



The Maryland-National Capital Park and Planning Commission
 Prince George's County Planning Department
 Development Review Division
 301-952-3530

Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>

Detailed Site Plan
Departure from Design Standards
Alternative Compliance
Hampton Park

DSP-16052-03
DDS-676
AC-17005-01

REQUEST	STAFF RECOMMENDATION
DSP: Development of a multifamily component.	APPROVAL with conditions
DDS: Departure from design standards for a reduced standard parking space size of 9 feet by 18 feet and a parallel parking space size of 8 feet by 21 feet.	APPROVAL
AC: An alternative compliance from Section 4.7 of the 2010 Prince George's County Landscape Manual.	APPROVAL

Location: At the southwest corner of the intersection of MD 214 (Central Avenue) and I-95/495 (Capital Beltway).	
Gross Acreage:	24.55
Zone:	M-I-O/M-X-T
Dwelling Units:	200
Gross Floor Area:	N/A
Planning Area:	75A
Council District:	06
Election District:	13
Municipality:	N/A
200-Scale Base Map:	201SE08
Applicant/Address: VELOCITY CAPITAL, LLC 8909 Central Avenue, 20743	
Staff Reviewer: Andrew Bishop Phone Number: 301-952-4897 Email: Andrew.Bishop@ppd.mncppc.org	



Planning Board Date:	06/17/2021
Planning Board Action Limit:	06/17/2021
Staff Report Date:	06/02/2021
Date Accepted:	04/01/2021
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Sign Posting Deadline:	05/18/2021

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at http://www.mncppcapps.org/planning/Person_of_Record/. Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-16052-03
Departure from Design Standards DDS-676
Alternative Compliance AC-17005-01
Hampton Park

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

EVALUATION CRITERIA

This amendment to a detailed site plan was reviewed and evaluated for compliance with the following criteria:

- a. The requirements of the Mixed-Use-Transportation Oriented (M-X-T) Zone, Military Installation Overlay (M-I-O) Zone, and the site design guidelines of the Prince George's County Zoning Ordinance;
- b. The requirements of Conceptual Site Plan CSP-14003;
- c. The requirements of Preliminary Plan of Subdivision 4-14020;
- d. The requirements of Detailed Site Plan DSP-16052 and its amendments;
- e. The requirements of the 2010 *Prince George's County Landscape Manual*;
- f. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- g. The requirements of the Prince George's County Tree Canopy Coverage Ordinance;
- h. Referral comments.

FINDINGS

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

1. **Request:** This detailed site plan (DSP) is for development of 200 multifamily dwelling units in a four-story building on Parcel 10.

The companion Departure from Design Standards, DDS-676, requests a reduction of the standard surface parking space size to 9 feet by 18 feet and parallel parking space size to 8 feet by 21 feet.

2. Development Data Summary

	PREVIOUSLY APPROVED	PROPOSED
Zone(s)	M-X-T/M-I-O	M-X-T/M-I-O
Use	Integrated Shopping Center	Commercial/Retail, Office, Multifamily and Hotel
Total Gross Acreage	24.55	24.55
Floodplain	23.05	23.05
Right-of-way Dedication	0.00	0.00
Total Net Acreage	1.50	1.50
Parcels	10	10
Total Gross Floor Area (Sq. Ft.)	285,786	526,129
Commercial/Retail	95,976*	95,976*
Office	116,500	116,500
Multifamily Building	0	240,343
		200 Dwelling Units
123-Room Hotel	73,310	73,310

Note: *19,385 existing retail to remain.

Parking Requirements*

	PROVIDED
Total Parking Provided	1,292*
Proposed surface spaces	551
Existing surface spaces to remain on Parcels 6, 7, and 8	253
Parking Garage on Parcel 9	291
Parking Garage on Parcel 10	197
Standard (9 x 18 feet) - 90-degree parking spaces	1,116
Compact (8.5 x 18 feet)- 90-degree compact parking spaces	71
Parallel (8 x 21 feet) – parallel parking spaces	105
Handicap Van-accessible (29 required)	29
Loading (15 required)	10**

Notes: *The number of parking spaces required in the Mixed Use-Transportation Oriented (M-X-T) Zone is to be calculated by the applicant and submitted for Prince George’s County Planning Board approval at the time of DSP. As discussed in Finding 7, staff recommends that the provided parking is sufficient for the proposed development.

**Five loading spaces are shared by commercial retail uses on Parcels 2 and 4.

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

Base Density Allowed	0.40 FAR
Residential Bonus Incentive	1.00 FAR
Total FAR Permitted	1.40 FAR (Optional Method of Development)
Total FAR Proposed	0.49 FAR*

Note: *FAR may be increased at the time of DSP, in accordance with the provisions of Section 27-545(b) of the Prince George’s County Zoning Ordinance.

3. **Location:** The overall Hampton Park Site is located in the southwest quadrant of the intersection of MD 214 (Central Avenue) and I-95/495 (Capital Beltway), in Planning Area 75A and Council District 6. The subject application is in the M-X-T Zone within the Military Installation Overlay (M-I-O) Zone. The specific area of this amendment is in the southeast corner of the property, adjacent to the on-ramp to the Capital Beltway.

4. **Surrounding Uses:** The property is directly adjacent to the ramp to the Capital Beltway and has frontage on Central Avenue. The site is bounded to the east by the right-of-way of the Capital Beltway; to the north by the right-of-way of Central Avenue; to the west by the remaining part of the existing shopping center in the Commercial Shopping Center (C-S-C) Zone; and to the south by an existing industrial park, known as Hampton Park, in the Light Industrial Zone. Parcel 10, which is the subject of this amendment, is bound by drive aisles on the north and west sides, with an office building located to the north, retail building to the west, Capital Beltway to the east, and an adjacent warehouse use to the south.

5. **Previous Approvals:** The property was part of an existing shopping center, which was built in or about 1970 in the C-S-C Zone. The 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (Subregion 4 Master Plan and SMA) placed the subject property in one of the designated industrial centers known as Hampton Park/Steeplechase 95 and rezoned the property to the M-X-T Zone. The shopping center site was partially converted into a church and has a previously approved DSP-04002, for a private school for 140 students and a day care center for 106 students. A revision to DSP-04002 was approved administratively in 2006 for an International House of Pancakes (IHOP) restaurant. The private school and day care center approved in DSP-04002 and DSP-04002-01 no longer exist on the site.

Conceptual Site Plan CSP-14003 (PGCPB Resolution No. 15-52) was approved on May 21, 2015 by the Planning Board as a mixed-use development, with four conditions. The application was proposed to be constructed in two phases. Phase I involves approximately 175,000 square feet of commercial/retail space, 253 residential multifamily dwelling units, 125,000 square feet of office space, and a 250-room hotel at the front of the development site. Phase II includes removal of approximately 40,000 square feet of the existing commercial/retail space and an addition of 347 multifamily dwelling units at the rear of the development site.

Preliminary Plan of Subdivision (PPS) 4-14020 (PGCPB Resolution No. 15-86) was approved by the Planning Board on July 30, 2015, for 10 parcels for retail, office, hotel, and residential mixed-used development of existing Kingdom Gateway Shopping Center, with 23 conditions and a variation from Section 24-121(a)(3) of the Prince George’s County Subdivision Regulations, for direct access onto an arterial road.

DSP-16052 (PGCPB Resolution No. 17-79) was approved by the Planning Board on June 15, 2017, for the construction of a mixed-use development including 121,192 square feet of commercial/retail, 115,000 square feet of office, 254 multifamily dwelling units, and a 123-room hotel, subject to 2 conditions. The original DSP included DDS-637, for a reduction in the parking space size for a percentage of the parking spaces in the garage.

Multiple DSP amendments have been approved by the Planning Director for a variety of technical and administrative reasons. DSP-16052-01 was approved in 2018 to address engineering issues related to the impact of the 100-year floodplain on the property, revised the elevations for retail buildings, and removed the multifamily component from the application. DSP-16052-02 was approved in 2020 to allow the installation of a new vehicle rental facility in an existing building, with minor site improvements. DSP-16052-04 approved revisions to the existing daycare center, and DSP-16052-05 approved minor engineering modifications. The property also has a Stormwater Management (SWM) Concept Plan, 45614-2014-01, approved on January 17, 2021.

The subject application requests approval to restore the multifamily apartment building on the property and is proposing a reduction in the number of dwelling units from the 254 previously approved, to 200.

6. **Design Features:** The subject site is approximately 24.55 acres and is the location of the existing shopping center known as Hampton Mall. The subject DSP amendment proposes to construct a four-story, multifamily building with 200 dwelling units on Parcel 10. The multifamily building is accessed by a series of drive aisles connecting to Central Avenue to the north and to the remaining part of the shopping center site to the west. These drive aisles form a modified grid pattern on the site that generally follows the parcel lines. The multifamily building is proposed on the southeast portion of the site, adjacent to the Capital Beltway and the retail and office uses on the site. The multifamily building is served by a 197-space parking structure which is located at the rear of the building, and surrounding surface spaces, which includes two electric vehicle charging stations. The proposed multifamily building is an approximate W-shape that wraps around two exterior courtyards, and includes a pool, dog park, coffee bar, multimedia club room, and fitness center. The details of the recreational facilities and amenities on the site have been included with this DSP, and generally, staff finds them acceptable. However, some details are not shown on the plans and require clarification, such as the treatment for the fence surrounding the dog park.

Architecture

The four-story multifamily residential building is a contemporary design with a flat roof and is approximately 56 feet tall. The building has been designed to incorporate a variety of materials, including cementitious lap siding, cement panels, metal, glass, and block veneer. Emphasis has been incorporated into the façades through the application of different building volumes and massing. The overall design of the building creates a clean and contemporary design, which will complement the surrounding development. The main entrance to the building faces northwest into the site and has an elevated roof line and more windows for emphasis. Internal waste and loading areas are on the northeast corner of the building.



Figure 1: Northwest Elevation



Figure 2: West and Southwest Elevations

Lighting and Signage

The applicant has provided street lighting throughout the development that is consistent with the lighting approved with DSP-16052. Additional lighting is proposed around the multifamily building and in the parking areas. However, staff notes that it is unclear if additional lighting is proposed in the courtyards or parking structure and recommends that this be shown to demonstrate that there is adequate lighting for pedestrians and vehicles. Recommendations for providing lighting in these areas have been conditioned herein. One six-foot-high, monument sign is proposed adjacent to the northwest portion of the building. The submitted sign plan for the project includes square footage, but not all the details required to fully evaluate the sign. A proposed condition has been included herein that requires the applicant to provide scaled details of the signs - elevation - drawings showing its design.

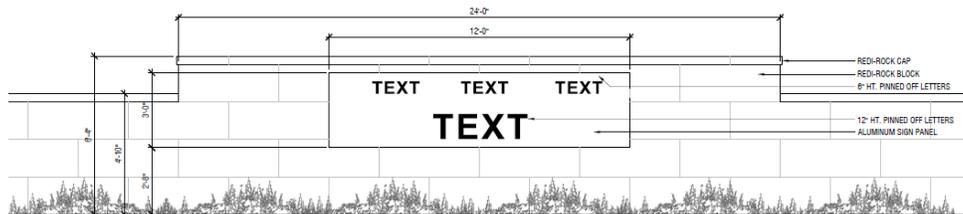


Figure 3: Sign Elevations

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance as follows:

- a. The subject application is in conformance with the requirements of Section 27-547, Uses permitted, of the Zoning Ordinance that governs permitted uses in the M-X-T Zone. The multifamily residential buildings proposed with the subject DSP are permitted in the M-X-T Zone and were shown on the approved CSP-14003.
- b. Section 27-548, M-X-T Zone, of the Zoning Ordinance establishes additional standards for development in this zone. The DSP'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 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.

At the time of the CSP-14003 review and approval, the applicant planned to use the optional method of development for the project by proposing a residential component of more than 20 units as part of the overall development, along with commercial/retail and office uses. Inclusion of the qualified residential use increases the permitted FAR by 1.0 above the base FAR of 0.40. Therefore, 1.4 FAR is permitted for the overall development. The proposed FAR is approximately 0.49 and meets this requirement.

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

The overall DSP proposes residential, retail, and office uses in multiple buildings on multiple parcels, in conformance with this requirement.

(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.

The site plan indicates the location, coverage, and height of all improvements, in accordance with this regulation.

- (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* (Landscape Manual). Additional buffering and screening are required to satisfy the purposes of the M-X-T Zone and is discussed in detail in Finding 12 below.

- (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, within the area of the CSP, is approximately 0.49, which is calculated in accordance with this requirement and is within the maximum permitted FAR for this development.

- (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, the ground below, or in public rights-of-way as part of this project. Therefore, this requirement is inapplicable to the subject DSP.

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

This requirement was reviewed for conformance at the time of the review of PPS 4-14020, which was approved on July 30, 2015. Each parcel has frontage on and access to a public right-of-way, or other access right-of-way, as authorized pursuant to Subtitle 24 of the Prince George's County Code.

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

The proposed residential multifamily building is approximately 56 feet high, which is below the 110 feet limit.

- (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 DSP.

- c. The subject application has been reviewed for conformance with the requirements of Section 27-546(d) of the Zoning Ordinance, which requires additional findings for the Planning Board to approve a DSP in the M-X-T Zone, as follows:

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

Conformance with the purposes of the M-X-T Zone was found with the CSP approval and is adopted herein by reference (PGCPB Resolution No. 15-52). The proposed DSP is consistent with that approval and supports that finding because it promotes the orderly development of land with residential, retail, and office components of a mixed-use development in close proximity to the major intersection of Central Avenue and the Capital Beltway. It is also noted that the development of the site consisting of residential uses will allow for increased hours of activity in the area.

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

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

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

The DSP covers a large portion of the existing shopping center and will be connected to the remaining portion of the shopping center through public roadways, driveways and sidewalks. The regional roadways such as the Capital Beltway Central Avenue, and Hampton Park Boulevard further connect the project to the adjacent communities. This redevelopment is expected to rejuvenate the existing shopping center and inject new economic vitality into the immediate areas.

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

The proposed development is compatible with nearby existing and proposed development and will be compatible with the existing and approved commercial uses along Central Avenue. Additional green area and buffering have been incorporated into the plan to provide a transition to the adjacent uses.

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

The subject DSP is designed to blend with the existing and approved commercial and residential uses in the overall Hampton Park development and the surrounding vicinity. The application also employs similar color and material themes for the proposed building to achieve a uniform and high-quality development, while keeping the unique features of each building.

- (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 overall Hampton Park consists of multiple buildings that are phased, in accordance with fine grading permits and building permits. The proposed commercial, retail, residential and office buildings will create a unique place and a destination, while also being integrated with each other. Each phase of development will be self-sufficient, and when combined contribute to the effective integration of the entire mixed-use center.

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

A comprehensive sidewalk network has been proposed and is generally located on both sides of all roadways and surrounds every building, except as conditioned. Once the project is complete, the pedestrian system will be integrated into the sidewalk and bicycle facility network of the overall property. The improvements shown on the submitted site plan will significantly enhance pedestrian access and safety on the subject site by

providing dedicated walkways and crosswalks connecting to all the proposed buildings.

- (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**

The application proposes pedestrian pathways throughout the site, connecting to the main entrance of each building and outdoor landscaped areas and recreation facilities that are designed with attention to human scale and high-quality urban design.

- (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 site has a recently approved CSP-14003 and PPS 4-14020. This requirement has been met.

- (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 provided by the applicant.**

The applicable PPS was approved by the Planning Board on July 30, 2015. The transportation adequacy findings in that PPS are still valid and governing, as discussed in detail in Finding 10 below.

- (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 overall site plan contains less than 250 acres; therefore, this application is not subject to this requirement.

- d. **Military Installation Overlay (M-I-O) Zone:** Part 10(c) of the Zoning Ordinance sets forth criteria for the M-I-O Zone. The subject property is located within the Joint Base Andrews M-I-O Zone area. The western portion of the property is within Height Surface 'B', 'G', and 'F' establishing a height limit of approximately 459 feet above the runway surface. All the proposed buildings are no more than 84 feet in height and therefore, meet the requirements of the M-I-O Zone.
- e. This DSP is in conformance with the applicable site design guidelines, as referenced in Section 27-283 of the Zoning Ordinance and contained in Section 27-274 of the Zoning Ordinance. The proposed plan generally meets all of the site design guidelines by providing amenities that are functional and constructed of durable, low-maintenance materials; vehicular and pedestrian access is provided to the site from the public right-of-way; and the architecture proposed for the multifamily building is high quality and employs a variety of architectural features and designs, such as window and door treatments, projections, colors, and materials. The approval of the proposed multifamily building will contribute to an attractive, coordinated development that is designed to be safe, efficient, and convenient for both pedestrians and drivers. Adequate parking, circulation, lighting, and amenities are provided on site, as conditioned.
- f. In accordance with Section 27-574 of the Zoning Ordinance, 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) of the Zoning Ordinance. The DSP has included detailed parking information and the proposed parking and loading facilities are acceptable.

8. **Departure from Design Standards DDS-676:** The subject DSP includes a request for a departure from Section 27-558(a) of the Zoning Ordinance, which governs the size of parking spaces. This DDS proposes a reduction in the required standard parking space size to 9-foot by 18-foot and parallel parking spaces to 8-foot by 21-foot on the entire site.

Section 27-239.01(b)(7) of the Zoning Ordinance contains the following required findings in order for the Planning Board to grant the departure:

- (i) **The purposes of this Subtitle will be equally well or better served by the applicant's proposal;**

The reduced parking space size will allow more space on the site for landscaping and open space and provide a more compact development, while still allowing for proper on-site circulation and parking. The use of universal size spaces simply allows the parking areas to operate far more efficiently. The vast majority of these parking spaces are perpendicular. The applicant has reduced the number of compact spaces from that proposed in the initial DSP. As a redevelopment site with fixed, but limited access points, converting the site from a suburban shopping center to a mixed-use site has presented design challenges which have been enhanced due to the need to accommodate the existing tenants and phase the development.

(ii) The departure is the minimum necessary, given the specific circumstances of the request;

The applicant states that the property is unique in its location and existing configuration. Razing a substantial portion of the existing shopping center affords the ability to construct a County office building and introduce a residential use to the property. However, the ability to locate these uses is constrained by several factors, including a major Washington Suburban Sanitary Commission (WSSC) waterline, which extends along the eastern edge of the property and the floodplain, which covers the majority of the property. The departure will allow the applicant to provide adequate, functional parking while accommodating the site constraints.

The proposed parking space width of 9 feet is reflective of other standards in the region, such as Montgomery, Frederick, and Charles Counties, which are between 8.5 and 9 feet wide. In addition, the proposed departure meets the size requirements of the standards in the recently adopted Zoning Ordinance, Prince George's County Council Bill CB-13-2018. A 9-foot width is based on design standards for a vehicle that is 6 feet, 7 inches wide, such as a large sport utility vehicle, and will be adequate for most motor vehicles.

(iii) The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in older areas of the County which were predominantly developed prior to November 29, 1949;

The subject property is an existing developed site with existing points of access on Central Avenue and from an existing private access easement along its western boundary. While not constructed prior to 1949, the points of access into the property cannot be modified and they largely define the development pods. The WSSC easement further restricts design flexibility. Redeveloping these pods in an efficient manner is challenging and the predominant use of universal spaces assists in being able to do so in a coordinated manner. In addition, it is noted that the reduced parking space size of 9 feet by 18 feet is more comparable to most other neighboring Maryland jurisdictions.

(iv) The departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood.

The applicant suggests that the requested departure will not impair the integrity of the site of the surrounding neighborhood. The primary request in this application is the ability to utilize universal size spaces for the parking area to allow for more flexibility in the design of the project on-site and in the parking garages, which will not impair the visual, functional, or environmental quality integrity of the site.

Based on the analysis above, staff recommends that the Planning Board approve the departure request, to reduce the dimensions of proposed standard parking spaces to 9 feet by 18 feet and parallel parking spaces to 8 feet by 21 feet, on the entire site.

9. **Conceptual Site Plan CSP-14003:** The DSP is in general conformance with CSP-14003 and the applicable conditions of approval. The following conditions are relevant to the review of the DSP:

2. **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. **The architectural elevations fronting all public roadways shall be treated as highly-visible elevations to include the following:**

- (1) **A predominant use of brick, precast, glass, metal, and masonry, or any combination of these finish materials.**
- (2) **Well-designed façades with attractive fenestration patterns. For vertically mixed-use buildings, the ground level shall be a combination of durable at-grade materials, storefront, and lighting, promoting visually rich and engaging streetscape façades.**
- (3) **Use of thoughtful architectural details such as massing breaks, sills, lintels, recessed window systems, and canopies where appropriate, to ensure varied visual interest.**
- (4) **A varied roofline.**

The proposed multifamily building consists of cementitious siding, split-faced block and glass materials on all façades. Attention is given to blend with the surrounding development through the use of these materials and complimentary colors. Massing breaks with attractive fenestration patterns ensure visual interest on the entire building.

b. **Identify the green building techniques to be used in this project and/or provide evidence that green building certification will be obtained.**

Sustainable practices are being used in the building design, such as LED lighting on the exterior and interior, installation of low flow plumbing in the building, and the addition of electric car charging stations. A shared parking strategy is used on-site to reduce the overall number of parking spaces required and increase the amount of green space provided. In addition, it is noted that Best Management Practices (BMPs) are implemented on the site to mitigate stormwater including rainwater planters, rainwater gardens, and porous pavement, where feasible. As such, stormwater runoff quality will be improved and quantities from impervious surfaces will be reduced. A condition has been included in the Recommendation section of this report, requiring the applicant include a note on the DSP to clearly indicate the green building techniques that will be used.

c. **In the areas of the development which are to be used for pedestrian corridors and/or as gathering places for people, adequate attention shall be paid to human scale, high-quality urban design, shade trees, and landscaping types and textures of paving materials, street furniture, trash facilities, and lighting.**

DSP-16052 approved the pedestrian network for the development. The proposed multifamily building is integrated into that network and includes high-quality urban design with street furniture, lighting, varied paving, and shade trees.

- d. Full cut-off lighting fixtures shall be used for grade-level lighting, and special night lighting will be permitted to highlight the iconic features and signage of the hotel, office, retail, and office uses.**

This condition has been satisfied, and the same lighting as originally approved for the overall Hampton Park will be proposed with the subject application.

- e. Surface parking spaces around the residential multifamily buildings shall be reduced to provide additional green spaces around the buildings to the extent practical. Parking shall be provided within the parking structure for residents, guests, and leasing applicants to the extent practical.**

As a result of the loss of land associated with the floodplain mitigation, the application now proposes a two-story parking garage in lieu of a larger surface parking lot. The overall function and relationship to the parking as originally proposed will not be altered.

- h. The applicant shall demonstrate to the Planning Board that the on-site private recreational facilities will be properly developed and maintained to the benefit of future residents through covenants, a recreational facilities agreement, or other appropriate means, and that such instrument is legally binding upon the subdivider and his heirs, successors, and/or assignees.**

Private recreational facilities have been proposed with the multifamily building. These include a clubroom, fitness center, swimming pool, outdoor kitchen, grills, courtyard, and open space. Staff notes that additional facilities have been included in the amenities that the applicant is taking credit for such as the business center, multimedia room, and dog park. These facilities should not be included, and staff recommends that these be removed. A condition has been included in the Recommendation section of this report to require the applicant to include only those facilities that consistent with those in the *Parks and Recreation Facilities Guidelines*.

- i. Provide bicycle parking at appropriate locations.**

A storage room is proposed inside the multifamily building to store 16 bicycles. In addition, secure parking will also be provided in the garage, and bicycle racks are located near primary building entries.

- 10. Preliminary Plan of Subdivision 4-14020:** The PPS was approved on July 30, 2015 (PGCPB Resolution No. 15-86). Of the 23 conditions attached to the approval of PPS 4-14020, the following are applicable to the review of this DSP:

2. **The applicant, his successors, and/or assignees, shall provide on-site private, recreational facilities in accordance with Section 24-134 of the Subdivision Regulations and the standards in the *Parks and Recreation Facilities Guidelines*. The private recreational facilities shall be reviewed for adequacy and property siting, prior to approval of the detailed site plan for the multifamily buildings by the Planning Board.**

5. **Prior to the approval of a Detailed Site Plan for multifamily dwellings, the applicant shall demonstrate to the Planning Board that the on-site private recreational facilities for the fulfillment of mandatory dedication (Section 24-135) will be properly developed within or next to the same parcel or lot as the residential building to the extent practicable and maintained to the benefit of future residents pursuant to Section 24-135(b)(2) of the Subdivision Regulations.**

This amendment provides details for the recreational facilities within the multifamily building and on the same parcel. These facilities are consistent with the prior multifamily application and are adequate to serve the proposed number of residents.

6. **A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in a resolution of approval, shall require the approval of a new preliminary plan of subdivision prior to the release of any building permits.**

The subject application is not a substantial revision to the mix of uses on the subject property and is acceptable.

8. **The applicant and the applicant's heirs, successors and assignees shall not execute any termination, modification or amendment of the Access Easement Agreement (recorded at Liber 4412 Folio No. 256) which provides vehicular access to Hampton Mall Drive North without the prior written consent of the Maryland-National Capital Park and Planning Commission. Evidence of such written consent shall be recorded with any such termination, modification or amendment, if approved by the M-NCPPC Planning Department.**

This DSP proposal shows the access easement (recorded at Liber 4412 at folio 256) which provides vehicular access to Hampton Mall Drive North. No termination, modification, or amendment of the Access Easement Agreement has been proposed with this application.

10. **Development of this site shall be in conformance with the Stormwater Management Concept Plan, 45614-2014-00 and any subsequent revisions.**

The applicant submitted an approved SWM Concept Plan (45614-2014-01) and approval letter with the subject DSP. The approved SWM concept plan shows development matching that shown on the subject DSP.

15. **In conformance with the 2009 *Approved Countywide Master Plan of Transportation (MPOT)* and the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*, the applicant and the applicant's heirs, successors and/or assignees shall provide the following:**

- a. **Provide a sidewalk connection from the site access on Central Avenue (MD 214) to the subject site's western boundary and incorporate a landscape strip including shade trees where appropriate, subject to approval by the Maryland State Highway Administration (SHA).**
- b. **In the areas of the development which are to be used for pedestrian corridors and/or as gathering places for people, subsequent Detailed Site Plans shall pay adequate attention to human scale, high-quality urban design, shade trees, and landscaping types and textures of paving materials, street furniture, trash facilities, and lighting.**
- c. **At the time of DSP, the plan shall include bicycle racks accommodating a minimum of 50 bicycle parking spaces and other secure bicycle storage facilities at locations scattered throughout the subject site. The number and location of the racks and secure facilities shall be marked and labeled on the DSP, with details provided for the racks and secure facilities.**

Staff has reviewed the subject application and notes that the applicant has complied with Conditions 15a and 15c. While the submitted plans generally provide adequate attention to human scale, high-quality design, the application is missing sidewalk segments where pedestrian activity is likely to take place, and conditions related to their addition have been included herein, to improve the site plan and enhance pedestrian access and safety on the subject site, in conformance with Condition 15b.

16. Prior to issuance of any building permits within each phase as proposed within the detailed site plan, the Bicycle and Pedestrian Impact Statement (BPIS) improvements in accordance with Section 24-124.01 of the Subdivision Regulations shall (a) have full financial assurances; (b) have been permitted for construction through the operating agency's permitting process; and (c) have an agreed-upon timetable for construction with the operating agency.

- a. **MD 214 and Hampton Park Boulevard intersection (east, west, and south legs)**
 - (1) **Brick pavers**
 - (2) **Mill existing pavement**
 - (3) **ADA ramps**
 - (4) **Pedestrian crossing signals**
- b. **Hampton Park Boulevard**
 - (1) **'Share the Road' signage**
- c. **Westbound MD 214, west of Hampton Park Boulevard**
 - (1) **Bus shelter installation**

- d. Hampton Mall Drive North Extended (from the end of the public right-of-way to the subject property line)**
 - (1) Concrete sidewalks**
 - (2) ADA ramps**
- e. One bus shelter installation**
 - (1) One bus shelter should be installed at a location determined by DPIE within one-half mile walking or biking distance of the subject site.**

At the time of DSP, provide an exhibit that illustrates the location, phasing, and limits of all off-site improvements proposed. This exhibit shall show the location of all off-site sidewalk construction, ADA ramps, pedestrian signals, crosswalk improvements, bus shelter installations, pavement markings and signage.

If it is determined at the time of Detailed Site Plan that alternative off-site improvements are appropriate due to comments from the appropriate governmental agency (DPIE and/or SHA) or lack of public right-of-way, the applicant shall demonstrate that the substitute improvements shall comply with the facility types contained in Section 24-124.01(d), be within one-half mile walking or bike distance of the subject site, within the public right-of-way, and within the limits of the cost cap contained in Section 24-124.01(c). The Planning Board shall find that the substitute off-site improvements are consistent with the BPIS adequacy finding made at the time of Preliminary Plan of Subdivision.

Staff has reviewed the subject application pursuant to the above conditions and notes that the applicant has submitted an exhibit detailing required off-site pedestrian and bicycle facilities that complies with this condition. This condition will be reviewed further by staff at the time of building permit.

- 17. At the time of detailed site plan, the DSP and landscape plan shall show a limit of disturbance that preserves all of the existing vegetation within the fenced and channelized streams, except for where water, sewer and stormwater outfalls are necessary. Where necessary and appropriate, the landscape plan shall show enhancement planting along Stream 2 (southern property line).**

The DSP is in conformance with this condition.

- 18. Prior to acceptance and approval of each Detailed Site Plan, a Phase I and Phase II noise study shall be submitted and shall be based on all existing and proposed conditions for the entire site.**

A revised Phase II noise study has been submitted with this DSP amendment. Noise levels in the two courtyard areas providing recreational facilities will be below 65 dBA Ldn due to the noise reduction provided by the proposed building and parking garage, and additional mitigation for these outdoor areas is not required. However, it is noted that noise levels in the proposed dog park will be at unacceptable levels, and residents will congregate in this location. Therefore, staff

recommends that additional noise mitigation techniques be used in this area to the extent practicable. Possible solutions include proposing a six- to eight-foot-high solid wall or fence on the north and east side of the dog park closest to the Capital Beltway. A condition requiring additional noise mitigation for this area has been included herein.

In addition, it is noted that the exterior walls for all units on the northeast elevation (facing the Capital Beltway) will require upgraded windows and doors to maintain interior noise levels below the 45 dBA Ldn limit. The DSP should clearly identify which sections of the building facade require additional acoustical treatment, as shown in the noise study. A condition related to this improvement is included in the Recommendation section of this report.

- 19. Prior to the approval of building permits for residential buildings located within the unmitigated 65 dBA Ldn noise contour, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less.**

This condition should be added to DSP as a general note. Additional mitigation techniques will be needed to reduce interior noise levels, and a condition of approval has been included herein.

- 20. Total development shall be limited to uses that would generate no more than 760 AM and 991 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

Staff determined that this application will not exceed the trip cap established by Condition 20 because this application's density falls below the trip cap. The development proposed on the initial DSP-16052 included 254 dwelling units, and the number of dwelling units proposed with the subject application has been reduced to 200 dwelling units.

- 21. At time of DSP, the plan shall show a four-lane divided access roadway with sidewalks on both side extending south from MD 214 and sidewalks on both sides of the off-site access easement connecting to the Hampton Mall Drive North.**

This condition has been satisfied.

- 23. Prior to approval of each final plat of subdivision a draft vehicular access and public utility easement, pursuant to Section 24-128(b)(9) and the approved DSP, shall be approved by The Maryland-National Capital Park and Planning Commission (MNCPPC) Planning Department and be fully executed. The easement may be extended into the site in phase with the DSP and final plat approvals. The easement shall provide for an orderly extension to provide access to each parcel. The easement documents shall set forth the rights, responsibilities, and liabilities of the parties and shall include the rights of M-NCPPC Planning Department. Prior to recordation of each final plat, the easement shall be recorded in land records and the liber/folio of the easement shall be indicated on the final plat.**

Staff noted that an access easement for pedestrian and vehicular access, as well as utilities, was recorded in Liber 40684 at folio 1 on March 7, 2018, in accordance with this condition. However, an inset map on sheet 4 of the DSP labels this easement incorrectly and should be corrected, as conditioned herein.

11. **Detailed Site Plan DSP-16052 and its amendments:** DSP-16052 was approved on June 15, 2017 (PGCPB Resolution No. 17-79), by the Planning Board, and was subject to two conditions, with multiple subconditions. Those conditions related to building permits will be enforced at that time. The other conditions of approval were required at the time of certification, which was already completed.
12. **2010 Prince George’s County Landscape Manual:** Per Section 27-544(a) of the Zoning Ordinance, landscaping, screening, and buffering for property zoned M-X-T is subject to the provisions of the Landscape Manual. The proposed development is subject to Section 4.1, Residential Requirements; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. The required plantings and schedules are provided, in conformance with the Landscape Manual, with the exception of Section 4.7, Buffering Incompatible Uses, adjacent to an existing warehouse use along the southern property line. Specifically, the applicant is seeking relief via Alternative Compliance AC-17005-01, as follows:

Section 4.7 Buffering Incompatible Uses

REQUIRED: 4.7 Buffering Incompatible Uses, multifamily residential adjacent to warehouse use

Length of bufferyard	620 feet*
Minimum building setback	50 feet
Landscape yard width	40 feet
Plant units (160 per 100 linear feet)	832

Note: *The total length of the southern property line is approximately 650 feet minus 30 feet for the private road, on Parcel 10.

PROVIDED: 4.7 Buffering Incompatible Uses, multifamily residential adjacent to warehouse use

Length of bufferyard	520 feet*
Minimum building setback	56 feet
Landscape yard width	40 feet**
Fence or wall	No
Percent with existing trees (off-site)	100 percent
Plant units (on-site)	104

Notes: *The multifamily parcel occupies 520 linear feet of the southern property line.

**Buffer width provided on and off-site with proposed and existing vegetation.

Justification of Recommendation

The applicant is requesting a revision to the previously approved Alternative Compliance AC-17005, from Section 4.7, Buffering Incompatible Uses, along the southern property line of the proposed multifamily use on Parcel 10, which is adjacent to an existing warehouse use on Lot 9, Block F. A Type D bufferyard consisting of 50-foot building setback and 40-foot-wide landscape bufferyard to be planted with 160 plant units per 100 linear feet of property line, is required. Since the developing property is the multifamily use, the Landscape Manual allows that if all or any part of the buffer has been provided on the adjacent property, the proposed use may provide only the amount of the buffer that has not been provided on the adjacent property.

The existing woodland on the adjacent Lot 9, Block F, where the warehouse use is located, is already protected with numerous easements, including a floodplain easement. The actual distance of the use improvements located on Lot 9, Block F, is approximately 150 feet from the southern property line of the subject site. Nearly half of that distance is in existing woodland on steep slopes, that is approved and preserved previously and is unlikely to ever be developed.

The applicant also proposes 104 additional planting units in sufficient green areas on-site along the southern property line. The newly proposed parking structure will also provide visual separation between the two uses and additional screening for the multifamily units from the possible negative impacts of the adjacent warehouse use.

The Planning Director finds the proposed alternative compliance measures to be equally effective as normal compliance with Section 4.7 of the Landscape Manual, along the southern property line.

The Planning Director recommends APPROVAL of Alternative Compliance AC-17005-01, for Hampton Park, from the requirements of Section 4.7, Requirements for Buffering Incompatible Uses, of the 2010 *Prince George's County Landscape Manual*, along the southern property line of Parcel 10 for Hampton Park.

13. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The subject DSP is exempt from the Woodland and Wildlife Habitat Conservation Ordinance because the site has less than 10,000 square feet of existing woodlands, and the property has no previous tree conservation plan approvals. In addition, it is noted that the property was issued a Standard Letter of Exemption, S-080-2021, on March 4, 2021.
14. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, of the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading or building permit for more than 5,000 square feet of disturbance. Properties zoned M-X-T are required to provide a minimum of 10 percent of the gross tract area covered in TCC. The subject application provides the required TCC schedule, however, it does not account for the entire DSP area of 24.55 acres and should be revised as such. A condition is included herein, requiring the schedule to be revised to account for the entire site and demonstrate conformance to TCC.
15. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments and major findings are summarized, and incorporated herein by reference as follows:

- a. **Historic Preservation and Archeological Review**—In a memorandum dated April 14, 2021 (Stabler to Bishop), the Historic Preservation Section noted that the property is adjacent to the Ridgely Church and Cemetery Historic Site (72-005). The proposed development should not be easily visible because of the distance between the historic site and the proposed construction. In addition, it was noted that the historic site has a sufficient buffer of vegetation with mature trees that will screen views from the historic site to the proposed development. Also, it was determined that the proposed development will have little or no impact on the historic site and will not affect any known archeological resources.
- b. **Community Planning**—In a memorandum dated May 6, 2021 (Byrd to Bishop), the Community Planning Division noted that pursuant to Part 3, Division 9, Subdivision 3 of the Zoning Ordinance, master plan conformance is not required for this application.
- c. **Transportation Planning**—In a memorandum dated May 20, 2021 (Saunders Hancock to Bishop), the transportation planner offered an analysis of the prior approval, which is included in the findings above, and noted that access and circulation are acceptable. The number and locations of points of access are consistent with those reviewed and approved with prior applications. From the standpoint of transportation, and in consideration of the findings contained herein, it is determined that this plan is acceptable.
- d. **Pedestrian and Bicycle Facilities**—In a memorandum provided on May 20, 2021 (Jackson to Bishop), the transportation planner offered an analysis of the prior approvals, which is included in the findings above, and determined that the multimodal transportation site access and circulation of this plan is acceptable and consistent with the underlying conditions of approval. Additional recommendations were made regarding pedestrian safety, including space for a future bikeshare location that have been included in the Recommendation section of this report. In conclusion, it was noted that the subject application meets the site design guidelines pursuant to Sections 27-283 and 27-274(a)(2) of the Zoning Ordinance, and is acceptable, as conditioned.
- e. **Subdivision**—In a memorandum dated May 18, 2021 (Vatandoost to Bishop), the Subdivision Section provided an analysis of the subject DSP's conformance with the prior approvals, as included in Finding 10 above, and noted that the DSP is in substantial conformance with the approved PPS. It was determined that the DSP does not propose a substantial revision to the mix of uses on the site, however technical revisions to the general notes were recommended and have been conditioned herein.
- f. **Prince George's County Department of Parks and Recreation (DPR)**—At the time of the writing of this technical staff report, DPR did not provide comments on the subject application.
- g. **Environmental**—In an email dated April 15, 2021 (Schneider to Bishop), the Environmental Planning Section noted that an approved Natural Resources Inventory, NRI-191-14-01, was submitted with the application, and no new impacts to regulated environmental features are proposed beyond those approved with PPS 4-14020. The email was provided in lieu of a memo and offered no comments or conditions related to DSP-16052-03.

- h. **Prince George's County Fire/EMS Department**—In an email received on April 15, 2021(Reilly to Bishop), the Fire/EMS Department offered comments related to fire hydrants and fire safety that have been incorporated into revisions to the DSP.
 - i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this technical staff report, DPIE did not provide comments on the subject application.
 - j. **Prince George's County Police Department**—At the time of the writing of this technical staff report, the Police Department had not offered comments on the subject application.
 - k. **Prince George's County Health Department**—At the time of the writing of this technical staff report, comments regarding the subject project have not been received from the Health Department.
 - l. **Maryland State Highway Administration (SHA)**—At the time of the writing of this technical staff report, comments regarding the subject project have not been received from SHA.
 - m. **Washington Suburban Sanitary Commission (WSSC)**—In an email dated April 9, 2021 (Ibikunle to Bishop), WSSC provided numerous comments on the application. These have been provided to the applicant and will be addressed through WSSC's separate permitting process.
16. Based on the foregoing analysis and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP, if revised as conditioned, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code, without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
 17. As required by Section 27-285(b)(2) of the Zoning Ordinance, this DSP is in general conformance with approved CSP-14003.
 18. In accordance with Section 27-285(b)(4) of the Zoning Ordinance, the regulated environmental features on the subject property have been fully preserved and/or restored based on consistency with the limits of disturbance shown on the previously approved CSP-14003 and PPS 4-14020. No additional regulated environmental features are located within the limits of the current application.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and:

- A. APPROVE Departure from Design Standards DDS-676 for Hampton Park, to allow for a standard surface parking space size of 9 feet by 18 feet and parallel parking space size of 8 feet by 21 feet.

B. APPROVE Detailed Site Plan DSP-16052-03 and Alternative Compliance AC-17005-01 for Hampton Park, subject to the following conditions:

1. Prior to certificate approval of the detailed site plan (DSP), the applicant shall:
 - a. Provide sidewalks and their widths abutting the subject building connecting the east and west drive aisles to the parking structure entrances.
 - b. Provide sidewalk ramps on either end of the crosswalk traversing the north drive aisle where it intersects with the east drive aisle.
 - c. Provide space for a future bikeshare station.
 - d. Redesign the roundabouts by increasing the elevation of their centers sufficiently, to discourage average sized vehicles from rolling over the centers but so that they can be safely mounted by emergency vehicles and large trucks.
 - e. Add a general note to state that prior to the approval of building permits for residential buildings located within the unmitigated 65 dBA Ldn noise contour, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less.
 - f. Provide additional noise mitigation techniques in the dog park to reduce noise to acceptable levels and provide a detail for the fence.
 - g. Identify on the DSP which sections of the building facades require architectural treatment for noise mitigation.
 - h. Label the 300-foot residential lot depth line, in accordance with Preliminary Plan of Subdivision 4-14020.
 - i. Show and label unmitigated and mitigated noise contour lines.
 - j. Revise the label for access and utility easement shown in the inset map on sheet 4 of the DSP to provide the correct recordation reference as Liber 40684 at folio 1.
 - k. Demonstrate that adequate lighting is proposed in the courtyards and within the parking structure to allow for pedestrian safety and wayfinding, without causing glare.
 - l. Provide sign details showing the size, material, color, and illumination to be consistent with other signs in the development.
 - m. Clearly label and delineate the dog park on the site and landscape plans.

- n. Provide a list of the proposed recreational facilities, including specific features and their values, on the landscape plan.
 - o. Provide a note on the DSP to clearly indicate the green building techniques that will be used on the building.
 - p. Revise the Tree Canopy Coverage schedule to meet the requirements of the Prince George's County Tree Canopy Coverage Ordinance for the entire property.
2. Prior to issuance of the final certificate of occupancy for the multifamily building, all on-site recreational facilities and amenities shall be completed and verified by the Maryland-National Capital Park and Planning Commission.

ITEM: 5 & 6

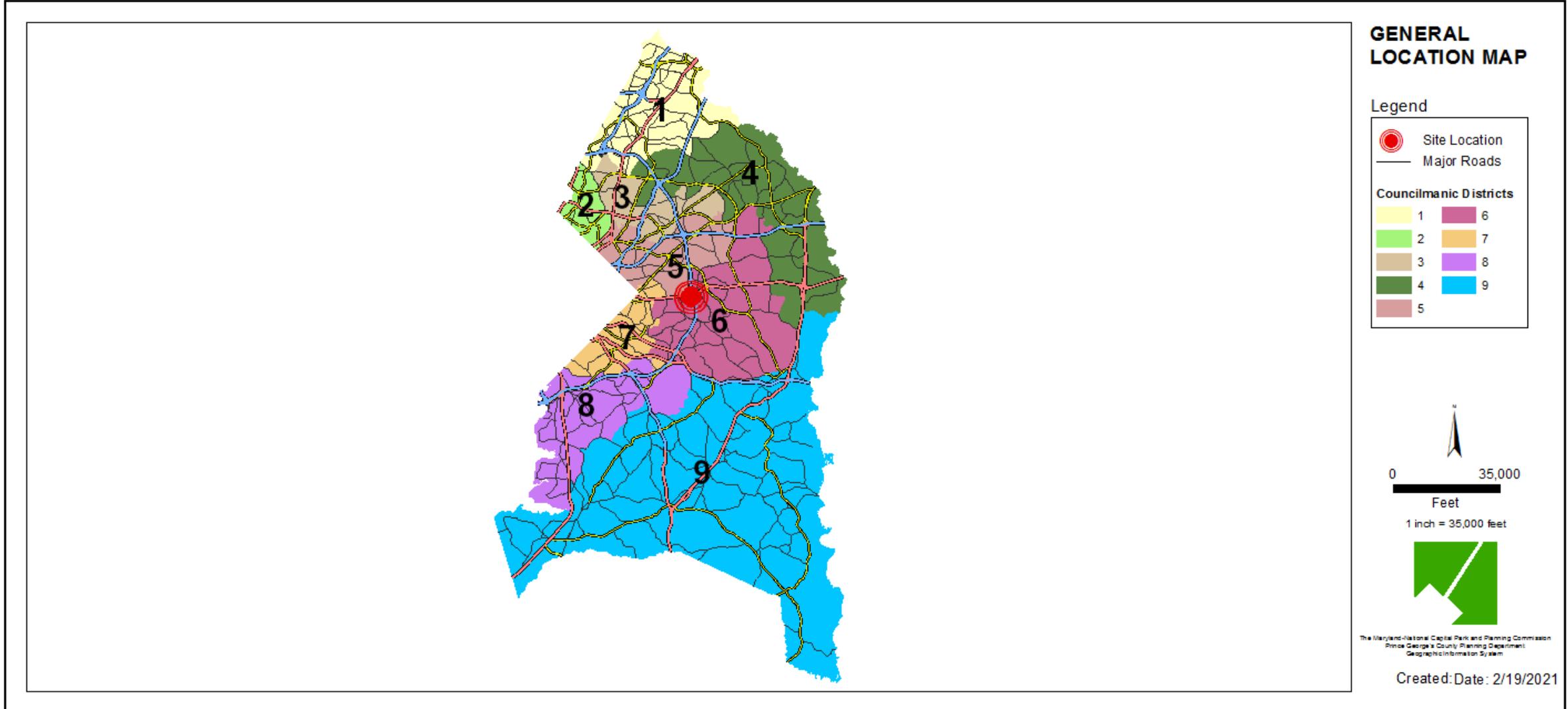
CASE: DSP-16052-03 & DDS-676

HAMPTON PARK

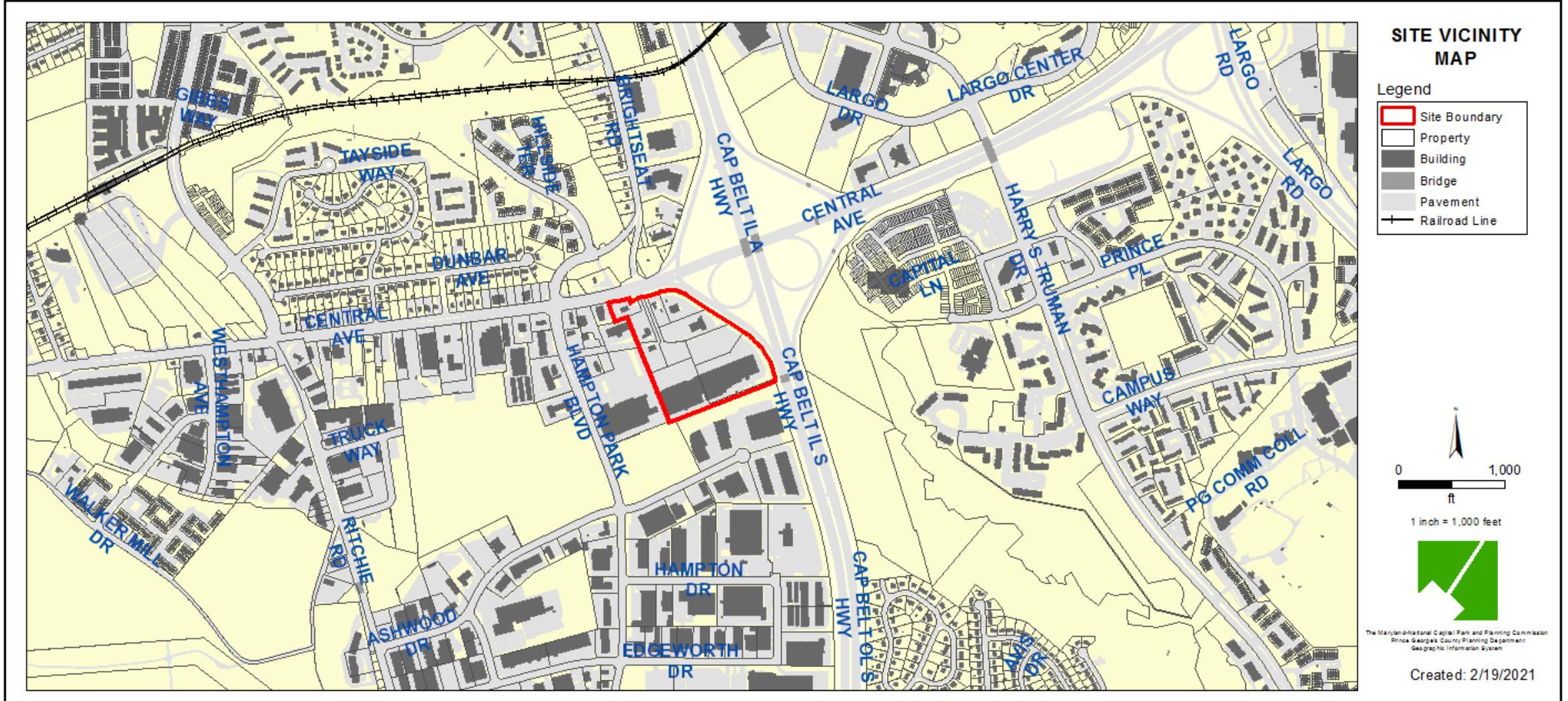
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



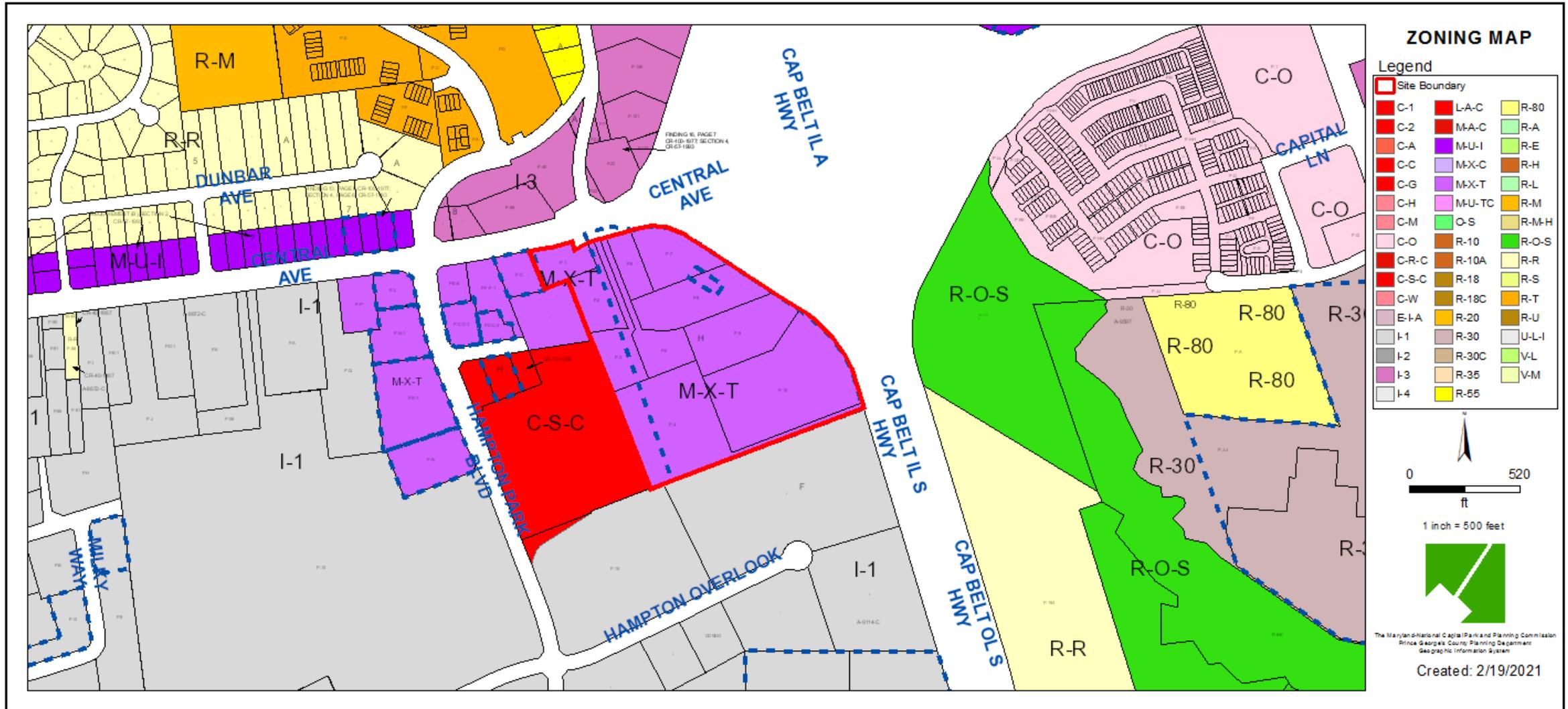
GENERAL LOCATION MAP



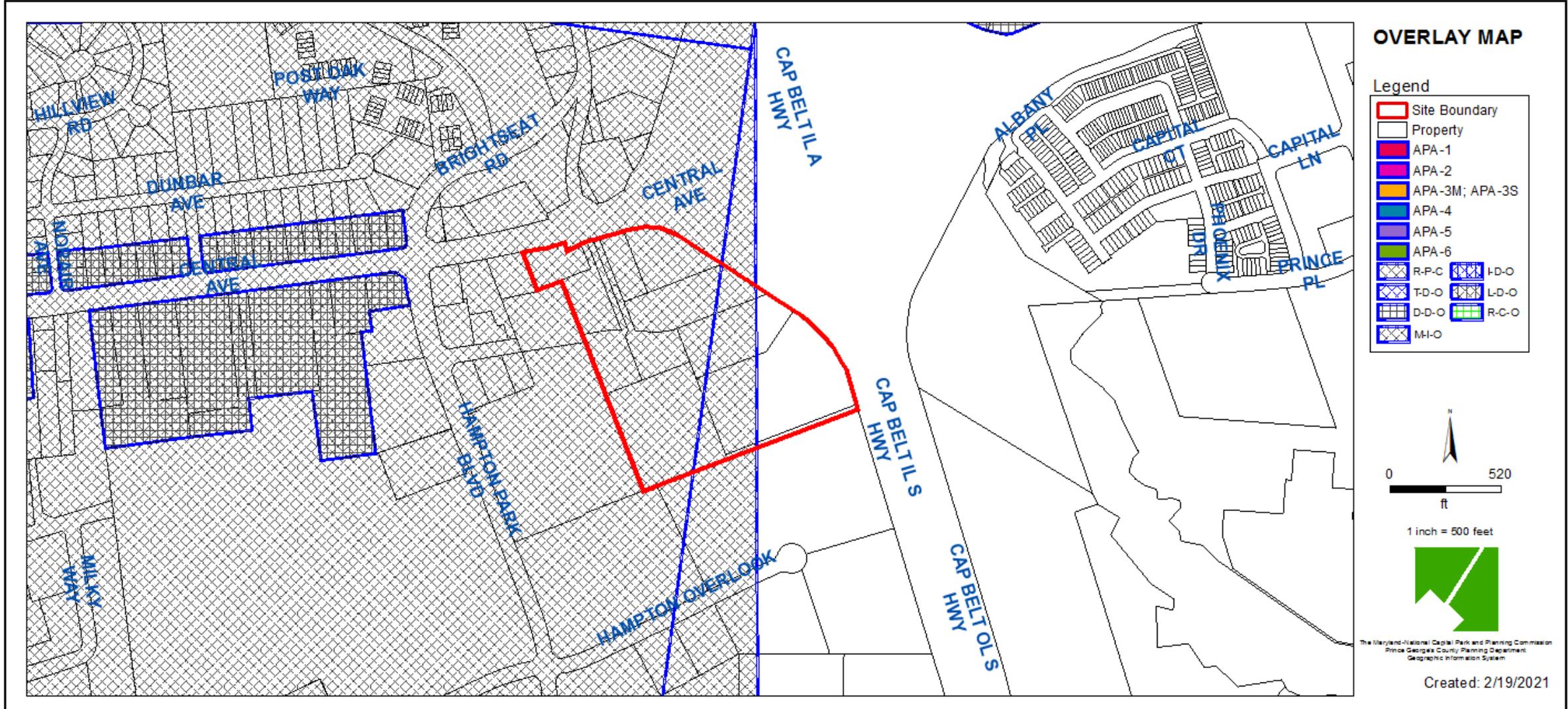
SITE VICINITY



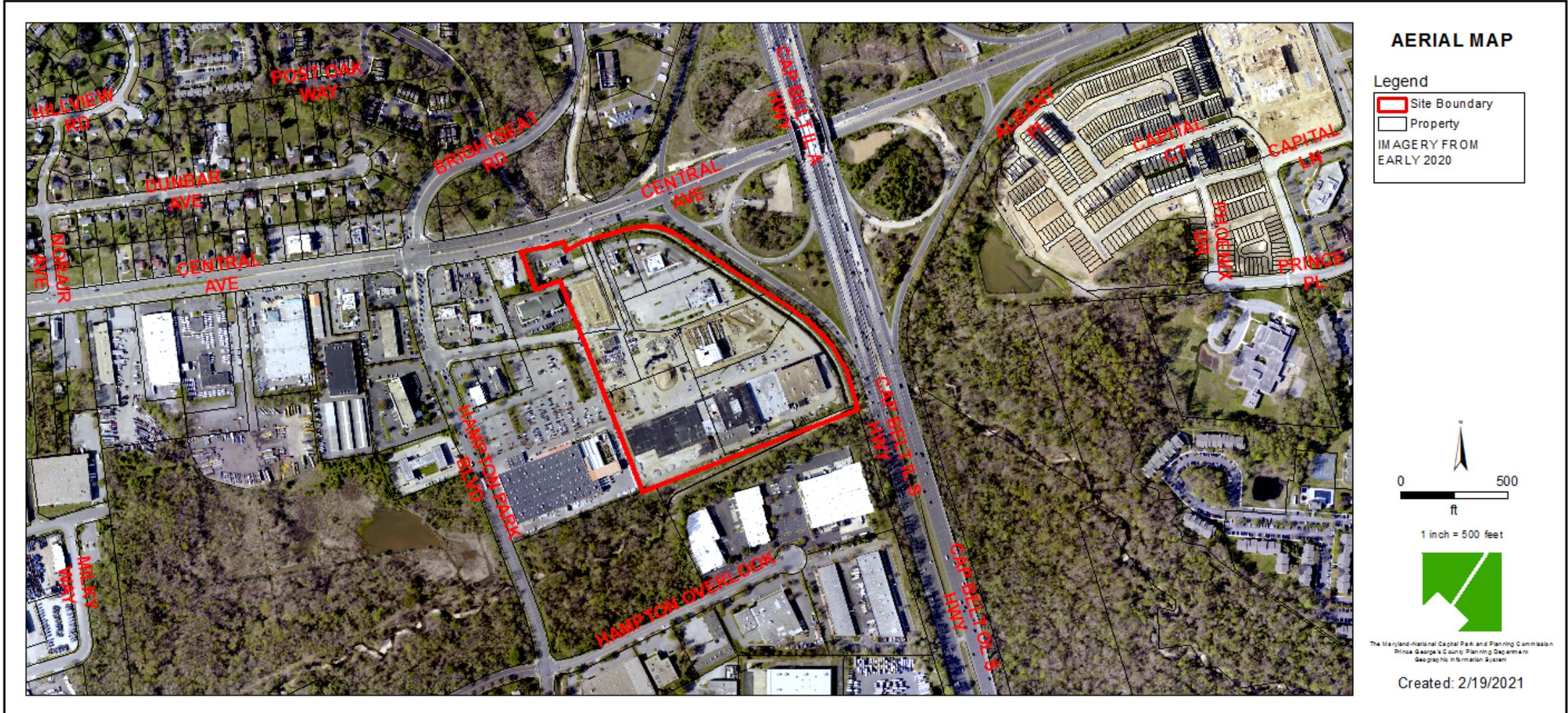
ZONING MAP



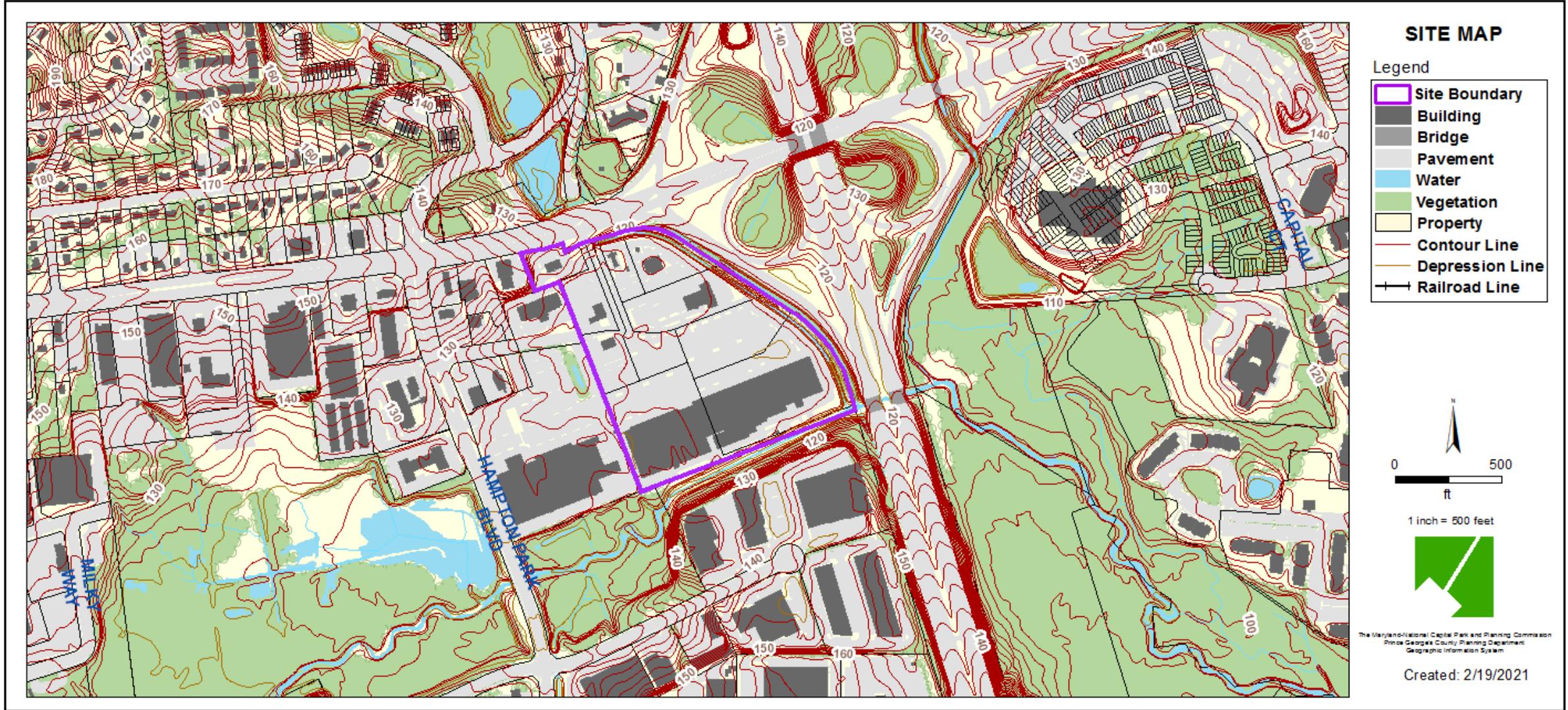
OVERLAY MAP



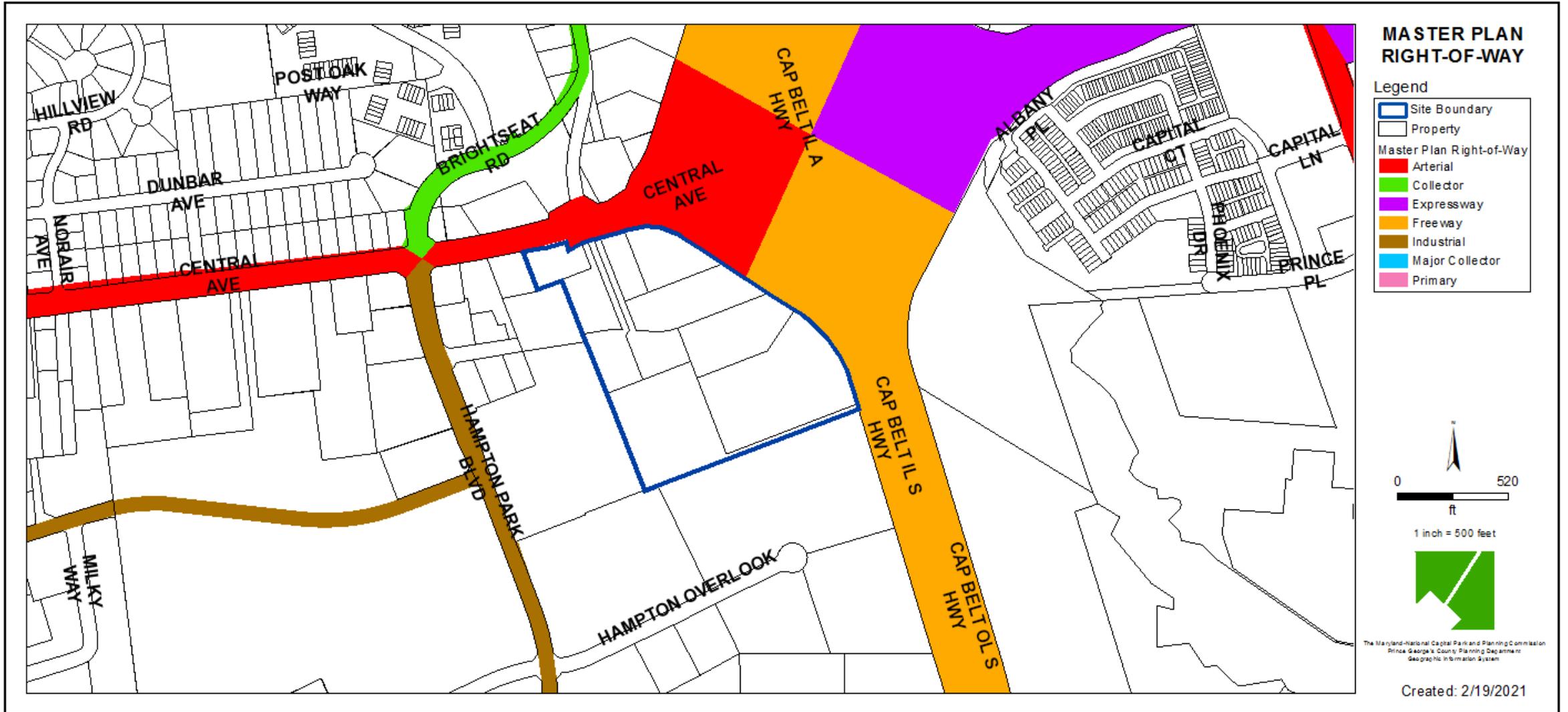
AERIAL MAP



SITE MAP



MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



SITE RENDERING



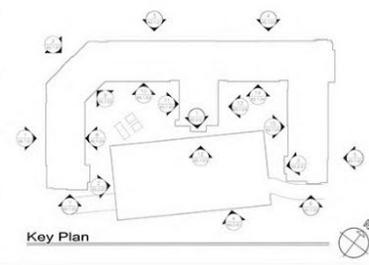
ELEVATIONS



MATERIAL HATCH LEGEND	
	CEMENTITIOUS PANEL SIDING EXPOSURE FACE BY METAL ROOFING. SEE FINISHING ELEVATION FOR CONDITIONS
	BLOCK VENEER - SEE COMP. MEMORANDUM - 4/24/16
	CEMENTITIOUS PANEL SIDING EXPOSURE FACE BY METAL ROOFING. SEE FINISHING ELEVATION FOR CONDITIONS
	CEMENTITIOUS LAP SIDING (NON-EXPOSED) SEE COLOR SCHEDULE FOR FINISH

COLOR SCHEME	
COLOR A: ROCK CANDY SW9231	
COLOR B: IVY LEAF SW9153	
COLOR C: CHISLE GRAY SW9558	
COLOR D: WHITE SW9104	
COLOR E: VINE BRONZE SW9748	

ALL EXTERIOR DIMENSIONS AND FINISHING SHALL BE
CHECK. ALL WALLS SHALL BE WHITE. ALL WINDOWS AND
DOORWAYS SHALL BE ANODIZED ALUMINUM.
NOTE: ALL COLORS ARE FOR BIDDING PURPOSES.
PROVIDE SAMPLES FOR FINAL SELECTIONS AND FINAL
WORK UPS FOR FINAL COLOR APPROVALS.



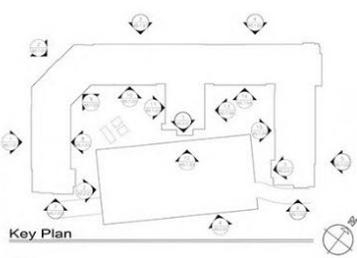
ELEVATIONS



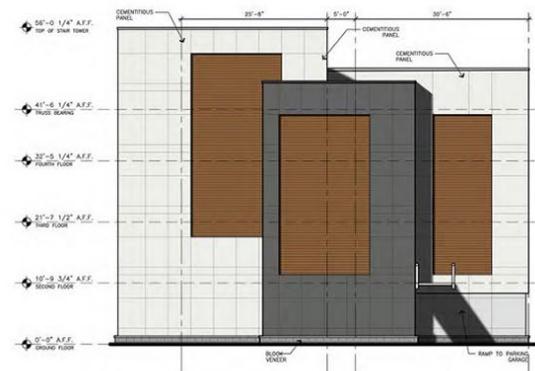
MATERIAL HATCH LEGEND	
	CEMENTITIOUS PANEL, SIDING, STONE, BRICK, OR METAL ROOF - SEE ENLARGED ELEVATION FOR CONDITIONS
	BLOCK
	METAL-LITERARY CORE
	METAL-LITERARY CORE
	CEMENTITIOUS PANEL, SIDING, STONE, BRICK, OR METAL ROOF - SEE ENLARGED ELEVATION FOR CONDITIONS
	CEMENTITIOUS LAP SIDING
	SEE COLOR SCHEDULE FOR FINISH

COLOR SCHEME	
	COLOR A: ROCK GRAY SW2231
	COLOR B: TN LIME SW8143
	COLOR C: CRIZZLE GRAY SW7058
	COLOR D: NAVY SW6104
	COLOR E: SHIMME BRONZE SW7478

ALL CUTTING, DIMENSIONS AND FINISHES SHALL BE SHOWN. ALL SPALLS SHALL BE WHITE. ALL WINDOW AND DOORFRAME SPILLS BE ANODIZED ALUMINUM.
NOTE: ALL COLORS ARE FOR BIDDING PURPOSES. PROVIDE SAMPLES FOR FINAL SELECTIONS AND PAINT BLOCK UPS FOR FINAL COLOR APPEARANCE AND PAINT.



