <u>176,000-207,000</u>
Total (sq. ft.)		231,000-261,700

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

Base Density Allowed	0.40 FAR
Residential component	1.00 FAR
Total FAR Permitted	1.40 FAR (Optional Method of Development)
Total FAR Proposed	0.31-0.36 FAR*

Note: *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 northeast quadrant of the intersection of Branch Avenue (MD 5) and Allentown Road (MD 337), in Planning Area 76B, Council District 8.
4. **Surrounding Uses:** To the north and east of the property are existing single-family residences along Robin Lane and Perrie Lane in the Rural Residential (R-R) Zone. To the south of the property, across Allentown Road is the former Allentown Mall, now used as consolidated storage with several commercial pad sites (Dunkin Donuts and a restaurant/liquor store) in the Commercial Shopping Center (C-S-C) Zone. Along Allentown Road is a church in the R-R Zone, known as Old Bells Methodist Church and Cemetery (a designated Historic Site, 76B-017). The subject property is bounded by Branch Avenue to the west, beyond which are strip commercial uses in the C-S-C Zone.
5. **Previous Approvals:** The subject property was retained in the Commercial Office (C-O) and R-R Zones by the 2006 *Approved Henson Creek-South Potomac Master Plan and Sectional Map Amendment*. The site is made up of five separate deed parcels and has never been through the subdivision process. Three commercial structures exist on the site.

On March 23, 2009, the District Council approved a Zoning Map Amendment (ZMA) A-9998-C, the Landing at Camp Springs, to change the zoning of the property from the R-R and C-O zones to the M-X-T zones. The approval was granted subject to 20 conditions as outlined in Zoning Ordinance No. 7-2009. The District Council adopted the findings and recommendations of the Zoning Hearing Examiner as its findings and conclusions in the case. Exhibits in the record indicate both horizontally and vertically integrated development with commercial development along Allentown Road and 370 multifamily units and structured parking located to the rear of the property.

The property also has an approved Storm Water Management Concept Plan, 29321-2015, approved on December 14, 2015.

6. **Design Features:** The applicant proposes to develop the property as a mixed-use residential/commercial development consisting of 61 single-family attached units and 54,600 square feet of commercial use. Access to the site is proposed via Allentown Road and Perrie Lane, a substandard private road across the site which runs along the rear of lots fronting on Robin Lane and provides access to numerous parcels to the north of the site.

The CSP proposes three commercial buildings and 61 townhouses in a horizontal mix; no vertical integration of uses is proposed. Commercial uses are located at the front of the property along Allentown Road, consistent with the exhibits contained within the original zoning map amendment record. Townhouses are proposed to the rear of the property, where the original zoning map amendment exhibits reflected multifamily development with structured parking and a proposed density of 370 units.

The CSP exhibits include a simplified bubble diagram allowing any use on any portion of the property. The illustrative plan included in this CSP application shows a main street leading to the site from Allentown Road to Perrie Lane with commercial buildings that set back from the proposed street-line. Townhouses front on the same street from the edge of the commercial development to the street's intersection with Perrie Lane. All parking for the commercial uses are proposed as surface parking in front of the buildings and the proposed townhouses are all as rear-loaded garage units. Along the most eastern portion of this pod of development is Perrie Lane, a 20-foot-wide private easement that runs parallel to the eastern most property line.

The commercial development is proposed within three structures as follows:

- a. 36,000 square feet of retail (a grocery store) with 155 parking spaces proposed on the west side of the main street and on the north side of Allentown Road. The building backs to the ramp onto Branch Avenue and will be visible from Branch Avenue as the elevation of the arterial is 15 to 20 feet above the elevation proposed for the site. The roof of the grocery store is anticipated to be visible from Branch Avenue. Loading and trash facilities for this building are proposed along the northernmost edge of the building adjacent to proposed residential development immediately to the north.
- b. 25,600 square feet of retail (a food and beverage store/gas station with eight gas pumps) shown on the east side of the main street with frontage along Allentown Road. Loading and trash facilities for this building are proposed along the eastern most edge of the building adjacent to existing residential development.
- c. 13,000 square feet of retail (in-line retail) is proposed in a third commercial building proposed to be located behind the food and beverage store and the gas station. This building faces the back of the food and beverage store and a parking field is proposed in the front and east side of the building. Loading facilities are proposed at the rear of the building and no trash facilities are identified for this structure. The building is approximately 60 feet wide by 130 feet in length and could be divided into any number of tenants in the future. An asterisk on the plan indicates "community meeting room located within this building."

The residential component of this mixed-use development is proposed as 61 townhouses on fee-simple lots located on both sides of the main street bisecting the entire property. The project appears to include only rear-loaded garage units fronting on private streets and green areas. A recreational facility is proposed to the east of the Branch Avenue ramp, in an area that is identified as a high noise area. The Planning Board finds that the recreational facilities should be located away from Branch Avenue, so that a noise wall is not required to surround any part of the play area. It is important that parents are able to monitor children in a play area and the sight-tight fencing of a sound attenuation wall is inappropriate in the environs of a playground because of the lack of visibility from surrounding dwelling units. Fencing around play areas is required to be transparent, in order to monitor children from outside the fenced area.

Illustrative renderings of the proposal are provided as part of this application showing commercial buildings with parking compounds in front of the buildings, between the street line and the front door. The exhibits portray a predominance of brick on buildings and landscaped parking compounds.

The proposed stormwater management (SWM) facilities as shown on the approved SWM concept plan indicate primarily the use of bio-retention areas and a small amount of underground facilities in the commercial area. It is noted that the approved SWM concept plan and the proposed CSP are inconsistent in layout of buildings and the limits of disturbance (LOD).

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance 7-2009:** On March 23, 2009, the District Council approved an Ordinance to amend the Zoning Map for the Maryland–Washington Regional District in Prince George’s County, by an individual Zoning Map Amendment A-9998-C, subject to 20 conditions. Of the conditions attached to the rezoning application, the following are applicable to the review of this CSP:

1. **The Conceptual Site Plan shall show right-of-way along MD 337 (Allentown Road) consistent with Master Plan recommendations. This right-of-way, as may be revised during Conceptual Site Plan, shall be shown for dedication at the time of Preliminary Plan of Subdivision.**

The site is adjacent to Allentown Road (MD 337). In the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* (CBA Corridor Revitalization Sector Plan), the following description is provided:

The overall facility is recommended to range from 175 feet to 205 feet measured building-to-building. In effect, the southern edge of the facility limits would be the boundary of Joint Base Andrews. The typical section incorporates:

- **Six travel lanes.**
- **A service roadway on the north side between Maxwell Drive and Suitland Road, incorporating a single one-way travel lane and on-street parking (the absence of the service roadway between MD 5 and Maxwell Drive results in the lesser building-to-building requirement).**

- **A 15-foot two-way cycle track on the north side.**
- **Wide sidewalks on the north side.**

Initially there were problems reviewing the right-of-way along MD 337. The property layer on PGAtlas did not match aerial images; this was resolved by obtaining MD State right-of-way plats along MD 337. Also, the approved sector plan has not been published to date. Nevertheless, the following has been determined by the Planning Board:

- The sector plan applies in this area.
- The right-of-way recommendation in the CS Node is 110 feet.
- The arterial designation generally allows for a 120-foot right-of-way.

Given this information, a variable dedication along MD 337 of 10 to 20 additional feet along the frontage of the subject property will be required at the time of preliminary plan of subdivision (PPS), varying from 10 feet at the western property line to 20 feet at Perrie Lane. This will bring the full right-of-way along the site's frontage to a right-of-way of a minimum of 120 feet. The most recent submitted plan does not reflect this right-of-way; it must be adequately reflected on the PPS. The additional right-of-way will allow for the construction of a wide side path along Allentown Road. Given that the Branch Avenue (MD 5) overpass is a limitation and the sector plan did not envision rebuilding the overpass, it seems clear that the entire range of facilities within the AR-SR Focus Area within the sector plan were not planned at this location.

- 5. The schematic site plan submitted with the revised Application shall be modified to eliminate all right angle parking along Perrie Lane. In recognition of the function of the roadway as a secondary residential roadway, the limits of dedication, along with the typical section along Perrie Lane, shall be determined at the time of Preliminary Plan.**

This condition requires the elimination of all right-angle parking along Perrie Lane, and requires the determination of a typical section for Perrie Lane. Current plans show no parking along Perrie Lane, and a typical section will be determined, including the limits of dedication, during review of the PPS as directed by the condition.

- 6. At the time of Conceptual Site Plan, DPW&T, M-NCPPC and the Applicant will determine an acceptable pavement width for Perrie Lane within the subject property.**

This condition is inconsistent with Condition 5, as pavement width is part of the determination of a typical section. Provided that the function of Perrie Lane as shown in the plans associated with this review is approved, that approval will assist in determining the proper pavement width. This detail is more appropriately covered during the PPS review, as anticipated by Condition 5.

8. The following recommendations should be observed during the preparation and review of the Conceptual Site Plan.

- (a) The Conceptual Site Plan shall provide adequate open space at the perimeter as determined by the Urban Design Section to serve as a buffer between the project and adjacent lower density residential development.**

The property is adjacent to residential development at both the north and the east boundary. To the north is single-family detached development and the area of the site adjacent to the existing development is proposed as townhouse development. The CSP indicates conceptually a bufferyard along the edge of the development which will be fulfilled on the detailed site plan (DSP) for that portion of the site. To the east is single-family detached development. The proposed gas station has frontage on Allentown Road and the associated commercial convenience store is proposed along approximately 500 feet of the property line. The remaining extension of that property line is proposed with single-family attached development, and a bufferyard in accordance with the 2010 *Prince George's County Landscape Manual* is proposed for fulfillment at the time of the DSP.

- (b) Multifamily development shall not have primary access through single-family residential streets.**

No multifamily development is proposed with this application.

- (c) Wherever possible, living areas shall be linked to community facilities, transportation facilities, employment areas, and other living areas by a continuous system of pedestrian walkways and bike trails utilizing the open space network.**

The sector plan places an emphasis on bicycle and pedestrian accommodation particularly because of the potential future bus rapid transit stop on the east side of Branch Avenue adjacent to the site. The proposed internal public road will increase connectivity and accessibility, however, the pedestrian facilities along the new road need to be emphasized. Consider providing textured crosswalks along the proposed internal public road to promote pedestrian safety within the commercial areas that are clearly designed to accommodate motor vehicle access. The sector plan calls for wide sidewalks on the north side of Allentown Road. The

CSP does not provide for any sidewalks along Allentown Road. Again, adequate pedestrian and bicycle facilities must be provided. A relevant condition has been included in this report.