ELEVATIONS



12 Building 1 - Southeast Elevation - Inside/Garage
SCALE: 1/8" = 1'-0"



11 Building 1 - Southwest Elevation - Inside
SCALE: 1/8" = 1'-0"

MATERIAL HATCH LEGEND	
[Hatch]	CEMENTITIOUS PANEL, SINGO STUCCO FACE, AS METAL, BRICK, RE. ENLARGED ELEVATION FOR CONDITIONS
[Hatch]	BRICK, WOODEN-DRY CORP. MASONRY - WOOD
[Hatch]	CEMENTITIOUS PANEL, SINGO STUCCO FACE, BY METAL, BRICK, RE. ENLARGED ELEVATION FOR CONDITIONS
[Hatch]	CEMENTITIOUS LAP, SEMI-CIRCUMFERENTIAL, RE. COLOR SCHEDULE FOR FINISH

COLOR SCHEME	
COLOR A:	ROCK GRAY S48231
COLOR B:	TR LIZZE S48153
COLOR C:	CRIZLE GRAY S47058
COLOR D:	WATFE S48154
COLOR E:	VRBAC BRONZE S47348

ALL GUTTERS, DOWNSPUTS AND FLASHING SHALL BE SINGO. ALL WALLS SHALL BE METAL FINISHED AND STOREFRONT SHALL BE ANODIZED ALUMINUM.
NOTE: ALL COLORS ARE FOR ROOMS, PARTITIONS, FINISH SAMPLES FOR FINAL SELECTIONS AND FINISH BOOK LISTS FOR FINAL COLOR APPROVALS.



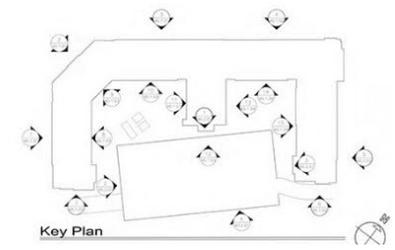
10 Building 1 - Southeast Elevation - Inside
SCALE: 1/8" = 1'-0"



9 Building 1 - East Elevation - Inside
SCALE: 1/8" = 1'-0"



8 Building 1 - Northeast Elevation - Inside
SCALE: 1/8" = 1'-0"



Key Plan

PRELIMINARY DESIGN



ELEVATIONS

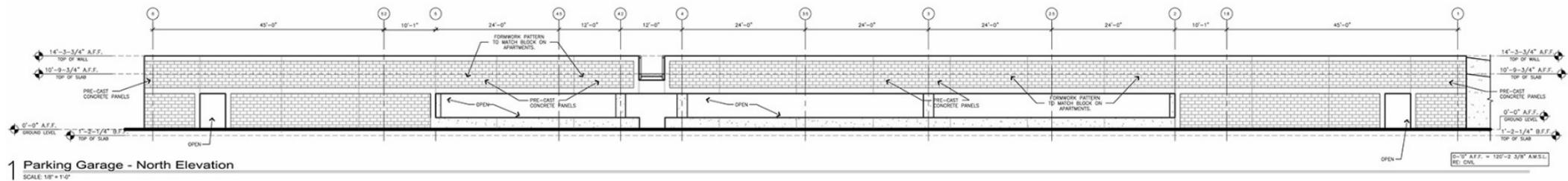
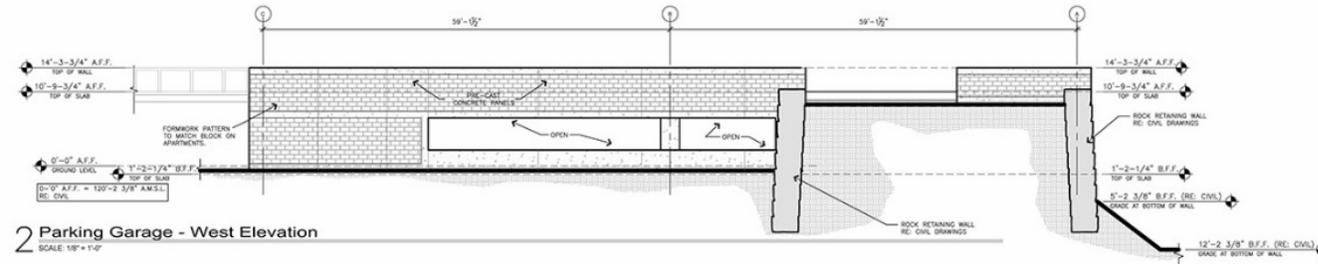
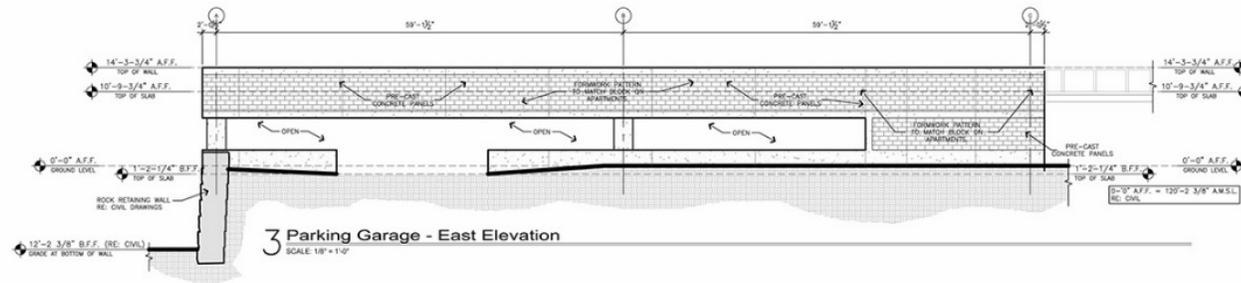
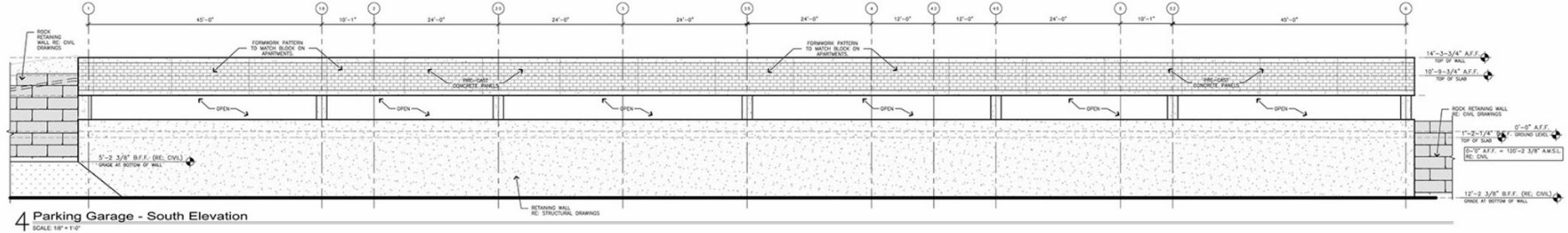


MATERIAL HATCH LEGEND	
	CEMENTITIOUS PANEL, STUCCO FACE W/ METAL REVEAL, RE: ENLARGED ELEVATION FOR CONDITIONS
	BLOCK MASONRY—VERY CORR. REVEALATION = xStyle
	CEMENTITIOUS PANEL, STUCCO FACE W/ METAL REVEAL, RE: ENLARGED ELEVATION FOR CONDITIONS
	CEMENTITIOUS LAP SIDING (HORIZONTAL) RE: COLOR SCHEDULE FOR FINISH

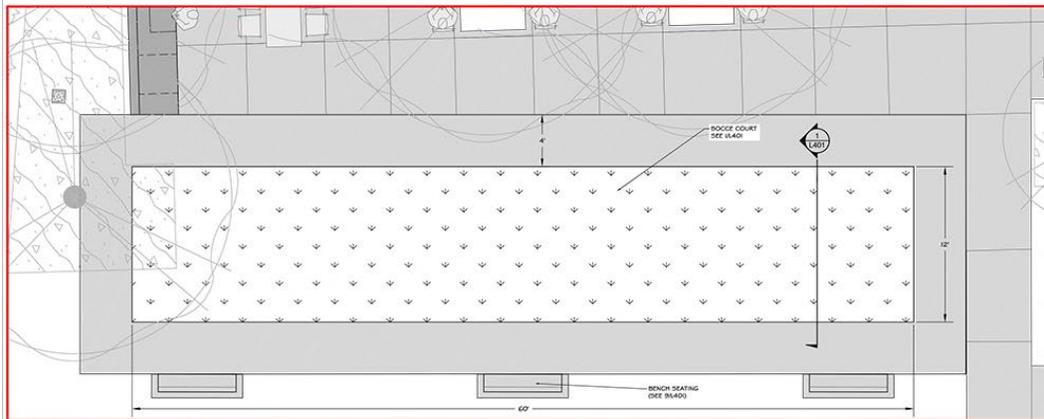
COLOR SCHEME	
COLOR A: ROCK CANDY SW6231	
COLOR B: TAN LIZEE SW9143	
COLOR C: DRIZZLE GRAY SW7058	
COLOR D: RAFFIE SW6104	
COLOR E: URBAN BRONZE SW7048	
ALL OUTERSL, DOWNSPOUTS AND FLASHING SHALL BE GRAY. ALL RAILS SHALL BE WHITE. ALL WINDOWS AND STOREFRONT SHALL BE ANODIZED ALUMINUM.	
NOTE: ALL COLORS ARE FOR BIDDING PURPOSES. PROVIDE SAMPLES FOR FINAL SELECTIONS AND PAINT WORK. UPS FOR FINAL COLOR APPROVALS.	



GARAGE ELEVATIONS



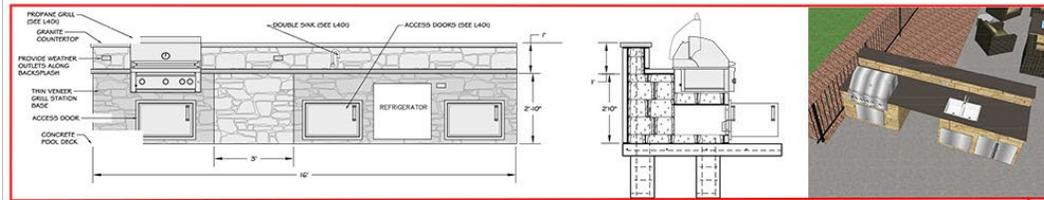
AMENITIES



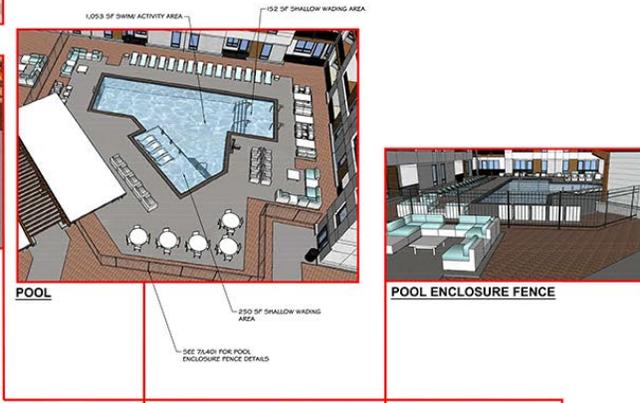
BOCCIE BALL COURT



PAVEMENT & GRILL STATION

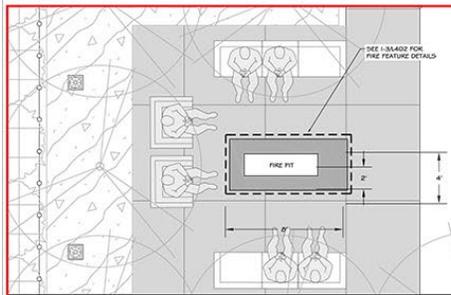


BAR & OUTDOOR KITCHEN ELEVATION



POOL

POOL ENCLOSURE FENCE

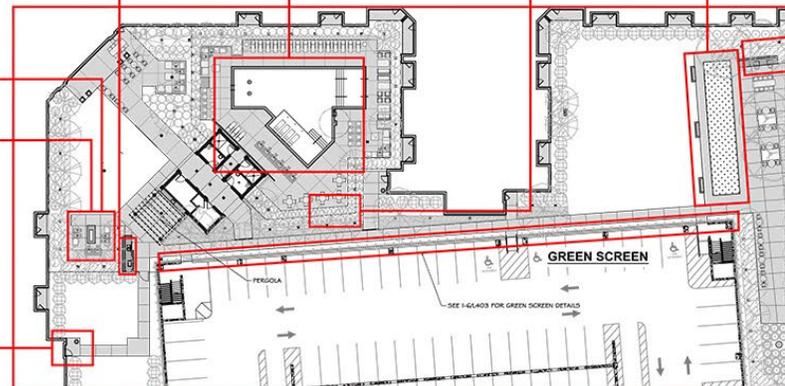


FIRE FEATURE

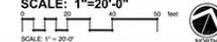


APPROVED PAVERS

TRASH RECEPTACLE (SEE 8/L401)



LAYOUT PLAN - COURTYARD



PLAN NOTES:
 1. DOG PARK IS PROPOSED AT THE NE CORNER OF THE BUILDING. SEE CIVIL SITE PLAN PAGE 5-4 & 6 FOR LAYOUT AND LOCATION.
 2. GREEN SCREEN IS PROPOSED ALONG THE FACE OF THE PARKING GARAGE TO FORM A PARTIAL SCREEN. GREEN SCREEN DETAILS TBD.



PGCPB No. 15-52

File No. CSP-14003

R E S O L U T I O N

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

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

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

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

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

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

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

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

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

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

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

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

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

COMPLIANCE WITH EVALUATION CRITERIA

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

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

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

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

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

- (b) Bonus incentives.**
 - (4) Residential use.**
 - (A) Additional gross floor area equal to a floor area ratio (FAR) of one (1.0) shall be permitted where twenty (20) or more dwelling units are provided.**
 - (6) Outdoor plaza.**
 - (A) Eight (8) gross square feet shall be permitted to be added to the gross floor area of the building for every one (1) square foot of outdoor plaza provided. The plaza shall be open to the sky, except for street furniture, landscaping, or similar items, or any sun or rain shades (not including open arcades) which cover not more than twenty percent (20%) of the plaza area. The plaza shall reflect a high degree of urban design which encourages a variety of human activities, such as walking and sitting in a pleasant public space. The plaza, and any buildings on the south side of the plaza, shall be arranged and designed to admit sunlight to the plaza. The plaza shall contain extensive plantings, a range of seating options, other street furniture, and works of art or water features, such as statuary, fountains, and pools. The plaza shall be surfaced in textured concrete, masonry, ceramic paving units, wood, or other approved special surfacing material. Lighting shall be furnished which provides for both safety and visual effect. The minimum size of a plaza shall be eighty (80) feet by one hundred (100) feet.**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

This requirement does not apply to this CSP.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- d. The CSP has been reviewed for conformance with the applicable site design guidelines contained in Section 27-274 as follows:
- (1) Section 27-274(a)(2), Parking, loading, and circulation, provides guidelines for the design of surface parking facilities. Surface parking lots are encouraged to be located to the rear or side of structures to minimize the visual impact of cars on the site. Surface parking is provided for the commercial, hotel, and residential

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

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

9. **Other site plan related regulations:** Two additional regulations are applicable to the site plan review that usually requires detailed information, which can only be provided at the time of DSP. The discussion provided below is for information only:

- a. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties that are zoned M-X-T are required to provide a minimum of ten percent of the gross tract area of TCC. This CSP project has 24.55 acres in the M-X-T Zone that results in a required TCC of 2.5 acres for the site. Conformance with the requirements of the Tree Canopy Coverage Ordinance will be ensured at the time of approval of a DSP for the project when detailed information is available.
- b. **Prince George's County Landscape Manual:** The mixed-use project will be subject to the requirements of the 2010 Prince George's County Landscape Manual (Landscape Manual). Specifically, the site is subject to Section 4.1, Residential Requirements; Section 4.2, Commercial and Industrial Landscaped Strip Requirements; Section 4.3, Section 4.4, Screening Requirements, Parking Lot Requirements; Section 4.6, Buffering Development from Streets, Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual.

The proposed mixed-use project may have a residential multifamily component that is located adjacent to the industrially zoned property to the south, which is used for warehousing purposes. In accordance with Section 4.7(c)(2)(H), for applications proposing horizontally arranged mixed-use components under a unified development scheme on a single lot or multiple lots, the impact category for the use nearest a property line shall determine the buffering requirements for the yard. A Type 'D' bufferyard will be required if the residential development is proposed along this property line. The bufferyard includes a minimum 50 feet of building setback and 40 feet of landscape yard measured from the property line. Likewise, if multifamily development is proposed along the Capital Beltway (I-95/495), Section 4.6 of the Landscape Manual requires buffering and screening in a 75-foot-wide setback from the right-of-way. Further, if multifamily development is proposed along the western property line where existing retail and other high-impact category uses are existing, then Section 4.7 requires a 50-foot-wide building setback and a 40-foot landscape yard. These setbacks and landscaping will mitigate the negative impacts of the incompatible surrounding uses. Conformance with all of the applicable requirements of the Landscape Manual will be ensured at the time of approval of a DSP for the project when detailed information is available.

10. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The Planning Board adopts the following:

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

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

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

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

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

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

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

Analysis of Traffic Impacts

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Plan Review Comments

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

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

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

Conclusion

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

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

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

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

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

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

Environmental Review

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

* * * * *

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

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

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator

PCB:JJ:HZ:rpg

R E S O L U T I O N

WHEREAS, Velocity Capital, LLC is the owner of a 24.55-acre parcel of land known as Tax Map 67 in Grid D-4, Parcel E, and Lot 8, Block H, said property being in the 13th Election District of Prince George's County, Maryland, and being zoned Mixed-Use Transportation-Oriented Zone (M-X-T); and

WHEREAS, on April 9, 2015, Velocity Capital, LLC filed an application for approval of a Preliminary Plan of Subdivision for 10 Parcels for retail, office, hotel, and residential mixed-used development of existing Kingdom Gateway Shopping Center; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plan, also known as Preliminary Plan 4-14020 for Hampton Park was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on July 30, 2015, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with conditions; and

WHEREAS, on July 30, 2015, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Variance Application and further APPROVED Preliminary Plan of Subdivision 4-14020, Hampton Park, including a Variation from Section 24-121(a)(3) for direct access onto an arterial with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision (PPS), the plan shall be revised to make the following technical corrections:
 - a. Consolidate the PPS to one sheet.
 - b. Revise General Notes 6, 7, 8, 26, 27, 28 and 29 and the PPS in conformance with the NRI. General Note 6 should be corrected to reflect the net and gross tract area outside of 100-year floodplain.
 - c. Revise General Note 18 to add "Central Avenue Corridor."
 - d. Revise General Note 20 to add the Stormwater Management Concept Number.
 - e. Remove General Note 30.

- f. Label which structures are to remain, and which structures are to be razed, and the disposition of all easements.
 - g. Add vehicular access arrows to the plan legend.
 - h. Add both the proposed property lines for the parcels and the easement linetype to the legend.
 - i. Depict easements around all entrance features.
 - j. Correct General Note 23 to reflect that mandatory park dedication fulfilled by private on-site recreational facilities.
 - k. Add all proposed dimensions depicting the proposed parcels.
 - l. Correct General Note 21 to say "Existing and Proposed."
 - m. Label "Denial of direct access" to Central Avenue and the Capital Beltway, except the area of the existing driveway as approved with variation to Section 24-121(a)(3).
 - n. Revise General Note 32 to reflect the access easements as shown on the applicant's "Conceptual Easement Exhibit."
 - o. Label access to MD 214 and Hampton Mall Drive North Extended as "Required Access" and label the southern access as "Secondary Access not required."
 - p. Label Parcel 99 as "Historic Site Ridgeley Church and Cemetery (72-005)."
 - q. Increase the font size of all labels on the plan.
2. The applicant, his successors, and/or assignees, shall provide on-site private, recreational facilities in accordance with Section 24-134 of the Subdivision Regulations and the standards in the *Parks and Recreation Facilities Guidelines*. The private recreational facilities shall be reviewed for adequacy and property siting, prior to approval of the detailed site plan for the multifamily buildings by the Planning Board.
 3. The applicant shall submit three (3) original, executed private Recreational Facilities Agreements (RFA) for the private recreational facilities on-site to the DRD for approval prior to approval of a final plat for each parcel which contains multifamily buildings. Upon approval by the DRD, the RFA shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland, and the Liber/folio reflected on the final plat for that parcel prior to recordation.
 4. The applicant shall submit to the Development Review Division (DRD) a performance bond, letter of credit or other suitable financial guarantees, to ensure completion of the private on-site

recreational facilities in an amount to be determined by the DRD, prior to approval of building permits for each multifamily building. The developer, his successor and/or assignees shall satisfy the Planning Board that there are adequate provisions to assure retention and future maintenance of the proposed recreational facilities.

5. Prior to the approval of a Detailed Site Plan for multifamily dwellings, the applicant shall demonstrate to the Planning Board that the on-site private recreational facilities for the fulfillment of mandatory dedication (Section 24-135) will be properly developed within or next to the same parcel or lot as the residential building to the extent practicable, and maintained to the benefit of future residents pursuant to Section 24-135(b)(2) of the Subdivision Regulations.
6. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in a resolution of approval, shall require the approval of a new preliminary plan of subdivision prior to the release of any building permits.
7. Prior to final plat, the applicant shall obtain DSP approval for the proposed development.
8. The applicant and the applicant's heirs, successors and assignees shall not execute any termination, modification or amendment of the Access Easement Agreement (recorded at Liber 4412 Folio No. 256) which provides vehicular access to Hampton Mall Drive North without the prior written consent of the Maryland-National Capital Park and Planning Commission. Evidence of such written consent shall be recorded with any such termination, modification or amendment, if approved by the M-NCPPC Planning Department.
9. At the time of final plat(s), the following note shall be placed on the plat(s) and reference in the owners' dedication:

"The Access Easement Agreement dated September 9, 1974 and recorded among the Land Records of Prince George's County at Liber 4412 Folio 256 shall not be terminated, modified or amended in full or in part without the prior written consent of the Maryland-National Capital Park and Planning Commission. Evidence of such written consent shall be recorded with any such termination, modification or amendment, if approved by the M-NCPPC Planning Department."
10. Development of this site shall be in conformance with the Stormwater Management Concept Plan, 45614-2014-00 and any subsequent revisions.
11. At the time of final plat, the applicant and the applicant's heirs, successors, and/or assignees, shall grant a ten-foot-wide public utility easement (PUE) along all public streets.
12. Approval of this PPS shall supersede all previous subdivision approvals for the development of the site.
13. The final plat shall reflect denial of access to Central Avenue (MD 214) and the Capital Beltway except for the existing site access to MD 214.

14. Prior to approval of the final plat for any of the proposed multifamily development, the applicant shall submit a copy of a proposed covenant or other appropriate mechanism to assure that any component of the recreational facilities not located on the same parcel or lot as the residential building, but needed to satisfy mandatory dedication requirements, will be available next to the multifamily building and maintained for the benefit of future residents.
15. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*, the applicant and the applicant's heirs, successors and/or assignees shall provide the following:
 - a. Provide a sidewalk connection from the site access on Central Avenue (MD 214) to the subject site's western boundary and incorporate a landscape strip including shade trees where appropriate, subject to approval by the Maryland State Highway Administration (SHA).
 - b. In the areas of the development which are to be used for pedestrian corridors and/or as gathering places for people, subsequent Detailed Site Plans shall pay adequate attention to human scale, high-quality urban design, shade trees, and landscaping types and textures of paving materials, street furniture, trash facilities, and lighting.
 - c. At the time of DSP, the plan shall include bicycle racks accommodating a minimum of 50 bicycle parking spaces and other secure bicycle storage facilities at locations scattered throughout the subject site. The number and location of the racks and secure facilities shall be marked and labeled on the DSP, with details provided for the racks and secure facilities.
16. Prior to issuance of any building permits within each phase as proposed within the detailed site plan, the Bicycle and Pedestrian Impact Statement (BPIS) improvements in accordance with Section 24-124.01 of the Subdivision Regulations shall (a) have full financial assurances; (b) have been permitted for construction through the operating agency's permitting process; and (c) have an agreed-upon timetable for construction with the operating agency.
 - a. MD 214 and Hampton Park Boulevard intersection (east, west and south legs)
 - (1) Brick pavers
 - (2) Mill existing pavement
 - (3) ADA ramps
 - (4) Pedestrian crossing signals
 - b. Hampton Park Boulevard
 - (1) Share the Road signage
 - c. Westbound MD 214, west of Hampton Park Boulevard
 - (1) Bus shelter installation
 - d. Hampton Mall Drive North Extended

(from the end of the public right-of-way to the subject property line)

- (1) Concrete sidewalks
- (2) ADA ramps

e. One bus shelter installation

- (1) One bus shelter should be installed at a location determined by DPIE within one-half mile walking or biking distance of the subject site.

At the time of DSP, provide an exhibit that illustrates the location, phasing and limits of all off-site improvements proposed. This exhibit shall show the location of all off-site sidewalk construction, ADA ramps, pedestrian signals, crosswalk improvements, bus shelter installations, pavement markings and signage.

If it is determined at the time of Detailed Site Plan that alternative off-site improvements are appropriate due to comments from the appropriate governmental agency (DPIE and/or SHA) or lack of public right-of-way, the applicant shall demonstrate that the substitute improvements shall comply with the facility types contained in Section 24-124.01(d), be within one-half mile walking or bike distance of the subject site, within the public right-of-way, and within the limits of the cost cap contained in Section 24-124.01(c). The Planning Board shall find that the substitute off-site improvements are consistent with the BPIS adequacy finding made at the time of Preliminary Plan of Subdivision.

17. At the time of detailed site plan, the DSP and landscape plan shall show a limit of disturbance that preserves all of the existing vegetation within the fenced and channelized streams, except for where water, sewer and stormwater outfalls are necessary. Where necessary and appropriate, the landscape plan shall show enhancement planting along Stream 2 (southern property line).
18. Prior to acceptance and approval of each Detailed Site Plan, a Phase I and Phase II noise study shall be submitted and shall be based on all existing and proposed conditions for the entire site.
19. Prior to the approval of building permits for residential buildings located within the unmitigated 65 dBA Ldn noise contour, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less.
20. Total development shall be limited to uses that would generate no more than 760 AM and 991 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
21. At time of DSP, the plan shall show a four-lane divided access roadway with sidewalks on both side extending south from MD 214 and sidewalks on both sides of the off-site access easement connecting to the Hampton Mall Drive North.

22. Prior to issuance of any building permit within the subject property above the levels that generate more than 712 PM peak-hour vehicle trips, using the approved trip generation rates as defined or augmented by the “Transportation Review Guidelines, Part 1 2012” (“Guidelines”) the following road improvements shall have (a) full financial assurance through either private money or full funding in the Maryland Department of Transportation “ consolidated Transportation Program” or the Prince George’s County “Capital Improvement Program,” (b) have been permitted for construction through the operating agency’s permitting process, and (c) have been an agreed- upon timetable for construction with the appropriate operating agency:

At MD 214/ Ritchie Road/ Garrett A Morgan Boulevard: the provision of a dual left-turn lanes instead of the existing single left-turn lane along the south leg (Ritchie Road), per the County and/or Maryland State Highway Administration (SHA) Standards and the provision of all necessary traffic signal modifications including provision of pedestrian signals on all approaches.

23. Prior to approval of each final plat of subdivision a draft vehicular access and public utility easement, pursuant to Section 24-128(b)(9) and the approved DSP, shall be approved by The Maryland-National Capital Park and Planning Commission (M-NCPPC) Planning Department and be fully executed. The easement may be extended into the site in phase with the DSP and final plat approvals. The easement shall provide for an orderly extension to provide access to each parcel.

The easement documents shall set forth the rights, responsibilities, and liabilities of the parties and shall include the rights of M-NCPPC Planning Department. Prior to recordation of each final plat, the easement shall be recorded in land records and the liber/folio of the easement shall be indicated on the final plat.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George’s County Planning Board are as follows:

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George’s County Code and the Land Use Article of the Annotated Code of Maryland.
2. **Background**—The subject property (Parcel E, and Lot 8, Block H) is located within the area of the June 2010 *Approved Subregion 4 Sector Plan and Sectional Map Amendment* (Subregion 4 SMA) and within May 2004 *Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas*. The Subregion 4 SMA rezoned the properties from C-S-C to M-X-T (Living Area E, Change Number LE6). The property is located on Tax Map 67 in Grid D-4 and contains 24.55 acres. The preliminary plan of subdivision (PPS) proposes a mixed-use development for commercial, hotel, office and residential land uses, for a total of 600 multifamily dwelling units and 455,000 square feet of gross floor area on ten parcels.

The property was initially recorded in 1968 and 1979 on record plats WWW 68-67 and NLP 103-83 respectively. A previous PPS was reviewed for the subject site in 1968 (PPS 12-3170), but records are not available. Lot 8, Block H was the subject of a resubdivision in 1995 as reflected on

record plat VJ 171-50. Throughout the previous subdivisions applications, a vehicular connection via an easement was acknowledged to serve the site over the adjacent property to the west (Lot 7, Block H) which provides a connection to Hampton Mall Drive North, a dedicated public street. This "Access Easement Agreement" extends 301.18 feet from the western property line to the dedicated right-of-way (ROW) of Hampton Mall Drive North. The easement is a private agreement and is subject to change if the two private property owners were to agree. While this private agreement was recognized with the review of previous subdivision actions, an adequacy analysis was never performed to determine if adequate access (Section 24-124) to this site was dependent on the easement. With this PPS, based on the Traffic Impact Study submitted by the applicant, both direct access to MD 214 and access to Hampton Mall Drive North via the easement are required to support the development. To ensure that the easement remains in place, the applicant has two options. The applicant could negotiate the dedication of a public ROW extension to the western property line to replace the easement, or secure the easement in a form that would not allow it to be modified without the prior written consent of the M-NCPPC Planning Department. With the approval of this PPS the Planning Board finds that adequate access exists to support this site as proposed (Section 24-124). If the easement were to be modified or withdrawn, the MD 214 access is not sufficient to support the proposed development. It is in the interests of the future residents and business owners that the vehicular access easement be assured. The applicant has indicated that the dedication of additional public right(s)-of-way to extend to the western property line and connect to the easement is not feasible at this time and offered an additional restriction on this property that the successors in title shall not consent to the modification of the existing vehicular access easement (Liber 4412 folio 256) without the prior written consent of the M-NCPPC Planning Department, which has been found sufficient for the approval of this PPS, and is properly conditioned.

The Hampton Park site is currently developed with a shopping center but also includes the Kingdom Square Church in the area of re-development. The existing square footage is to be removed in phases. On May 21, 2015, the Planning Board approved Conceptual Site Plan CSP-14003 for this site (PGCPB Resolution No. 15-52). A mixed land use was approved for the development of commercial, office, multifamily and a hotel. The conditions of approval of the CSP were reviewed and addressed in the Trails, Environmental, and Transportation Sections of this report as applicable to the PPS. The M-X-T Zone, in accordance with 27-546(a) of the Zoning Ordinance, requires that a detailed site plan (DSP) shall be approved for the proposed development prior to the issuance of any permits. A DSP has not yet been submitted. This preliminary plan of subdivision (PPS) for the development of ten parcels is proposed in two phases. Phase 1 is proposed for 771,250 square feet of gross floor area (GFA) to include commercial, multifamily (253 dwelling units), a 250-room hotel and office space. Phase 2 is proposed for 393,750 GFA of commercial and multifamily (347 dwelling units). The total development proposed is 455,000 square feet of GFA, and 600 multifamily dwelling units.

The subject property has frontage on Central Avenue (MD 214) to the north which is classified as an arterial road in the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* and the Capital Beltway to the east. The Subdivision Regulations restricts direct vehicular access to an arterial facility and requires that the subdivision be designed with alternatives (Section

24-121(a)(3)). There is an existing entrance on to MD 214 that currently serves the existing retail and is proposed to remain in use. A variation request for direct access onto Central Avenue was submitted for review and was approved by the Planning Board.

The requirement for the mandatory dedication of parkland (Section 24-134) of the Subdivision Regulations is recommended to be met by the provision of on-site private recreational facilities suitable to serve an anticipated population of 1,440 new residents for the 600 multifamily dwelling units. The on-site private recreational amenities shall be reviewed with the detailed site plan.

3. **Setting**—The property is located in the southwest quadrant of the intersection of Central Avenue (MD 214) and the Capital Beltway (I-95/495). The property is zoned M-X-T (Mixed-Use Transportation-Oriented). The eastern boundary of the project is directly adjacent to the ramp to the Capital Beltway (I-95/495). Adjacent properties to the south are zoned Light Industrial (I-1) and are developed with industrial uses. The properties to the west are zoned C-S-C and M-X-T and are developed with commercial uses. The site is bounded on the north by Central Avenue (MD 214). The properties directly across Central Avenue are zoned I-3 (Planned Industrial/Employment Park) and are vacant.
4. **Development Data Summary**—The following information relates to the subject PPS application and the proposed development.

	EXISTING	APPROVED
Zone	M-X-T	M-X-T
Use(s)	Commercial (289,892 GFA)	Mixed Use (455,000 GFA)
Acreage	24.55	24.55
Lots	1	0
Outlots	0	0
Parcels	1	10
Dwelling Units	0	600 (Multifamily)
Public Safety Mitigation Fee	No	No
Variance	No	No
Variation	No	Yes (24-121(a)(3))

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee (SDRC) on April 24, 2015. The requested variation from Section 24-121(a)(3) of the Subdivision Regulations was accepted on June 30, 2015 and heard at the SDRC meeting on July 17, 2015 as required by Section 24-113(b) of the Subdivision Regulations.

5. **Community Planning**—This application is consistent with the Plan Prince George's 2035 Approved General Plan policy that supports the Mixed-Use Commercial land use designation of the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* which existed prior to the adoption of *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035), as well as the objective to promote infill and redevelopment in existing communities. This application conforms to the mixed use commercial land use designation of the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*.
6. **Stormwater Management**—A Stormwater Management Concept plan and approval letter (45614-2014-00) were submitted with the subject application. The approved concept shows the use of stormceptors and areas of micro-bioretenion which will ultimately drain into the concrete trapezoidal channels surrounding the property. This site was originally developed prior to any stormwater regulations. The redevelopment of this site must meet 50 percent water quality volume of the existing impervious area within the proposed disturbed area, and 100 percent of the water quality volume and channel protection volume for new impervious area using environmental site design practices. The conditions of the approved concept require a floodplain delineation to be approved prior to technical approval and that the applicant obtain a floodplain waiver from the Department of Permitting, Inspection and Enforcement (DPIE) to develop within the 100-year floodplain.
7. **Parks and Recreation**—Approximately nine acres of the property will be utilized for residential development. The property is not subject to any development District Standards identified in the Subregion 4 Master Plan. The master plan goal is to redevelop the shopping center into a mixed-use development in one of the designated industrial centers.

The subject property is located in close proximity to several public parks of the Maryland-National Capital Park and Planning Commission (M-NCPPC), including Walker Mill Regional Park, Summerfield Park and Hill Road Community Park.

The applicant's proposal includes 600 multifamily dwelling units. Using current occupancy statistics for multifamily dwelling units, the proposed development would result in a population of 1,440 new residents. Section 24-134 of the statutory requirements of the Subdivision Regulations, require that the applicant provide mandatory dedication of approximately 1.4 acres of land suitable for active or passive recreation, the payment of a monetary fee-in-lieu thereof, or the provisions of private on-site recreational facilities. The Planning Board recommends that the requirement for the mandatory dedication of parkland should be met by the provision of on-site private recreational facilities suitable to serve an anticipated population of 1,440 new residents.

Prior to the approval of a detailed site plan which includes multifamily dwelling(s), the private recreational facilities to serve those dwellings shall be determined. In accordance with Section 24-135 (b)(2) of the Subdivision Regulations, the recreational facilities will be properly developed and maintained to the benefit of the future residents as reflected by approval of the DSP and should be provided on the same lot or next to the multifamily building which they serve to the extent practicable. Prior to the final plat for a parcel that contains such multifamily building(s) a

recreational facilities agreement shall be recorded in land records and the liber and folio of that agreement reflected on the final plat for that parcel prior to recordation. Such facilities shall be bonded prior to the issuance of the building permit for the multifamily building. The PPS proposes two separate parcels for the 600 multifamily buildings. The RFA and bonding of those facilities for each building may be separate documents, if approved by DSP and platted separately, or may be one RFA and bond if approved by DSP and platted together.

8. **Trails**—The subject application proposes the redevelopment of part of the Kingdom Square Shopping Center located south of MD 214 just west of the Capital Beltway. The site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (area master plan). Due to the site’s location within the Central Avenue (MD 214) Corridor (per the Adequate Public Facility Review Map of the General Plan), the application is subject to the requirements of 24-124.01 of the Subdivision Regulations and the associated “Transportation Review Guidelines, Part 2, 2013.”

Review Comments (Master Plan Compliance and Prior Approvals)

The Transportation Planning Section referral is based on a review of the submitted PPS and the Bicycle and Pedestrian Impact Statement (BPIS), which was received on April 22, 2015. The M-NCPPC Planning Department has worked with the Department of Public Works and Transportation (DPW&T) and the applicant to identify appropriate off-site improvements for the site for conformance to Section 24-124.01(c) of the Subdivision Regulations.

Two master plan trail issues impact the subject property. The MPOT and area master plan both recommend continuous sidewalks and designated bike lanes along MD 214 inside the Capital Beltway. Providing safe and accessible pedestrian and bicycle accommodations along this road is a priority as MD 214 has been identified as one of the highest incident locations for bicycle and pedestrian accidents in the County. Work done for the 2014 Central Avenue-Metro Blue Line Corridor TOD Implementation Project Mobility Study has reiterated the need to provide multi-modal access and complete streets along the MD 214 corridor and has continued to stress the priority of improving pedestrian safety along this roadway. The Planning Board finds that the pedestrian improvements to the Central Avenue Corridor are to have priority consideration with the DSP review.

The MPOT and area master plan contain a long-term recommendation for a stream valley trail along Southwest Branch which abuts the property to the south. There are several obstacles to implementing this trail in the short-term, including the channelization of the stream at several locations (including the subject site), and the barrier created by the Capital Beltway. In this corridor, there is currently little public ownership of the stream valley inside the Capital Beltway, although a segment of the trail has been constructed in the Largo area east of I-495.

The MPOT also contains a section on Complete Streets which provides guidance on accommodating all modes of transportation as new roads are constructed or frontage improvements are made. It also includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

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.

Previously approved Conceptual Site Plan CSP-14003 included several general recommendations regarding pedestrian access internal to the subject site; the details of these facilities were left to be determined at the time of Detailed Site Plan. The CSP included the following conditions of approval for pedestrian facilities (PGCPB Resolution No. 15-52). Only the portions of the conditions related to pedestrian access are copied below:

- 1. Prior to certificate approval of the conceptual site plan (CSP), the applicant shall:**
 - e. Provide a sidewalk connection from the site access on Central Avenue (MD 214) to the subject site's western boundary and incorporate a landscape strip including shade trees where appropriate, subject to approval by the Maryland State Highway Administration (SHA).**
- 2. Prior to approval of each detailed site plan (DSP) for the project, the following information shall be provided, or the issues shall be properly addressed as follows:**
 - c. In the areas of the development which are to be used for pedestrian corridors and/or as gathering places for people, adequate attention shall be paid to human scale, high-quality urban design, shade trees, and landscaping types and textures of paving materials, street furniture, trash facilities, and lighting.**

Proposed On-Site Bicycle and Pedestrian Improvements:

The CSP included an Illustrative Site Layout Plan which demonstrates a comprehensive planned sidewalk network that will serve the subject site. This network includes standard or wide sidewalks along both sides of the internal roadways and most drive aisles. It appears that many of the drive aisles between the major buildings have been designed as modified roadways with sidewalks and on-street parking on both sides. Two additional sidewalk connections are recommended: (1) a sidewalk is recommended along the site's frontage of MD 214 west of the site's ingress/egress point on MD 214, and (2) a sidewalk/pedestrian walkway is recommended through the main parking lot that will connect the proposed office building with the retail at the southern end of the property, these recommendations will be further reviewed at the time of DSP.

Review of the Bicycle and Pedestrian Impact Statement (BPIS) and Proposed Off-Site Improvements:

Due to the location of the subject site within a designated corridor, the application is subject to 24-124.01 of the Subdivision Regulations, which includes a requirement for the provision of off-site bicycle and pedestrian improvements. Section 24-124.01(c) includes the following guidance regarding off-site improvements:

- (c) **As part of any development project requiring the subdivision or re-subdivision of land within Centers and Corridors, the Planning Board shall require the developer/property owner to construct adequate pedestrian and bikeway facilities (to the extent such facilities do not already exist) throughout the subdivision and within one-half mile walking or bike distance of the subdivision if the Board finds that there is a demonstrated nexus to require the applicant to connect a pedestrian or bikeway facility to a nearby destination, including a public school, park, shopping center, or line of transit within available rights of way.**

Included in Section 24-124.01 of the Subdivision Regulations is specific guidance regarding the cost cap for the off-site improvements. The amount of the improvements is calculated according to Section 24-124.01(c):

The cost of the additional off-site pedestrian or bikeway facilities shall not exceed thirty-five cents (\$0.35) per gross square foot of proposed retail or commercial development proposed in the application and Three Hundred Dollars (\$300.00) per unit of residential development proposed in the application, indexed for inflation.

Phase 1 is proposing 253 dwelling units, 175,000 square feet of commercial/retail space, 155,000 square feet of hotel space, and 125,000 square feet of office space. This first phase amounts to a cost cap of \$75,900 for the dwelling units and \$159,250 for the 455,000 square feet of nonresidential uses. Per Section 24-124.01(c), the calculation of the cost cap for Phase 1 is \$235,150 based on the cap of \$300 per dwelling unit and \$0.35 per square foot of retail and commercial space.

Phase 2 is proposing 347 dwelling units only, which amounts to a cost cap of \$104,100. The total cost cap (Phase 1 and 2) is \$339,250.

Specific guidance is provided in the Subdivision Regulations regarding the types of off-site bicycle and pedestrian improvements that may be required in Section 24-124.01(d):

- (d) **Examples of adequate pedestrian and bikeway facilities that a developer/property owner may be required to construct shall include, but not be limited to (in descending order of preference):**
- 1. installing or improving sidewalks, including curbs and gutters, and increasing safe pedestrian crossing opportunities at all intersections;**
 - 2. installing or improving streetlights;**

3. **building multi-use trails, bike paths, and/or pedestrian pathways and crossings;**
4. **providing sidewalks or designated walkways through large expanses of surface parking;**
5. **installing street furniture (benches, trash receptacles, bicycle racks, bus shelters, etc.); and**
6. **installing street trees.**

The required Bicycle and Pedestrian Impact Statement (BPIS) was submitted on April 22, 2015, and additional graphics and cost estimates were submitted July 9, 2015. This information fulfills the requirements of the “Transportation Review Guidelines, Part 2 2013.” The BPIS Includes the following information, per the outlined review process on pages 9–13 of the “Guidelines.” The pre-application meeting was held between the Transportation Planning Section and the applicant on December 24, 2014. The meeting reviewed the requirements of the “Transportation Review Guidelines, Part 2 2013,” the required on- and off-site improvements, and the required finding of adequacy. Possible off-site improvements were discussed. At the time of the pre-application meeting, it was noted that the current pedestrian network is fragmented and that major roads provide barriers to pedestrian movement. Bicycle facilities and trails do not exist south of MD 214 in the vicinity of the subject site, although it should be noted that there is a network of existing trails in the Summerfield Community, including Summerfield Park northwest of this property. Both the Morgan Boulevard and Largo Town Center Metro Stations are beyond the half-mile walking radius from the subject site.

As noted above, the original BPIS was submitted in April and additional details were provided during the PPS review. A variety of off-site improvements are proffered which include sidewalk construction, provision of a bus shelter, and bicycle signage. Crosswalks with brick pavers, Americans with Disabilities Act (ADA) ramps, and pedestrian signals at the MD 214 and Hampton Park Boulevard intersection. The following items were proffered in the BPIS:

Item 1: MD 214 and Hampton Park Boulevard intersection (east, west and south legs)

- Brick pavers
- Mill existing pavement
- ADA ramps
- Pedestrian crossing signals

Item 2: Hampton Park Boulevard

- Share the Road signage

Item 3: Westbound MD 214, west of Hampton Park Boulevard

- Bus shelter installation

Item 4: Hampton Mall Drive North (in front of Home Depot)

- Concrete sidewalks
- ADA ramps

The cost estimate for these items was provided on July 8, 2015 with the total cost being estimated at \$204,677.00. This is close to the cap of \$235,150 for Phase 1, but does not appear to address the additional facilities required as part of the Phase 2 development. As noted the cap for Phase 2 is \$104,100.

The Planning Board recommends that the facilities included in the BPIS count for the Phase 1 development, and based on a review of the BPIS map recommends the following improvements be provided for Phase 2, subject to modification within the limits of Section 24-124.01 at the time of DSP.

Item 1: Hampton Overlook

- Standard sidewalk construction (794 linear feet) along the north side of the road between Hampton Park Boulevard and the existing sidewalk on Lot 9, Block F.

Item 2: Ashwood Drive

- Standard sidewalk construction (970 linear feet) along the north side of the road between Hampton Park Boulevard and the existing sidewalk on Lot 10, Block A.

Item 3: One bus shelter installation

- One bus shelter should be installed at a location determined by DPIE within one-half mile of the subject application

The cost estimate for the Phase 2 items listed above is \$65,280. This is based upon the \$20 per linear foot cost estimate used by the applicant for Phase 1 and the standard \$30,000 cost estimate recommended by DPIE for bus shelter installation. The total is well within the \$104,100 cost cap specified for the Phase 2 development.

Demonstrated nexus between the subject application and the off-site improvements

Section 24-124.01(c) of the Subdivision Regulations requires that a demonstrated nexus be found with the subject application in order for the Planning Board to require the construction of off-site pedestrian and bikeway facilities. This section is copied below, and the demonstrated nexus between each of the proffered off-site improvements and the subject application is summarized below.

- (c) **As part of any development project requiring the subdivision or re-subdivision of land within Centers and Corridors, the Planning Board shall require the developer/property owner to construct adequate pedestrian and bikeway facilities (to the extent such facilities do not already exist) throughout the subdivision and within one-half mile walking or bike distance of the subdivision if the Board finds that there is a demonstrated nexus to require the applicant to connect a pedestrian**

or bikeway facility to a nearby destination, including a public school, park, shopping center, or line of transit within available rights of way.

Nexus

The Planning Board finds that there is a nexus between the subject application and the proffered Phase 1 off-site improvements. Item 1 will enhance the closest pedestrian crossing of MD 214 to the subject site, and enable the future residents and employees to access the commercial sites, park facilities, and bus stops on the north side of MD 214. These destinations include McDonalds, several bus stops (along MD 214 and Brightseat Road), and Summerfield Community Park. Item 2 will provide bikeway signage along Hampton Park Boulevard, which is the closest county bikeway to the subject site. While the signage is not a constructed physical improvements along the road, it will raise driver awareness to the likelihood of bicycle traffic along the road and is consistent with county policy regarding bicycle signage. Item 3 will provide a shelter at one of the closest bus stops to the subject site, enhancing the transit experience for the future residents and employees of the site. Item 4 is clearly linked to the subject application, as the proffered sidewalks along Hampton Mall Drive North will complete the sidewalks along that road from the subject site to Hampton Park Boulevard and provide a uniform and complete pedestrian streetscape from the public road off-site to the roads on-site.

The Phase 2 improvements were found to be well within the cost cap determined by Section 24-124.01(c) of the Subdivision Regulations. These improvements also have a nexus to the subject application, as Items 1 and 2 will complete two of the largest sidewalk gaps in the immediate vicinity of the subject site, better linking the future residents and employees with the surrounding land uses. And, Item 3 will provide a shelter at another of the bus stops serving the subject property. The most appropriate location for the bus shelter can be determined by the DPW&T Office of Transit at the time of the first DSP for Phase 2. Like the shelter proffered for Phase 1, this additional shelter will enhance the transit experience for the future residents and employees of the site.

Finding of Adequate Bicycle and Pedestrian Facilities

Section 24-124.01 of the Subdivision Regulations requires that the Planning Board make a finding of adequate bicycle and pedestrian facilities at the time of PPS. This requirement is applicable to PPS within designated Centers and Corridors. The subject application is located within the Central Avenue Corridor, as depicted on the Adequate Public Facility Review Map of the *Plan Prince George's 2035 General Plan*. Section 24-124.01 of the Subdivision Regulations includes specific guidance on the criteria for determining adequacy, as well as what steps can be taken if inadequacies need to be addressed.

Section 24-124.01(b) (1) and (2) includes the following criteria for determining adequacy:

- (b) Except for applications for development project proposing five (5) or fewer units or otherwise proposing development of 5,000 or fewer square feet of gross floor area, before any preliminary plan may be approved for land lying, in whole or part, within County Centers and Corridors, the Planning Board shall find that there will**

be adequate public pedestrian and bikeway facilities to serve the proposed subdivision and the surrounding area.

1. The finding of adequate public pedestrian facilities shall include, at a minimum, the following criteria:

a. the degree to which the sidewalks, streetlights, street trees, street furniture, and other streetscape features recommended in the Countywide Master Plan of Transportation and applicable area master plans or sector plans have been constructed or implemented in the area; and

The subject application will be providing a complete sidewalk network internal to the subject site and improving off-site sidewalk connections at several locations in the immediate vicinity of the subject site. The internal sidewalk network proposed by the applicant is comprehensive and will provide a much more complete sidewalk system than currently exists in the area. The off-site sidewalks proffered and proposed will provide crucial missing links in the immediate area.

b. the presence of elements that make is safer, easier and more inviting for pedestrians to traverse the area (e.g., adequate street lighting, sufficiently wide sidewalks on both sides of the street buffered by planting strips, marked crosswalks, advance stop lines and yield lines, “bulb out” curb extensions, crossing signals, pedestrian refuge medians, street trees, benches, sheltered commuter bus stops, trash receptacles, and signage. (These elements address many of the design features that make for a safer and more inviting streetscape and pedestrian environment. Typically, these are the types of facilities and amenities covered in overlay zones).

The applicant’s proffered off-site improvements will improve the pedestrian crossing at MD 214 by providing crosswalks, ADA ramps and pedestrian signals. The bus shelter proffered will improve the experience for pedestrians at the bus stop closest to the subject site. The applicant’s on-site improvements will greatly improve the ability for pedestrians to walk across the site’s frontage of MD 214 and to traverse the site internally. Currently the site largely consists of surface parking, while the applicant is proposing a more formal road network with continuous sidewalks along both sides.

2. The finding of adequate public bikeway facilities shall, at a minimum, include the following criteria:

- a. **the degree to which bike lanes, bikeways, and trails recommended in the Countywide Master Plan of Transportation and applicable area master plans or sector plans have been constructed or implemented in the area;**
- b. **the presence of specially marked and striped bike lanes or paved shoulders in which bikers can safely travel without unnecessarily conflicting with pedestrians or motorized vehicles;**
- c. **the degree to which protected bike lanes, on-street vehicle parking, medians or other physical buffers exist to make it safer or more inviting for bicyclists to traverse the area; and**

MD 214 and Hampton Park Boulevard are currently constructed at the full master plan right-of-way as specified in the MPOT. No additional right-of-way or lanes are planned and the current curb-to-curb space and lane configuration cannot accommodate bike lanes. Off-site bikeway signage is recommended along Hampton Park Boulevard consistent with DPIE policies and standards. MD 214 is currently signed for bicycles consistent with the SHA Bicycle Policy and Design Guidelines. Although full bike lanes cannot be provided at this time, if a road diet is implemented in the future (as is proposed for other segments of MD 214 inside the Capital Beltway), bike lanes or buffered bike lanes can be provided at that time. That is beyond the scope of the subject applicant and contingent upon SHA concurrence and funding. It should also be noted that SHA is currently evaluating the recommendations of a Pedestrian Road Safety Audit (PRSA) for MD 214 and will be implementing safety improvements for pedestrians and cyclists along some segments of the road inside the Beltway.

- d. **the availability of safe, accessible and adequate bicycle parking at transit stops, commercial areas, employment centers, and other places where vehicle parking, visitors, and/or patrons are normally anticipated.**

Bicycle racks and lockers are currently provided at both the Morgan Boulevard and Largo Town Center Metro Stations. Bicycle parking will be recommended internal to the subject site with the DSP.

Based on the preceding findings, adequate bicycle and pedestrian facilities will exist if the application is approved with the appropriate proposed conditions.

9. **Transportation**—The submitted application pursuant to Section 24-113 of the Subdivision Regulations includes a request for variation to Section 24-121(a)(3) for direct access to an arterial

roadway (MD 214) as discussed further and is supported. The plan proposes access to all proposed parcels will be provided through a network of interconnected private access easements per Section 24-128(b)(9).

The property is located in the southwest quadrant of Central Avenue (MD 214) and the Capital Beltway (I-495/95) interchange. The site currently accesses destinations east, north, and south of the subject site via a limited but signalized driveway from MD 214, a master plan designated arterial roadway (A-32). For any destinations west of the subject site, the current access is via a private access easement agreement that extends 301.18 feet from the western limits of the subject property and terminated at the existing Hampton Mall Drive North, a county maintained industrial roadway (70-foot-wide). Both access locations are required to provide adequate access (Section 24-124).

Analysis of Traffic Impacts

The Planning Board recently approved the conceptual site plan (CSP) application for the subject site. To meet the adequacy requirement, a traffic study, dated December 2014, was provided, referred, and reviewed with the CSP application. Per the Section 24-124 of the Subdivision Regulations and the “Transportation Review Guidelines, Part 1 2012” (“Guidelines”) requirements, the required adequacy findings for the submitted PPS are similar to the recently made adequacy findings for the approved CSP application.

The findings and recommendations outlined below are based upon a review of the materials for the approved CSP, the PPS, and the analyses conducted by the Transportation Planning Section, consistent with the “Guidelines.”

Initially the plan proposed replacing the existing 277,199 square feet shopping center (initially assumed as a 289,000 square feet center in the original traffic study) with a two-phase development consisting of 135,000 square feet of commercial retail uses, 125,000 square feet of office space, a 250-room hotel and 600 multifamily residential units. This mix of proposed uses is projected to generate 748 AM and 961 PM weekday peak-hour vehicle trips using the approved trip generation rates, internal trip discounts for mixed-use development, and reduction for pass-by-trips associated with retail uses as defined or augmented by the “Transportation Review Guidelines, Part 1 2012” (Guidelines).

The existing shopping center with 277,199 square feet is generating 174 AM and 712 PM weekday peak-hour vehicle trips, and for the purpose of the required adequacy findings, and per the “Guidelines,” these numbers are deemed as site vested AM and PM weekday peak-hour vehicle trips.

On July 28, 2015, the applicant submitted a revised traffic study that is based on a different mix of uses for the subject site development than was used in the original traffic study submitted for review with the preliminary plan of subdivision. The revised mix of uses consists of 105,000 square feet of commercial retail, up to 70,000 square feet of medical office, 100,000 square feet of general office, a 250-room hotel and 348 multifamily residential units. This revised mix of uses is

projected to generate 760 AM and 991 PM weekday peak-hour vehicle trips using the approved trip generation rates, internal trip discounts for mixed-use development, and reduction for pass-by-trips associated with retail uses as defined by the “Guidelines.”

Internal trip discounts are to account for the capture of vehicle trips that will not be realized, or will not utilize the adjacent street network because of the proposed mix of land uses on the site.

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

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

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

The trip generation is estimated using trip rates in the “Guidelines.”

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

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

The subject property is located within the Transportation Service Area (TSA), as defined in the *Plan Prince George’s 2035 Approved General Plan*. As such, the subject property is evaluated according to the following standards:

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

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

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

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV), (AM & PM)		Level of Service, (LOS), (AM & PM)	
	MD 214 & Off Ramp from I-95/495 NB	1,214	1,136	C
MD 214 & Off / On Ramps I-95/495 Southbound	1,206	1,450	C	D
MD 214 & Kingdom Shopping Center	765	1,082	A	B
MD 214 & Brightseat Road/ Hampton Park Boulevard	1,059	1,313	B	D
MD 214 & Ritchie Road/ Garrett A. Morgan Boulevard	1,195	1,549	C	E
Hampton Boulevard & Hampton Mall Drive	506	804	A	A
Hampton Boulevard & Ashwood Drive	421	578	A	A

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

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

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV),(AM & PM)		Level of Service (LOS),(AM & PM)	
	MD 214 & Off Ramp from I-95/495 NB	1,274	1,216	C
MD 214 & Off / On Ramps I-95/495 Southbound	1,319	1,574	D	E
MD 214 & Kingdom Shopping Center	828	1,284	A	C
MD 214 & Brightseat Road/ Hampton Park Boulevard	1,171	1,517	C	E
MD 214 & Ritchie Road/ Garrett A. Morgan Boulevard	1,310	1,692	D	F
Hampton Boulevard & Hampton Mall Drive	537	906	A	A
Hampton Boulevard & Ashwood Drive	463	644	A	A

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

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV), (AM & PM)		Level of Service (LOS), AM & PM)	
	MD 214 & Off Ramp from I-95/495 NB	1,322	1,235	D
MD 214 & Off / On Ramps I-95/495 Southbound	1,386	1,587	D	E
MD 214 & Kingdom Shopping Center	955	1,294	A	C
MD 214 & Brightseat Road/ Hampton Park Boulevard	1,230	1,525	C	E
MD 214 & Ritchie Road/ Garrett A. Morgan Boulevard	1,334	1,704	D	F
Hampton Boulevard & Hampton Mall Drive	607	908	A	A
Hampton Boulevard & Ashwood Drive	513	651	A	A

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

In response to the inadequacy at the MD 214/Ritchie Road/Garrett A. Morgan Boulevard intersection, the applicant has proffered mitigation. This intersection is eligible for mitigation under the second criterion in the “Guidelines for Mitigation Action” (the portion of the Guidelines approved as CR-29-1994). In response to the reported inadequacy at this intersection, the applicant proposes the provision of dual left-turn lanes instead of the existing single left-turn lane along south leg (Ritchie Road) of the intersection. Due to the limited amount of available right of way along the northbound approach of Ritchie Road, the study proposes to remove the existing channelization islands on this approach, which would allow the construction of the needed second left-turn lane to take place. This would be a staged improvement occurring after all vested trips have been used.

The agency with jurisdiction for permitting the ultimate improvement (DPW&T), reviewed this proposal, and concurred with the recommendations. The impact of the mitigation actions at this intersection is summarized as follows:

IMPACT OF MITIGATION				
	LOS and CLV (AM & PM)		CLV Difference (AM & PM)	
	MD 214 and Ritchie Road/Garrett A Morgan Boulevard			
Background Conditions	D/1310	F/1692		
Total Traffic Conditions	D/1333	F/1701	N/A	+9
Total Traffic Conditions w/Mitigation	C/1284	F/1658	N/A	-43

The options for improving this intersection to LOS E, the policy level of service at this location, are very limited. Additional through-lanes along MD 214 through the intersection would not be effective nor maintain walkability in this corridor. The northern and southern legs of the intersection could be widened, but the traffic volumes are not sufficient to have a great effect on the overall CLV. Once again, extensive widening at this intersection is in conflict with the land use plans for the corridor, which envision a more walkable and multimodal corridor.

As the CLV at the critical intersection is between 1,600 and 1,813 during the PM peak hour, the proposed mitigation actions must mitigate at least 150 percent of the trips generated by the subject property, according to the Guidelines. The above table indicates that the proposed mitigation action would mitigate at least 150 percent of site-generated trips during the PM peak hour. The table indicates that the proposed mitigation action would mitigate 478 percent of the trips generated by the subject property in the PM peak hour. As the intersection operates at or better than LOS E during the PM peak hour, while mitigation would improve operations incrementally during the PM peak hour, the overall mitigation findings are not germane to the PM peak hour. **Therefore, the applicant's proposed mitigation at MD 5 and Ritchie Road/Garrett A. Morgan Boulevard meets the requirements of Section 24-124(a)(6)(B)(i) of the Subdivision Ordinance in considering traffic impacts.**

As noted earlier, the operating agency concurs with the mitigation that is proposed. Given past actions by the Planning Board regarding mitigation proposals in this area, this appears to be a circumstance in which the Planning Board would seriously consider the use of mitigation, and the recommendation will include the applicant's proffer of the mitigation actions as a condition of approval for this application.

The submitted plan shows access to the proposed site will be from an existing right-in right-out with a signalized left turn into the site from MD 214. There is no left-out of the site at this location, the required adequacy findings, noted above, contemplated an unrestricted availability of site access to the west using the existing common easement access road that is functioning as an extension of the Hampton Mall Drive North. The applicant and the applicant's heirs, successors and assignees shall not consent to or execute any termination, modification or amendment of the Access Easement Agreement (recorded in Liber 4412 Folio 256) which provides vehicular access to Hampton Mall Drive North without the prior written consent of the Maryland-National Capital Park and Planning Commission (M-NCPPC). Evidence of such written consent from M-NCPPC shall be recorded with any such termination, modification or amendment, if approved by the M-NCPPC. Such agreement as required with this PPS is offered by the applicant to address adequate transportation facilities and is independent of the Access Easement Agreement recorded in Liber 4412 Folio 256. Any future determination that would invalidate the offered restriction would jeopardize the ability of the applicant to develop the property as proposed, if the access easement were not to be in place.

The Planning Board recommends that the existing roadway entering the site from MD 214 be improved to a four lane divided access roadway with sidewalks on both sides.

As noted above, and because of the particular physical surroundings, shape, and existing access configurations the Planning Board supports the grating of the variation for direct access to an arterial road, pursuant to Section 24-113, and pursuant to 24-128 (b)(9) of the Subdivision Regulations, the use of access easements, as proposed, is appropriate due to safety concerns, and is set forth in the Variation Finding of this report.

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

Based on the preceding findings, adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-124 of the Subdivision Regulations with conditions.

10. **Schools**—This PPS has been reviewed for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and CR-23-2003 and the following was determined:

Impact on Affected Public School Clusters
 Multifamily Units

Affected School Clusters #	Elementary School Cluster 4	Middle School Cluster 4	High School Cluster 4
Dwelling Units	600	600	600
Pupil Yield Factor	0.119	0.054	0.074
Subdivision Enrollment	71	32	44
Actual Enrollment	11,626	4,454	8,008
Total Enrollment	11,697	4,486	8,052
State Rated Capacity	14,216	5,518	9,389
Percent Capacity	82%	81%	86%

County Council Bill CB-31-2003 established a school facilities surcharge in the amount of: \$7,000 per dwelling if a building is located between I-495 and the District of Columbia; \$7,000 per dwelling if the building is included within a basic plan or conceptual site plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$12,000 per dwelling for all other buildings. County Council Bill CB-31-2003 allows for these surcharges to be adjusted for inflation and the current amounts are \$9,035 and \$15,489 to be paid at the time of issuance of each building permit.

In 2013, Maryland House Bill 1433 reduced the school facilities surcharge by 50 percent for multifamily housing constructed within an approved transit district overlay zone; or where there is no approved transit district overlay zone within a one-quarter mile of a metro station; or within the Bowie State MARC Station Community Center Designation Area, as defined in the January 2010 *Approved Bowie State Marc Station Sector Plan and Sectional Map Amendment*. The bill also established an exemption for studio or efficiency apartments that are located within the county urban centers and corridors as defined in Section 27A-106 of the County Code; within an

approved transit district overlay zone; or where there is no approved transit district overlay zone then within a quarter mile of a metro station. This act is in effect from October 1, 2013 through September 30, 2018.

The school facilities surcharge may be used for the construction of additional or expanded school facilities and renovations to existing school buildings or other systemic changes.

11. **Fire and Rescue**—The PPS was reviewed for adequacy of fire and rescue services in accordance with Sections 24-122.01(d) and 24-122.01(e)(1)(C) through (E) of the Subdivision Regulations.

Residential and Nonresidential

Special Projects staff have determined that this preliminary plan is within the required seven-minute response time for the first due fire station, Kentland Fire and Emergency Medical Services (Fire/EMS), Company 33, using the *Seven Minute Travel Times and Fire Station Locations Map* provided by the Prince George’s County Fire/EMS Department.

Pursuant to County Council Resolution CR-69-2006, the Prince George’s County Council and the County Executive temporarily suspended the provisions of Section 24-122.01(e)(1)(A) and (B) regarding sworn fire and rescue personnel staffing levels. The Fire/EMS Chief has reported that the Fire/EMS Department has adequate equipment to meet the standards stated in CB-56-2005.

12. **Police Facilities**—The subject property is located in Police District III, Palmer Park, Maryland.

Residential

The response time standard is ten minutes for emergency calls and 25 minutes for nonemergency calls. The times are based on a rolling average for the preceding 12 months. The preliminary plan was accepted for processing by the M-NCPPC Prince George’s County Planning Department on April 9, 2015.

Reporting Cycle	Previous 12 Month	Emergency Calls	Nonemergency Calls
Acceptance Date 11/05/2014	10/2014-9/2013	6 minutes	13 minutes
Cycle 1			
Cycle 2			
Cycle 3			

The response time standards of 10 minutes for emergency calls and 25 minutes for nonemergency calls were met November 13, 2014. The Police Chief has reported that the Police Department has adequate equipment to meet the standards stated in CB-56-2005. Pursuant to CR-69-2006, the Prince George’s County Council and the County Executive temporarily suspended the provisions of Section 24-122.01(e)(1)(A) and (B) regarding sworn police personnel staffing levels.

The response time standards of 10 minutes for emergency calls and 25 minutes for nonemergency calls were met November 13, 2014. The Police Chief has reported that the Police Department has adequate equipment to meet the standards stated in CB-56-2005. Pursuant to CR-69-2006, the Prince George's County Council and the County Executive temporarily suspended the provisions of Section 24-122.01(e)(1)(A) and (B) regarding sworn police personnel staffing levels.

Nonresidential

The police facilities test is performed on a countywide basis for non-residential development in accordance with the policies of the Planning Board. There is 267,660 square feet of space in all of the facilities used by the Prince George's County Police Department and the latest population estimate is 890,081. Using the 141 square feet per 1,000 residents, it calculates to 125,501 square feet of space for police. The current amount of space, 267,660 square feet, is above the guideline.

13. **Water and Sewer Categories**—The 2008 *Water and Sewer Plan* designates Lot 8, Block H and Parcel E in Water and Sewer category 3, inside the sewer envelope, in the Developed Tier, and within Tier 1 of the Sustainable Growth Act. Water and sewer lines abut and traverse the properties. Water and sewer line extensions or an onsite system may be required to service the proposed subdivision and must be approved by the Washington Suburban Sanitary Commission (WSSC) before recordation of a final plat. Therefore the development will be served by the public water and sewer systems.
14. **Health Department**—The Environmental Engineering/Policy Program has reviewed the preliminary plan of the subdivision for Hampton Park and has no comments.
15. **Use Conversion**—The subject application is proposing 600 multifamily dwelling units and 455,000 square feet of GFA for retail, office and commercial use in the M-X-T Zone. If a substantial revision to the mix of uses on the subject property is proposed that substantially affects Subtitle 24 adequacy findings as set forth in the resolution of approval,

that revision of the mix of uses will require approval of a new preliminary plan of subdivision prior to approval of any building permits.
16. **Public Utility Easement (PUE)**—In accordance with Section 24-122(a) of the Subdivision Regulations, when utility easements are required by a public utility company, the subdivider should include the following statement in the owner's dedication on the final plat:

“Utility easements are granted pursuant to the terms and provisions recorded among the Land Records of Prince George's County in Liber 3703 at Folio 748.”

The preliminary plan of subdivision correctly delineates a ten-foot-wide public utility easement (PUE) along all public rights-of-way as requested by the utility companies and will be required on the final plat prior to approval.

17. **Historic**—The proposed project will not impact any Prince George’s County historic sites, historic resources, or archeological resources. However, the proposed project is located southeast across MD 214 from a Prince George’s County Historic Site, Ridgeley Church and Cemetery (72-005, Parcel 99). The plan drawings should reflect the property’s adjacency to a Prince George’s County Historic Site, in addition to the current note on the plan. Due to the proximity of this property to the historic site, the detailed site plan may be reviewed for impacts by the Historic Preservation Commission (HPC).

There are no known archeological sites or resources that would be impacted by the proposed project. The Historic Site, Ridgeley Church (72-005), does contain an historic cemetery. Phase I archeological survey is not recommended in any of the proposed construction areas. There are no identified archeological resources in any of the proposed areas of construction.

18. **Environmental**—The Environmental Planning Section previously reviewed several development cases for the subject property including Special Exceptions and detailed site plans. A Detailed Site Plan (DSP-04002) to establish a Private School and Day Care Center for Children, in an existing structure in the C-S-C Zone, was approved by the Planning Board.

The conditions of approval can be found in PGCPB Resolution No. 05-01. A Detailed Site Plan (DSP-04002-01) to establish a freestanding restaurant (IHOP) in the C-S-C Zone was approved.

The zoning of this site was changed from C-S-C to M-X-T with the 2010 adoption of the *Subregion 4 Master Plan and Sectional Map Amendment*. Staff previously reviewed and approved a Natural Resources Inventory, NRI-191-14, on March 10, 2015. Conceptual Site Plan (CSP-14003) was approved by the Planning Board on May 21, 2015 (PGCPB Resolution No. 15-52).

Grandfathering

The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 which came into effect on September 1, 2010 and February 1, 2012 because the application is for a new PPS.

Site Description

This 24.55 acre site in the M-X-T Zone is located on the southwest quadrant of Central Avenue (MD 214) and the Capital Beltway (I-95/495) interchange. Central Avenue is classified as Arterial and the Capital Beltway is classified as a Freeway; both roadways are regulated for noise. The property is located within the Air Installation Compatible Use Zone (AICUZ) of the Joint Land Use Study (JLUS). No scenic or historic roads are mapped adjacent to the site. According to mapping research and as documented on the approved NRI, trapezoidal concrete stream channels exist on and adjacent to the site, and a jurisdictional open-water wetland is located off-site of the southeastern portion of the site. A majority of the site (23.05 acres of the 24.55-acre site) is located within a floodplain per stormwater concept approval (Stormwater Application No. 45614-2014). The PMA has been delineated to incorporate the floodplain. The site is located within the Southwest Branch drainage area within the Patuxent River watershed, as designated by the Department of the Environment (DoE). The site is fully developed and contains a high percentage

of impervious surfaces. No measurable woodland exists on site. The predominant soils found to occur according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) include the Urban Land – Collington Wist complex, and the Urban Land – Zekiah complex soils. Marlboro and Christiana clays are not mapped on or in the vicinity of this property. According to information obtained from the Maryland Department of Natural Resources Natural (DNR) Heritage Program, there are no rare, threatened, or endangered species found to occur on or in the vicinity of this property. No Forest Interior Dwelling bird habitat (FIDs) is located on-site. According to the approved Countywide Green Infrastructure Plan, the site contains Regulated Areas and Network Gaps. The site is also located within Environmental Strategy Area 1 (formerly the Developed Tier) as designated by *Plan Prince George's 2035 Approved General Plan*.

Master Plan Conformance

The master plan for this area is the June 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (Subregion 4 Master Plan SMA). In the Approved Subregion 4 Master Plan SMA, the Environmental Infrastructure section contains goals, policies and strategies. The following guidelines have been determined to be applicable to the current project.

The text in **BOLD** is the text from the master plan and the plain text provides comments on plan conformance.

Policy 1: Protect, preserve and enhance the green infrastructure network in Subregion 4.

See discussion under the Green Infrastructure Section.

Policy 2: Minimize the impacts of development on the green infrastructure network and SCA's.

No Special Conservation Areas have been identified on-site; however, the southern portion of the site part of a Primary Corridor as identified under the Green Infrastructure Section of the Subregion 4 Master Plan associated with the concrete stream channel. The protection and enhancement of this corridor should be a priority for this project, as discussed further in the Green Infrastructure review.