- (d) Buffering in the form of landscaping, open space, berming, attractive fencing, and/or other creative site planning techniques should be utilized to protect existing residential areas, particularly the interface along Perrie Drive.**

The proposed CSP and Type 1 tree conservation plan (TCP1) shows a mixed-use development with commercial buildings on the southern half of the property adjacent to Allentown Road and residential development in the form of single-family attached dwelling units on the northern half. The application proposes to remove approximately 92 percent of the existing on-site woodlands. The existing residential community to the east and north of the site, which have been in existence since at least 1965, would be impacted by the significant loss of woodland with regard to viewshed, screening from MD 5, and quality of life. Adequate buffering and screening, particularly from the nonresidential portion of the proposed development, is strongly recommended. According to the illustrative landscape plan, the proposed open space or green area along existing Perrie Lane ranges from 11 feet to 52 feet; however, most of this area is proposed to be encumbered with SWM facilities, leaving little to no room for landscaping. The SWM facilities will be designed as bioretention which can support certain plant species. The actual landscaping area is limited to approximately ten feet in width. Additional buffer area should be provided to protect future residents.

- 9. A Type I Tree Conservation Plan (TCPI) will be required with the Conceptual Site plan. The TCPI should propose the preservation of as much of the existing vegetation as possible (as deemed appropriate by the Environmental Planning Section) and should provide some areas of afforestation adjacent to the expanded buffer. If any off-site mitigation is proposed, the first priority will be within the Henson Creek or Tinkers Creek watersheds.**

The submitted TCP1 proposes to clear 8.41 acres of the existing 9.12 acres of on-site woodland, or 92 percent removal of the existing woodlands. The plan shows the on-site preservation of 0.30 acre to meet the overall 4.99-acre requirement. An additional 0.41 acre is being preserved but not counted toward meeting the requirement because it is too narrow to meet the minimum width of woodland. Most of the non-credited woodlands are shown along the western boundary adjacent to the residential portion of the site. Three specimen trees are proposed to be disturbed.

Condition 9 identifies an “expanded buffer” and the need for preservation or afforestation adjacent to this area. This buffer was noted without a wetland survey or natural resources inventory (NRI) completed on the subject site at the time of the rezoning of the property. After further review, this area was determined to be an ephemeral stream channel. This type of stream is not regulated and does not require buffer protection. Despite the fact that there are no regulated streams on-site, the Planning Board finds the existing woodlands on the site to be of high priority for preservation purposes due to its high diversity of species and very low percentage of invasive species. Urban forests are very beneficial to human health, the environment, and the future residents’ quality of life. The absence of a regulated stream does not justify removing the entire woodland on-site, especially when the woodlands are of good quality. An expanded buffer along MD 5 is important to the overall development of the residential component with regard to mitigating noise, providing attractive screening from MD 5, reducing heat-island effect and impervious area, as well as mitigating particulate matter from vehicles traveling along MD 5.

Along the western boundary the plans indicate that an open space area of approximately 30 to 50 feet in width is proposed. This consists of an approximate ten-foot-wide landscaped area along the boundary line adjacent to MD 5. A small portion of this area includes a sound wall to protect the user of an outdoor activity area. This area should show the retention of more woodland in a wider buffer, not only to buffer and help mitigate the impacts of noise along MD 5, but to also provide natural screening from the right-of-way. It is also important to note that Subtitle 24, which this development scheme will be subject to in the future, requires a minimum 300-foot-lot depth from the adjacent freeway. The proposed townhouse lots in this area fail to meet the lot-depth requirement.

In consideration of the need for visual screening and noise buffering for both the existing adjacent residential communities and the proposed on-site residential community, along with the recommendations in Condition 9 of the zoning map amendment, the buffer between MD 5 and the proposed residential section should be widened. A condition has been adopted requiring the appropriate buffer.

Development in the M-X-T Zone usually results in higher-density development than the number and type of residential units proposed in this application, which is significantly lower than what was approved at the time of the rezoning of the property (A-9998). The rezoning approval included 370 residential multifamily residences. The applicant has the option of developing multifamily structures with higher density which would allow provision of additional woodland preservation on-site. The proposed CSP is a horizontal layout with 61 single-family attached units. The conversion from the previously proposed multifamily to townhouses results in land-consuming design and significant reduction of on-site woodland. The applicant should consider a vertical structure type, such as two-over-two or multifamily dwellings, which would allow a much higher density and a wider woodland preservation buffer along the western boundary of the residential development. A widened buffer would not only contribute to the mitigation of noise, attractive screening from the freeway, and natural landscaping, but it would also provide

some reduction in both the particulate matter and heat-island effect that will result from the significant amount of the proposed impervious area.

The plans propose a residential unit type with rear-loaded garages accessed by alleys, which will result in an increased amount of paved/impervious area compared to a front-loaded garage unit with rear-vegetated yards. The amount of impervious area for parking both on the front and rear of the units contributes to increased polluted runoff. The addition of a wider forested buffer will reduce the overall impervious area and will provide some infiltration function.

Prior to certification of the CSP, the TCP1 and CSP should be revised to show a minimum 100-foot-wide wood preservation area along the portion of the west boundary adjacent to the residential area of the site. The woodland should be counted toward the woodland conservation requirement. This buffer should be shown on all future plans.

- 10. At the time of Conceptual Site Plan, the Applicant and Staff of the Department of Parks and Recreation shall develop a mutually acceptable package of parkland, outdoor recreational facilities, fees or donations to meet the future needs of the residents of the planned community.**

The above condition addresses the needs for parks and recreational facilities for the future residents of this development and, at time of the CSP stage, to work with the Prince Georges County Department of Parks and Recreation (DPR) to reach an agreement on an appropriate “recreational package” for the future residents. Zoning Map Amendment (A-9998) contemplated a more robust “recreational package” based on a much higher density. DPR staff believes that the active recreation area as shown is sufficient since the proposed residential development is significantly lower in density than that is allowed on the property (9.79 units per acre versus previous 28 units per acre). This decrease in density results in a significantly lower projected population of residents who will need parks and recreational facilities (160 people as compared to previous 925 residents).

- 11. All future submission packages shall contain a signed Natural Resources Inventory (NRI). The NRI shall be used by the designers to prepare a site layout, which results in non-essential impact to the regulated features of the site.**

An approved Natural Resources Inventory, NRI-073-07-01, was submitted with the application. This NRI was recently updated in May 2015. The plan showed an ephemeral stream channel located in the northeast corner of the site and five on-site specimen trees. A site visit was later conducted during the CSP review to investigate the health of the on-site specimen trees and to analyze Perrie Lane. During this visit, two off-site outfall structures were identified, which collect stormwater from the Branch Avenue right-of-way. The larger of the two outfall structures discharges to a flat on-site area and

then meanders across the site, connecting into the previously identified ephemeral stream system, and finally empties into the on-site inlet structure.

The other off-site outfall, which is smaller in size, empties into an adjacent roadside swale. This stormwater swale drains in a southerly direction to a created wetland pond area on land owned by the Maryland State Highway Administration (SHA). An NRI is required to show all conditions up to 100 feet off-site; however, these outfall structures were not identified on the NRI.

The NRI states that no 100-year floodplain exists on-site; however “100-year overland flow” on the site is discussed in a letter from the Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE). Also, the NRI notes wetlands on the site, but does not identify them on the plan.

Prior to acceptance of the PPS, the NRI should be revised to show the two off-site stormwater outfall structures. Evidence should be provided as to whether or not wetlands exist on the site.

In addition, prior to acceptance of the PPS, the NRI should be revised to include an approved floodplain request from DPIE. The letter should confirm the presence or absence of 100-year floodplain. If floodplain exists on-site, the NRI should be revised as necessary to show the limits.

The site contains three forest stands. Forest Stand A is 6.12 acres. It is dominated by red maple, sweetgum, beech and southern red oak. It was noted to contain scattered wetlands; however no wetlands were shown. No major invasive species were identified, however, the presence of privet and Asian bittersweet were noted.

- Stand B is dominated by white oak and Southern red oak. No invasive species were identified in this stand.
- Stand C is 0.57 acre and is dominated by Sweetgum, red maple, black cherry, yellow poplar, and Virginia pine. The invasive species Japanese honeysuckle was noted to occupy five percent of the herbaceous layer of this stand.

Prior to acceptance of the PPS, a wetland delineation report should be submitted. The report should identify all on-site wetlands and their associated buffers and the NRI should be revised as necessary to identify them. This information should be submitted at least 35 days before the Planning Board Hearing.

- 12. At the time of Conceptual Site Plan, the Applicant shall submit a noise study and shall use the appropriate noise and vibration mitigation measures in developing the property. The Conceptual Site Plan and TCP1 shall show all**

unmitigated 65dBA Ldn noise contours, and the TCP1 shall show conceptually how noise will be mitigated.

The site is adjacent to Branch Avenue. According to the Environmental Planning Section's noise model, the unmitigated 65 dBA Ldn noise contour line is located approximately 722 feet from the centerline of MD 5. No noise model was conducted by staff for the location of the unmitigated 65dBA Ldn noise contour from MD 337.

The applicant's Phase I noise study was submitted with the CSP application to determine the location of the unmitigated noise contours. The study states that measurements were made at 5.5 feet above ground level for the lower level and 25 feet above ground for the upper level. Although the plan indicates a single-unmitigated noise contour, it does not distinguish as to whether it is the lower or upper unmitigated 65 dBA contour. The lower and the upper contours for both of the roadways should be shown on the plans.

Based on the contour's location, which is very close to Perrie Lane, all of the proposed 61 residential lots will be impacted by noise levels above 65dBA Ldn. It is unclear what the noise level is on the western side, which could be 75 dBA Ldn or higher since that area is closer to the noise source. The noise study needs to be revised to provide an exhibit of the 65dBA Ldn noise contour and also show the location of the noise impacts to approximately 50 feet within the western boundary of the site.

The proposed plans show a recreation area adjacent near the western boundary where noise will be at its highest level on the site. A noise barrier is shown to wrap around the play area; however, it is recommended that this play area be relocated farther away from this area and in a location outside of the 65 dBA which is more conveniently accessible by all future residents.