Policy 3: Restore and enhance water quality in areas that have been degraded, and preserve water quality in areas not degraded.

The Water Quality and Stormwater Management section of the Master Plan includes a map depicting the location of drainage problem areas and channelized streams (Map 7-2) and an associated chart which describes each specific problem area (Table 7-2). The subject site has been identified in the master plan as problem area 6 for flooding issues, inadequate tree cover, and noise. An approved stormwater concept was submitted with the subject application; however, final delineation of the floodplain and approval for building within the floodplain will be addressed by DPIE at time of the technical stormwater management review.

Policy 4: Improve the base information needed for the county to undertake and support stream restoration and mitigation projects.

The site has an approved NRI that details existing conditions of the site. There is a Primary Management Area (PMA) comprised of floodplain which is associated with two channelized streams; one on the eastern portion of the site (Stream 1) and the other is located off-site on the south side of the property (Stream 2). No woodland subject to the Woodland and Wildlife Habitat Conservation Ordinance (WCO) exist; however, the subject site does contain heavily vegetated areas that contribute to the existing vegetated buffers of the channelized stream that should be retained. Based on a site visit, it is apparent that time has allowed these streams, particularly Stream 2, to function as a living ecosystem, despite the concrete foundation. This is evident in the area of vegetation that has grown from the sediment that has settled within both channels, as well as the canopy that has developed, which provides shade and cooling in some portions of the streams. These areas adjacent to the concrete stream channels would be considered the highest priority for preservation and planting if the site were subject to the WCO.

No stream restoration or mitigation is proposed as part of this application; however, the Planning Board has approved the recommendation that the existing on-site vegetation within the fenced areas of both channels remain undisturbed. Where necessary, enhancement planting should be installed along Stream 2. A similar buffer along the eastern portion of the property should be evaluated at time of Detailed Site Plan. These buffers will function for wildlife habitat corridor connectivity as recommended by the Subregion 4 Master Plan conformance and to meet the intent of the Green Infrastructure Master Plan.

Policy 5: Require on-site management of stormwater through the use of environmentally sensitive stormwater management techniques (i.e., fully implement the requirements of ESD) for all development and redevelopment projects.

The project is for the redevelopment of existing impervious surfaces which must meet 50 percent water quality volume of the existing impervious area within the proposed disturbed area, and 100 percent of the water quality volume and channel protection volume for new impervious area using environmental site design practices. The approved concept shows the use of stormceptors and areas of micro-bioretenion which will ultimately drain into the concrete trapezoidal channels surrounding the property. The conditions of the approved stormwater concept require a floodplain delineation to be approved prior to technical approval and that the applicant is required to obtain a floodplain waiver from DPIE to develop within the 100-year floodplain.

Policy 6: Assure that adequate stream buffers are maintained and enhanced and utilized design measures to protect water quality.

See discussion under Policy 5 above.

Policy 7: Reduce air pollution to support public health and wellness by placing a high priority on transit-oriented development and transportation demand management (TDM) projects and programs.

Air Quality is a regional issue that is currently being addressed by the Council of Governments.

Policy 8: Reduce adverse noise impacts so that the State of Maryland's noise standards are met.

The project proposes commercial, hotel, office and residential land uses. The property is located within the JB Andrews Imaginary Runway Surface, but is not located within the JB Andrews noise contours.

The site fronts on Central Avenue (MD 214), which is classified as an Arterial, and the Capital Beltway (I-95/495) which is classified as a Freeway; both roadways are regulated for noise. Traffic generated noise was required to be addressed by a condition of the CSP approval. Noise is discussed further under the conditions of previous approvals. The required lot depth of 150 and 300 feet from MD 214 and the Capital Beltway are provided.

Policy 9: Implement environmental sensitive building techniques that reduce overall energy consumption.

In the M-X-T Zone a detailed site plan (DSP) is required which will include architectural review and approval, and should incorporate green building techniques and the use of environmentally sensitive building techniques to reduce overall energy consumption. The use of green building techniques and energy conservation techniques should be encouraged and implemented to the greatest extent possible.

Policy 10: Implement land use policies that encourage infill and support TOD and walkable neighborhoods.

This site is not within a TOD (transit-oriented development); however, it is a redevelopment site in the M-X-T Zone with a proposed hotel, commercial, office and residential uses. Circulation, walkability within the center and access to public transportation will be further reviewed at the time of DSP.

Policy 12: Ensure that the Chesapeake Bay Critical Area is protected to the maximum extent possible through the implementation of water quality and other related measures.

The subject property is not located in the Chesapeake Bay Critical Area (CBCA).

Policy 13: Preserve, restore, and enhance the existing tree canopy.

Subtitle 25, Division 3 requires the site provide a ten percent tree canopy coverage. However, the site is exempt from the requirements of the Woodland and Wildlife Habitat Conservation Ordinance (WCO). Compliance with the Tree Canopy Cover Ordinance (TCC) must be addressed at time of DSP and reflected on the landscape plan prior to approval.

Policy 14: Improve the county's capacity to support increases in the tree canopy.

See Policy 13.

Conformance with the Countywide Green Infrastructure Plan

According to the 2005 *Approved Countywide Green Infrastructure Plan*, there are Regulated Areas and Network Gap Areas on the subject property. Approximately 95 percent of the site is located in the Regulated Area due to the presence of floodplain associated with the channelized streams on the south and east of the site. The Network Gap Area is mapped at the site's existing entrance onto Central Avenue (MD 214).

The channelized streams on the south and east of the site are part of a larger Green Infrastructure and wildlife habitat corridor associated with the Southwest Branch. The Subregion 4 Master Plan maps the channel adjacent to the southern property line as a Primary Corridor. The site is located within the Southwest Branch drainage area within the Patuxent River watershed, as designated by the State Department of the Environment. This watershed is listed in the Green Infrastructure Plan as having "very poor" (the lowest possible rating) water quality for both habitat and benthic IBI (stream bottom) health. The Subregion 4 Master Plan states: "Connecting these corridors is critical to the long-term viability and preservation of the green infrastructure network and also will serve to preserve the region's water quality. Conservation and preservation of these corridors, particularly the headwater areas, will help to improve water quality downstream." The stream channel on the eastern portion of the site and the stream channel located adjacent to the site on the south are both concrete trapezoidal channels; planting along these channels to provide a habitat corridor connection where little currently exists must be provided.

Conformance with the Water Resources Functional Master Plan

The 2010 *Approved Water Resources Functional Master Plan* contains policies and strategies related to the sustainability, protection and preservation of drinking water, stormwater, and wastewater systems within the County, on a county wide level. These policies are not intended to be implemented on individual properties or projects and instead will be reviewed periodically on a countywide level. As such, each property reviewed and found to be consistent with the various countywide and area master plans, county ordinances for stormwater management, floodplain and woodland conservation, and programs implemented by the Prince George's County Department of Permitting, Inspections and Enforcement, Prince George's County Department of Health, Prince George's County Department of the Environment, Prince George's Soil Conservation District, Maryland-National Park and Planning Commission and Washington Suburban and Sewer and Sanitary Commission are also deemed to be consistent with this master plan.

Environmental Conditions of Approval from previous applications

The Conceptual Site Plan, CSP-14003, contained several environmental conditions of approval which can be found in PGCPB Resolution No. 15-52. The environmental issues to be addressed during the review of this PPS are addressed below. The respective conditions are in **BOLD** typeface, the associated comments are in plain text.

Conceptual Site Plan, CSP-14003

3. Prior to approval of a preliminary plan of subdivision for the subject project, the following information shall be provided, or the issues shall be properly addressed as follows:

- b. A Phase I noise study prepared and signed by a professional engineer with competency in acoustical analysis shall be submitted. The report shall determine the exact location of the unmitigated 65 dBA Ldn noise contours (upper and lower level) and address any mitigation measures that may be needed so that outdoor activity areas remain at or below 65 dBA Ldn and interior noise remains at or below 45 dBA Ldn.**

The site fronts on Central Avenue (MD 214), the on-ramp from MD 214 to the Capital Beltway, and the Capital Beltway (I-95/495). Central Avenue is classified as Arterial and the Capital Beltway is classified as a Freeway; both roadways are regulated for noise.

No noise study has been received to date; however, the 65 dBA Ldn noise contour generated by the Environmental Planning Section's noise model has been shown on the plan. The state standard requires that the day-night average (Ldn) be used for residential uses. The Environmental Planning Section's noise model indicates that the 65 dBA Ldn noise contours are located approximately 266 feet from the centerline of Central Avenue, 57 feet from the centerline of the on-ramp, and 1,059 feet from the centerline of the southbound lane of the Capital Beltway. The EPS model is limited to the generation of the 65 dBA Ldn noise contour only, and without a noise report prepared by a professional it is not possible to determine just how loud the traffic generated noise is at the locations where the residential buildings may be proposed. However, the applicant has indicated that the specific parcels proposed for residential are not finalized, and will be determined at the time of DSP.

A majority of the site will be negatively impacted by noise. The proposed site design currently shows the residential land uses along the noise corridor and the retail/ commercial uses behind. No variation for lot depth is required for this subdivision application because each proposed parcel

has a portion of the parcel beyond the 300-foot lot depth requirement along the Capital Beltway; however, the multi-family residential buildings within those parcels are proposed to be located closer than 300 feet.

Each parcel, or group of parcels, will require a Detailed Site Plan. Each Detailed Site Plan must demonstrate that interior noise levels of residential uses will be able to be mitigated at or below the state standard of 45 dBA Ldn and that all outdoor activity areas be below the state standard of 65 dBA Ldn. Because the buildings closest to the roadways will provide shielding for interior portions of the site, and because slight modifications to the building locations and/ or orientations may affect the noise levels on the rest of the site, each DSP must include a Phase II noise report that takes into consideration the entire site. A single noise report for the overall site will not be sufficient. Each Phase II noise report must be prepared and signed by a Professional Engineer with competency in acoustical analysis. Each report must address the location of the unmitigated upper and lower level 65 dBA Ldn noise contour and to address any mitigation measures that may be needed so that outdoor noise remains at or below 65 dBA Ldn and interior noise remains at or below 45 dBA Ldn. Each DSP must show the unmitigated and mitigated upper and lower level noise contours.

d. Submit the approved stormwater management concept letter and plan.

An approved Stormwater Management Concept plan and approval letter (45614-2014-00) were submitted with the subject application. The approved concept shows the use of stormceptors and areas of micro-bioretenention which will ultimately drain into the concrete trapezoidal channels surrounding the property.

This site was originally developed prior to any stormwater regulations. The redevelopment of this site must meet 50 percent water quality volume of the existing impervious area within the proposed disturbed area, and 100 percent of the water quality volume and channel protection volume for new impervious area using environmental site design practices. The conditions of the approved concept require a floodplain delineation to be approved prior to technical approval and that the applicant is required to obtain a floodplain waiver from DPIE to develop within the 100-year floodplain.

Section 24-130 of the County Code requires the following with respect to stream, wetland, and water quality protection and stormwater management:

- (b) **The Planning Board shall require that proposed subdivisions conform to the following:**
- (1) **The plat shall demonstrate adequate control of the increased runoff due to the ten (10) year storm or such other standards as State law or the County shall adopt.**
 - (2) **The stormwater control shall be provided on-site unless the Planning Board, on recommendation from the County, waives this requirement.**
 - (3) **The submission of a storm drainage and stormwater management concept plan, and approval thereof by the County, may be required prior to preliminary plat approval.**
 - (4) **Where a property is partially or totally within an area covered by an adopted Watershed Plan, the plat shall conform to such plan.**

The approved stormwater concept plan is required to be designed in conformance with any approved Watershed Management Plan, pursuant to Subtitle 32 Water Resources and Protection, Division 3 Stormwater Management, and Section 172 Watershed Management Planning. As such, the requirements of Section 24-130(b)(4), which require that a subdivision be in conformance with any watershed management plan have been addressed with the approval of the stormwater concept plan by the County. No revisions are required for conformance with the approved Stormwater Management Concept.

Environmental Review

As revisions are made to the plans submitted, the revision boxes on each plan shall be used to describe what revisions were made, when and by whom.

An approved Natural Resources Inventory was submitted with the application, NRI-191-14, which was approved on March 10, 2015. There is a Primary Management Area (PMA) comprised of floodplain located on-site. No woodland exists on the site and a standard exemption from the Woodland and Wildlife Habitat Conservation Ordinance has been issued. No revisions to the NRI are necessary.

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

There is a Primary Management Area (PMA) comprised of floodplain. These Regulated Environmental Features are required to be preserved and/or restored to the fullest extent possible under Section 24-130(b)(5) of the Subdivision Regulations. Impacts to the regulated environmental features should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for stormwater management facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. Stormwater management outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, stormwater management facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with County Code. Impacts to regulated environmental features must first be avoided and then minimized. The statement of justification must address how each impact has been avoided and/or minimized.

A statement of justification was stamped as received by EPS on June 18, 2015, and reviewed as part of this application. The statement of justification and associated exhibits reflect two (2) proposed impacts to regulated environmental features associated with the proposed redevelopment. According to the approved NRI, the 24.55-acre site contains a total of 23.05 acres of existing PMA.

Impact 1—totals 0.13 acres (5,611 square feet) of proposed impacts to the PMA. The statement of justification indicates that this impact is for an access entry road into the site from Central Avenue and that it is necessary at the proposed location because no alternatives exist. Access to the site is constrained by channelized non-regulated streams on the south and north/northeast. The proposed impact is necessary for improvements to an existing access road. The Planning Board approves of the impact for improvements to an existing access road.

Impact 2—totals 20.97 acres (913,346 square feet) and is for the general redevelopment of the site including all associated infrastructure. Because the site is already developed and because the proposed redevelopment will require stormwater management approval with the required floodplain controls, thus improving water quality over what exists on-site, staff supports this proposed impact; however, the extent of the impact should be limited to the existing fence where the existing vegetation along the two channelized streams begins. As discussed earlier, these vegetated areas are significant to the existing habitat and should remain undisturbed. During a site visit, staff noted that the existing off-site stream (Stream 2) which is supported by a wider vegetated buffer than Stream 1, appeared to be in excellent condition, as small fish were observed swimming downstream within the

channel. Although Stream 1 contains a high amount of algal bloom due to off-site stormwater entering the channel, the associated vegetated buffers should remain so that they continue to support the ecosystem that has developed to meet the recommendation as a wildlife habitat corridor as recommended for conformance with the Subregion 4 Master Plan and Green Infrastructure Master Plan conformance.

Planting in these areas may also serve stormwater management purposes. The Planning Board approves the proposed impact.

Based on the information submitted, The Planning Board approves of PMA impacts, and finds that the application adequately demonstrates the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible with conditions.

19. **Urban Design**—The subject Preliminary Plan of Subdivision proposes to re-subdivide approximately 24.55 acres of a portion of an existing shopping center known as Kingdom Square Shopping Center into ten parcels. This plan proposes the demolition of the existing buildings and the construction of mixed-use project including 600 multifamily dwelling units and 455,000 square feet of gross floor area (GFA) for commercial, office, and hotel with associated parking and other site improvements. The subject site is bounded to the east by the right-of-way of the Capital Beltway; to the north by the right-of-way of MD 214; to the west by the remaining part of the existing shopping center in the Commercial Shopping Center (C-S-C) Zone; and to the south by an existing industrial park known as Hampton Park in the Light Industrial (I-1) Zone. The lot in Hampton Park, directly adjacent to the subject site, is used for warehousing purposes.

Conformance with the Requirements of the Zoning Ordinance

In accordance with Section 27-547(d), the required mix of uses for sites in the M-X-T Zone is 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.**

In accordance with Section 27-546 (a), a Conceptual Site Plan and a Detailed Site Plan shall be approved for all uses and improvements, in accordance with Part 3, Division 9, of the Zoning

Ordinance. The site has a recently approved CSP. A detailed site plan must be approved for the proposed development prior to issuance of any permits.

On May 21, 2015, the Planning Board approved Conceptual Site Plan CSP-14003 for this site with four conditions. The resolution for approval of CSP-14003 has not been adopted yet. However, there are two conditions that are relevant to the review of this preliminary plan of subdivision as follows:

- 3. Prior to approval of a preliminary plan of subdivision for the subject project, the following information shall be provided, or the issues shall be properly addressed as follows:**
 - a. A complete internal pedestrian network, pedestrian safety features/locations, and additional neighborhood connections shall be identified.**
 - b. The access from the remaining portion of the shopping center to the west shall be designed in the same fashion in terms of width and layout as the access from Central Avenue (MD 214).**
 - c. A Phase I noise study prepared and signed by a professional engineer with competency in acoustical analysis shall be submitted. The report shall determine the exact location of the unmitigated 65 dBA Ldn noise contours (upper and lower level) and address any mitigation measures that may be needed so that outdoor activity areas remain at or below 65 dBA Ldn and interior noise remains at or below 45 dBA Ldn.**
 - d. Appropriate bicycle improvements along the site's frontage of MD 214 will be determined at the time of Preliminary Plan in consultation with the Maryland State Highway Administration pursuant to Section 24-124.01 of the Subdivision Regulations and the Transportation Review Guidelines – Part 2.**
 - e. Submit the approved stormwater concept letter and plan.**
- 4. Prior to the issuance of any building permit within the subject property for development above the levels that generate more than the existing 400 AM and 500 PM peak vehicle-hour trips, using the approved trip generation rates as defined or augmented by the *Guidelines*, the following road improvements shall have (a) full financial assurance through either private money or full funding in the Maryland Department of Transportation "consolidated Transportation Program" or the Prince George's County "Capital Improvement Program," (b) have been permitted for construction through the operating agency's permitting process, and (c) have been an agreed-upon timetable for construction with the appropriate operating agency:**

- a. **The provision of a dual left-turn lanes instead of the existing (vested) single left-turn lane along south leg (Ritchie-Road), per the County and /or Maryland SHA Standards and the provision of all necessary traffic signal modification including provision of pedestrian signal on all approaches.**

Conformance with the 2010 Prince George’s County Landscape Manual

The proposed development is subject to the requirements of the 2010 *Prince George’s County Landscape Manual*. Conformance with the landscaping requirements for the subject site will be evaluated at time of DSP review.

Conformance with the Tree Canopy Coverage Ordinance

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance (TCC), requires a minimum percentage of the site to be covered by tree canopy for any development projects that propose more than 5,000 square feet or greater of gross floor area or disturbance and require a grading permit. The subject site is zoned M-X-T and is required to provide a minimum of ten percent of the gross tract area to be covered by tree canopy. Compliance with this requirement will be further evaluated at the time of DSP review.

20. **Variation for access onto an Arterial**—The subject property has frontage on and proposes to retain direct access onto Central Avenue (MD 214) which is classified as an arterial road in the 2010 *Subregion 4 Master Plan and Sectional Map Amendment*. The Subdivision Regulations restricts direct vehicular access to an arterial facility, and requires that the subdivision be designed with alternatives (Section 24-121(a)(3)). There is an existing entrance that serves the existing retail and is proposed to remain in use with the development proposal. A variation request to retain this existing direct access onto Central Avenue was submitted for review and is supported by staff to continue the use of this existing condition.

Section 24-121(a)(3) requires the following:

When lots are proposed on land adjacent to an existing or planned roadway of arterial or higher classification, they shall be designed to front on either an interior street or a service road.

The existing retail development fronts on and has direct access to Central Avenue, a Master Plan arterial roadway, which is signalized but is not a full access movement. This existing entrance will remain to serve the future development with limited improvements.

Section 24-113(a) sets forth the required findings for approval of variation request as follows:

- (a) **Where the Planning Board finds that extraordinary hardship or practical difficulties**

may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:

- (1) The granting of the variation will not be detrimental to the public safety, health, welfare, or injurious to other property;**

The PPS layout is consistent with the existing access location which is supported by SHA. This entrance is signalized and operating safely.

- (2) The conditions on which the variations are based are unique to the property for which the variation is sought and are not applicable generally to other properties;**

This request is not applicable to other properties because it validates an existing entrance that was permitted with the existing retail development.

- (3) The variance does not constitute a violation of any other applicable law, ordinance or regulation.**

The request does not constitute a violation of any law, Ordinance or Regulation. This request validates an existing signalized entrance that was permitted with the existing retail development, and permitted by the operating agency.

- (4) Because of the peculiar physical surroundings, shape or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out.**

This existing signalized entrance was designed, permitted and has been in operation for many years. It would cause a hardship for the owner of the retail center if this variation was not granted because this entrance is needed to support the capacity of the development proposal. As proposed, both MD 214 and the easement serving as Hampton Mall Drive North extended are required for adequacy. If access is denied, the applicant could not develop the site as proposed. The proposal is consistent with the M-X-T Zone.

Based on the proceeding findings, the Planning Board approves of a variation from Section 24-121(a)(3) for one direct access onto Central Avenue for the continues use of the existing site entrance, and the authorization to utilize a Section 24-128(b)(9) access easement to serve each

parcel.

21. **Vehicular Access Easement**—Each parcel shall have frontage on and direct access to the authorized vehicular access easement pursuant to Section 24-128(b)(9) of the Subdivision Regulation. Because this PPS is anticipated to be platted in phases, the exact location of the access easement will be reflected on each DSP prior to approval, and provide for the orderly extension to serve each “lot.” As the project is platted sequentially, the access easement must be recorded in land records as it is extended into the site to serve each “lot.” Each record plat for each parcel must reflect the easement location and the liber and folio of the vehicular access easement prior to recordation. This may require multiple easement amendments to be reviewed and recorded, beyond the first vehicular access easement as it is extended into the site.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board’s action must be filed with Circuit Court for Prince George’s County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

* * * * *

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 Shoaff, seconded by Commissioner Geraldo, with Commissioners Shoaff, Geraldo, Bailey and Hewlett voting in favor of the motion with Commissioner Washington absent at its regular meeting held on Thursday, July 30, 2015, in Upper Marlboro, Maryland.

Adopted by the Prince George’s County Planning Board this 10th day of September 2015.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator

PCB:JJ:SN:ydw



June 20, 2017

Velocity Capitol, LLC
9171 Central Avenue, Ste. 345
Capital Heights, MD 20743

Re: Notification of Planning Board Action on
Detailed Site Plan DSP-16052
Hampton Park

Dear Applicant:

This is to advise you that, on **June 15, 2017**, the above-referenced Detailed Site Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

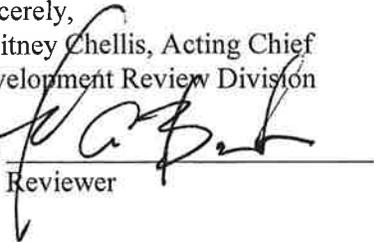
Pursuant to Section 27-290, the Planning Board's decision will become final 30 calendar days after the date of the final notice **June 20, 2017** of the Planning Board's decision, unless:

1. Within the 30 days, a written appeal has been filed with the District Council by the applicant or by an aggrieved person that appeared at the hearing before the Planning Board in person, by an attorney, or in writing and the review is expressly authorized in accordance with Section 25-212 of the Land Use Article of the Annotated Code of Maryland; or
2. Within the 30 days (or other period specified by Section 27-291), the District Council decides, on its own motion, to review the action of the Planning Board.

(You should be aware that you will have to reactivate any permits pending the outcome of this case. If the approved plans differ from the ones originally submitted with your permit, you are required to amend the permit by submitting copies of the approved plans. For information regarding reactivating permits, you should call the County's Permit Office at 301-636-2050.)

Please direct any future communication or inquiries regarding this matter to Ms. Redis C. Floyd, Clerk of the County Council, at 301-952-3600.

Sincerely,
Whitney Chellis, Acting Chief
Development Review Division

By: 
Reviewer

Attachment: PGCPB Resolution No. 17-79

cc: Redis C. Floyd, Clerk of the County Council
Persons of Record



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
 Upper Marlboro, Maryland 20772
 www.mncppc.org/pgco

PGCPB No. 17-79

File No. DSP-16052

RESOLUTION

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

WHEREAS, in consideration of evidence presented at a public hearing on May 25, 2017, regarding Detailed Site Plan DSP-16052 for Hampton Park, the Planning Board finds:

- Request:** The subject detailed site plan (DSP) application proposes to redevelop the subject property for a mixed-use development that consists of 121,192 square feet of commercial/retail space, 115,000 square feet of office space, 254 residential multifamily-dwelling units, and a 123-room hotel, to be constructed in five phases.

This application also includes a Departure from Design Standards (DDS-637) from the requirements of Section 27-579(b), to allow access to the loading space to be within 50 feet of residential property and from the requirements of Section 27-558 for parking space sizes of the Zoning Ordinance.

2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	M-X-T/M-I-O	M-X-T/M-I-O
Use(s)	Integrated Shopping Center	Commercial/Retail, Office, Multifamily and Hotel
Gross Acreage	24.55	24.55
Floodplain Acreage Area	23.05	23.05
Parcels	10 Parcels	10 Parcels
Total Gross Floor Area (sq. ft.)	292,977	578,016
Commercial/Retail	292,977*	298,616
Office	-	115,000
Multifamily Dwellings	-	254 units (174,708)
123-Room Hotel	-	73,310

Note: *21,643 square feet existing retail to remain

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

Base Density Allowed	0.40 FAR
Residential	1.00 FAR
Total FAR Permitted	1.40 FAR (Optional Method of Development)
Total FAR Proposed	0.54 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.

PARKING AND LOADING DEVELOPMENT DATA

Parking Spaces	Parking Ratio	Provided
Parcel 1 – Retail (Future Phase)	1 parking space per 150 sq. ft. for the first 3,000 sq. ft.; 1 parking space per 200 sq. ft. for the remaining square footage= <u>18 spaces</u>	(Future Phase)
Parcel 2 - Retail	1 parking space per 150 sq. ft. for the first 3,000 sq. ft.; 1 parking space per 200 sq. ft. for the remaining square footage= <u>79 spaces</u>	59 spaces
Parcel 3 - Hotel	1 parking space per guest room. = <u>123 spaces</u>	48 spaces
Parcel 4 - Retail	1 parking space per 150 sq. ft. for the first 3,000 sq. ft.; 1 parking space per 200 sq. ft. for the remaining square footage= <u>374 spaces</u>	202 spaces
Parcel 5 – Retail/Open Space	1 parking space per 150 sq. ft. for the first 3,000 sq. ft.; 1 parking space per 200 sq. ft. for the remaining square footage = <u>15 spaces</u>	51 spaces
Parcel 6 - Retail	1 parking space per 150 sq. ft. for the first 3,000 sq. ft.; 1 parking space per 200 sq. ft. for the remaining square footage = <u>7 spaces</u>	38 spaces
Parcel 7 - Retail	1 parking space per 150 sq. ft. for the first 3,000 sq. ft.; 1 parking space per 200 sq. ft. for the remaining square footage = <u>33 spaces</u>	59 spaces

Parcel 8 - Retail	1 parking space per 150 sq. ft. for the first 3,000 sq. ft.; 1 parking space per 200 sq. ft. for the remaining square footage = <u>58 spaces</u>	101 spaces
Parcel 9 - Office	1 parking space per 250 sq. ft. for the first 2,000 sq. ft.; 1 parking space per 400 sq. ft. for the remaining square footage = <u>290 spaces</u>	306 spaces
Parcel 10 - Residential	2 parking spaces per dwelling unit, plus 0.5 parking spaces in excess of one per unit = <u>508 spaces</u>	301 spaces
Total Parking	1,487 spaces*	1,189 spaces Provided
Of which Standard Spaces	--	186 spaces
Compact Spaces	--	40 spaces
ADA Spaces (Total)	29 spaces	29 spaces
ADA Spaces (Van-Accessible)	4 spaces	7 spaces
Loading Spaces Required	14 spaces	7 spaces

Note: * A shared parking analysis for the subject application has been provided, which shows that the peak-parking requirements have been met for this property. No specific required parking space number is established in the M-X-T Zone.

3. **Location:** The subject property is located in the southwest quadrant of the intersection of Central Avenue (MD 214) and the Capital Beltway (I-95/495), in Planning Area 75A and Council District 6.
4. **Surrounding Uses:** The project is directly adjacent to the ramp to the Capital Beltway (I-95/495) and has frontage on Central Avenue (MD 214). The site is bounded to the east by the right-of-way of the Capital Beltway; to the north by the right-of-way of MD 214; to the west by the remaining part of the existing shopping center in the Commercial Shopping Center (C-S-C) Zone; and to the south by an existing industrial park known as Hampton Park in the Light Industrial (I-1) Zone. The lot in Hampton Park, directly adjacent to the subject site, is used for warehousing purposes.
5. **Previous Approvals:** The property was part of an existing shopping center, which was built in or about 1970 in the C-S-C Zone. The 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (Subregion 4 Master Plan and SMA) placed the subject property in one of the designated industrial centers known as Hampton Park/Steeplechase 95 and rezoned the property to the M-X-T Zone. The shopping center site was partially converted into a church and has a

previously approved Detailed Site Plan (DSP-04002) for a private school for 140 students and a day care center for 106 students. A revision to DSP-04002 was approved administratively in 2006 for an International House of Pancakes (IHOP) restaurant. The private school and day care center approved in DSP-04002 and DSP-04002-01 no longer exist on the site.

Conceptual Site Plan CSP-14003 (PGCPB Resolution No. 15-52) was approved on May 21, 2015 by the Planning Board as a mixed-use development with four conditions. The application was proposed to be constructed in two phases: Phase I involves approximately 175,000 square feet of commercial/retail space, 253 residential multifamily-dwelling units, 125,000 square feet of office space, and a 250-room hotel at the front of the development site. Phase II includes removal of approximately 40,000 square feet of the existing commercial/retail space and an addition of 347 multifamily-dwelling units at the rear of the development site.

Preliminary Plan of Subdivision 4-14020 (PGCPB Resolution No. 15-86) was approved by the Planning Board on July 30, 2015 for 10 Parcels for retail, office, hotel, and residential mixed-used development of the existing Kingdom Gateway Shopping Center with 23 conditions, and a variation from Section 24-121(a)(3) for direct access onto an arterial road.

The property also has a Stormwater Management Concept Plan, 45614-2014-00, approved on June 10, 2015.

6. **Design Features:** The proposed DSP occupies the existing shopping center known as Hampton Mall. The development will be constructed in five phases and generally follows the parcel lines associated with each use as follows:

Phase 1 involves approximately 115,000 square feet of office space, parking garage, and road way system entering the property;

Phase 2 involves the relocation and renovation of the parking area and existing building for approximately 73,830 square feet of commercial/retail space to house the current tenants and daycare on-site;

Phase 3 involves 254 residential multifamily-dwelling units and the surface parking lot supporting the residential building;

Phase 4 appears to involve three parts including the construction of two commercial and retail buildings composed of approximately 17,091 square feet of proposed retail space, an urban plaza, and the reconfiguration of the parking area associated with 16,653 square feet of existing commercial/retail space and;

Phase 5 includes a 123-room hotel and the parking area for the hotel near the center of the development site.

It should be noted that an additional phase has been shown on the plan, which currently includes an existing eating and drinking establishment and has not been included in this DSP, but is labeled as a future phase.

The property will be accessed from Central Avenue (MD 214) to the north of the site and a secondary access to the remaining part of the shopping center site to the west. The access from MD 214 is a signalized intersection. The access from the existing shopping center site is a dedicated public right-of-way, which is further connected to Hampton Park Boulevard to the west that eventually intersects with MD 214.

The plan included in this DSP application shows a main street leading to the site from MD 214 with buildings lined up on both sides of the street, which intersects with the cross-street of Hampton Boulevard and continues to the southernmost end of the site terminating at a roundabout separating the multifamily development from the existing commercial/retail building. The multifamily and office buildings are proposed on the eastern side of the site, adjacent to the Capital Beltway. The hotel and an urban plaza including a retail building are proposed centrally to the site, with the existing retail located on the southwestern portion of the site. The plaza will be used extensively by commercial and office users, as well as the future residents in the multifamily building and should include a variety of design elements for the active and passive recreational uses.

a. **Parcel 1: Future Development**

No information has been provided for this parcel, which has been label as a “future phase” of development.

b. **Parcel 2: Retail**

A 14,839-square-foot building in-line retail development (without specified tenants) is proposed in the first commercial building, and is located on the on the northern portion of the site along the frontage of the main street leading into the site from MD 214. The building is proposed to be located close to the street and include five tenant spaces.

Architecture

The architectural design of this building features a contemporary architectural style with large window display areas and cantilevered metal canopy. It is generally rectangularly shaped with a flat roof on the building, and includes exterior finish materials such as, masonry, stucco, glass, and steel, including accents of wood composite and metal coping.

Lighting

The applicant is specifying standard downward-facing light poles in the parking area and along the streets with a variety of lighting types proposed on the site such as wall-mounted lights, bollards, sconces, step lights, and accent lights of similar character and style.

Signage

Multiple building-mounted sign areas are provided on the building above the entrance to the individual tenant locations. The sign areas vary and measure from 29 to approximately 160 square feet, bearing the individual tenant's name and logo. The signage for this application is acceptable.

Loading and Trash Facilities

The Planning Board noted that no loading areas have been proposed with the application for this building, but said areas should be appropriately screened and located in the rear of the building away from public views. The details and location of a loading area are required prior to certificate approval of the plans. A dumpster enclosure is indicated at the northeastern corner of the parking area, and the enclosure shall reflect masonry materials complimentary to the exterior finish of the building, by condition of this approval.

c. **Parcel 3: Hotel**

A 123-room, 73,310-square-foot building hotel (without specified tenants) is proposed on Parcel 3 and is located on the central portion of the site with frontage of the main street leading into the site from MD 214.

Architecture

The architectural design of the hotel is contemporary with emphasis on the variation of façades through the application of different building volumes and massing, architectural design elements, and finish materials. The building is centrally located on the site and highly visible. The exterior of the building includes a metal canopy near the building entrance and is predominantly finished with masonry, stucco, metal panels, fiber cement panels and accents of wood composite and decorative metal cornice.

Lighting

The applicant is specifying standard downward-facing light poles in the parking area and along the streetscape, with a variety of lighting types proposed on the site such as wall-mounted lights, bollards, sconces, step lights, and accent lights of similar character and style. The lighting has been strategically located to produce an even and safe illumination level.

Signage

A single building-mounted sign is provided on the building near the entrance to the hotel, and channel-style lettering placed horizontally on the exterior of the building face is proposed. The Planning Board found that the sign measurements, details, and specifications, including size and area, have not been provided for the proposed signage and are required, prior to certification of the plans, by condition of this approval.

Loading and Trash Facilities

The Planning Board noted that no loading areas have been proposed with the application for this building, but those to be provided should be appropriately screened and located in the rear of the building away from public areas. The details and location of a loading area are required prior to certificate approval of the plans. A dumpster enclosure is indicated at the northeastern corner of the parking area, and the enclosure should reflect masonry materials complimentary to the exterior finish of the building, by condition of this approval.

d. **Parcel 4: Retail**

A 73,830-square-foot building (without specified tenants) is proposed in the location of the existing commercial building, and proposes to renovate the existing commercial/retail space. The building is located on the southern portion of the site along the rear property line of the site at the terminus of the main street which leads into the site from MD 214. The building is proposed to include five tenant spaces.

Architecture

The architectural design of the project features traditional architectural style with emphasis on the different façades of the individual tenants through the application of different building architectural design elements and finish materials. A consistent storefront window display height is proposed across the front of the building providing uniformity of the building face. The exterior of the building will be finished predominantly with brick, masonry, and fiber board building materials using assorted colors and finishes, as well as canopies and awnings to differentiate individual tenant locations.

Lighting

The applicant is specifying standard downward-facing light poles in the parking area and along the streets, with a variety of lighting types proposed on the site such as wall-mounted lights, bollards, sconces, step lights, and accent lights of similar character and style. The lighting has been strategically located to produce an even and safe illumination level.

Signage

Multiple building-mounted sign areas are provided on the building above the entrance to the individual tenant locations. The sign areas vary and measure from 31 to approximately 372 square feet, bearing the individual tenant's name and logo. The signage for this application is acceptable.

Loading and Trash Facilities

Loading is proposed on the south side of the building, and includes four loading spaces. The Planning Board found that a trash facility was not provided with this application and should be added to the plan. The dumpster enclosure should reflect masonry materials complimentary to the exterior finish of the building, by condition of this approval.

The access driveway to this loading facility is within 50 feet of the proposed multifamily building. In accordance with Section 27-579(b), of the Zoning Ordinance, a departure from design standards (DDS) is required. This issue is discussed in detail relating to the DDS-637 see Finding 8.

e. **Parcel 5: Retail and Urban Plaza**

A 2,252-square-foot building (without specified tenants) is proposed in a commercial building, located adjacent to the Urban Plaza centrally located on the site near the intersection of Hampton Boulevard and the main street leading into the site from MD 214. The proposed building is located on the southwestern quadrant of the plaza close to the street, and includes two public areas for outdoor dining.

Architecture

The architectural design of this building features a contemporary architectural style with an angled roof which cantilevers over the building face providing a canopy. It is generally square shaped, with large store-front glass windows which extend the entire height of the building face, and includes exterior finish materials such as wood composite masonry, and horizontal accents of metal.

Lighting

The retail location is centrally located on the urban plaza and proposes a variety of lighting types on the site such as wall-mounted lights, bollards, sconces, step lights, and accent lights of similar character and style. The lighting has been strategically located to produce an even and safe illumination level.

Signage

The Planning Board noted that no signs have been proposed with this retail building.

Loading and Trash Facilities

Loading is not required with this retail building due to the size of the facility.

f. **Parcels 6, 7, & 8: Existing Retail**

These parcels are proposed to remain and the parking areas associated with these parcels will be restriped to accommodate the revised layout. No additional information has been provided for these parcels. No new architecture is being proposed with this application.

Lighting

The applicant is specifying standard downward-facing light poles in the parking area and along the streetscape, with a variety of lighting types proposed on the site, such as wall-mounted lights, bollards, sconces, step lights, and accent lights of similar character and style. The lighting has been strategically located to produce an even and safe illumination level. No new signage is being proposed with this application. No new Loading and trash facilities are being proposed with this application.

g. **Parcel 9: Office**

A 115,000-square-foot building (without specified tenants) is proposed in an office building, located adjacent to the Urban Plaza, and adjacent to the multifamily building onsite. The building is centrally located near the intersection of Hampton Boulevard and the main street leading into the site from MD 214.

Architecture

The architectural design of the office is contemporary with an angled roof and emphasis on the variation of façades through the application of different building volumes and massing, architectural design elements, and finish materials. The building is centrally located on the site and highly visible. The exterior of the building includes a cantilevered metal canopy near the building entrance and is predominantly finished with windows, metal panels, fiber cement panels and accents of wood composite and decorative metal cornice.

Lighting

The applicant is specifying standard downward-facing light poles in the parking area and along the streetscape, with a variety of lighting types proposed on the site such as wall-mounted lights, bollards, sconces, step lights, and accent lights of similar character and style. The lighting has been strategically located to produce an even and safe illumination level.

Signage

The Planning Board noted that no signs have been proposed with this office building.

Loading and Trash Facilities

Two loading facilities are provided on the southern side of this office building with the access driveway and loading facility both within 50 feet of the proposed multifamily building. In accordance with Section 27-579(b), of the Zoning Ordinance, a departure from design standards (DDS) is required. This issue is discussed in detail relating to the DDS-637, see Finding 7(e). The Planning Board noted that no trash facilities are proposed with this application for the office building and should be added to the plan.

h. **Parcel 10: Multifamily Residential**

A 254-unit multifamily residential building is proposed on the site and is located in the southeastern quadrant of the site adjacent to the Capital Beltway and the ramp to MD 214, and adjacent to the retail and office uses on the site.

Architecture

The architectural design of the multifamily residential building is contemporary with a generally flat roof and emphasis on the variation of façades through the application of different building volumes and massing, architectural design elements, and finish materials. The exterior of the building is predominantly finished with a mix of materials including windows, metal panels, balconies, glass sliding doors, fiber cement panels, and

accents of wood composite and decorative metal coping. The building includes two landscape courtyards which include a pool and passive recreational amenities for the building's residents.

Recreational Facilities

Preliminary Plan of Subdivision 4-14020 determined that on-site private recreational facilities are appropriate for the project development to serve the future residents, in accordance with Section 24-134 of the Subdivision Regulations and the standards in the *Park and Recreation Facilities Guidelines*.

The recreational facilities serving the multifamily building include an outdoor pool, patio, fire pit, cabana, landscape courtyards, and a group fitness room with a 1,000-square-foot gymnasium, as well as a community lounge, and a theater and gaming room. These amenities are located away from the noise generated from the vehicles along MD 214 and the Capital Beltway. The applicant also proposes a small dog park and dog washing station in addition to outdoor grilling areas, which will be located on-site.

The *Guidelines* have been satisfied.

Green Building and Sustainable Site Development Techniques

The following green building and sustainable site development techniques will be included for use on this building:

- Possible use of high efficiency plumbing fixtures to reduce water usage;
- Heating, Ventilating and Air Conditioning (HVAC) system will be Seasonal Energy Efficiency Ratio (SEER) 13 and above;
- Exterior building materials will pay attention to recycled and regional content and use materials such as glass, brick and stucco panels as opposed to vinyl siding;
- Low Volatile Organic Compounds (VOC) materials (i.e., adhesives, sealants and carpet);
- Upgraded thermal insulation;
- Low Emission glazing and upgraded performance windows;
- Light Emitting Diode (LED) EcoForm Lighting; and
- Parking for bicycles.

Freestanding Signage for the overall development

Three freestanding signs are proposed for the development. Two are pylon signs adjacent to the Capital Beltway on the northern and southeastern portions of the site and one is proposed at the main entrance into the site along MD 214. The following table includes the sign type, proposed height, and area of each of the freestanding signs:

Sign location	Advertising	Sign type	Height of sign	Area of sign
Capital Beltway	Overall Mixed-Use Center	Pylon	40 feet	320 sq. ft.
Capital Beltway	Overall Mixed-Use Center	Pylon	40 feet	320 sq. ft.
Central Avenue	Overall Mixed-Use Center	Monument	40 feet	185 sq. ft.

- Capital Beltway: Two freestanding pylon signs are proposed advertising the overall development location adjacent to the Capital Beltway. The pylon signs are internally lit and shown on the northern and southeastern portions of the site. They are triangular with a height of 40 feet in order to be visible from the Beltway, which sits approximately 10 to 14 feet above the property.
- Central Avenue: A monument sign is proposed at the entrance and is internally illuminated with a proposed height of 20 feet. It has been designed in a similar color scheme as other signage shown on the site and reflects the tenants located on the property, and includes a signage face of approximately 185 square feet.

COMPLIANCE WITH EVALUATION CRITERIA

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

- a. The subject application is in conformance with the requirements of Section 27-547, which governs uses in mixed-use zones. The proposed multifamily residential units, office, hotel, and commercial/retail uses are permitted uses in the M-X-T Zone.
- b. Section 27-548, M-X-T Zone regulations, establishes additional standards for the development in this zone. The DSP’s conformance with the applicable provisions is discussed as follows:

(a) Maximum floor area ratio (FAR):

- (1) Without the use of the optional method of development—0.40 FAR**
- (2) With the use of the optional method of development—8.0 FAR**

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

- (b) Bonus incentives.**
 - (4) Residential use.**
 - (A) Additional gross floor area equal to a floor area ratio (FAR) of one (1.0) shall be permitted where twenty (20) or more dwelling units are provided.**
- (6) Outdoor plaza.**
 - (A) Eight (8) gross square feet shall be permitted to be added to the gross floor area of the building for every one (1) square foot of outdoor plaza provided. The plaza shall be open to the sky, except for street furniture, landscaping, or similar items, or any sun or rain shades (not including open arcades) which cover not more than twenty percent (20%) of the plaza area. The plaza shall reflect a high degree of urban design which encourages a variety of human activities, such as walking and sitting in a pleasant public space. The plaza, and any buildings on the south side of the plaza, shall be arranged and designed to admit sunlight to the plaza. The plaza shall contain extensive plantings, a range of seating options, other street furniture, and works of art or water features, such as statuary, fountains, and pools. The plaza shall be surfaced in textured concrete, masonry, ceramic paving units, wood, or other approved special surfacing material. Lighting shall be furnished which provides for both safety and visual effect. The minimum size of a plaza shall be eighty (80) feet by one hundred (100) feet.**

The DSP proposes a total of 254 multifamily dwelling units and two plazas with a proposed maximum floor area ratio (FAR) of 1.09, which meets this requirement.

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

The Planning Board noted that the DSP shows that the uses included in this DSP will be located in 9 buildings on 10 parcels.

- (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.**

The Planning Board noted that the site plans do not indicate the height of all improvements shown on the DSP and should be revised prior to certification of the plans. A condition requiring this has been included in this approval.

- (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 Planning Board found that the development is subject to the requirements of the 2010 *Prince George's County Landscape Manual*. Additional buffering and screening is 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.

- (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 Planning Board found that the FAR for the proposed development of 1,165,000 square feet on a 24.5-acre site is 0.54, which is calculated in accordance with the requirement and is within the maximum permitted FAR for this development.

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

The Planning Board found that there are no private structures within the airspace 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 Planning Board found that this requirement was reviewed for conformance at the time of the review of Preliminary Plan 4-14020, which was approved on July 30, 2015.

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

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

The Planning Board found that there are no townhouses proposed in this DSP. The residential component of this DSP includes 253-multifamily dwelling units.

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

The Planning Board found that the proposed residential multifamily buildings are multistory buildings which are below 110 feet in building height. The proposed multifamily buildings meet this height requirement.

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

The Planning Board found that this requirement does not apply to this DSP.

c. In accordance with Section 27-546(d) of the Zoning Ordinance, in addition to the findings required to approve a DSP, 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:

- (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 Planning Board found that the subject project promotes the orderly redevelopment of an existing shopping center that is located right at the intersections of Central Avenue (MD 214) and the Capital Beltway (I-95/495), in accordance with the vision of the larger Subregion 4 Master Plan and SMA. With a mix of commercial/retail, office, multifamily residential uses, and a 123-room hotel, this project will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens.

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

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

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

The Planning Board found that the project proposes approximately 0.54 FAR on the existing shopping center site that will conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of this mixed-use zone.

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

The Planning Board found that the location of the property near residential, institutional, and other commercial uses, with sidewalks serving as connectors, will help to reduce automobile use and promote alternative transportation such as bicycling, and includes bike rack locations throughout the site.

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

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

The Planning Board found that the proposal will be developed in five phases and will include several different uses, but will be encouraged to be uniform in design and coordinated visually through the site design processes.

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

The Planning Board found that the DSP shows nine buildings designed around a main street connected to a central public plaza. The plans employ several design themes including a variety of green building techniques, and propose the use of multiple building materials, and building styles, which in turn create dynamic functional relationships among the individual uses and provide a distinctive visual character and identity.

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

The Planning Board found that green building and sustainable site development techniques, such as those employed in leadership in energy and environmental design (LEED) standards, are utilized for each building to the extent practical and promote optimum land use and great savings in energy.

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

The Planning Board found that 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. This DSP includes four different uses and is located within an existing shopping center that will create many development opportunities.

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

The Planning Board found that the architecture, as proposed, is fairly unified within the development using brick on most of the proposed buildings, combining with a stucco-like appearance throughout the development. At the same time, each individual use will maintain its unique identity.

- (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 Planning Board found that the subject property was rezoned to the M-X-T Zone by the Subregion 4 Master Plan and SMA, and the Master Plan did not provide any design guidelines or standards for the property. As such, the development proposed in this DSP is subject to the requirements of the M-X-T Zone, the conditions of prior approvals, and the required findings for approval of a DSP of the Zoning Ordinance, as discussed in Finding 7 of this report.

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

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

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

The Planning Board found that the development proposed in this DSP should be compatible with the buildings in the remaining part of the shopping center. Compatibility of uses will be challenging for the proposed development, partly because of the horizontal

mix of residential and commercial uses on the property. Additional green area and buffering have been incorporated into the plan. Residential development adjacent to commercial development and the Capital Beltway will require additional buffering or a combination of various design solutions.

(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 Planning Board found that the mix of uses in this DSP includes commercial/retail, office, residential multifamily dwellings, and hotel. The design scheme provided for review provides for a cohesive development centering on a main street and a public plaza. The development is capable of creating 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 Planning Board found that the project is to be completed in five phases. Phase I involves the construction of the office building and parking garage. Phase 2 involves razing a total of 271,334 square feet of existing buildings and the renovation of the existing commercial/retail space. Phase 3 involves the construction of the multifamily building and recreational area on the southeastern quadrant of the site. Phase 4 involves the construction of a proposed retail space, the central urban plaza, and the renovation of the parking area surrounding the existing commercial/retail space on the northern portion of the site. Phase 5 includes the construction of the hotel. Each phase of development will be self-sufficient, and when combined contribute to the effective integration of the entire shopping center.

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

The Planning Board found that a comprehensive sidewalk network has been proposed to be located on both sides of all roadways and surrounds every building. The sidewalks are further connected to the remaining part of the existing shopping center. In a memorandum dated April 17, 2017, the trails coordinator stated that, from the standpoint of non-motorized transportation, it has been determined that the plan is acceptable in accordance with this requirement, showing sidewalks at appropriate locations along internal roads and access easements. Additionally, the improvements shown on the submitted site plan will significantly enhance pedestrian access and safety on the subject site by provided dedicated walkways and crosswalks connecting to all the proposed buildings.

- (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**

The Planning Board reviewed the above issues and found the plans to be satisfactory. Space for a gathering place has been provided at the center plaza on Parcel 5. Adequate attention has been paid to human scale and high-quality urban design.

- (9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

The Planning Board found that this site has a recently approved Conceptual Site Plan (CSP-14003) and Preliminary Plan (4-14020), and this requirement has been met.

- (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.**

The Planning Board found that a Preliminary Plan, 4-14020, for the project was approved on July 30, 2015. In accordance with Section 27-270, Order of Approvals, a preliminary plan shall be approved prior to approval of a DSP and, with the previously-approved preliminary plan for the subject project, this condition has been met.

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

The Planning Board noted that the subject property measures 24.55 acres and it is not being developed as a mixed-use planned community. Therefore, this requirement is not relevant to the subject project.

- d. **Military Installation Overlay (M-I-O) Zone:** Part 10(c) of the Zoning Ordinance sets forth criteria for the M-I-O Zone. The subject property is located within the Joint Base Andrews M-I-O Zone area. The eastern portion of the property is within Height Surfaces 'B', 'G', and 'F' establishing a height limit of approximately 459 feet above the runway surface which should be noted in the general notes and on any other future development plans. All the proposed buildings are no more than 110 feet in height and therefore meet the requirements of the M-I-O Zone.
- e. The DSP has been reviewed for conformance with the applicable site design guidelines cross-reference in Section 27-283 (contained in Section 27-274) as follows:
 - (1) Section 27-274(a)(2), Parking, loading, and circulation, provides guidelines for the design of surface parking facilities. Surface parking lots are encouraged to be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. The subject application has provided a shared-parking garage for the residents of the multifamily building and the office use. Additionally, surface parking spaces located along the frontage of Central Avenue (MD 214) and the ramp of the Capital Beltway (I-95/495) have included a green area for planting vegetation, to the extent possible, and the site plan has been designed to avoid large uninterrupted expanses of pavement.
 - (2) In accordance with Section 27-274(a)(2)(B), loading areas should be visually unobtrusive; the loading areas serving the existing retail building have been located at the rear of the building away from public areas.
 - (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 is required. A comprehensive review of streetscape amenities has been shown on the DSP, however, the Planning Board noted that detailed information has not been provided for all the site and street furniture. Additional information will be required to satisfy this requirement prior to certification and a condition requiring this has been included in this approval.
 - (4) A comprehensive and connected public space system should be provided to enhance the commercial and multifamily areas in accordance with Section 27-274(a)(9), Public Spaces. These public spaces (plazas) should incorporate high-quality design details and be integrated into the site design by a well-designed pedestrian system and continuous streetscape. An attractive mix of design features including focal points, seating areas, specialty landscaping, and

specialty paving materials have been demonstrated on the DSP. The subject application shows decorative paving and special design features. However, the Planning Board noted that detailed information has not been provided for all design features, and should be shown by condition of this approval.

- f. 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 DSP has included detailed parking information and the proposed parking and loading facilities are acceptable.

8. **Departure from Design Standards (DDS-637):** The applicant requires two departures. The first departure is from Section 27-558(a) of the Zoning Ordinance, which governs the size of parking spaces. The second departure is from Section 27-579(b) of the Zoning Ordinance, which prohibits access to a loading space to be located less than 50 feet from property proposed to be used for residential purposes. The following discussion relates to these departures of design standards:

a. **Departure 1**

Specifically, Section 27-558(a) states the following:

(a) **The size of parking spaces shall be as follows:**

TYPE OF SPACE	MINIMUM SIZE (IN FEET)
Standard car spaces:	
Parallel	22 by 8
Nonparallel	19 by 9 1/2
Compact car spaces:	
Parallel	19 by 7
Nonparallel	16 1/2 by 8
Spaces for boat ramps (to accommodate length of, and maneuvering space for, both car and boat)	40 by 12

The application proposes a reduction in the required parking space size and a Departure from Design standards allows the provision of non-standard parking spaces. The DSP is proposing a standard parking space size on 74 percent of the site. However, the applicant is proposing a reduction of the size of the 127 (13percent) parallel parking spaces on the property. Section 27-558 requires a parking size of 8 feet x 22 feet, and the applicant is proposing a parking size of 8 feet x 21 feet. Additionally, the application is proposing 123 (13 percent) compact spaces on the site, which are located near the multifamily building.

Section 27-239.01(b)(7) of the Zoning Ordinance contains the following required findings in order for the Planning Board to grant the departure.

Each required finding is listed in **boldface** type below, followed by the applicant's response and then by Planning Board comments:

(A) In order for the Planning Board to grant the departure, it shall make the following findings:

(i) The purposes of this Subtitle will be equally well or better served by the applicant's proposal;

Applicant's Response: The reduction of the size of the parking spaces will allow the applicant to maximize the number of parking spaces and will not substantially detract from the utility of the parking areas. A large majority of the reduced parking spaces are proposed to be perpendicular spaces which will be located along the main vehicular travel ways on the site and help to create an urban streetscape, slow on site vehicular moment, and increase pedestrian access to interior sidewalks. The remainder of the reduced parking areas are proposed to be compact parking spaces which are located need the multifamily building. These are required due the site constraints and needed to provide the minimum number of spaces to conform with HUD requirements. It should be noted that the applicant has reduced the allowed percentage of compact spaces from 33 percent to 13 percent. As a redevelopment site with fixed, but limited access points, converting the site from a suburban shopping center to a mixed-use site has presented design challenges which have been enhanced due to the need to accommodate the existing relators and phase the development.

The Planning Board found that the reduction requested will not substantially detract from the utility of the parking areas and helps to encourage economic development and reduce traffic danger. The Planning Board agrees with the applicant that a reduction in the parking size will not substantially impact the development negatively. Additionally, the applicant has indicated that the adjacent parking garage will be a shared parking structure, and has accounted for it in the shared parking analysis. The Planning Board noted that sharing this facility between the office and residential uses during off-peak hours and on the weekends would benefit the community, maximize the number of parking spaces, and will not substantially detract from the utility of the parking areas.

(ii) The departure is the minimum necessary, given the specific circumstances of the request;

Applicant's Response: The applicant states that the property is unique in its location and existing configuration. Razing a substantial portion of the existing shopping center affords the ability to construct a County office building and introduce a residential use to the property. However, the ability to locate these uses is constrained by several factors, most of which have been noted. In addition to the constraints of the site there is a major WSSC waterline which extends under the parking lot on the eastern edge of the property adjacent to the Capital beltway, establishing another site constraint. The departure will allow the applicant to provide adequate functional parking in light of the site constraints.

As stated above, the decreased parking size used by the applicant is not in keeping with the requirements of the Zoning Ordinance. However, the Planning Board finds the applicant's request appropriate and hereby approves a departure allowing the applicant to use the smaller parking space sizes.

- (iii) The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in older areas of the County which were predominantly developed prior to November 29, 1949;**

Applicant's Response: The subject property is an existing developed site with existing points of access on MD 214 and from an existing private access easement along its western boundary. While not constructed prior to 1949, the points of access into the property cannot be modified and they largely define the development pods. The WSSC easement further restricts design flexibility. Redeveloping these pods in an efficient manner can be challenging in a redevelopment scenario and the predominant use of universal spaces assists in not being able to redevelop the subject property.”

The Planning Board noted that the M-X-T Zone promotes dense and compact development. This development is proposed as such a project, and will mitigate negative impacts of the proposed parking space sizes.

- (iv) The departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood.**

Applicant's Response: The applicant suggests that the requested departure will not impair the integrity of the site of the surrounding neighborhood. The primary request in this application is the ability to utilize universal size spaces for the majority of the parking area. This allows for more flexibility in the design of the project, and particularly in the parking garage, and does not impair the visual, functional, or environmental quality or integrity of the site.”

The Planning Board agreed with the applicant that the departure will not negatively impair the development. The decreased parking size proposed by the applicant can be used in a manner which increases green space and green area on the site to the maximum extent possible.

b. **Departure 2**

Section 27-579(b) states the following:

- (b) **No portion of an exterior loading space, and no vehicular entrances to any loading space (including driveways and doorways), shall be located within fifty (50) feet of any Residential Zone (or land proposed to be used for residential purposes on an approved Basic Plan for a Comprehensive Design Zone, approved Official Plan for an R-P-C Zone, or any approved Conceptual or Detailed Site Plan). (emphasis added)**

A portion of the existing retail shopping center will be retained and renovated to accommodate existing tenants remaining on the property. These tenants, in addition to the new retail locations, proposed office, hotel, and multifamily, will require a loading space to serve the associated building. Due to the location of these loading areas, specifically the loading drive isles for the office and retail uses in proximity to the residential multifamily building, this departure is required. The drive isles on the western and northern sides of the residential structure will impact the facility and are within 50 feet of the multifamily building. The applicant has argued that Section 27-579(b) does not apply to loading spaces within an M-X-T development, but only to loading spaces on an adjacent property.

Section 27-239.01(b)(7) of the Zoning Ordinance contains the following required findings in order for the Planning Board to grant the departure.

Each required finding standard is listed in **boldface** type below, followed by the applicant's response and then by Planning Board comment:

- (A) **In order for the Planning Board to grant the departure, it shall make the following findings:**

- (i) **The purposes of this Subtitle will be equally well or better served by the applicant's proposal;**

Applicant's Response: The applicant states that the mix of horizontal mix of uses proposed on the site is appropriate and that it is not possible to design the site and prevent trucks serving property to drive within 50 feet of the multifamily residential building. The proposed site plan presents an appropriate integration of uses in conformance with the existing zoning and the purposes of the Zoning

Ordinance will be equally well of better served by the proposal. The departure to allow access to the loading space within 50 feet of the multifamily residential building allows for the redevelopment of the site and the addition of a residential component, while still providing required loading to all of the buildings which require it. For these reasons the purposes of protecting and promoting the most beneficial relationship between land and buildings, encouraging economic development and lessening the danger of traffic on the streets.

For clarification, the Planning Board noted that the applicant's response above relates to the proposed loading spaces on Parcels 4 and 9 for the existing retail building and the proposed office space in relation to the multifamily building. The applicant argues that the type of loading between the office and residential is similar, and that the loading areas and travel ways are needed in order to provide the required loading to all of the buildings, promoting the most beneficial relationship between land and buildings and encouraging economic development.

The plan identifies few travelways for the loading vehicles and should explore different travel patterns to remove the conflict with the residential building.

(ii) The departure is the minimum necessary, given the specific circumstances of the request;

Applicant's Response: The location of the existing loading area for the retail building is situated such that trucks must drive along the back of the existing building. To exit the loading area will bring the trucks within 50 feet of the multifamily residential structure, requiring the departure. Additionally, the loading space for the office is located within 50 feet. The applicant states that the loading area is placed at the most appropriate location to serve the office building, and given the nature of the office building the types of delivery vehicles serving the building would not be dissimilar to the those serving the residential building, and include FedEx, UPS, and similar delivery vehicles. Locating the loading area conveniently to serve both uses is appropriate for the mixed-use design. Attempting to relocate the loading space for the office would not make logical sense, and due to the location of the existing loading area for the retail must drive by the multifamily residential building. Thus, the applicant states that it is better to allow for a design that best serves the proposed development than strictly conforms to a regulatory requirement.

The Planning Board noted that the M-X-T Zone promotes a dense and compact development, and understands that it is difficult to design the site to prevent trucks from serving the property to not drive within 50 feet of the multifamily residential building. Therefore, the Planning Board found the request acceptable and the recommended conditions will mitigate negative impacts of the loading areas on the residential uses.

- (iii) **The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in older areas of the County which were predominantly developed prior to November 29, 1949;**

Applicant's Response: The applicant states that the subject property is an existing developed site with existing buildings which will be retained and existing truck route which will also be retained. Introduction of a residential component is consistent with the M-X-T Zone and the location proposed for this use is appropriate. Redeveloping the property in an efficient manner can be challenging in a redevelopment scenario and retaining the existing retail building with its existing loading pattern assists in being able to redevelop the subject property.

The Planning Board found that the M-X-T Zone promotes dense and compact development. This development is proposed as such a project, and the Planning Board noted that redeveloping the property efficiently can be challenging. The conditions of approval will mitigate negative impacts that existing loading areas may have on the residential uses.

- (iv) **The departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood.**

Applicant's Response: The applicant states that the requested departure will not impair the visual, functional, the environmental quality, or integrity of the surrounding neighborhood. The residential building is proposed for the southern end of the site adjacent to a preserved, wooded floodplain. It will be adjacent to a retail building which will provide services to the residents and an office building which may provide employment for some of the residents. Since the retail building will be renovated in the first phase of the development to allow a portion of the existing retail to be razed, all future residents will be well aware of the design of the building and how it operates when they occupy the property. Additionally, the residential building will be bounded by floodplain on the south, the Capital Beltway to the east, the existing retail building on the west, and the new office building on the north, and therefore the applicant states that no impact will be made to the surrounding neighborhood.

The Planning Board found that the requested departure will not impair the quality or integrity of the site or surrounding neighborhood. Particularly the site plan, landscape plan and the architecture all have been analyzed so that the residential

building is designed to minimize potential conflicts during the construction of subsequent phases of development.

Based on the analysis above, the Planning Board approved DDS-637, as indicated herein.

9. **Conceptual Site Plan CSP-14003:** The DSP is in general conformance with Conceptual Site Plan CSP-14003, and the applicable conditions of approval. The following conditions are relevant to the review of the DSP:

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. **The architectural elevations fronting all public roadways shall be treated as highly-visible elevations to include the following:**

(1) **A predominant use of brick, precast, glass, metal, and masonry, or any combination of these finish materials.**

The Planning Board found that this condition has been satisfied.

(2) **Well-designed façades with attractive fenestration patterns. For vertically mixed-use buildings, the ground level shall be a combination of durable at-grade materials, storefront, and lighting, promoting visually rich and engaging streetscape façades.**

The Planning Board found that this condition has been satisfied.

(3) **Use of thoughtful architectural details such as massing breaks, sills, lintels, recessed window systems, and canopies where appropriate, to ensure varied visual interest.**

The Planning Board found that this condition has been satisfied.

(4) **A varied roofline.**

The Planning Board has included a condition in this approval requiring the applicant to add additional variation to the proposed roofline on the multifamily, office, hotel, and retail buildings, to the extent practical.

b. **Identify the green building techniques to be used in this project and/or provide evidence that green building certification will be obtained.**

See above Finding 6 for a list of green building techniques to be employed on this project.

- c. **In the areas of the development which are to be used for pedestrian corridors and/or as gathering places for people, adequate attention shall be paid to human scale, high-quality urban design, shade trees, and landscaping types and textures of paving materials, street furniture, trash facilities, and lighting.**

The Planning Board found that this condition has not been met. The Planning Board noted that additional information should be provided for street furniture and landscape furnishings in active and passive areas, including details and specifications. Additional information should be provided on the revised DSP prior to certificate approval of the plans.

- d. **Full cut-off lighting fixtures shall be used for grade-level lighting, and special night lighting will be permitted to highlight the iconic features and signage of the hotel, office, retail, and office uses.**

The Planning Board found that this condition has been satisfied.

- e. **Surface parking spaces around the residential multifamily buildings shall be reduced to provide additional green spaces around the buildings to the extent practical. Parking shall be provided within the parking structure for residents, guests, and leasing applicants to the extent practical.**

The Planning Board found that this condition has been satisfied, and noted that the parking requirements for the multifamily building are served by a surface lot and supplemented by the shared use of the parking garage outside the office building, helping to provide additional green spaces around the residential building, to the extent practical.

- f. **The main street shall not terminate at a surface parking lot. A pedestrian alley that does not reduce retailer visibility shall be provided for pedestrian movement from the main street to the retailers across the largest surface parking lot on the site.**

The Planning Board found that this condition has been satisfied.

- g. **Street trees on the main street shall be located approximately 35 feet on center if they do not exist in the right-of-way. A row of the same species shall be planted at the same interval on the other side of the sidewalk.**

The Planning Board found that this condition has been satisfied.

- h. **The applicant shall demonstrate to the Planning Board that the on-site private recreational facilities will be properly developed and maintained to the benefit of future residents through covenants, a recreational facilities**

agreement, or other appropriate means, and that such instrument is legally binding upon the subdivider and his heirs, successors, and/or assignees.

The Planning Board found that private recreational facilities have been proposed with the multifamily building. This condition has been satisfied.

i. Provide bicycle parking at appropriate locations.

The Planning Board has evaluated this requirement and the condition has been satisfied.

10. **Preliminary Plan of Subdivision 4-14020:** Preliminary Plan 4-14020 was approved on July 30, 2015, (PGCPB Resolution No. 15-86), with the following conditions (**in bold**) related to the review of this DSP, or are provided at this stage of development for information.

- 5. Prior to the approval of a Detailed Site Plan for multifamily dwellings, the applicant shall demonstrate to the Planning Board that the on-site private recreational facilities for the fulfillment of mandatory dedication (Section 24-135) will be properly developed within or next to the same parcel or lot as the residential building to the extent practicable, and maintained to the benefit of future residents pursuant to Section 24-135(b)(2) of the Subdivision Regulations.**

The Planning Board found that private recreational facilities have been provided with this application by the applicant and have been reviewed by staff. The private recreational facilities are found to be acceptable.

- 6. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in a resolution of approval, shall require the approval of a new preliminary plan of subdivision prior to the release of any building permits.**

The Planning Board found that the subject application is not a substantial revision to the mix of uses on the subject property and is therefore acceptable.

- 15. In conformance with the 2009 *Approved Countywide Master Plan of Transportation (MPOT)* and the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*, the applicant and the applicant's heirs, successors and/or assignees shall provide the following:**

- a. Provide a sidewalk connection from the site access on Central Avenue (MD 214) to the subject site's western boundary and incorporate a landscape strip including shade trees where appropriate, subject to approval by the Maryland State Highway Administration (SHA).**

- b. In the areas of the development which are to be used for pedestrian corridors and/or as gathering places for people, subsequent Detailed Site Plans shall pay adequate attention to human scale, high-quality urban design, shade trees, and landscaping types and textures of paving materials, street furniture, trash facilities, and lighting.**
- c. At the time of DSP, the plan shall include bicycle racks accommodating a minimum of 50 bicycle parking spaces and other secure bicycle storage facilities at locations scattered throughout the subject site. The number and location of the racks and secure facilities shall be marked and labeled on the DSP, with details provided for the racks and secure facilities.**

The Planning Board has reviewed the subject application and indicated that sidewalks are shown at appropriate locations along internal roads and access easements. The improvements shown on the submitted site plan significantly enhance pedestrian access and safety on the subject site by providing dedicated walkways and crosswalks connecting to all the proposed buildings.

- 16. Prior to issuance of any building permits within each phase as proposed within the detailed site plan, the Bicycle and Pedestrian Impact Statement (BPIS) improvements in accordance with Section 24-124.01 of the Subdivision Regulations shall (a) have full financial assurances; (b) have been permitted for construction through the operating agency's permitting process; and (c) have an agreed-upon timetable for construction with the operating agency.**
- a. MD 214 and Hampton Park Boulevard intersection (east, west and south legs)**
 - (1) Brick pavers**
 - (2) Mill existing pavement**
 - (3) ADA ramps**
 - (4) Pedestrian crossing signals**
 - b. Hampton Park Boulevard**
 - (1) 'Share the Road' signage**
 - c. Westbound MD 214, west of Hampton Park Boulevard**
 - (1) Bus shelter installation**

- d. **Hampton Mall Drive North Extended
(from the end of the public right-of-way to the subject property line)**
 - (1) **Concrete sidewalks**
 - (2) **ADA ramps**

- e. **One bus shelter installation**
 - (1) **One bus shelter should be installed at a location determined by DPIE within one-half mile walking or biking distance of the subject site.**

At the time of DSP, provide an exhibit that illustrates the location, phasing, and limits of all off-site improvements proposed. This exhibit shall show the location of all off-site sidewalk construction, ADA ramps, pedestrian signals, crosswalk improvements, bus shelter installations, pavement markings and signage.

If it is determined at the time of Detailed Site Plan that alternative off-site improvements are appropriate due to comments from the appropriate governmental agency (DPIE and/or SHA) or lack of public right-of-way, the applicant shall demonstrate that the substitute improvements shall comply with the facility types contained in Section 24-124.01(d), be within one-half mile walking or bike distance of the subject site, within the public right-of-way, and within the limits of the cost cap contained in Section 24-124.01(c). The Planning Board shall find that the substitute off-site improvements are consistent with the BPIS adequacy finding made at the time of Preliminary Plan of Subdivision.

The Planning Board has reviewed the subject application pursuant to the above conditions and finds that the off-site improvements in Condition 16 were required as part of Preliminary Plan 4-14020 pursuant to Section 24-124.01 (bicycle/pedestrian adequacy requirements). An exhibit of the proposed improvements needs to be submitted illustrating the location, limits, and specifications of the improvements.

- 17. **At the time of detailed site plan, the DSP and landscape plan shall show a limit of disturbance that preserves all of the existing vegetation within the fenced and channelized streams, except for where water, sewer and stormwater outfalls are necessary. Where necessary and appropriate, the landscape plan shall show enhancement planting along Stream 2 (southern property line).**

The Planning Board found that the DSP is in conformance with this condition.

- 18. **Prior to acceptance and approval of each Detailed Site Plan, a Phase I and Phase II noise study shall be submitted and shall be based on all existing and proposed conditions for the entire site.**

The Planning Board noted that this condition has been satisfied.

- 20. Total development shall be limited to uses that would generate no more than 760 AM and 991 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

The Planning Board concluded that this application will not exceed the trip cap established by Condition 20, because this application density falls below the trip cap. The Planning Board noted that future DSP applications requiring additional development must provide a statement of trip generation of the proposed uses and a comparison with the trip cap from the approved preliminary plan, and a condition has been included in this approval requiring this.

- 21. At time of DSP, the plan shall show a four-lane divided access roadway with sidewalks on both side extending south from MD 214 and sidewalks on both sides of the off-site access easement connecting to the Hampton Mall Drive North.**

The Planning Board noted that this condition has been satisfied.

- 22. Prior to issuance of any building permit within the subject property above the levels that generate more than 712 PM peak-hour vehicle trips, using the approved trip generation rates as defined or augmented by the "Transportation Review Guidelines, Part 1 2012" ("Guidelines") the following road improvements shall have (a) full financial assurance through either private money or full funding in the Maryland Department of Transportation "consolidated Transportation Program" or the Prince George's County "Capital Improvement Program," (b) have been permitted for construction through the operating agency's permitting process, and (c) have been an agreed-upon timetable for construction with the appropriate operating agency:**

At MD 214/ Ritchie Road/ Garrett A Morgan Boulevard: the provision of a dual left-turn lanes instead of the existing single left-turn lane along the south leg (Ritchie Road), per the County and/or Maryland State Highway Administration (SHA) Standards and the provision of all necessary traffic signal modifications including provision of pedestrian signals on all approaches.