A Phase II noise study is required at the time of PPS submission. The accompanying TCP1 should show all unmitigated and mitigated 65dBA Ldn noise contours based on the proposed residential layout. The Phase II noise study should provide the recommended mitigation measures in combination with a forested buffer along the western boundary for all outdoor activity areas including sidewalks, front stoops, and general gathering areas where neighbors may meet and greet one another.

Prior to approval of the PPS, the Phase I noise study should be revised and submitted. The noise study should include an exhibit of the location of the lower and upper unmitigated 65dBA Ldn noise contours. The exhibit should also show the location of the lower and upper unmitigated 70, 75 and 80 dBA Ldn noise contours and be correctly reflected on the TCP1 and PPS.

Prior to approval of the PPS, a Phase II noise study should be submitted. The noise study should provide the location of the lower and upper mitigated 65 dBA Ldn noise contours based on the proposed noise mitigation measures in combination with a forested buffer along the western boundary adjacent to the residential area.

Prior to approval of the DSP, all outdoor recreation areas should be relocated outside the mitigated 65 dBA Ldn and the 100-foot woodland preservation area.

At the time of the issuance of building permit, applications for building permits should be prepared by a professional engineer with competency in acoustical analysis using the certification template. The certification should state that the interior noise levels have been reduced, through the proposed building materials, to 45 dBA Ldn or less for the portions of the residential units within the unmitigated 65dBA Ldn or higher noise impact area.

13. At the time of Conceptual Site Plan, the Applicant shall submit a Stormwater Management Concept Plan that maximizes appropriate density on the site through the use of underground facilities and bioretention.

An approved Stormwater Management Concept Plan and Letter (29321-2015-00) was submitted with the subject application. Proposed SWM features include micro-bioretention and underground attenuation facilities. The site is not required to pay a SWM fee for providing on-site attenuation/quality control measures.

The layout on the approved concept plan is slightly different from the current layout shown on the CSP and TCP1. One major conflict on the SWM concept plan shows bioretention facilities in an area where three specimen trees are proposed to be preserved on the TCP1. The proposed changes will likely result in changes to the overall layout that will affect how stormwater is managed on the site. The concept should be revised to be consistent with the final layout at the time of DSP.

The NRI and TCP1 insufficiently identifies off-site outfalls to the west of the site. These outfalls are known to discharge stormwater onto the subject site; however, the plans do not indicate how the runoff will be controlled to protect development. A revised concept approval or written confirmation from DPIE is required to provide additional information regarding the intended control measures for the uncontrolled runoff from the MD 5 outfalls.

Prior to approval of the DSP, the SWM concept plan should be revised as necessary to demonstrate how off-site runoff from outfalls from MD 5 will be controlled. Written confirmation should also be provided by DPIE.

Prior to approval of the DSP, the SWM concept plan should be revised and approved to be consistent with the proposed final design as shown on the DSP.

- 14. The project will be designed to accommodate a grocery store of up to 18,000 gross square feet, should one be identified.**

The plan indicates a 36,000-square-foot grocery store. It is unclear of the 18,000 square feet notation intended to limit the size of the grocery store.

- 15. The project will be designed to accommodate a pharmacy of up to 15,000 gross square feet, should one be identified.**

The plan does not indicate a drug store.

- 16. The commercial office square footage will be increased by an amount to be determined the between the Applicant and the Planning Board.**

The proposed total square footage of the commercial development is 54,600 square feet.

- 17. The Applicant shall provide a meeting room for use by civic associations in the greater Camp Springs area.**

The plan indicates a meeting room to be available to the community.

- 18. The Applicant agrees to construct the commercial/retail component which is vertically integrated with the residential portion of the project concurrently. This commercial/retail space approximates 15,000 square feet. The Applicant recognizes the community desires high end commercial tenants, which may include a grocery store or pharmacy, which may have specific design requirements. The Applicant will use its best efforts to attract such tenant, which may cause the development of the single story retail components fronting Allentown Road to trail slightly behind the start of the vertically integrated retail located in the middle and rear of the subject property, which will have more standardized space configured for a variety of uses.**

The condition does not apply, as the plan does not include a vertically-integrated component within the development scheme.

- 19. Café sidewalks will be provided along the storefronts of proposed eating establishments to enhance the vitality of the area.**

If any of the smaller retail spaces include eating establishments, then café sidewalks should be provided. In order to accommodate sidewalk dining, sidewalks in front of the two retail spaces should be expanded and/or a patio should be provided along the street line. It should be further noted that the sector plan also includes language as follows relating to site design:

Retail commercial buildings should be designed at a human scale and coordinated in their individual designs to create cohesive and attractive spaces between them such as mini plazas and shared outdoor dining areas. Site planning for buildings should consider the planning of neighboring parcels to ensure visual and functional compatibility if the neighboring building adds positive influence to the character of the streetscape.

Cohesive and attractive spaces between retail commercial buildings have not been achieved. The Planning Board recommends, at a minimum, provision of a wide sidewalk in front and to the side of the in-line retail spaces to accommodate benches, trash receptacles, and bicycle racks, and to encourage window shopping and outdoor dining and cafés, to the extent practical.

20. All HVAC units located on the rooftops of the single story retail buildings will be screened from view of the Branch Avenue-Allentown Road flyover and its access ramp.

This condition will be addressed at the time of DSP review.

8. **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 all Mixed-Use Zones.
 - (1) The proposed residential and commercial/retail uses are permitted uses in the M-X-T Zone. It should be noted that a gas station is a permitted use with or without a service center for minor repairs (placed underground or in a wholly enclosed structure). However, a gas station with or without a service center, and including a car wash is not permitted 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 54,600 square feet of commercial/retail space and 61 residential single-family detached dwelling units, and therefore meets the requirement for uses.

- b. Section 27-548, M-X-T Zone regulations, establishes additional standards for 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 one bonus incentive 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.**

The CSP proposes a total of 61 single-family detached units with a proposed maximum floor area ratio (FAR) of 0.36, which meets this requirement. However, it should be noted that the mix of uses including residential uses allows the applicant to increase the FAR to a maximum of 1.4 FAR.

- (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 commercial uses included in this CSP will be located in three 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. However it is noted that the plan as proposed on the illustrative plan indicates that the size of the townhouse lots are not proposed in accordance with (h) below. This would require a variance at the time of PPS. Therefore, the Planning Board finds that the lot specification should be deleted at this time from the plans.

- (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 and interior incompatible land uses at the time of DSP. However, the illustrative plan as proposed provides for a level of detail that causes a certain amount of concern for the development as proposed. For example, the illustrative plans propose loading for a grocery store within close proximity of the proposed residential units. Further, other loading and trash facilities are shown on the plans that will clearly impact surrounding residential properties to the east of the subject site.

- (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 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.**

The main street proposed in the middle of the site may not be a public street, but may become a private street in the future. If so, it appears that the proposed lots will not have frontage on a public street. Furthermore, if townhouses are approved as shown on the CSP, these lots will be served by private streets as well. However, this requirement should be reviewed for conformance at the time of the review of the PPS, in accordance with Subtitle 24.

- (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 (1/2) 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.

It appears that the townhouses proposed in this CSP will not meet the minimum lot size requirements above. This proposed land use is inconsistent with the exhibits proposed at the time of the zoning map amendment which proposed 370 multifamily units with a portion of the development vertically mixed with residential use at the first floor level and multifamily above. The applicant is proposing to reduce the density to a townhouse design and, either the lots should be revised to indicate the larger lot size of 1,800 square feet as opposed to the ±1,500-square-foot size shown on the concept plan, or all of the lot lines should be removed from the plans and the issue will be further reviewed at the time of PPS.

- (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 plan does not propose residential multifamily buildings.

- (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 is at the intersection of an arterial roadway and a freeway designation, and near a proposed future rapid bus transit and a possible light rail station. In order for this case to support the future public infrastructure, the plans should be revised to incorporate a higher intensity of development, specifically the residential component of the site. The master plan recognized the approval of the rezoning of the property and the multifamily component. Likewise, the Maryland Transit Authority recognized the development that was proposed through the approval of the zoning map amendment. The reduction in density will mean less intensity of development near the transit station, which is not

desirable for future functioning of either of the transit facilities mentioned above.

- (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 Future Land Use Corridorwide heading within the CBA Corridor Revitalization Sector Plan contains the following language:

New mixed-use classifications, namely residential mixed-use and commercial mixed-use, replace land use policies that encourage single uses in order to recognize existing uses, but at the same time encourage medium to high residential development, largely along the proposed transit lines at station stops or where market conditions support residential development over commercial.

The Zoning Map Amendment that was adopted for the property in 2009 (A-9998-C) was conditioned on the applicant agreeing to construct a commercial/retail component which was vertically integrated with residential. The sector plan envisioned neighborhood commercial at Allentown Road with multistory multifamily and structured parking in the rear of the property. The proposed residential density of 61 townhouses is significantly less than is appropriate for a site adjacent to future light rail transit or bus rapid transit.

- (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 only 0.31–0.36 FAR on the site, a low FAR that may not represent the highest and best use of the land, and the residential units proposed as fee simple lots may not conserve the value of land because it does not contribute to supporting the transportation planning and infrastructure at this location.

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

The sector plan contains the following language addressing transit:

This plan endorses transit recommendations in the Master Plan of Transportation (MPOT) pertaining to this sector plan area, and also endorses the Southern Maryland Transit Corridor Preservation Study recommendation for light rail transit or bus rapid transit along Branch Avenue to Charles County. In addition to the three proposed stops within this plan area, this plan recommends a transit stop in the vicinity of Allentown Road and Branch Avenue (MD 5).

With a possible transit alignment between MD 5 and the subject property, proposed residential development should be adequately set back to avoid future land use conflicts and impacts to residents. A substantial buffer is required in this area.

- (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 commercial and residential uses that will complement each other 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 includes both residential and commercial development, however, the blending of the uses would be more appropriately located within a vertical mixed use building with commercial at one level and residential above, as was proposed in the original ZMA exhibits for the project.

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

The CSP illustrative plan proposes a 36,000-square-foot grocery store and a gas station with a food and beverage store within the commercial area of the project. The residential development is abutting these high trip-generating uses. In order to create a functional relationship between the uses without being totally vehicular-oriented, particularly where proposed and adjacent residential uses exist, the Planning Board finds that the pedestrian system should be supported with wide sidewalks and crosswalks.

- (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.

- (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 exhibits previously provided for the project, including the exhibit represented at the time of the ZMA depict brick as a predominant element of the design of the buildings. The architecture for the project will be reviewed at the time of DSP for the project. High standards will be utilized to elevate the architectural design 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 by Zoning Map Amendment A-9998-C, so the above finding does not apply.

- (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 property has frontage on Allentown Road and the gas station fronts the right-of-way. The project also proposes a main street in a north/south direction and the grocery store has the majority of its frontage along the main street, although a portion of the frontage along Allentown Road is also part of the lot frontage. The main entrance into the store is at the corner of the building, opposite the intersection of the main street intersection with

Allentown Road. The buildings back to the ramp of Branch Avenue directly to the west. This development is expected to inject new economic vitality into the immediate area.

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

The development is not generally compatible with the surrounding development in the area and this was recognized in the previously approved Zoning Map Amendment. Compatibility of uses will be challenging for the proposed development, partly because of the horizontal mix of residential and commercial uses on the property. A pure horizontal mixed-use is proposed, and additional green area and buffering should be incorporated into the plan at the time of the DSP to protect any residential development from nuisances associated with the commercial development such as loading, trash facilities and so forth. The incorporation of these facilities internal to the buildings rather than pads away from the buildings is encouraged.

(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, and townhouse development. The design scheme provided for review reflected on the illustrative plan provides for a cohesive development centering on a main street. 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. Phase II is designed for a residential townhouse development.

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

See the Trails discussion below relating to improvements for pedestrian activity.

(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

This requirement will 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.**

This does not apply to the subject application.

- (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.

- (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 13.03 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)(i), 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 sites and is not designed to minimize the visual impact of cars on the site. No structured parking garages are proposed. Surface parking spaces for the grocery store should be relocated to

the rear of the grocery store which will improve the pedestrian experience. The redesign, proposed by condition in this report, at the time of DSP approval is to reduce the visibility of surface parking and to increase the presence of green space. A redesign of the surface parking area should be provided for the commercial uses in the development. At the Planning Board hearing, the applicant objected to the staff recommendation to redesign the site because of the inconvenience and potential danger that would cause to the pedestrian if parking and loading were placed at the rear of the building with the entrance remaining at the corner of the building as shown on the CSP. The applicant argued that the parking spaces would not be located as near as possible to the uses they serve, which is another site design guideline. Therefore, the Planning Board did not adopt the staff recommendation on this issue.

- (2) In accordance with Section 27-274(a)(2)(B), loading areas should be visually unobtrusive. The development scheme should be revised to minimize the impact of loading and trash facilities on existing and proposed residential properties at the time of DSP review. The redesign, at the time of DSP approval, is intended to reduce the impact of loading and trash facilities on surrounding uses by placing the facilities within structures and setting back these facilities from residentially-zoned land or land proposed for residential uses. The Planning Board recognized that this issue is addressed in Section 27-579 of the Zoning Ordinance, that this issue will be addressed at the time of DSP review and, if the applicant asks for relief from the required 50-foot setback, that a departure from design standards will be required.
 - (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 pedestrian system including seating elements should be provided to enhance the commercial and residential areas in accordance with Section 27-274(a)(9), Public Spaces. Public spaces 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 prior to approval of a plan.

9. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 1 Tree Conservation Plan (TCP1-001-16) was submitted with the CSP application.

The plan proposes to remove 8.41 acres (92 percent) of the 9.12 acres of existing woodlands and meet the woodland conservation requirement of 4.99 acres with off-site woodland conservation credits. The significant loss of woodlands results in 0.30 acre of on-site woodland preservation and 0.41 acre of woodland preservation not counted toward meeting the requirements because it is too narrow. The recommended 100-foot-wide preservation area adjacent to the residential component would result in additional on-site preservation as well as meet the needs for noise mitigation and screening from MD 5.

The TCP1 needs to be revised to include the specimen tree chart (as shown on the NRI) with a column for retain/remove and protection measures, mitigated and non-mitigated noise contour, steep slopes, required general notes revisions, added symbols to the legend, adjacent owner information and the new TCP1 approval block. Adjacent site information required such as adjacent owner information, outfall and drainage systems, and the Robin Lane right-of-way need to be shown. Add more information to the legend to assist in the review process.

Prior to certificate approval of the CSP, the TCP1 Plan should be revised as follows:

- a. Remove the old approval block and add the new TCP1 approval block.
- b. Add "TCP1-001-16" to the required approval block.
- c. Label Perrie Lane as "existing asphalt roadway to remain".
- d. Label Branch Avenue as "Master Planned Freeway" and Allentown Road as "Arterial Roadway."
- e. Revise the specimen tree labels to a larger readable size.
- f. Revise General Note 7 to remove "Developed Tier" and add "Environmental Strategy Area 2 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan.*"
- g. Revise General Note 11 to add the approved stormwater management concept number.
- h. Revise General Note 12 to identify the project's dedicated land and if no land is currently or proposed to be dedicated with this application, remove Note 12.

- i. Remove General Note 13.
- j. Revise the legend to add the symbol and label for specimen tree removed.
- k. Revise the Woodland Conservation Worksheet as necessary after all required revisions have been made.
- l. Have the revised plan signed and dated by the qualified professional preparing the plan.

Specimen Trees

Section 25-122(b)(1)(G) requires that “Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree’s condition and the species’ ability to survive construction as provided in the Technical Manual.”

A Subtitle 25 Variance Application was not included; however, a letter dated July 2, 2015, was included in the original application package. This letter requests the removal of five specimen trees in support of a variance, which includes a tree that is not located on-site. The letter does not address the required findings of 25-119(d).

The site contains five specimen trees with the ratings of excellent (Specimen Trees 2 and 3), good (Specimen Trees 1 and 8) and fair (Specimen Tree 7). These trees are large canopy trees with quality ratings that should be saved to the extent possible. The current design proposes to remove two of the five. The trees proposed to be saved (Specimen Trees 1–3) are located in wooded areas to be retained on-site along western property line adjacent to Branch Avenue/Maryland 5 and adjacent residential component. The TCP1 shows Specimen Tree 4 located off-site being removed as part of this development. No grading was shown around this specific tree. Specimen Tree 4 must be shown to be saved unless the tree has an existing condition that would further impact the proposed site.

The most current plan shows the removal of specimen trees 1, 2 and 3, which are all white oaks. Specimen Tree 8 is a willow oak and is located along the eastern boundary and directly adjacent to Perrie Lane. This tree was noted to be in good condition. The plan currently proposes to remove this tree for bioretention and a storm drain pipe. This area is next to an underground storage facility. Prior to review of the PPS, a review of the layout in this area should be assessed with regard to alternatives to preserve this tree. The plan shows right-angle parking along this area as well. Condition 5 of Zoning Map Amendment A-9998 is as follows:

- 5. The schematic site plan submitted with the revised Application shall be modified to eliminate all right angle parking along Perrie Lane. In recognition of the function of the roadway as a secondary residential roadway, the limits of dedication, along with the typical section along Perrie Lane, shall be determined at the time of Preliminary Plan.**

Although conformance with this condition will be discussed in detail by the Urban Design Section, the right-angle parking needs to be removed and the redesign of the area should include alternatives that would preserve Specimen Tree 8.

Because no variance application was included and because the submitted letter does not address the required finding necessary for a complete review of specimen tree removal, the Planning Board cannot conduct a full review of the request at this time. A revised statement of justification and application should be required at the time of the PPS review.

Prior to approval of the PPS, a Subtitle 25 variance application should be submitted with the PPS. The application should include a statement of justification and should address the required findings of Section 25-119(d). The variance application should include alternative designs and protective mitigation measures to preserve Specimen Tree 8.

10. **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 (TCC)**—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 13 acres in the M-X-T Zone that results in a required TCC of 1.3 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.

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. However, the illustrative plan as proposed provides for a level of detail that causes a certain amount of concern for the development as proposed. For example, the illustrative plans proposed loading for a grocery store within close proximity of proposed residential units. Further, other loading and trash facilities are shown on the plans that will clearing impact surrounding residential properties to the east of the subject site.

11. **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 CBA Corridor Revitalization Sector Plan contains a variety of relevant focus area strategies. Relevant strategies for the Camp Springs Focus Area are listed below with corresponding analysis of how the proposed project would implement the strategies.

1. **Land Use and Zoning Implications: Designate properties fronting Allentown Road from Old Branch Avenue to Allentown Way as commercial-neighborhood to promote the development of neighborhood-oriented commercial.**

The Planning Board found that the above land use recommendation does not apply to the subject site because the property is not between Old Branch Avenue and Allentown Way.

2. **Site Design: Orient building frontages to face the street, courtyard, or plaza. In mixed-use areas, the street facing buildings should establish a street wall deep enough from the street curb to provide wide pedestrian walkways in front of the buildings.**

The Planning Board found that the above Site Design strategy does not apply to the subject site, as this requirement applies to properties outside of the focus areas identified in the sector plan.

3. **Site Design: Setbacks should vary slightly to maximize streetscape interest. Avoid uninterrupted walls of structures. Buildings should not be sided in rigid parallel fashion to avoid monotony in visual appearance.**

The Planning Board found that the above Site Design strategy does not apply to the subject site, as this requirement applies to properties outside of the focus areas identified in the sector plan.

4. **Site Design: Retail commercial buildings should be designed at a human scale and coordinated in their individual designs to create cohesive and attractive spaces between them such as mini plazas and shared outdoor dining areas. Site planning for buildings should consider the planning of neighboring parcels to ensure visual and functional compatibility if the neighboring building adds positive influence to the character of the streetscape.**

The Planning Board found that the above Site Design strategy does not apply to the subject site, as this requirement applies to properties outside of the focus areas identified in the sector plan.

5. **Site Design: Place parking at the rear or side of all buildings in order to avoid a direct view of parking lots from the street. Provide parking islands with landscaping to soften the view of asphalt pavement and to avoid the prospect of a sea of parked cars.**

The Planning Board found that the above Site Design strategy does not apply to the subject site, as this requirement applies to properties outside of the focus areas identified in the sector plan.

6. **Site Design: Provide low screen walls, hedges, or both, at those places where surface parking can be viewed from the street.**

The Planning Board found that the above Site Design strategy does not apply to the subject site, as this requirement applies to properties outside of the focus areas identified in the sector plan.