The Planning Board found that this DSP is not subject to this condition which will be addressed at building permit.

- 11. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site is not subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because although the property is greater than 40,000 square feet in size, it contains less than 10,000 square feet of existing woodland, and has no previously

approved tree conservation plans. A standard letter of exemption from the Woodland and Wildlife Habitat Conservation Ordinance was previously issued for this site and has been extended to December 18, 2018. The subject DSP meets the requirements of the WCO.

12. **Prince George's County Tree Canopy Coverage Ordinance**—Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties that are zoned M-X-T are required to provide a minimum of ten percent of the gross tract area of TCC. This project has 24.55 acres in the M-X-T Zone that results in a required TCC of 2.5 acres for the site, or 108,900 square feet. The Planning Board noted that the plans propose significantly less than this and should be revised to meet the requirements prior to certificate approval of the plans.
13. **2010 Prince George's County Landscape Manual**—Detailed Site Plan DSP-16052 is subject to Sections 4.1, 4.2, 4.3, 4.4, 4.6, 4.7 and 4.9 of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) because the project is a redevelopment of an existing shopping center and includes new construction and uses.
 - a. **Section 4.1, Requirements for Residential development**—The subject project is required to meet the requirements of Section 4.1 on Parcel 10, which stipulate that for multifamily dwellings a minimum of 1 major shade tree shall be planted per 1,000 square feet or fraction of green area provided when the application is located within the land area previously known as the Developed Tier. The plans provide a schedule which should be corrected to list the correct Tier for the location of the development and adjust the requirement accordingly.
 - b. **Section 4.2, Requirements for Landscaped Strips along Streets**—The requirements of Section 4.2 apply to the subject project along the Capital Beltway in certain areas of the site. The applicant is requesting Alternative Compliance from Section 4.2, Requirements for Landscape Strips along Streets, to reduce the required landscape strip width needed between the structured parking garage on Parcel 9 and the Capital Beltway. This original request was made due to insufficient space to provide the required landscape strip due to the location of public utility easements and rights-of-way that would not allow for planting of trees to create a buffer. However, subsequent to this request, the applicant gained written permission from the Department of Permitting, Inspections and Enforcement (DPIE) to allow planting within an existing storm drainage easement. DPIE controls the easement which includes an existing paved channel that conducts storm water. DPIE determined that the planting of trees in this area would be beneficial to the ecology of the area. As a result of being able to plant within this area, the application complies with the requirements of Section 4.2 on proposed Parcel 9 and no longer requires Alternative Compliance for this area. However, the applicant will need revise the plans to demonstrate conformance with Section 4.2 requirements for Parcel 9 by providing the correct schedules on the landscape plan. It should be noted that proposed Parcels 6, 7 and 8 have frontage along the Capital Beltway, but are currently exempt from the Landscape Manual requirements because the improvements to those proposed parcels are limited in nature.

- c. **Section 4.3, Parking Lot Requirements**—The project is subject to Section 4.3-1 of the Landscape Manual, specifically on Parcels 2 and 4. The plans do not reflect conformance with the requirements and should be revised to do so.

The project is also subject to Section 4.3-2 of the Landscape Manual, which stipulates that interior parking lot planting is required for parking areas that measure 7,000 square feet or larger. The application currently reflects all of the parking areas on the entirety of the site and provides calculations. The plan also proposes to include more internal green planting islands than currently exist on the site, providing green area where it is needed. However, the plans should be revised to demonstrate that the requirements are being met on each parcel in separate schedules.

- d. **Section 4.4, Screening Requirements**—Section 4.4 of the Landscape Manual requires that mechanical equipment, loading areas, and trash facilities be screened from public view. The loading area shown for the office building should be screened appropriately as required by the Landscape Manual. All parcels should indicate the location of trash facilities and, if located outside of a building, should be screened accordingly.

- e. **Section 4.6 (c)(1)(A)(iv), Buffering Residential Development from Streets**—Section 4.6 requires a minimum 75-foot-wide bufferyard planted with a certain minimum combination of plant types along the Capital Beltway.

The applicant is requesting Alternative Compliance from Section 4.6(c)(1), Buffering Residential Development from Streets, to allow for credit of proposed landscaping and existing plant material on either side of the proposed parking facility, which is located within the 75-foot-wide required bufferyard. This request is due to insufficient room for planting, as well as to large existing utilities and associated easements in the required buffer area that cannot be removed or adjusted. The applicant proposes to expand the width of the required buffer from 75 feet to 140 feet to include the proposed landscaping immediately adjacent to the eastern side of the multifamily building. With permission from DPIE, additional planting is proposed within the existing storm drainage easement along this property line. In addition, a 20 to 60-foot-wide strip of existing vegetation is to remain, after construction, along and within the right-of-way for the Capital Beltway (I-95/495) ramp. The Planning Board finds that the expansion of the buffer width, in combination with the proposed trees and existing vegetation, is equally effective as normal compliance with Section 4.6(c)(1) of the Landscape Manual. Conditions attached to the alternative compliance approval have been included in this approval.

- f. **Section 4.7, Buffering Incompatible Uses**—In a mixed-use development, the numerous uses on the site require that a finding of compatibility be made along the perimeter of the site only. Internal uses in this mixed-use development are intended to be integrated into the development, and addressing possible incompatibilities of the uses through site design.

The applicant is requesting Alternative Compliance from Section 4.7, Buffering Incompatible uses, along the southern property line of the proposed Parcel 10 for the multifamily use adjacent to an existing warehouse use on Lot 9, Block F. The applicant proposes to meet the entirety of the required Type 'D' (40-foot-wide landscape bufferyard) on- and off-site, with the majority of the bufferyard being located off-site on the adjacent Lot 9, Block F. The existing warehouse use improvements on Lot 9 are located approximately 150 feet from the southern property line of the subject site, of which nearly half of that distance is covered with existing woodlands on steep slopes and within recorded easements, making it unlikely to ever be developed. The Planning Board finds the proposed alternative compliance measures to be equally effective as normal compliance with Section 4.7 of the Landscape Manual along the southern property line of the proposed Parcel 10.

The Planning Board also determined that the future hotel use on proposed Parcel 3 is incompatible with the adjacent existing Home Depot to the west. The hotel is considered a medium-impact use and the Home Depot is considered a high-impact use. It should be noted that the loading driveway for the Home Depot is directly adjacent to the hotel site. Therefore, the applicant should be applying for relief from Section 4.7 because the required landscape yard is 20 feet wide and it appears that only three to five feet in width is proposed on-site (no dimension provided). Furthermore, it should also be noted that the Truck Turning Exhibit, provided as part of the DSP review, indicates that delivery trucks serving the proposed 73,830-square-foot commercial retail building on proposed Parcel 4 would use the parking area of the hotel as an access thoroughfare. This aspect of the plan should be adjusted to avoid the conflict between customers using the hotel parking area and trucks.

Aerial images indicate that there are some existing trees in a green strip along the property line between the hotel site and the Home Depot site. The existing trees, depending on viability, could be counted toward some of the planting requirements, however, additional plantings in sufficient green areas is appropriate. Also, a sight-tight fence would provide visual separation between the two uses. Since this portion of the site resides in Phase 5 of the proposed plan of development, it is recommended that the issue of Section 4.7 conformance and routing of truck traffic on proposed Parcel 3 be addressed later, such as prior to the issuance of a building permit for the hotel.

- g. **Section 4.9, Sustainable Landscaping Requirements**—Section 4.9 requires that a certain percentage of plants within each plant type (including shade trees, ornamental trees, evergreen trees, and shrubs) be native species (or the cultivars of native species). The minimum percentage of each plant type required to be native species and/or native species cultivars is specified below:

Tree type	Required	Provided
Shade trees	50%	77%
Ornamental trees	50%	0%
Evergreen trees,	30%	63%
Shrubs	30%	0%

The plans demonstrate conformance to the above.

- h. **Section 4.10, Street Trees along Private Streets**—While not technically required to meet the regulations of Section 4.10, which provides regulations for Street Trees along Private Streets, the plans appear to demonstrate conformance with Section 4.10, with 158 shade trees provided. These trees can be credited toward the tree canopy coverage requirements.
- i. **Alternative Compliance AC-17005**—Alternative Compliance is requested from the requirements of the 2010 *Prince George’s County Landscape Manual* for Section 4.6(c)(1), Buffering Residential Development from Streets; and Section 4.7, Buffering Incompatible Uses requirements.

Location

The subject property is 24.55 acres in size and part of a larger existing shopping center known as Kingdom Gateway Shopping Center. The area associated with this DSP is located in central Prince George’s County on the southwestern quadrant of the intersection of Central Avenue (MD-214) and the Capital Beltway (I-95/495). More specifically, the property is located at 9005 and 8909 Central Avenue within the geography previously designated as the Developed Tier and reflected on Attachment H(5) of the *Plan Prince George’s 2035 Approved General Plan*, as found in Prince George’s County Planning Board Resolution No. 14-10 (see County Council Resolution CR-26-2014, Revision No. 31).

Background

The underlying detailed site plan application (DSP-16052) is for the partial demolition of the existing shopping center and construction of a new mixed-use community with 300,874 square feet of commercial/retail space, 115,000 square feet of office space, a 123-room hotel, and 254 multifamily units in the M-X-T (Mixed Use Transportation-Oriented) Zone.

The application is subject to Section 4.1, Residential Requirements; Section 4.2, Requirements for Landscape Strips along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the 2010 *Prince George’s County Landscape Manual* (Landscape Manual) because the application involves construction of new buildings and uses on the subject property.

The applicant is requesting Alternative Compliance for the multifamily development on proposed Parcel 10 as follows:

- (1) Section 4.6(c)(1), Buffering Residential Development from Streets for Parcel 10 frontage on the Capital Beltway;
- (2) Section 4.7, Buffering Incompatible Uses requirements, to provide the majority of the landscape yard width and required plant units on the adjacent property.

Section 4.6 Buffering Residential Development from Streets

REQUIRED: Section 4.6 Buffering Residential Development from the Capital Beltway (I-95/495)

Length of bufferyard	712 feet
Landscape yard width	75 feet
Shade Trees (8 per 100 linear feet)	57
Evergreen Trees (20 per 100 linear feet)	142
Shrubs (40 per 100 linear feet)	285

PROVIDED: Section 4.6 Buffering Residential Development from the Capital Beltway (I-95/495)

Length of bufferyard	712 feet
Landscape yard width	140 feet
Shade Trees	33
Evergreen Trees	28
Shrubs	157
Ornamental Trees	6
Existing trees/shrubs	20–60 feet wide*

*Existing vegetation requested to be credited is located onsite within public utility easements and off-site within the public right-of-way of the Capital Beltway (I-95/495).

Justification of Recommendation

The applicant is requesting Alternative Compliance from Section 4.6(c)(1), Buffering Residential Development from Streets, to allow for credit of proposed landscaping and existing plant material on either side of the proposed parking facility, which is located within the 75-foot-wide required buffer. This request is due to insufficient room for planting due to large existing utilities and associated easements in the required buffer area that cannot be removed or adjusted. The applicant proposes to expand the width of the required buffer from 75 feet to 140 feet to include the proposed landscaping immediately adjacent to the eastern side of the multifamily building. With permission from DPIE,

additional planting is proposed within the existing storm drainage easement along this property line. Also, a 20 to 60-foot-wide strip of existing vegetation is to remain, after construction, along and within the right-of-way for the Capital Beltway (I-95/495) ramp. The Planning Board finds that the expansion of the buffer width, in combination with the proposed trees and existing vegetation, is equally effective as normal compliance with Section 4.6(c)(1) of the Landscape Manual.

Section 4.7 Buffering Incompatible Uses

REQUIRED: 4.7 Buffering Incompatible Uses, adjacent to Lot 9, Block F, developed with a warehouse use

Length of bufferyard	620 feet*
Minimum building setback	50 feet
Landscape yard width	40 feet
Bufferyard occupied by existing trees (on-site)	0 percent
Fence or wall	No
Plant units (160 per 100 linear feet)	992

*The total length of the bufferyard along the southern property line is approximately 650 feet minus 30 feet for the proposed private road, on Parcel 10.

PROVIDED: 4.7 Buffering Incompatible Uses, adjacent to Lot 9, Block F, developed with a warehouse use

Length of bufferyard	620 feet
Minimum building setback	80 feet
Landscape yard width	40 feet**
Bufferyard occupied by existing trees (off-site)	100 percent
Fence or wall	No
Plant units (on-site)	104

**Buffer width provided on and off-site with proposed and existing vegetation.

Justification of Recommendation

The applicant is requesting Alternative Compliance from Section 4.7, Buffering Incompatible uses, along the southern property line of proposed Parcel 10 for the multifamily use adjacent to an existing warehouse use on Lot 9, Block F. The applicant proposes to meet the entirety of the required Type 'D' 40-foot-wide landscape yard, on- and off-site, with the majority of the buffer being located off-site on the adjacent Lot 9, Block F. The existing warehouse use improvements on Lot 9 are located approximately 150 feet from the southern property line of the subject site, of which nearly half of that distance is covered with existing woodlands on steep slopes and within recorded easements, making it unlikely to ever be developed. The Planning Board finds

the proposed alternative compliance measures to be equally effective as normal compliance with Section 4.7 of the Landscape Manual along the southern property line of proposed Parcel 10.

The Planning Board also determined that the future hotel use on proposed Parcel 3 is incompatible with the adjacent existing Home Depot to the west. The hotel is considered a medium-impact use and the Home Depot is considered a high-impact use. It should be noted that the loading driveway for the Home Depot is directly adjacent to the hotel site. Therefore, the applicant should be applying for relief from Section 4.7 because the required landscape yard is 20 feet wide and it appears that only three to-five feet in width is proposed on-site (no dimension provided). Furthermore, it should also be noted that the Truck Turning Exhibit provided as part of the DSP review, indicates that delivery trucks serving the proposed 73,830-square-foot commercial retail building on proposed Parcel 4 would use the parking area of the hotel as an access thoroughfare. This aspect of the plan should be adjusted to avoid the conflict between customers using the hotel parking area and trucks.

Aerial images indicate that there are some existing trees in a green strip along the property line between the hotel site and the Home Depot site. The existing trees, depending on viability, could be counted toward some of the planting requirements, however, additional plantings in sufficient green areas is appropriate. Also, a sight-tight fence would provide visual separation between the two uses. Since this portion of the site resides in Phase 5 of the proposed plan of development, it is recommended that the issue of Section 4.7 conformance and routing of truck traffic on proposed Parcel 3 be addressed later, such as prior to the issuance of a building permit for the hotel.

The Planning Board approved the Alternative Compliance for Section 4.6(c)(1), Buffering Residential Development from Streets, for proposed Parcel 10 frontage along the Capital Beltway and Section 4.7, Buffering Incompatible Uses, along the southern property line of Parcel 10, adjacent to Lot 9, Block F, of the 2010 *Prince George's County Landscape Manual* for Hampton Park, subject to the following conditions:

- (1) Prior to certification of the detailed site plan (DSP), revise the landscape plan schedules and notes accordingly to reflect the AC-17005 approval.
- (2) Prior to the approval of a building permit for a hotel use on proposed Parcel 3, the following revisions should be made to the DSP:
 - (a) Demonstrate conformance with Section 4.7 of the Landscape Manual along the western property line of proposed Parcel 3, or obtain approval of an Alternative Compliance for the requirements.
 - (b) Address potential conflicts between truck traffic and the hotel parking area.

14. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

a. **Community Planning—**

Determinations: Findings of conformance to the master plan or general plan are not required with this application.

General Plan: This application is consistent with the Established Communities Growth Policy in the *Plan Prince George's 2035 Approved General Plan*. The vision for Established Communities is a context-sensitive infill and low to medium-density development.

Master Plan: This application conforms to the Mix-Use Commercial land-use recommendation of 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*.

Aviation/M-I-O Zone: The approved Military-Installation-Overlay (M-I-O) Zone designates the property in the Imaginary Runway Surfaces of 'B', 'G', and 'F'. The maximum height limit of the most restrictive of the three surfaces is 459.32 feet. The maximum building height proposed by this application is much less than the maximum height permitted.

SMA/Zoning: 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* classified the site in the Mixed Use Transit-Oriented (M-X-T) Zone.

Planning Issues: There are no master plan issues associated with this phase of the application.

- b. **Subdivision Review—**The subject property (Parcel E and Lot 8, Block H) is located within the area of the Subregion 4 Master Plan and Sectional Map Amendment and within the 2004 *Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas*. The Sectional Map Amendment for Subregion 4 rezoned the property from C-S-C to M-X-T. The property is located on Tax Map 67 in Grid D-4, contains 24.55 acres and is the subject of Preliminary Plan 4-14020 approved by the Planning Board on July 30, 2015 and adopted on September 10, 2015 (PGCPB Resolution No. 15-86) subject to 23 conditions.

The property is recorded on two plats as Parcel E (NLP 103-83) and Lot 8, Block H (VJ 171-50). The subject site was first recorded as Parcels A and B (WWW 68-67), and was subject to Preliminary Plan 12-3170. On this plat, there is a note along the western property line stating "2 Access points to be provided to dedicated streets (70' wide)." The

creation of Parcel E was approved pursuant to 4-79017, and Parcels A and B were consolidated into Parcel D (NLP 108-83) which superseded the first plat. At the time of this review, the State Highway Administration requested that there be no direct access to Central Avenue from Parcel E. Additionally, the review of 4-79017 required a 70-foot-wide access easement to connect to Hampton Mall Drive North, and was recorded in Liber 4412 folio 256. Parcel D has since been resubdivided as Lots 6, 7 and 8 (VJ 171-50). Although Lots 6 and 7 are not part of this DSP review, the 70-foot-wide access easement is still valid, with the same Liber and Folio as reflected on the plat and provides access from Hampton Mall Drive North to Lot 8.

Preliminary Plan of Subdivision 4-14020, approved for Parcel E and Lot 8, supersedes all previous subdivision approvals. Of the 23 conditions of approval of 4-14020, the following are applicable to the review of this application:

2. **The applicant, his successors, and/or assignees, shall provide on-site private, recreational facilities in accordance with Section 24-134 of the Subdivision Regulations and the standards in the Parks and Recreation Facilities Guidelines. The private recreational facilities shall be reviewed for adequacy and property siting, prior to approval of the detailed site plan for the multifamily buildings by the Planning Board.**

The Planning Board found the private recreational facilities adequate.

5. **Prior to the approval of a Detailed Site Plan for multifamily dwellings, the applicant shall demonstrate to the Planning Board that the on-site private recreational facilities for the fulfillment of mandatory dedication (Section 24-135) will be properly developed within or next to the same parcel or lot as the residential building to the extent practicable, and maintained to the benefit of future residents pursuant to Section 24-135(b)(2) of the Subdivision Regulations.**

The Planning Board found that mandatory dedication has been met.

10. **Development of this site shall be in conformance with the Stormwater Management Concept Plan, 45614-2014-00 and any subsequent revisions.**

The stormwater management concept plan number is identified in General Note 14 on the DSP.

15. **In conformance with the 2009 *Approved Countywide Master Plan of Transportation (MPOT)* and the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*, the applicant and the applicant's heirs, successors and/or assignees shall provide the following:**

- a. **Provide a sidewalk connection from the site access on Central Avenue (MD 214) to the subject site's western boundary and incorporate a landscape strip including shade trees where appropriate, subject to approval by the Maryland State Highway Administration (SHA).**
 - b. **In the areas of the development which are to be used for pedestrian corridors and/or as gathering places for people, subsequent Detailed Site Plans shall pay adequate attention to human scale, high-quality urban design, shade trees, and landscaping types and textures of paving materials, street furniture, trash facilities, and lighting.**
 - c. **At the time of DSP, the plan shall include bicycle racks accommodating a minimum of 50 bicycle parking spaces and other secure bicycle storage facilities at locations scattered throughout the subject site. The number and location of the racks and secure facilities shall be marked and labeled on the DSP, with details provided for the racks and secure facilities.**
16. **Prior to issuance of any building permits within each phase as proposed within the detailed site plan, the Bicycle and Pedestrian Impact Statement (BPIS) improvements in accordance with Section 24-124.01 of the Subdivision Regulations shall (a) have full financial assurances; (b) have been permitted for construction through the operating agency's permitting process; and (c) have an agreed-upon timetable for construction with the operating agency.**
- a. **MD 214 and Hampton Park Boulevard intersection (east, west and south legs)**
 - (1) **Brick pavers**
 - (2) **Mill existing pavement**
 - (3) **ADA ramps**
 - (4) **Pedestrian crossing signals**
 - b. **Hampton Park Boulevard**
 - (1) **Share the Road signage**
 - c. **Westbound MD 214, west of Hampton Park Boulevard**
 - (1) **Bus shelter installation**

- d. **Hampton Mall Drive North Extended**
(from the end of the public right-of-way to the subject property line)
 - (1) **Concrete sidewalks**
 - (2) **ADA ramps**

- e. **One bus shelter installation**
 - (1) **One bus shelter should be installed at a location determined by DPIE within one-half mile walking or biking distance of the subject site.**

At the time of DSP, provide an exhibit that illustrates the location, phasing and limits of all off-site improvements proposed. This exhibit shall show the location of all off-site sidewalk construction, ADA ramps, pedestrian signals, crosswalk improvements, bus shelter installations, pavement markings and signage.

If it is determined at the time of Detailed Site Plan that alternative off-site improvements are appropriate due to comments from the appropriate governmental agency (DPIE and/or SHA) or lack of public right-of-way, the applicant shall demonstrate that the substitute improvements shall comply with the facility types contained in Section 24-124.01(d), be within one-half mile walking or bike distance of the subject site, within the public right-of-way, and within the limits of the cost cap contained in Section 24-124.01(c). The Planning Board shall find that the substitute off-site improvements are consistent with the BPIS adequacy finding made at the time of Preliminary Plan of Subdivision.

The Planning Board found the off-site improvements appropriate.

- 17. **At the time of detailed site plan, the DSP and landscape plan shall show a limit of disturbance that preserves all of the existing vegetation within the fenced and channelized streams, except for where water, sewer and stormwater outfalls are necessary. Where necessary and appropriate, the landscape plan shall show enhancement planting along Stream 2 (southern property line).**

The Planning Board found the landscape plans appropriate.

- 18. **Prior to acceptance and approval of each Detailed Site Plan, a Phase I and Phase II noise study shall be submitted and shall be based on all existing and proposed conditions for the entire site.**

The Planning Board found the Phase I and Phase II noise studies adequate.

- 20. Total development shall be limited to uses that would generate not more than 760 AM and 991 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

The Planning Board found that the peak-hour vehicular trips would not generate a greater impact.

- 21. At time of DSP, the plan shall show a four-lane divided access roadway with sidewalks on both side extending south from MD 214 and sidewalks on both sides of the off-site access easement connecting to the Hampton Mall Drive North.**

The Planning Board noted that sidewalks have been provided.

- 23. Prior to approval of each final plat of subdivision a draft vehicular access and public utility easement, pursuant to Section 24-128(b)(9) and the approved DSP, shall be approved by The Maryland-National Capital Park and Planning Commission (M-NCPPC) Planning Department and be fully executed. The easement may be extended into the site in phase with the DSP and final plat approvals. The easement shall provide for an orderly extension to provide access to each parcel.**

The easement documents shall set forth the rights, responsibilities, and liabilities of the parties and shall include the rights of M-NCPPC Planning Department. Prior to recordation of each final plat, the easement shall be recorded in land records and the liber/folio of the easement shall be indicated on the final plat.

The DSP reflects a public access easement.

Recommended Conditions:

- (1) Prior to certification, the DSP shall be revised as follows:
- (a) Correct General Note 10 to reflect the correct plat 108-83 in place of 183-83.
 - (b) Label "Denial of Direct Access" to Central Avenue (MD 214) and the Capital Beltway (I-95/495), except the area of the existing driveway as approved with the variation to Section 24-121(a)(3) of the Subdivision Regulations, granted with Preliminary Plan 4-14020.

- (c) Correct the labeling of the public access easement to vehicular access and public utility easement and use grey hatching to clearly identify.

The DSP will be in substantial conformance with the approved preliminary plan if the above comments and conditions are addressed.

- c. **Transportation Planning**—The site consists of 24.55 acres in the M-X-T Zone. It is located in the southwest quadrant of the intersection of Central Avenue (MD 214) and the Capital Beltway (I-95/I-495).

Background

Pursuant to PGCPB Resolution No. 15-86, the subject property was the subject of an approved Preliminary Plan (4-14020) that was approved on July 30, 2015. The property was approved with multiple conditions, including the following pertaining to transportation:

- 20. **Total development shall be limited to uses that would generate no more than 760 AM and 991 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

Information provided on the site plan has indicated the following proposed uses:

Use	Preliminary Plan	Current DSP	Comparison
Retail	105,000 square feet	91,411 square feet	DSP is less
Medical Office	70,000 square feet	0 square feet	DSP is less
General Office	100,000 square feet	115,000 square feet	DSP is more, however, total/combined office use in less overall
Hotel	250 rooms	123 rooms	DSP is less
Residential	348 multifamily units	254 multifamily units	DSP is less

The Planning Board concluded that this application will not exceed the trip cap established by Condition 20. Because this application density falls below the trip cap, the Planning Board found that future DSP applications requiring additional development must provide a statement of trip generation of the proposed uses and a comparison with the trip cap from the approved preliminary plan.

- 21. **At time of DSP, the plan shall show a four-lane divided access roadway with sidewalks on both side extending south from MD 214 and sidewalks on both sides of the off-site access easement connecting to the Hampton Mall Drive North.**

This condition has been met.

- 22. Prior to issuance of any building permit within the subject property above the levels that generate more than 712 PM peak-hour vehicle trips, using the approved trip generation rates as defined or augmented by the "Transportation Review Guidelines, Part 1 2012" ("Guidelines") the following road improvements shall have (a) full financial assurance through either private money or full funding in the Maryland Department of Transportation "consolidated Transportation Program" or the Prince George's County "Capital Improvement Program," (b) have been permitted for construction through the operating agency's permitting process, and (c) have been an agreed-upon timetable for construction with the appropriate operating agency:**

At MD 214/ Ritchie Road/ Garrett A Morgan Boulevard: the provision of a dual left-turn lanes instead of the existing single left-turn lane along the south leg (Ritchie Road), per the County and/or Maryland State Highway Administration (SHA) Standards and the provision of all necessary traffic signal modifications including provision of pedestrian signals on all approaches.

This condition will be addressed at the time of building permit.

Site Circulation

The subject property is currently improved as an integrated shopping center of various uses. The site has two access points; one directly from MD 214 and another from the adjacent shopping center to the west of the subject property. Based on the current proposal, with the exception of a few buildings, most of the existing buildings on the property will be razed in order that the site can be re-purposed with new development and a new traffic circulation plan. In reviewing the proposed site layout, the Planning Board is satisfied that various vehicle types will be adequately accommodated from a circulation perspective.

Parking

The subject property is zoned M-X-T. Consequently, the applicant is allowed to evaluate the parking needs of the site from a shared-use perspective. To that end, the applicant has provided the Planning Board with a shared-use parking analysis based on Weekday Peak-Hourly Demand as well as Saturday Peak-Hourly Demand. A total of 959 spaces are being proposed. Based on the peak-hour parking analyses, the site will require a minimum of 854 spaces during weekdays and 739 spaces on weekends. The parking rates cited in the parking studies are consistent with rates from the Institute of Transportation Engineer's (ITE) *Parking Generation Manual, 4th Edition*. There were some initial concerns that the proposed parking garage and its 305 spaces were for the exclusive use of the office phase of the development. If this were true, then the spaces allotted for the office use could not

be part of the shared parking analyses. However, the Board was assured that none of the proposed 959 spaces (including 305 in the parking garage) will be assigned for any particular uses being proposed. Consequently, the Board accepted the results of the shared parking analyses, and further concluded that the parking provided will be adequate.

Departure from Design Standards DDS-637

The applicant has filed a Departure from Design Standards (DDS) in order to construct parking spaces that are smaller than the standard sizes. The applicant cites several challenges regarding the overall size of the development as reasons for the departure application. Specifically, of the 959 proposed spaces, the applicant is proposing that 250 (approximately 26 percent) spaces be built as non-standard. These spaces will consist of parallel as well as angled spaces. In looking at the overall site circulation and the location of the proposed spaces, the Planning Board noted that no negative impact would be created by reducing the size of those spaces.

Conclusion

Overall, from the standpoint of transportation, the Planning Board found that this plan is acceptable and meets the finding required for a DSP, as well as a DDS described in the Zoning Ordinance.

- d. **Trails**—The Planning Board reviewed the DSP application referenced above for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and/or the appropriate area master/sector plan in order to implement planned trails, bikeways, and pedestrian improvements.

The subject application proposes the redevelopment of the Hampton Mall site located south of MD 214 just west of the Capital Beltway. The site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (area master plan). Due to the site's location within the Central Avenue (MD 214) Corridor (per the Adequate Public Facility Review Map of the General Plan), the application was subject to the requirements of County Council Bill CB-2-2012 and the associated "Transportation Review Guidelines, Part 2, 2013," at the time of Preliminary Plan.

Background

Two master plan trail issues impact the subject property. Both the MPOT and area master plan recommend continuous sidewalks and designated bike lanes along MD 214 inside the Capital Beltway (see plan map). Providing safe and accessible pedestrian and bicycle accommodations along this road is a priority as MD 214 has been identified as one of the highest incident locations for bicycle and pedestrian accidents in the County. Work done for the 2014 *Central Avenue-Metro Blue Line Corridor TOD Implementation Project Mobility Study* has reiterated the need to provide multi-modal access and complete streets along the MD 214 corridor and has continued to stress the priority of improving pedestrian safety along the road.

The MPOT and area master plan also contain a long-term recommendation for a stream valley trail along Southwest Branch. There are several obstacles to implementing this trail in the short-term, including the channelization of the stream at several locations (including the subject site), and the barrier created by the Capital Beltway. Also, there is currently little public ownership of the stream valley inside the beltway, although a segment of the trail has been constructed in the Largo area east of I-495. At the time of Preliminary Plan 4-14020 the Department of Parks and Recreation required private recreational facilities in lieu of park dedication.

The MPOT also contains a section on Complete Streets which provides guidance on accommodating all modes of transportation as new roads are constructed or frontage improvements are made. It also includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

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.

Previously approved Conceptual Site Plan CSP-14003 included several general recommendations regarding pedestrian access internal to the subject site, although the details of these facilities were left to the time of preliminary plan and DSP. The CSP included the following conditions of approval for pedestrian facilities (PGCPB Resolution No. 15-52:

1. **Prior to certificate approval of the conceptual site plan (CSP), the applicant shall:**
 - e. **Provide a sidewalk connection from the site access on Central Avenue (MD 214) to the subject site's western boundary and incorporate a landscape strip including shade trees where appropriate, subject to approval by the Maryland State Highway Administration (SHA).**
2. **Prior to approval of each detailed site plan (DSP) for the project, the following information shall be provided, or the issues shall be properly addressed as follows:**

- c. **In the areas of the development which are to be used for pedestrian corridors and/or as gathering places for people, adequate attention shall be paid to human scale, high-quality urban design, shade trees, and landscaping types and textures of paving materials, street furniture, trash facilities, and lighting.**

Preliminary Plan 4-14020 (PGCPB Resolution No. 15-86) included the following conditions of approval related to pedestrian facilities:

- 15. **In conformance with the 2009 Approved Countywide Master Plan of Transportation (MPOT) and the 2010 Approved Subregion 4 Master Plan and Sectional Map Amendment, the applicant and the applicant's heirs, successors and/or assignees shall provide the following:**
 - a. **Provide a sidewalk connection from the site access on Central Avenue (MD 214) to the subject site's western boundary and incorporate a landscape strip including shade trees where appropriate, subject to approval by the Maryland State Highway Administration (SHA).**
 - b. **In the areas of the development which are to be used for pedestrian corridors and/or as gathering places for people, subsequent Detailed Site Plans shall pay adequate attention to human scale, high-quality urban design, shade trees, and landscaping types and textures of paving materials, street furniture, trash facilities, and lighting.**
 - c. **At the time of DSP, the plan shall include bicycle racks accommodating a minimum of 50 bicycle parking spaces and other secure bicycle storage facilities at locations scattered throughout the subject site. The number and location of the racks and secure facilities shall be marked and labeled on the DSP, with details provided for the racks and secure facilities.**

Sidewalks are shown at appropriate locations along internal roads and access easements. The improvements shown on the submitted site plan will significantly enhance pedestrian access and safety on the subject site by provided dedicated walkways and crosswalks connecting to all the proposed buildings. However, the plans should be revised to include long-term bicycle storage and a bicycle maintenance facility on-site.

- 16. **Prior to issuance of any building permits within each phase as proposed within the detailed site plan, the Bicycle and Pedestrian Impact Statement (BPIS) improvements in accordance with Section 24-124.01 of the Subdivision Regulations shall (a) have full financial assurances; (b) have been permitted for construction through the operating agency's permitting**

process; and (c) have an agreed-upon timetable for construction with the operating agency.

- a. **MD 214 and Hampton Park Boulevard intersection (east, west and south legs)**
 - (1) **Brick pavers**
 - (2) **Mill existing pavement**
 - (3) **ADA ramps**
 - (4) **Pedestrian crossing signals**
- b. **Hampton Park Boulevard**
 - (1) **Share the Road signage**
- c. **Westbound MD 214, west of Hampton Park Boulevard**
 - (1) **Bus shelter installation**
- d. **Hampton Mall Drive North Extended
(from the end of the public right-of-way to the subject property line)**
 - (1) **Concrete sidewalks**
 - (2) **ADA ramps**
- e. **One bus shelter installation**
 - (1) **One bus shelter should be installed at a location determined by DPIE within one half mile walking or biking distance of the subject site.**

At the time of DSP, provide an exhibit that illustrates the location, phasing and limits of all off-site improvements proposed. This exhibit shall show the location of all off-site sidewalk construction, ADA ramps, pedestrian signals, crosswalk improvements, bus shelter installations, pavement markings and signage.

If it is determined at the time of DSP that alternative off-site improvements are appropriate due to comments from the appropriate governmental agency (DPIE and/or SHA) or lack of public right-of-way, the applicant shall demonstrate that the substitute improvements shall comply with the facility types contained in Section 24-124.01(d), be within one-half mile walking or bike distance of the subject site, within the public right-of-way, and within the limits of the cost cap contained in Section 24-124.01(c). The Planning

Board shall find that the substitute off-site improvements are consistent with the BPIS adequacy finding made at the time of preliminary plan.

The off-site improvements in Condition 16 were required as part of Preliminary Plan 4-14020 pursuant to Section 24-124.01 (bicycle/pedestrian adequacy requirements). An exhibit of the proposed improvements needs to be submitted illustrating the location, limits, and specifications of the improvements.

Condition 16 of PGCPB Resolution No. 15-86 (4-14020) requires that an exhibit be submitted that illustrates the location, limits and specifications of all off-site improvements proposed. This exhibit shall show the location of all off-site sidewalk construction, ADA ramps, pedestrian signals, crosswalk improvements, bus shelter installations, pavement markings and signage. This exhibit was provided prior to the Planning Board hearing for the DSP and the Board found it to be adequate.

The Planning Board approved this DSP with five trails-related conditions that have been included in this approval.

- e. **Environmental Planning**—The Planning Board has reviewed the subject application and approved DSP-16052 and DDS-637, subject to the findings and conditions noted in this approval.