7. **Site Design: Use landscaping to beautify the street and public spaces, to buffer incompatible uses, and to screen unsightly views. Locate loading areas away from public views. Where this is not feasible, these areas should be properly screened.**

The Planning Board found that the above Site Design strategy does not apply to the subject site, as this requirement applies to properties outside of the focus areas identified in the sector plan.

8. **Connectivity and Circulation: Encourage all new streets using a grid or modified grid street pattern to increase connectivity and accessibility. Discourage dead-end streets and cul-de-sacs.**

The Planning Board found that the above Connectivity and Circulation strategy does not apply to the subject site, as this requirement applies to properties outside of the focus areas identified in the sector plan.

9. **Connectivity and Circulation: Consolidate vehicular entryways where possible along commercial corridors and encourage shared driveways to minimize curb cuts. Limit direct vehicular access off major roadways, including highways and principal arterial streets.**

The Planning Board found that the above Connectivity and Circulation strategy does not apply to the subject site, as this requirement applies to properties outside of the focus areas identified in the sector plan.

- 10. Connectivity and Circulation: Provide sidewalks throughout the sector plan area. Use special paving in high pedestrian areas to provide a visible connecting element that reinforces the pedestrian system. Seek opportunities to connect sidewalks to the trail network.**

The Planning Board found that the above Connectivity and Circulation strategy does not apply to the subject site, as this requirement applies to properties outside of the focus areas identified in the sector plan.

- 11. Connectivity and Circulation: Provide wide storefront walkways along new retail frontages or where vertical mixed-use with ground floor retail is proposed. Include pedestrian amenities such as benches, trash receptacles, bike racks, and bus shelters to encourage window shopping and outdoor cafés.**

The Planning Board found that the above Connectivity and Circulation strategy does not apply to the subject site, as this requirement applies to properties outside of the focus areas identified in the sector plan.

- 12. Open Space: Provide pockets of accessible and usable open spaces and urban plazas throughout the mixed-use area, using the principles of crime prevention through environmental design (CPTED). Plazas should incorporate design elements such as fountains, public art or sculpture, and other architectural and landscape elements to create safe resting and gathering places.**

The Planning Board found that the above Open Space strategy does not apply to the subject site, as this requirement applies to properties outside of the focus areas identified in the sector plan.

- 13. Open Space: incorporate pavements of varied physical texture, color, and pattern to guide movement and define functional areas.**

The Planning Board found that the above Open Space strategy does not apply to the subject site, as this requirement applies to properties outside of the focus areas identified in the sector plan.

- 14. The 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* calls for redesigning Allentown Road east of Branch Avenue to develop a multi-way boulevard to allow six travel lanes,**

on-road bicycle lanes, a 15-foot wide two-way cycle track on the north side of Allentown Road, and wide sidewalks on the north side of Allentown Road.

The sector plan has an emphasis on bicycle and pedestrian accommodation particularly because of the potential future bus rapid transit stop on the east side of Branch Avenue adjacent to the site. A wide sidewalk on the north side of Allentown Road is appropriate.

15. The 2013 Approved Central Branch Avenue Corridor Revitalization Sector Plan contains the following language addressing transit:

This plan endorses transit recommendations in the Master Plan of Transportation (MPOT) pertaining to this sector plan area, and also endorses the Southern Maryland Transit Corridor Preservation Study recommendation for light rail transit or bus rapid transit along Branch Avenue to Charles County. In addition to the three proposed stops within this plan area, this plan recommends a transit stop in the vicinity of Allentown Road and Branch Avenue (MD 5).

With a possible transit alignment between MD 5 and the subject property, proposed residential development should be adequately set back to avoid future land use conflict and impacts to residents.

16. The Future Land Use Corridorwide heading within the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* contains the following language:

New mixed-use classifications, namely residential mixed-use and commercial mixed-use, replace land use policies that encourage single uses in order to recognize existing uses, but at the same time encourage medium to high residential development, largely along the proposed transit lines at station stops or where market conditions support residential development over commercial.

The zoning map amendment that was adopted for the property in 2009 (A-9998-C) was conditioned on the applicant agreeing to construct a commercial/retail component which was vertically integrated with residential. The sector plan envisioned neighborhood commercial at Allentown Road with multistory multifamily and structured parking in the rear of the property. The proposed residential density of 61 townhouses is significantly less than is appropriate for a site adjacent to future light-rail transit or bus-rapid transit.

- b. **Subdivision Review**—In regard to the subdivision aspects of the development, the Planning Board noted that the subject property is located on Tax Map 98 in Grid B-3, and is 13.03 acres. The property consists of five legal acreage parcels, never having been the subject of a PPS or record plat. The CSP proposes a mix of 61 residential townhouse lots and 54,600 square feet of commercial gross floor area centered on a variable width publicly dedicated spine road extending north from Allentown Road (MD 337) to Perrie Lane. Development as proposed will require the approval of a major PPS in accordance with Subtitle 24, which is currently in the review process.

This project is located within the area of the CBA Corridor Revitalization Sector Plan and is within the Camp Springs Town Center. The sector plan recommends that this area be developed with residential mixed-use.

The properties were zoned M-X-T (Parcels 52-55 and 164) by Zoning Map Amendment A-9998-C (Zoning Ordinance No. 7-2009), where the District Council adopted the recommendations of the Zoning Hearing Examiner (ZHE) as its findings and conclusions. The decision was based on the “applicant’s proposal of a mixed-use residential/commercial development consisting of up to 370 multifamily dwelling units and up to 52,000 square feet of commercial retail and office space.” The applicant’s illustrative plan, Exhibit 53, referred to in Finding 8 of the ZHE decision reflects multifamily and commercial, and includes a component of commercial and multifamily vertical mix.

The conditions of approval of A-9998-C and the findings and conclusions are based on the applicant’s land-use proposals. With this CSP, the applicant continues to propose a commercial land use, but has changed the residential unit type from “multifamily” to a more land-consumptive traditional townhouse dwelling unit and no longer proposes multifamily or a vertical land-use mix. While it is not debatable that the townhouse use is a permitted land use in the M-X-T Zone, it is clear from the record of the ZMA that townhouse was not a consideration in the District Council decision. The townhouse dwelling units may be an appropriate land use, however, that analysis was not performed with the ZMA. While the land uses (townhouse and multifamily) are comparable, the development and layout considerations differ significantly.

The development is bounded to the west by Branch Avenue (MD 5), a freeway designation. To the south is Allentown Road, an arterial designation. To the north are single-family dwellings and Perrie Lane, a 20-foot-wide easement that is a County-maintained roadway. Additional right-of-way dedication may be recommended at the time of the PPS review, specifically for Allentown Road and Perrie Lane. In discussions with DPIE, the proposed spine road bisecting north and south through the development is to be publicly dedicated but privately maintained, and will have a variable right-of-way width from 49 feet wide for the commercial and 62 feet wide for the residential. Because this is a nonstandard right-of-way, the County must specifically agree to the dedication unless the Maryland-National Capital Park and Planning Commission

(M-NCPPC) requires a right-of-way consistent with the County Road Code. Because the site is more constrained with the proposed land uses (townhouse is a more consumptive land-use development) additional right-of-way dedication proposed on the spine road could be problematic beyond what is conceptually reflected on the CSP. The need for additional right-of-way dedication will be determined at the time of review of the PPS.

As stated, the portion of Perrie Lane that extends along the entire eastern property line is in a private easement and is also identified as an Other Public right-of-way maintained by the Prince George's County Department of Public Works and Transportation (DPW&T). If the Perrie Lane road status is not vacated by the applicant, DPW&T has stated that they will require right-of-way dedication consistent with the secondary residential road or a minimum width of 50 feet. The applicant has indicated their intent to vacate the public road status, which would not be an action that will or could extinguish the private vehicular access easement on the property. The applicant has indicated that they are unable to confirm all of the benefitted property owners to the easement, and therefore, must remain. What will be determined with the PPS is if the right-of-way will be fully dedicated to public use, widened and incorporated into the development, or remain as an easement over a private alley or access driveway which serves the development. The ultimate use and business owners association or homeowners association of the land encumbered by the easement could result in the requirement for landscaping, street trees, and lighting along the area of the easement. The disposition of this right-of-way will be determined with the PPS and could result in impacts on the layout and buffers, at the time of PPS. In general, staff does not believe that adequate area exists between the commercial and residential land uses, both internal and externally, to provide appropriate buffers to mitigate adverse impacts associated with the types of retail establishments that are proposed. The spacial relationships between the commercial and residential land uses will be further reviewed with the PPS to provide appropriate buffers to mitigate adverse impacts associated with the types of retail establishments that are proposed.

The District Council decision included conditions and findings related to noise and other environment issues associated with the multifamily land use. The assumptions for the review of the ZMA were based on the Applicant's Illustrative Plan, Exhibit 53, which did not include townhouse lots. Both Branch Avenue and Allentown Road are road classifications that generate traffic nuisances including noise, particulate matter, and adverse views as set forth in Section 24-121 of the Subdivision Regulations.

A condition of the ZMA required that the applicant submit a Phase I noise study for the multifamily dwelling units. With a townhouse development, noise can significantly affect a layout to ensure the welfare of the residents for any outdoor activity area. The Phase I study proposed with this CSP, which reflects townhouse lots, proposes a 20-foot-high noise fence to mitigate traffic noise (MD 5) for the active recreational area shown in the northwest corner of the development. This wall is not appropriate at the location shown and provides no mitigation for the outdoor activity areas around the townhouse buildings, including sidewalks and lead walks to front stoops. The Subdivision Regulations require a

300-foot lot depth (24-121(a)(4)) of all lots along a freeway classified roadway to mitigate adverse impacts on residential lots, and all outdoor activity areas not just a designated recreation area. The lot depth helps to ensure mitigation of noise and other traffic nuisances including particulate matter and viewsheds. This requirement is not limited to recreation areas or rear yards.

Section 24-121.–Planning and Design requirements.

- (a) **The Planning Board shall require that proposed subdivisions conform to the following:**
- (4) **Residential lots adjacent to existing or planned roadways of arterial classification shall be platted with a minimum depth of one hundred and fifty (150) feet. Residential lots adjacent to an existing or planned roadway of freeway or higher classification, or an existing or planned transit right-of-way, shall be platted with a depth of three hundred (300) feet. Adequate protection and screening from traffic nuisances shall be provided by earthen berms, plant materials, fencing, and/or the establishment of a building restriction line, when appropriate. (*Emphasis added*)**

The CSP reflects a conceptual lotting pattern (plan received March 30, 2016) that would result in 23 of the 61 lots requiring a variation from Section 24-121(a)(4). As part of the analysis at the time of PPS, the Planning Board will require the submittal of a Phase I and/or Phase II noise study which shall propose mitigation of noise, particulate matter and views which are considered nuisances from traffic. The Subdivision Regulations provide that “mitigation may include measures, such as earthen berms, existing and proposed plant materials, and fencing” (24-121(a)(4)). However, in this case the use of earthen berms would not be supported due to clearing that would be required to implement such a berm along MD 5. Further discussion regarding buffering, mitigation and the lotting pattern is set forth in the Environmental Planning Finding of this technical staff report.

The Planning Board would note that, in 2006, a PPS was approved along Perrie Lane to the north. The property to the north is known as the Jaycees Property and is the subject of approved Preliminary Plan of Subdivision 4-06067 and Detailed Site Plan DSP-11020. The property is zoned R-80 and is currently being developed with single-family dwellings. With the PPS, the applicant obtained approval of a variation from the 300-foot lot depth requirement for 14 lots along MD 5 of the 43 lots proposed in the subdivision. In that case, the applicant proposed a noise wall between 9 and 17 feet tall to mitigate noise. In 2006 when the PPS was approved, the Planning Board did not consider the adverse impacts of particulate matter and views. Moreover, in the case of the Jaycees Property, the applicant was constrained by the single-family dwelling zoning of the property, and did not have the flexibility of the M-X T Zone to develop multifamily or townhouse dwellings to obtain the density allowable if the variation was not approved. The Jaycees Property is

exceptionally narrow which prevented alternative layouts unlike the subject site, and the edge of paving of MD 5 to the property line is on average double that of the subject property. The analysis of the variation necessary to develop as proposed with the subject CSP will be fully analyzed at the time of submittal of the PPS. The Planning Board believes that alternatives exist for a townhouse layout that can be supported if this application is approved.

This layout of the lots and parcels depicted on the site plan is conceptual. 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 PPS.

Previous Zoning Approval

As mentioned above, Zoning Map Amendment A-9998-C was previously approved which rezoned the subject site from the R-R and C-O zones to the M-X-T Zone. In accordance with the Order of Approvals, Section 27-270 of the Zoning Ordinance, the PPS (4-15022) shall be approved after the CSP. The conditions of approval of the ZMA that are applicable to the review of the required PPS are indicated in **bold text**, with the Planning Board comments following:

9. **A Type I Tree Conservation Plan (TCPI) will be required with the Conceptual Site Plan. The TCPI should propose the preservation of as much of the existing vegetation as possible (as deemed appropriate by the Environmental Planning Section) and should provide some areas of afforestation adjacent to the expanded buffer. If any off-site mitigation is proposed, the first priority will be within the Henson Creek or Tinkers Creek watersheds.**

The conceptual site layout does not provide adequate separation and mitigation of adverse impacts of MD 5 on the townhouse dwelling units. The Planning Board supports establishing a building restriction line which shall include a non-disturbance buffer along MD 5 a minimum of 100 feet wide. Section 24-121(a)(3) of the Subdivision Regulations requires a minimum 300-foot lot depth along MD 5. The Subdivision Regulations specifically authorize the Planning Board to establish building restriction lines to ensure that dwellings are set back from impacts of the higher classification roadways. This issue will be further investigated at the time of PPS.

As indicated, the applicant has filed a PPS (4-15022) that is now under review. That PPS will be subject to the findings and conditions of approval of this CSP. Prior to the approval of the PPS, this CSP must be approved by the Planning Board. Prior to signature approval of the PPS, if approved by the Planning Board, the CSP must have signature approval which would require final action by the District Council. Prior to final plat the

required DSP must have certificate approval. The lotting pattern and spatial relationships will be further reviewed and approved with the PPS in conformance with Subtitle 24. Mandatory park dedication will be reviewed with the PPS pursuant to Section 24-134. The project is located in the Branch Avenue Corridor. A Bicycle and Pedestrian Impact Statement will be required for review during the PPS. Coordination with the Transportation Planning trails coordinator to complete the scoping agreement is required prior to submitting the PPS.

- c. **Transportation Planning**—The overall subject property consists of approximately 13.03 acres of land in the M-X-T Zone. The property is located on the east side of Branch Avenue (MD 5) and north of Allentown Road (MD 337), in the northeast quadrant of the interchange of the two facilities. The applicant proposes a mixed-use subdivision consisting of a mix of residential and commercial uses on the site.

The site is configured as two distinct “pods” of development – one commercial pod within the southern portion of the site, and one residential pod within the northern portion of the site. The applicant plans a major north-south public street through the development to connect Perrie Lane off-site to MD 337. This roadway is shown with a non-standard cross section, and will require County approval to be supportable at the time of PPS. It should be noted that the actual CSP (the bubble plan) really does not show distinct pods, but rather a single large bubble of residential and retail uses.

Vehicular access to and within the site, along with the layout of uses, is deemed to be acceptable at this time. This determination is subject to further analysis of private streets serving the residential pod of development.

Traffic

The site is subject to the general CSP findings included in Section 27-276; this section contains no transportation-related finding. The site is also subject to findings related to the M-X-T Zone in Section 27-546. The transportation-related adequacy finding in this section is contingent on the site being rezoned through a sectional map amendment; as noted earlier, the site was rezoned through an individual zoning petition, and currently carries conditions to ensure the adequacy of transportation facilities in the area.

The following facts regarding traffic are noted for the record:

- (1) A traffic study has been scoped, and has been submitted for review in January 2016. The study area included the following intersections, interchanges, and links in the transportation system:
 - Allentown Road and Brinkley Road
 - Allentown Road and Old Branch Avenue
 - MD 337 (Allentown Road) and MD 5 ramps
 - MD 337 and site access

- MD 337 and minor site access
 - MD 337 and Perrie Lane
 - MD 337 and Auth Road
- (2) The study covers both weekday peak hours.
 - (3) The study has included the unbuilt but approved developments in the area plus an annual growth rate of 0.5 percent.
 - (4) The study assumes the development of 64 townhouses, 51,000 square feet of retail space, and a 5,600-square-foot convenience market with gas pumps. The most current plan shows 61 townhouses, 49,000 square feet of retail space, and a 5,600-square-foot convenience market with gas pumps.
 - (5) The initial plan filed for this site separated access from MD 337 to the convenience store from the Perrie Lane intersection. Subsequent plans have combined these two intersections.
 - (6) During review of the PPS, the submitted traffic study will be referred to the appropriate operating agencies and reviewed in detail.

Master Plan Rights-of-Way–MD 5

The site is adjacent to MD 5, a current freeway facility. No additional right-of-way is required in support of current or planned functions of MD 5.

Master Plan Rights-of-Way–MD 337

Southern Maryland Rapid Transit Line

The 2009 *Approved Countywide Master Plan of Transportation* (MPOT) shows a proposed transit line parallel and adjacent to MD 5. This line represents the Southern Maryland Rapid Transit (SMRT) Study being conducted by the Maryland Transit Administration (MTA) of the Maryland Department of Transportation. This study seeks to complete location and initial design for a proposed transit facility linking the Branch Avenue Metrorail Station with Charles County. Both bus rapid transit (BRT) and light rail transit (LRT) alternates are under study by MTA.

A number of options are still under study by MTA:

- (1) Most options utilize the east side of MD 5, and they would potentially have impacts to the uses proposed along the western side of the property.
- (2) One option uses the west side of MD 5; this option would have no impact on the site.

- (3) One option uses the median of MD 5; outside of visual and noise impacts, this option would have had a minimal (if any) impact on the site. The median option has been eliminated through the Planning Board review due to the issues of crossing the Capital Beltway (I-95/495) and the infeasibility of locating a station at Camp Springs.
- (4) Three separate options approach the site on the east side of MD 5 and turn right to continue on the south side of MD 337. These options would have minimal (if any) impacts on the site.
- (5) All options propose a Camp Springs station on the south side of Allentown Road in close vicinity to this site.

These plans were forwarded to MTA for their review and comment. The following comments were received by e-mail (J. Dement of Wilson T. Ballard Company to T. Masog) on March 1, 2016:

“Attached is a plan showing the proposed Allentown Andrews Gateway development and the SMRT Beltway Options 2, 3 5 or 9. As you can see on the plan, the potential SMRT alignment limit of disturbance (LOD) may impact several proposed structures (townhomes?) within the development. However, we feel that the potential SMRT impact can be minimized by extending a retaining wall southward that is proposed for the Manchester Crossing community (see plan). Therefore, with the proposed retaining wall extended, no displacements would be required.”

“Additionally, the SMRT alignment would impact a stormwater management pond near Allentown Road.”

The proposed transit line limit of disturbance (LOD) is shown. With the illustrative plan superimposed over the SMRT concept plan, there is absolutely no impact to the retail buildings as proposed. Due to the presence of slopes, the LOD comes very close to the proposed townhouses. Nevertheless, the MTA indicates that the impact can be reduced and minimized by slightly extending a proposed retaining wall that would serve the community to the north. This would eliminate the need for any future displacements within this site as currently proposed. The referenced SWM pond is on SHA property, and any impacts to that facility will be handled by the State.

In reviewing this plan, it is noted that MTA has been considering a large mixed-use development on this site as the study has progressed. Between zoning and the subject CSP, however, the housing element of the development has decreased from 370 multifamily residences to 61 townhouse residences. The MTA has a major concern about approving development at lower densities in proximity to planned stations along future transit lines. The entire subject property is within 0.3 miles of the proposed Camp

Springs station. While the MTA is not concerned about land uses near planned stations, the State is concerned about creating fee-simple lots near future stations. The creation of fee-simple lots developed at single-family densities greatly inhibits their redevelopment in 20 to 25 years – when the transit line might actually be in operation. Because the CSP does not create lots, this issue regarding fee-simple lots will be a significant consideration at the time of PPS review.