Background

The Planning Board previously reviewed the following applications and associated plans for the subject site:

Development Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
CSP-14003	N/A	Planning Board	Approved	5/21/2015	PGCPB No. 15-52
4-14020	N/A	Planning Board	Approved	7/30/2015	PGCPB No. 15-86
N/A	NRI-191-14	Staff	Approved	3/10/2015	N/A

Proposed Activity

This DSP application is for the partial demolition of an existing shopping center and construction of a new mixed-use community with 251,000 square feet of commercial space, 91,100 square feet of retail, 130,000 square feet of office space, a 123-room hotel, and 254 multifamily units. The application for departure from design standards is to allow the provision of non-standard parking spaces.

Grandfathering

The project is subject to the current regulations of Subtitle 25 (Woodland and Wildlife Habitat Conservation Ordinance) and Subtitle 27 (Zoning Ordinance) that came into effect on September 1, 2010 because the application is for a new DSP and the site has no previous preliminary plans approved prior to September 2010.

Site Description

This 24.55-acre site in the M-X-T Zone is located on the southwest quadrant of the Central Avenue (MD 214) and Capital Beltway (I-95/495) interchange. Central Avenue is classified as Arterial and the Beltway is classified as a Freeway; both roadways are regulated for noise. The property is located within the Air Installation Compatible Use Zone (AICUZ) of the Joint Land Use Study (JLUS). No scenic or historic roads are mapped adjacent to the site. According to mapping research and as documented on the approved NRI, trapezoidal concrete stream channels exist on and adjacent to the site, and a jurisdictional open-water wetland is located off-site of the southeastern portion of the site. A majority of the site (23.05 acres of the 24.55-acre site) is located within a floodplain per study number 950001 (case 45614-2014). The primary management area (PMA) has been delineated to incorporate the floodplain. The site is located within the Southwest Branch drainage area within the Patuxent River watershed, as designated by the Department of the Environment. The site is fully developed and contains a high percentage of impervious surfaces. No measurable woodlands exist on-site. The predominant soils found to occur according to the U.S. Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS), Web Soil Survey (WSS), include the Urban Land – Collington Wist complex, and the Urban Land – Zekiah complex soils. Marlboro soils and Christiana clays are not mapped on or in the vicinity of this property. According to information obtained from the Maryland Department of Natural Resources (DNR), Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or in the vicinity of this property. No forest interior dwelling bird habitat is located on-site. According to the 2005 *Approved Countywide Green Infrastructure Plan*, the site contains regulated areas and network gaps. The site is located within the Subregion 4 Planning Area. The site is also located within Environmental Strategy Area 1 (formerly the Developed Tier) as designated by the *Plan Prince George's 2035 Approved General Plan*.

Review of Previously Approved Conditions

The following text addresses previously approved environmental conditions related to the subject application that are still outstanding. The text in **BOLD** is the actual text from the previous cases or plans. The plain text provides the comments on the plan's conformance with the conditions.

Preliminary Plan of Subdivision 4-14020 was approved by the Planning Board on July 30, 2015. The conditions of approval can be found in PGCPB Resolution No. 15-86.

17. **At the time of detailed site plan, the DSP and landscape plan shall show a limit of disturbance that preserves all of the existing vegetation within the fenced and channelized streams, except for where water, sewer and stormwater outfalls are necessary. Where necessary and appropriate, the landscape plan shall show enhancement planting along Stream 2 (southern property line).**

The DSP is in conformance with this condition. The landscape plan shall be revised by the Urban Design Section.

- 18. Prior to acceptance and approval of each Detailed Site Plan, a Phase I and Phase II noise study shall be submitted and shall be based on all existing and proposed conditions for the entire site.**

A Phase I and a Phase II noise study were submitted with this application. Noise impacts are addressed in the Noise section of this approval.

- 19. Prior to the approval of building permits for residential buildings located within the unmitigated 65 dBA Ldn noise contour, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less.**

This condition shall be met at time of first building permit.

Environmental Review

As revisions are made to the plans submitted, the revision boxes on each plan sheet shall be used to describe what revisions were made, when, and by whom.

Natural Resource Inventory/Environmental Features

An approved Natural Resources Inventory was submitted with the application, NRI-191-14, which was approved on March 10, 2015. There is a PMA comprised of floodplain that extends across the majority of the site. No woodlands exist on-site.

No revisions to the NRI are necessary. No additional information is required regarding the NRI.

Woodland Conservation

The site is not subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because although the property is greater than 40,000 square feet in size, it contains less than 10,000 square feet of existing woodland, and has no previously approved tree conservation plans. A standard letter of exemption from the Woodland and Wildlife Habitat Conservation Ordinance was previously issued for this site; however, this letter expired on December 18, 2016. The validity date of this letter was extended to December 18, 2018.

It was noted that the existing tree-line on the various plans submitted are not consistent with one another or with the Natural Resources Inventory. All existing features must be consistently shown on all sets of plans and be consistent with the approved NRI.

No further information concerning the Woodland and Wildlife Habitat Conservation Ordinance is needed at this time.

Recommended Condition: Prior to certification of the DSP, revise the existing tree-line on all sets of plans to be consistent with one another and to match that of the approved NRI.

Primary Management Area (PMA) Impacts

Section 27-285(b)(4) of the Zoning Ordinance requires the following finding: “The Planning Board may approve a DSP if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).”

A statement of justification was submitted and reviewed as part of Preliminary Plan 4-14020. Since no new impacts are being proposed with the current application, no new statement of justification is needed.

Recommended Finding: Based on the information submitted, the application adequately demonstrates the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible.

Soils

The predominant soils found to occur on-site, per the USDA NRCS WSS include Urban Land – Collington Wist complex, and the Urban Land – Zekiah complex soils. Marlboro and Christiana clays are not mapped on or in the vicinity of this property. This information is provided for the applicant’s benefit.

Stormwater Management

An approved Stormwater Management Concept Plan (45614-2014-00) and approval letter was submitted with the subject application. The approved concept shows the use of stormceptors and areas of micro-bioretenion which will ultimately drain into the concrete trapezoidal channels surrounding the property.

This site was originally developed prior to any stormwater regulations. The redevelopment of this site must meet 50 percent water quality volume of the existing impervious area within the proposed disturbed area, and 100 percent of the water-quality volume and channel-protection volume for new impervious area using environmental site design practices. The conditions of the approved concept require a floodplain delineation to be approved prior to technical approval and that the applicant is required to obtain a floodplain waiver from DPIE to develop within the 100-year floodplain.

No revisions are required for conformance with the approved Stormwater Management Concept.

Noise

The site fronts on Central Avenue (MD 214), the on-ramp from MD 214 to the Capital Beltway, and the Capital Beltway (I-95/495). Central Avenue is classified as Arterial and the Beltway is classified as a Freeway; both roadways are regulated for noise. The property is also located within the JB Andrews Imaginary Runway Surface; however, it is not located within the JB Andrews noise contours so no further action is required regarding noise mitigation within the AICUZ.

A Phase I and a Phase II noise study were submitted with this application for review. Both of these reports were prepared by Phoenix Noise and Vibration. The Phase I noise study, which is dated July 28, 2015, evaluated the existing conditions of the overall development of Hampton Park and determined that the entire site is exposed to unmitigated noise levels above 65 dBA Ldn at the ground and upper levels, with noise impact as high as 80 dBA Ldn along the eastern property boundary closest to I-95. Existing roadway noise levels were established by a 24-hour on-site measurement survey (conducted July 22–23, 2015).

The Phase II noise study, which is dated April 12, 2017, investigated the specific impacts of noise on the proposed apartment building, as well as the three proposed outdoor areas on-site.

The proposed apartment building is immediately adjacent to the Beltway (I-495), which is the only residential structure proposed within this mixed-use development. According to the Phase II noise study, the Hampton Park apartment building will be impacted by roadway noise levels up to 80 dBA Ldn; however, when constructed with the specified Sound Transmission Class (STC) rated building elements referenced in the report, interior noise levels in all living spaces will be below the required 45 dBA Ldn limit.

Two of the proposed outdoor recreation areas are partially enclosed by the proposed apartment building and the third outdoor recreation area is opposite of the proposed hotel. According to the Phase II noise study each of these areas will require further mitigation than what is currently proposed to entirely reduce noise levels below the 65 dBA Ldn threshold in each area. Therefore, the DSP must be revised by providing additional noise attenuation measures to lower the proposed mitigated 65 dBA Ldn threshold outside each of these outdoor areas. The Phase II noise study must be revised to account for these additional noise attenuation measures.

The revised mitigated ground level 65 dBA Ldn as well as the unmitigated 65 dBA Ldn must be shown on the revised DSP.

Recommended Condition: Prior to certification of the detailed site plan (DSP), the DSP shall be revised to provide attenuation measures to mitigate all outdoor areas to noise levels below the 65 dBA Ldn threshold.

Recommended Condition: Prior to certification of the detailed site plan (DSP), the DSP shall be revised to show mitigated and unmitigated 65 dBA Ldn contour lines on the DSP.

Summary of Recommended Findings and Conditions

The Planning Board approved Detailed Site Plan DSP-16052, subject to the following findings and conditions:

Recommended Finding:

- (1) Based on the information submitted, the application adequately demonstrates the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible.

Recommended Conditions:

- (1) Prior to certification of the detailed site plan, revise the existing tree-line on all sets of plans to be consistent with one another and to match that of the approved NRI.
- (2) Prior to certification of the detailed site plan (DSP), the DSP shall be revised to provide attenuation measures to mitigate all outdoor areas to noise levels below the 65 dBA Ldn threshold.
- (3) Prior to certification of the detailed site plan (DSP), the DSP shall be revised to show mitigated and unmitigated 65 dBA Ldn contour lines on the DSP.

These environmental-related conditions have been included in this approval.

- f. **Historic Preservation**—The subject project is adjacent to the Ridgely Church and Cemetery Historic Site (72-005). Proposed development should not be easily visible from the historic site because of the distance between the historic site and proposed new construction. The historic site also has a sufficient buffer of vegetation, including mature trees, to screen views from the historic site to the proposed development. Therefore, the Planning Board concluded that the proposed development will have little or no impact on the historic site. Additionally, it was found that the proposed development will not affect any known archeological resources.
- g. **Permit Review**—The Planning Board noted that permit review comments have been either addressed during the review process or worded as conditions of approval included in this approval.

- h. **Prince George's County Fire/EMS Department**—In a memorandum dated March 3, 2017, the Fire/EMS Department stated that they completed a review of the DSP submission for Hampton Park, and made the standard comments that will be enforced in their separate permitting process.
- i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated May 11, 2017, DPIE offered numerous comments. Those comments have been provided to the applicant and will be addressed under DPIE's separate permitting process.
- j. **Prince George's County Police Department**—The Police Department did not offer comments on the subject project.
- k. **Prince George's County Health Department**—In a memorandum dated April 5, 2017, the Health Department stated that they completed a health impact assessment review of the DSP submission for Hampton Park, and made the following comments and recommendations:
- The applicant must obtain appropriate Raze Permits from Prince George's County's Department of Permitting, Inspections and Enforcement Office (DPIE).
 - During the demolition/construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
 - During the demolition/construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.
 - The applicant must submit plans for the proposed food facility (i.e. coffee bar) and swimming pool and apply to obtain applicable Health Department permits through the Department of Permitting Inspections and Enforcement.
 - Health Department permit records indicate there are approximately 10 existing carryout/convenience store food facilities and one market grocery store within a half-mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes. The applicant should consider setting aside retail space for tenants that would provide access to healthy food choices in the area. It is recommended that the applicant designate an area in the proposed commercial space for a

market/grocery store that would provide healthy eating options for the residents of Hampton Park.

- The Hampton Park project is located adjacent to Capital Beltway (I-95). Published scientific reports have found that road traffic, considered a chronic environmental stressor, could impair cognitive development in children, such as reading comprehension, speech intelligibility, memory, motivation, attention, problem-solving, and performance on standardized tests. There is an emerging body of scientific evidence indicating that fine particulate air pollution from traffic is associated with childhood asthma.
- Several large-scale studies demonstrate that increased exposure to fine particulate air pollution is associated with detrimental cardiovascular outcomes, including increased risk of death from ischemic heart disease, higher blood pressure, and coronary artery calcification. The office looks forward to receipt of a landscape plan depicting elements of the project that will help mitigate the above noted potential adverse impacts due to its proximity to the I-495 highway.

The Planning Board found that the DSP includes multiple uses and has potential to attract a grocery provider that provides fresh fruits and vegetables and restaurants that provide healthy food choices. The applicant has been informed of the lack of healthy food options in the close vicinity of the site. The applicant indicates that market conditions will be the most important factor in determining what type of restaurant(s) this site will attract and, as more information about possible tenants becomes available, a grocery will be considered.

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

1. **Maryland State Highway Administration (SHA)**—In an e-mail dated March 24, 2017, SHA stated:
 - An SHA Access Permit will be required for the proposed improvements taking place in the state right of way.
 - SHA is currently reviewing the TIS and will provide comments to the applicant.
- m. **Washington Suburban Sanitary Commission (WSSC)**—WSSC did not offer comments on the subject project.

15. Based on the foregoing and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP 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.
16. As required by Section 27-285(b)(2), this DSP is in general conformance with approved Conceptual Site Plan CSP-15001.
17. Section 27-285(b)(4) of the Zoning Ordinance provides the following required finding for approval of a DSP:
 - (4) **The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).**

Subtitle 24-130(b)(5) states:

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

The Planning Board found that the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible.

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 Detailed Site Plan DSP-16052 and further APPROVED Alternative Compliance AC-17005, subject to the following conditions:

1. Prior to certificate approval of the detailed site plan (DSP), the applicant shall:
 - a. Provide a detail for the bicycle racks provided on-site. The "Inverted-U" bicycle rack is strongly encouraged.
 - b. Revise the cover sheet of the site plan to include a note indicating the number of bicycle parking spaces provided. A minimum of 50 spaces shall be provided consistent with Condition 15 of Preliminary Plan of Subdivision 4-14020. Space shall be provided in the

parking garage for secure long-term bicycle storage and a bicycle maintenance facility for use by the office and multifamily buildings. The exact location and type of facility shall be approved by the Transportation Planning Section as designee of the Planning Board.

- c. Provide a sidewalk connection from the site access on Central Avenue (MD 214) to the subject site's western boundary and incorporate a landscape strip including shade trees where appropriate, subject to approval by the Maryland State Highway Administration.
- d. Provide revisions to the BPIS Exhibit as follows:
 - (1) Show a 2nd bus shelter location per Preliminary Plan of Subdivision 4-14020, Condition 16(e), PGCPB Resolution No. 15-18.
 - (2) Include a detail for the bus shelters.
 - (3) Show "Share the Road with a Bike" signage, not shared-lane markings, along Hampton Park Boulevard per Preliminary Plan of Subdivision 4-14020, Condition 16(b), PGCPB Resolution No. 15-18, and direction from the Prince George's County Department of Permitting, Inspections and Enforcement.
- e. Revise the existing tree line on all sets of plans to be consistent with one another and to match that of the approved natural resources inventory.
- f. Show mitigated and unmitigated 65 dBA Ldn contour lines on the DSP.
- g. Revise the DSP as follows:
 - (1) Clarify the loading calculations.
 - (2) Clarify the required parking breakdown to include all uses.
 - (3) Provide all drive arrows for one-way traffic.
 - (4) Include the dimensions of all buildings.
 - (5) Clarify all adjacent property zones and uses for the purposes of meeting landscaping requirements.
 - (6) Clarify the location of loading areas for the retail building located on Parcel 2.
 - (7) Include signage details and specifications including size and area, for the signage on the hotel shown on Parcel 3.
 - (8) Clarify the location of loading areas for hotel located on Parcel 3.

- (9) Include a trash facility location as well as details and specifications including size and area, for the retail building shows on Parcel 4.
 - (10) Include the height of all improvements shown on the DSP.
 - (11) Include details and specifications for street furniture and landscape furnishings in active and passive areas.
 - (12) Provide a note stating that the parking spaces in the proposed garage are shared with the residents and the commercial uses, in addition to the office building.
 - (13) Revise the tree canopy coverage schedule to meet the requirements of the Prince George's County Tree Canopy Coverage Ordinance.
 - (14) Correct General Note 10 to reflect the correct plat 108-83 in place of 183-83.
 - (15) Label "Denial of Direct Access" to Central Avenue (MD 214) and the Capital Beltway (I-95/495), except the area of the existing driveway as approved with Preliminary Plan of Subdivision 4-14020.
 - (16) Correct the labeling of the public access easement to vehicular access and public utility easement and use grey hatching to clearly identify them.
 - (17) Include two standard site plan notes regarding noise and dust control in the general notes.
 - (18) Provide buffering along the Capital Beltway (I-95/495), to the extent practical, subject to approval by the Prince George's County Department of Permitting, Inspections and Enforcement.
 - (19) Include trash facilities for the office building, or add a note that indicates that the trash facility will be located interior to the building.
- h. Adjust the Section 4.1 Residential Requirements, to list the Developed Tier for the location of the development and adjust the schedule to reflect 1 shade tree per 1,000 square feet or fraction thereof.
- i. Adjust the Section 4.2 landscape strip requirements to reflect the correct frontage dimensions for Parcel 10 consistent with the site plan and adjust the schedules on the landscape plan accordingly. Add Section 4.2 schedules to the plans for each of the future phases, add a footnote indicating that requirements will be met at time of review for that phase in the future.

- j. Demonstrate conformance with Section 4.3(c)(1) of the 2010 *Prince George's County Landscape Manual* on Parcels 2 and 4.
 - k. Demonstrate conformance with Section 4.3(c)(2) for parking areas on the site on a parcel-by-parcel basis, to the extent possible.
 - l. Revise the landscape plan schedules and notes to reflect what has been approved in Alternative Compliance AC-17005.
 - m. Revise the general notes and site plans to reflect the correct square footage.
2. Prior to issuance of a building permit for the hotel on Parcel 3, the following revisions shall be made to the detailed site plan:
- a. Demonstrate conformance with Section 4.7 of the 2010 *Prince George's County Landscape Manual* along the western property line of Parcel 3, or obtain approval of alternative compliance for the requirements;
 - b. Address potential conflicts between truck traffic and the hotel parking area.

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 Geraldo, with Commissioners Washington, Geraldo, Bailey, and Hewlett voting in favor of the motion, and with Commissioner Doerner absent at its regular meeting held on Thursday, May 25, 2017, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 15th day of June 2017.

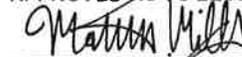
Patricia Colihan Barney
Executive Director



By Jessica Jones
Planning Board Administrator

PCB:JJ:NAB:rpg

APPROVED AS TO LEGAL SUFFICIENCY.


M-NCPPC Legal Department

Date 6/12/17

MN
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
PP
PC

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.mncppc.org/pgco

June 20, 2017

Velocity Capitol, LLC
9171 Central Avenue, Ste. 345
Capital Heights, MD 20743

Re: Notification of Planning Board Action on
Zoning Section- DDS-637
Hampton Park

Dear Applicant:

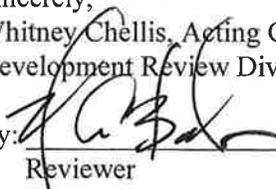
This is to advise you that, on **June 15, 2017**, the above-referenced application was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to Section 27-228.01 of the Zoning Ordinance, the Planning Board's decision will become final 30 calendar days after the date of the final notice **June 20, 2017** of the Planning Board's decision, unless:

1. Within the 30 days, a written appeal has been filed with the District Council by the applicant or by an aggrieved person that appeared at the hearing before the planning Board in person, by an attorney, or in writing and the review is expressly authorized in accordance with Section 25-212 of the Land Use Article of the Annotated Code of Maryland; or
2. Within the 30 days (or other period specified by Section 27-291), the District Council decides, on its own motion, to review the action of the Planning Board.

Please direct any future communication or inquiries regarding this matter to Ms. Redis C. Floyd, Clerk of the County Council, at 301-952-3600.

Sincerely,
Whitney Chellis, Acting Chief
Development Review Division

By: 
Reviewer

Attachment: PGCPB Resolution No. **17-80**

cc: Redis C. Floyd, Clerk of the County Council
Persons of Record

RESOLUTION

WHEREAS, the Prince George’s County Planning Board has reviewed Departure from Design Standards DDS-637, Hampton Park, requesting a departure to allow access to the loading space to be within 50 feet of residential property and for parking space sizes in accordance with Subtitle 27 of the Prince George’s County Code; and

WHEREAS, after consideration of the evidence presented at the public hearing on May 25, 2017, the Prince George’s County Planning Board finds:

1. **Request:** This application is for a departure from design standards (DDS) from the requirements of Section 27-579(b), to allow access to the loading space to be within 50 feet of residential property and from the requirements of Section 27-558 for parking space sizes of the Zoning Ordinance.

It is coupled with a Detailed Site Plan (DSP-16052) application, which proposes to redevelop the subject property as a mixed-use development that consists of 121,192 square feet of commercial/retail space, 115,000 square feet of office space, 254 residential multifamily-dwelling units, and a 123-room hotel, to be constructed in five phases.

2. **Development Data Summary:**

Zone(s) Use(s)	EXISTING M-X-T/M-I-O Integrated Shopping Center	APPROVED M-X-T/M-I-O Commercial/Retail, Office, Multifamily and Hotel
Gross Acreage	24.55	24.55
Floodplain Acreage Area	23.05	23.05
Parcels	10 Parcels	10 Parcels
Total Gross Floor Area (sq. ft.)	292,977	578,016
Commercial/Retail	292,977*	298,616
Office	-	115,000
Multifamily Dwellings	-	254 units (174,708)
123-Room Hotel	-	73,310

Note: *21,643 square feet existing retail to remain

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

Base Density Allowed	0.40 FAR
Residential	1.00 FAR
Total FAR Permitted	1.40 FAR (Optional Method of Development)
Total FAR Proposed	0.54 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.

PARKING AND LOADING DEVELOPMENT DATA

Parking Spaces	Parking Ratio	Provided
Parcel 1 – Retail (Future Phase)	1 parking space per 150 sq. ft. for the first 3,000 sq. ft.; 1 parking space per 200 sq. ft. for the remaining square footage= <u>18 spaces</u>	(Future Phase)
Parcel 2 - Retail	1 parking space per 150 sq. ft. for the first 3,000 sq. ft.; 1 parking space per 200 sq. ft. for the remaining square footage= <u>79 spaces</u>	59 spaces
Parcel 3 - Hotel	1 parking space per guest room. = <u>123 spaces</u>	48 spaces
Parcel 4 - Retail	1 parking space per 150 sq. ft. for the first 3,000 sq. ft.; 1 parking space per 200 sq. ft. for the remaining square footage= <u>374 spaces</u>	202 spaces
Parcel 5 – Retail/Open Space	1 parking space per 150 sq. ft. for the first 3,000 sq. ft.; 1 parking space per 200 sq. ft. for the remaining square footage = <u>15 spaces</u>	51 spaces
Parcel 6 - Retail	1 parking space per 150 sq. ft. for the first 3,000 sq. ft.; 1 parking space per 200 sq. ft. for the remaining square footage = <u>7 spaces</u>	38 spaces
Parcel 7 - Retail	1 parking space per 150 sq. ft. for the first 3,000 sq. ft.; 1 parking space per 200 sq. ft. for the remaining square footage = <u>33 spaces</u>	59 spaces

Parking Spaces	Parking Ratio	Provided
Parcel 8 - Retail	1 parking space per 150 sq. ft. for the first 3,000 sq. ft.; 1 parking space per 200 sq. ft. for the remaining square footage = <u>58 spaces</u>	101 spaces
Parcel 9 - Office	1 parking space per 250 sq. ft. for the first 2,000 sq. ft.; 1 parking space per 400 sq. ft. for the remaining square footage = <u>290 spaces</u>	306 spaces
Parcel 10 - Residential	2 parking spaces per dwelling unit, plus 0.5 parking spaces in excess of one per unit = <u>508 spaces</u>	301 spaces
Total Parking	1,487 spaces*	1,189 spaces Provided
Of which Standard Spaces	--	186 spaces
Compact Spaces	--	40 spaces
ADA Spaces (Total)	29 spaces	29 spaces
ADA Spaces (Van-Accessible)	4 spaces	7 spaces
Loading Spaces Required	14 spaces	7 spaces

Note: * A shared parking analysis for the subject application has been provided, which shows that the peak-parking requirements have been met for this property. No specific required parking space number is established in the M-X-T Zone.

3. **Location:** The subject property is located in the southwest quadrant of the intersection of Central Avenue (MD 214) and the Capital Beltway (I-95/495), in Planning Area 75A and Council District 6.
4. **Surrounding Uses:** The project is directly adjacent to the ramp to the Capital Beltway (I-95/495) and has frontage on Central Avenue (MD 214). The site is bounded to the east by the right-of-way of the Capital Beltway; to the north by the right-of-way of MD 214; to the west by the remaining part of the existing shopping center in the Commercial Shopping Center (C-S-C) Zone; and to the south by an existing industrial park known as Hampton Park in the Light Industrial (I-1) Zone. The lot in Hampton Park, directly adjacent to the subject site, is used for warehousing purposes.
5. **Previous Approvals:** The property was part of an existing shopping center, which was built in or about 1970 in the C-S-C Zone. The 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (Subregion 4 Master Plan and SMA) placed the subject property in one of the

designated industrial centers known as Hampton Park/Steeplechase 95 and rezoned the property to the M-X-T Zone. The shopping center site was partially converted into a church and has a previously approved Detailed Site Plan (DSP-04002) for a private school for 140 students and a day care center for 106 students. A revision to DSP-04002 was approved administratively in 2006 for an International House of Pancakes (IHOP) restaurant. The private school and day care center approved in DSP-04002 and DSP-04002-01 no longer exist on the site.

Conceptual Site Plan CSP-14003 (PGCPB Resolution No. 15-52) was approved on May 21, 2015 by the Planning Board as a mixed-use development with four conditions. The application was proposed to be constructed in two phases: Phase I involves approximately 175,000 square feet of commercial/retail space, 253 residential multifamily-dwelling units, 125,000 square feet of office space, and a 250-room hotel at the front of the development site. Phase II includes removal of approximately 40,000 square feet of the existing commercial/retail space and an addition of 347 multifamily-dwelling units at the rear of the development site.

Preliminary Plan of Subdivision 4-14020 (PGCPB Resolution No. 15-86) was approved by the Planning Board on July 30, 2015 for 10 Parcels for retail, office, hotel, and residential mixed-used development of the existing Kingdom Gateway Shopping Center with 23 conditions, and a variation from Section 24-121(a)(3) for direct access onto an arterial road.

The property also has a Stormwater Management Concept Plan, 45614-2014-00, approved on June 10, 2015.

6. **Design Features:** The proposed DSP occupies the existing shopping center known as Hampton Mall. The development will be constructed in five phases and generally follows the parcel lines associated with each use as follows:

Phase 1 involves approximately 115,000 square feet of office space, parking garage, and road way system entering the property;

Phase 2 involves the relocation and renovation of the parking area and existing building for approximately 73,830 square feet of commercial/retail space to house the current tenants and daycare on-site;

Phase 3 involves 254 residential multifamily-dwelling units and the surface parking lot supporting the residential building;

Phase 4 appears to involve three parts including the construction of two commercial and retail buildings composed of approximately 17,091 square feet of proposed retail space, an urban plaza, and the reconfiguration of the parking area associated with 16,653 square feet of existing commercial/retail space and;

Phase 5 includes a 123-room hotel and the parking area for the hotel near the center of the development site.

It should be noted that an additional phase has been shown on the plan, which currently includes an existing eating and drinking establishment and has not been included in this DSP, but is labeled as a future phase.

The property will be accessed from Central Avenue (MD 214) to the north of the site and a secondary access to the remaining part of the shopping center site to the west. The access from MD 214 is a signalized intersection. The access from the existing shopping center site is a dedicated public right-of-way, which is further connected to Hampton Park Boulevard to the west that eventually intersects with MD 214.

The plan included in this DSP application shows a main street leading to the site from MD 214 with buildings lined up on both sides of the street, which intersects with the cross-street of Hampton Boulevard and continues to the southernmost end of the site terminating at a roundabout separating the multifamily development from the existing commercial/retail building. The multifamily and office buildings are proposed on the eastern side of the site, adjacent to the Capital Beltway. The hotel and an urban plaza including a retail building are proposed centrally to the site, with the existing retail located on the southwestern portion of the site. The plaza will be used extensively by commercial and office users, as well as the future residents in the multifamily building and should include a variety of design elements for the active and passive recreational uses.

a. **Parcel 1: Future Development**

No information has been provided for this parcel, which has been label as a “future phase” of development.

b. **Parcel 2: Retail**

A 14,839-square-foot building in-line retail development (without specified tenants) is proposed in the first commercial building, and is located on the on the northern portion of the site along the frontage of the main street leading into the site from MD 214. The building is proposed to be located close to the street and include five tenant spaces.

Architecture

The architectural design of this building features a contemporary architectural style with large window display areas and cantilevered metal canopy. It is generally rectangularly shaped with a flat roof on the building, and includes exterior finish materials such as, masonry, stucco, glass, and steel, including accents of wood composite and metal coping.

Lighting

The applicant is specifying standard downward-facing light poles in the parking area and along the streets with a variety of lighting types proposed on the site such as wall-mounted lights, bollards, sconces, step lights, and accent lights of similar character and style.

Signage

Signage

Multiple building-mounted sign areas are provided on the building above the entrance to the individual tenant locations. The sign areas vary and measure from 29 to approximately 160 square feet, bearing the individual tenant's name and logo. The signage for this application is acceptable.

Loading and Trash Facilities

The Planning Board noted that no loading areas have been proposed with the application for this building, but said areas should be appropriately screened and located in the rear of the building away from public views. The details and location of a loading area are required prior to certificate approval of the plans. A dumpster enclosure is indicated at the northeastern corner of the parking area, and the enclosure shall reflect masonry materials complimentary to the exterior finish of the building, by condition of this approval.

c. **Parcel 3: Hotel**

A 123-room, 73,310-square-foot building hotel (without specified tenants) is proposed on Parcel 3 and is located on the central portion of the site with frontage of the main street leading into the site from MD 214.

Architecture

The architectural design of the hotel is contemporary with emphasis on the variation of façades through the application of different building volumes and massing, architectural design elements, and finish materials. The building is centrally located on the site and highly visible. The exterior of the building includes a metal canopy near the building entrance and is predominantly finished with masonry, stucco, metal panels, fiber cement panels and accents of wood composite and decorative metal cornice.

Lighting

The applicant is specifying standard downward-facing light poles in the parking area and along the streetscape, with a variety of lighting types proposed on the site such as wall-mounted lights, bollards, sconces, step lights, and accent lights of similar character and style. The lighting has been strategically located to produce an even and safe illumination level.

Signage

A single building-mounted sign is provided on the building near the entrance to the hotel, and channel-style lettering placed horizontally on the exterior of the building face is proposed. The Planning Board found that the sign measurements, details, and specifications including size and area, have not been provided for the proposed signage and are required, prior to certification of the plans, by condition of this approval.

Loading and Trash Facilities

The Planning Board noted that no loading areas have been proposed with the application for this building, but those to be provided should be appropriately screened and located in the rear of the building away from public areas. The details and location of a loading area are required prior to certificate approval of the plans. A dumpster enclosure is indicated at the northeastern corner of the parking area, and the enclosure should reflect masonry materials complimentary to the exterior finish of the building, by condition of this approval.

d. **Parcel 4: Retail**

A 73,830-square-foot building (without specified tenants) is proposed in the location of the existing commercial building, and proposes to renovate the existing commercial/retail space. The building is located on the southern portion of the site along the rear property line of the site at the terminus of the main street which leads into the site from MD 214. The building is proposed to include five tenant spaces.

Architecture

The architectural design of the project features traditional architectural style with emphasis on the different façades of the individual tenants through the application of different building architectural design elements and finish materials. A consistent storefront window display height is proposed across the front of the building providing uniformity of the building face. The exterior of the building will be finished predominantly with brick, masonry, and fiber board building materials using assorted colors and finishes, as well as canopies and awnings to differentiate individual tenant locations.

Lighting

The applicant is specifying standard downward-facing light poles in the parking area and along the streets, with a variety of lighting types proposed on the site such as wall-mounted lights, bollards, sconces, step lights, and accent lights of similar character and style. The lighting has been strategically located to produce an even and safe illumination level.

Signage

Multiple building-mounted sign areas are provided on the building above the entrance to the individual tenant locations. The sign areas vary and measure from 31 to approximately 372 square feet, bearing the individual tenant's name and logo. The signage for this application is acceptable.

Loading and Trash Facilities

Loading is proposed on the south side of the building, and includes four loading spaces. The Planning Board found that a trash facility was not provided with this application and should be added to the plan. The dumpster enclosure should reflect masonry materials complimentary to the exterior finish of the building, by condition of this approval.

The access driveway to this loading facility is within 50 feet of the proposed multifamily building. In accordance with Section 27-579(b), of the Zoning Ordinance, a departure from design standards (DDS) is required. This issue is discussed in detail relating to the DDS-637 see Finding 8.

e. **Parcel 5: Retail and Urban Plaza**

A 2,252-square-foot building (without specified tenants) is proposed in a commercial building, located adjacent to the Urban Plaza centrally located on the site near the intersection of Hampton Boulevard and the main street leading into the site from MD 214. The proposed building is located on the southwestern quadrant of the plaza close to the street, and includes two public areas for outdoor dining.

Architecture

The architectural design of this building features a contemporary architectural style with an angled roof which cantilevers over the building face providing a canopy. It is generally square shaped, with large store-front glass windows which extend the entire height of the building face, and includes exterior finish materials such as wood composite masonry, and horizontal accents of metal.

Lighting

The retail location is centrally located on the urban plaza and proposes a variety of lighting types on the site such as wall-mounted lights, bollards, sconces, step lights, and accent lights of similar character and style. The lighting has been strategically located to produce an even and safe illumination level.

Signage

The Planning Board noted that no signs have been proposed with this retail building.

Loading and Trash Facilities

Loading is not required with this retail building due to the size of the facility.

f. **Parcels 6, 7, & 8: Existing Retail**

These parcels are proposed to remain and the parking areas associated with these parcels will be restriped to accommodate the revised layout. No additional information has been provided for these parcels. No new architecture is being proposed with this application.

Lighting

The applicant is specifying standard downward-facing light poles in the parking area and along the streetscape, with a variety of lighting types proposed on the site, such as wall-mounted lights, bollards, sconces, step lights, and accent lights of similar character and style. The lighting has been strategically located to produce an even and safe illumination level. No new signage is being proposed with this application. No new Loading and trash facilities are being proposed with this application.

g. **Parcel 9: Office**

A 115,000-square-foot building (without specified tenants) is proposed in an office building, located adjacent to the Urban Plaza, and adjacent to the multifamily building onsite. The building is centrally located near the intersection of Hampton Boulevard and the main street leading into the site from MD 214.

Architecture

The architectural design of the office is contemporary with an angled roof and emphasis on the variation of façades through the application of different building volumes and massing, architectural design elements, and finish materials. The building is centrally located on the site and highly visible. The exterior of the building includes a cantilevered metal canopy near the building entrance and is predominantly finished with windows, metal panels, fiber cement panels and accents of wood composite and decorative metal cornice.

Lighting

The applicant is specifying standard downward-facing light poles in the parking area and along the streetscape, with a variety of lighting types proposed on the site such as wall-mounted lights, bollards, sconces, step lights, and accent lights of similar character and style. The lighting has been strategically located to produce an even and safe illumination level.

Signage

The Planning Board noted that no signs have been proposed with this office building.

Loading and Trash Facilities

Two loading facilities are provided on the southern side of this office building with the access driveway and loading facility both within 50 feet of the proposed multifamily building. In accordance with Section 27-579(b), of the Zoning Ordinance, a departure from design standards (DDS) is required. This issue is discussed in detail relating to the DDS-637, see Finding 7(e). The Planning Board noted that no trash facilities are proposed with this application for the office building and should be added to the plan.

h. **Parcel 10: Multifamily Residential**

A 254-unit