Conclusion

In consideration of these findings, the Planning Board determined that the plan conforms to the required findings for approval of the CSP from the standpoint of transportation, in consideration of the requirements of Sections 27-276 and 27-546 of the Zoning Ordinance. This finding is conditional upon the following:

- (1) The CSP shall be modified to show right-of-way along (MD 337) Allentown Road consistent with the CBA Corridor Revitalization Sector Plan recommendations as described: a variable right-of-way along MD 337 of 10- to 20 additional feet along the frontage of the subject property, varying from ten feet at the western property line to 20 feet at Perrie Lane. This right-of-way shall be shown for dedication at the time of PPS.
- d. **Trails**—The Planning Board reviewed the CSP application referenced above for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector plan* (sector plan), and a Zoning Map Amendment (A-9998) in order to implement planned trails, bikeways, and pedestrian improvements.

The subject application proposes a mix of residential and commercial/retail uses, including 61 townhouses and approximately 54,600 square feet of retail at the northeast corner of Allentown Road and Branch Avenue. The subject site is across the street (MD 337) Allentown Road from a planned transit station for the Southern Maryland Rapid Transit (SMRT) system.

Due to the site's location within the Branch Avenue Corridor (per the Adequate Public Facility Review Map of the General Plan), the site will be subject to the requirements of Section 24-124.01 and the "Transportation Review Guidelines – Part 2, 2013" at the time of PPS.

Major Issues and Preliminary Comments Master Plan of Transportation

The MPOT includes four master plan trails in the vicinity of the subject site. These include the following (see MPOT map):

- A bicycle lane along Allentown Road (MD 337)
- A sidepath along Allentown Road (MD 337)
- A hard surface trail along Perrie Lane
- Designated bicycle lanes along the road into the site from MD 337

The submitted CSP does not depict any of the trail facilities recommended in the MPOT. Perrie Lane is currently a public road categorized as “Other.” Discussion of Perrie Lane during review meetings indicated various amounts of right-of-way may be required dependent on how the road is classified through development of the subject site. Since the outcome of Perrie Lane is not clear, it is recommended that the submitted site plans be revised to include the hard surface trail along and within Perrie Lane. The other facilities will be evaluated in more detail during the time of the PPS and DSP.

The 2009 *Approved Countywide Master Plan of Transportation* (MPOT) includes several policies related to pedestrian access and the provision of sidewalks. The Complete Streets Section includes the following policies regarding sidewalk construction and the accommodation of pedestrians and provision of complete streets:

Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

Policy 2: All road frontage improvements and road capital improvement projects within the developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO Guide for the Development of Bicycle Facilities.¹

Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

The submitted CSP includes five-foot-wide sidewalks along nearly all interior streets. There is no sidewalk depicted along the interior street segment connecting the proposed public right-of-way spine street and Perrie Lane. There are no trail or bicycle facilities shown on the plan. The planned transit station to south of the subject site provides an impetus to ensure that pedestrian and bicycle facilities throughout the subject site provide safe and comfortable walking and bicycling as future residents and visitors will be able to access the subject site using the planned transit.

¹Since the publication of the MPOT, the 1999 AASHTO Guide for the Development of Bicycle Facilities has been updated. Bicycle-friendly roadways should be in conformance with the latest standards and guidelines including the 2012 *Guide for the Development of Bicycle Facilities – Fourth Edition*.

The MPOT right-of-way for Allentown Road is (page 51):

Road ID	Facility Name	Route ID	Project Limits	Right-of-Way (Feet)	Lanes	Most Recent Master Plan Citation(s) and Year of Approval
A-50	Allentown Road	MD 337	Branch Avenue to Suitland Parkway	100-120	4 to 6	Henson – 2006

The dedicated right-of-way along MD 337 is not depicted in the submitted CSP.

The 2013 Central Branch Avenue Corridor Revitalization Sector Plan

The sector plan provides specific facility recommendations that impact the subject site. These include:

- A cycle track along Allentown Road (MD 337) east of Branch Avenue (MD 5)
- A sidepath along Allentown Road (MD 337)
- Camp Springs bicycle lanes (new road construction)

The submitted CSP does not depict any of the trail facilities recommended in the sector plan. A more detailed evaluation of these facilities, including bicycle parking, will take place at the time of the PPS and DSP.

The sector plan also provides several general recommendations concerning bicycle and pedestrian access in the Allentown Center:

- Ensure that a minimum of six-foot-wide sidewalks are provided on both sides of the street. Install textured crosswalks at intersections or in mid-blocks where pedestrian crossings are anticipated. Use special paving material for sidewalks and crosswalks.

The submitted plan indicated five-foot-wide sidewalks along both sides of nearly all interior streets. The interior streets will accommodate pedestrian access through the site from Perrie Lane and Deerpond Lane to MD 337 as envisioned in the sector plan as well as provide access to the future transit station to the south of the subject site. Crosswalks appear to be provided at appropriate locations internal to the subject site. The details and locations of the crosswalks will be evaluated in more detail at the time of DSP. The Planning Board recommends that an additional crosswalk be placed crossing the proposed public right-of-way spine street at the intersection with Allentown Road and another crossing at the intersection of the proposed public right-of-way spine street and the street connecting to Perrie Lane.

- Install traffic calming measures to slow traffic along the roadways where pedestrian usage is expected to be heavy.

The submitted site plan shows curb extensions at some of the intersection within the subject site as well as a small median island along the proposed public right-of-way spine street. Additional traffic calming features will be evaluated in more detail at the time of the PPS and DSP.

- Build a pedestrian overpass over Branch Avenue that is well designed as a distinguishing characteristic and brand for the area and that is also inviting to pedestrians.

The future provision of a pedestrian bridge is beyond the scope or requirements of the subject application. No detailed analysis or evaluation regarding its design or placement has been undertaken, and there is currently no funding for this facility. However, it should be noted that there is existing sidewalk access under MD 5 along both sides of MD 337.

- Greatly improve the Branch Avenue underpass to provide a safe east-west pedestrian walkway along Allentown Road. Explore methods of improving the approach and condition of the actual underpass. Use lighting, public art, landscaping, textured pedestrian crosswalks approaching the underpass, and better signal timing to accommodate pedestrian crossing.

Improving the Branch Avenue underpass is beyond the scope or requirements of the subject application. Since the application will be subject to the Bicycle and Pedestrian Adequacy Legislation (Section 24-124.01), improvements to the underpass can be considered at the time of PPS.

- Redesign Allentown Road east of Branch Avenue to develop a multiway boulevard to allow six travel lanes, a 15-foot two-way cycle track, and wide sidewalks on the north side.

At this point, it appears that a full cycle track facility will not fit within the existing right-of-way and SHA has not currently permitted this type of facility along their roadways. A wide sidepath (eight-foot-wide minimum) will likely fit along existing right-of-way. Adequate right-of-way can be dedicated and a more detailed analysis of feasible facility types along Allentown Road will be made at the time of PPS and DSP.

In order to implement the sector plan vision, it will be necessary to reconstruct the road section. The Planning Board recommends that the applicant build an eight-foot-wide (minimum) sidepath with a buffer. This facility will not preclude implementing the final vision laid out in the sector plan at a later date. Additionally, it is recommended that the applicant indicate the dedicated right-of-way on the plan to ensure consistency with the MPOT. The Planning Board further recommends that Allentown Road be rebuilt in accordance with the sector plan recommendations by the appropriate operating agencies as part of a larger capital improvement or corridor-wide project.

Bicycle and Pedestrian Adequacy

Due to the site's location within the CBA Revitalization Corridor (per the Adequate Public Facility Review Map of the General Plan), the application is subject to the requirements of County Council Bill CB-2-2012 and the associated "Transportation Review Guidelines, Part 2, 2013." These requirements and the necessary finding of adequacy will be made at the time of PPS. It should be noted that the sector plan makes a number of recommendations for improvements to the pedestrian crossing/underpass of MD 337 and MD 5. The possible improvements listed in the text are copied below and some may be appropriate off-site improvements pursuant to Section 24-124.01.

- Greatly improve the Branch Avenue underpass to provide a safe east-west pedestrian connection along Allentown Road. Explore methods of improving the approach and condition of the actual underpass. Use lighting, public art, landscaping, textured pedestrian crosswalks approaching the underpass, and better signal timing to accommodate pedestrian crossing (Sector Plan, page 67).

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, and meets the findings required for a CSP if the application were to be approved with the following conditions:

- (1) Indicate the right-of-way dedication along MD 337 to be consistent with the Master Plan of Transportation and shown at the time of PPS, per Zoning Map Amendment A-9998.
 - (2) Provide minimum six-foot-wide sidewalks along both sides of the proposed internal public right-of-way, unless modified by DPIE.
 - (3) Provide minimum six-foot-wide sidewalks along both sides of all internal private roads (excluding private alleys).
 - (4) Provide high-visibility crosswalks at all appropriate locations within the subject site.
 - (5) Provide a hard-surface pedestrian and bicyclist trail within Perrie Lane, to be reviewed in more detail at the time of PPS.
- e. **Environmental Planning**—With respect to the environmental planning aspects of the application, the Planning Board reviewed an analysis of the CSP and TCP1, stamped as received on April 1, 2016. Verbal comments were provided at the Subdivision Development Review Committee (SDRC) meeting on January 15, 2015 and a subsequent application meeting on January 29, 2016. The Planning Board notes that the scale on the

submitted plans is significantly inaccurate. The measurements mentioned are estimated based on available information.

The subject property was reviewed as part of a rezoning application ZMA (A-9998) for the entire project area. The subject application was approved with conditions to change the zoning from R-R and C-O to the M-X-T Zone. An approved and signed Natural Resources Inventory, NRI-073-07-01, for this project area was issued on May 26, 2015. No other previous environmental reviews have occurred on this site.

The project is subject to the current regulations of Subtitles 24, 25 and 27 that came into effect on September 1, 2010 and February 1, 2012 because the application is for a new CSP and there are no previous tree conservation plan approvals.

Site Description

The subject 13.03-acre Allentown Andrews Gateway Center site is located in the northeast quadrant of the Branch Avenue and Allentown Road interchange. A review of the available information indicates that there are ephemeral (non-regulated) streams located within subject project area. The predominant soils found to occur according to the U.S. Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS), Web Soil Survey, are five types of Beltsville silt loam, Grosstown gravelly silt loam, Sassafra sandy loam, and Urban land-Grosstown complex. According to available information, Marlboro Clay does not occur on or in the vicinity of this site. According to the Sensitive Species Project Review Area (SSPRA) map received from the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on, or near this property. The on-site stormwater drains east towards an existing inlet structure adjacent to Perrie Lane. There is also off-site stormwater that enters the property from outfalls adjacent to Branch Avenue that flow to the east towards on-site Perrie Lane inlet. The site drains to Tinkers Creek, which is a part of the Piscataway watershed, then to Piscataway Creek and then to the Potomac River. The site has frontage on Allentown Road, which is identified as an Arterial roadway, and Perrie Lane which is not classified as a master plan roadway. Adjacent to the west is Branch Avenue, which is identified as a master planned freeway roadway. Allentown Road and Branch Avenue are traffic noise generators. The Branch Avenue ramp adjacent to the site presents visual impacts to the proposed adjacent residential portion. No designated scenic or historic roadways are adjacent to the project site. No forest interior dwelling species (FIDS) or FIDS buffer are mapped on-site. The site is located within the Environmental Strategy Area 2 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map as designated by the *Plan Prince George's 2035 Approved General Plan*. According to the *2005 Approved Countywide Green Infrastructure Plan*, the site contains an evaluation area adjacent to Allentown Road.

Regulated Environmental Features

The approved NRI does not show any regulated environmental features; however the NRI does note the presence of wetlands and the concept approval letter from DPIE alludes the presence of 100-year floodplain on the property.

In light of this information, the Planning Board is recommending wetland delineation and floodplain conformation and revisions as necessary to the NRI. If regulated environmental features are confirmed on the site, impacts if proposed must be evaluated.

If impacts are found to occur on the site per a required wetland delineation and floodplain evaluation, the NRI shall be revised as necessary to show these features prior to approval of the PPS. If impacts are proposed, a letter of justification and exhibits for each impact shall be submitted with the PPS.

Historic and Scenic Roadways

No designated scenic or historic roadways are adjacent to the project site.

- f. **Prince George's County Department of Parks and Recreation (DPR)**—In a regard to the recreational facility development associated with the residential portion of the development, the Planning Board has reviewed the CSP application (CSP-15001) consisting of 61 single-family, attached, residential units and commercial space. DPR staff has calculated that the residential units are situated on approximately 6.6 acres of land with a density of 9.7 units per acre. The new residential development will result in a projected population increase of approximately 160 new residents. As per Section 24-134(a)(1) of the Subdivision Regulations, residential subdivisions of this density may be required to dedicate ten percent of their land to M-NCPPC for public parks. In this case, application of the mandatory dedication requirement would require the dedication of 0.66 acre of land to M-NCPPC.

The CSP delineates an area at the northwest corner of the property as an active recreation area for future residents. The applicant indicates that the provision of active recreation area will meet mandatory dedication requirements by providing private recreational facilities as per Section 24-135(b). At the time of PPS, private recreational facilities may be approved by the Planning Board, provided that the facilities will be superior, or equivalent, to those that would have been provided under the provisions of mandatory dedication. Further, the facilities should be properly developed and maintained to the benefit of future residents through a private recreational facilities agreement, with this instrument running with the land.

The Planning Board has determined that the playground area proposed by the applicant may meet the requirements for private recreational facilities. This amenity may include a playground or tot-lot or other active recreational amenities, and should be designed to meet parks and recreation obligations as part of the site plans for this development at the

time of DSP. The facility should be relocated to a more suitable location to avoid noise impacts and safety considerations to the users of the play area(s).

DPR recommends to the Planning Board that approval of the above referenced plan be subject to the following condition:

- (1) As per Section 24-135(b) of the Prince George's County Subdivision Ordinance (Subtitle 24), the applicant, his successors, and/or assignees, shall provide adequate, private recreational facilities in accordance with the standards outlined in the *Parks and Recreation Facilities Guidelines*. The exact details of the proposed facilities shall accompany the submission of the PPS and DSP for this project.
 - g. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—DPIE has not responded. The applicant must meet DPIE's requirements through their separate permitting process.
 - h. **Prince George's County Police Department**—The Police Department has not responded to the referral request.
 - i. **Prince George's County Health Department**—The Health Department has not responded to the referral request.
 - j. **Washington Suburban Sanitary Commission (WSSC)**—WSSC has not responded to the referral request.
12. 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.
 13. 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).**

The Planning Board noted that there does not appear to be any regulated environmental features on the subject property, however, additional information is required to determine if there is wetland or 100-year floodplain on the site. Additional review of the proposed impacts is required at the time of PPS 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 Type 1 Tree Conservation Plan (TCP1-001-16), and further APPROVED Conceptual Site Plan CSP-15001 for the above-described land, subject to the following conditions:

1. Prior to certificate approval of the conceptual site plan (CSP), the applicant shall:
 - a. Show right-of-way along Allentown Road (MD 337) consistent with the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* recommendations, as described: a variable right-of-way along MD 337 of 10 to 20 additional feet along the frontage of the subject property, varying from 10 feet at the western property line to 20 feet at Perrie Lane. The final right-of-way dedication shall be determined at the time of preliminary plan of subdivision.
 - b. Revise the Type 1 tree conservation plan and the CSP to show a woodland preservation area along the portion of the western boundary adjacent to the residential area of the site. The woodland preservation area shall range in width from 50 feet along the northern property line to 125 feet along the southern edge of the proposed residential development, with an average width along this buffer of no less than 75 feet. The woodland shall be counted toward the woodland conservation requirement. This buffer shall be shown on all future plans at the time of preliminary plan of subdivision and detailed site plan.
 - c. Revise the plans to delete all proposed individual lot lines.
 - d. Revise the Type 1 tree conservation plan (TCP1) as follows:
 - (1) Remove the old approval block and add the new TCP1 approval block.
 - (2) Add "TCP1-001-16" to the required approval block.
 - (3) Label Perrie Lane as "existing asphalt to remain."
 - (4) Label Branch Avenue (MD 5) as "Master Planned Freeway" and Allentown Road (MD 337) as "Arterial Roadway."
 - (5) Revise the specimen tree labels to a larger readable size.
 - (6) Revise General Note 7 to remove "Developed Tier" and add "Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by the Plan Prince George's 2035 Approved General Plan."

- (7) Revise General Note 11 to add the approved stormwater management concept number.
 - (8) Revise General Note 12 to identify the project's dedicated land and, if no land is currently or proposed to be dedicated with this application, remove Note 12.
 - (9) Remove General Note 13.
 - (10) Revise the plan to show the location of all specimen trees. The future disposition of the specimen trees will be determined at the time of the preliminary plan of subdivision.
 - (11) Revise the Woodland Conservation Worksheet as necessary after all required revisions have been made.
 - (12) Have the revised plan signed and dated by the qualified professional preparing the plan.
- e. Provide minimum six-foot-wide sidewalks along both sides of the proposed main street, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement.
2. Prior to acceptance of a preliminary plan of subdivision (PPS) or 35 days prior to the Planning Board hearing for the PPS, information shall be provided or the issues shall be properly addressed, as follows:
- a. The natural resources inventory plan shall be revised to:
 - (1) Show the two off-site stormwater outfall structures;
 - (2) Identify the location of any existing wetlands on the site;
 - (3) Identify the location of any existing 100-year floodplain.
 - b. Submit a wetland delineation report identifying any on-site wetlands and their associated buffers.
 - c. Submit an approved floodplain request from the Prince George's County Department of Permitting, Inspections and Enforcement. The letter shall confirm the presence or absence of 100-year floodplain.
 - d. Submit a revised Phase I noise study, including an exhibit of the location of the unmitigated 65dBA Ldn noise contours and correctly reflect them on the Type 1 tree conservation plan and PPS.

- e. Submit a Phase II noise study, including an exhibit of the location of the mitigated 65, 70, 75, and 80 dBA Ldn noise contours based on various recommended noise mitigation measures, in combination with a forested buffer along the western boundary adjacent to the residential area.
 - f. Submit a Subtitle 25 variance application for the removal of specimen trees, including a statement of justification addressing the required findings of Section 25-119(d) of the Prince George's County Code.
 - g. Submit a letter of justification and exhibits for any impact to the regulated features of the site.
3. Prior to approval of each detailed site plan (DSP) for the project, information shall be provided or the issues shall be addressed, as follows:
- a. Consider a hard-surface pedestrian and bicycle trail within the 20-foot-wide easement of Perrie Lane.
 - b. Consider a minimum six-foot-wide sidewalk along both sides of all internal private roads (excluding private alleys), as appropriate.
 - c. Provide high-visibility textured crosswalks at all appropriate locations within the subject site.
 - d. Submit a revised and approved stormwater management concept plan to reflect the limits of disturbance as shown on the approved conceptual site plan, and demonstrate how off-site runoff from outfalls conveying stormwater from Branch Avenue (MD) 5 will be controlled.
 - e. Locate all outdoor recreational areas outside of the mitigated ground-level 65 dBA Ldn and outside of the approved woodland preservation area adjacent to Branch Avenue (MD 5) established pursuant to Condition 1(b).
 - f. Consider providing a wide sidewalk and/or patio space in association with the in-line retail structure to accommodate outdoor cafés, benches, and bicycle racks.
 - g. Provide a list of the green building techniques proposed to be employed in the development.
 - h. Provide brick, glass, masonry, or other high-quality material as the predominant exterior finish of the commercial and residential buildings.

- i. Consider providing a three- to four-foot-high decorative wall, hedge planting, or other similar treatment along the commercial parking compounds proposed directly along the pedestrian walkways along the main street and along Allentown Road (MD 337).
4. Prior to issuance of a building permit, a professional engineer with competency in acoustical analysis shall certify (using the certification template) that the interior noise levels have been reduced through the proposed building materials to 45 dBA Ldn or less for the portions of the residential units within the mitigated 65 dBA Ldn or higher noise impact area.
5. The applicant and the applicant's heirs, successors, and/or assignees shall provide private recreational facilities in accordance with the standards outlined in the Park and Recreation Facilities Guidelines. The adequacy and location (including spacing) of the proposed facilities shall be determined at the time of preliminary plan of subdivision. The exact details and timing for construction shall be established at the time of detailed site plan.
6. Prior to approval of a preliminary plan of subdivision, no grading permits shall be issued for the property.

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 Bailey, with Commissioners Washington, Bailey, Shoaff, and Hewlett voting in favor of the motion, and with Commissioner Geraldo absent at its regular meeting held on Thursday, April 28, 2016, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 19th day of May 2016.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator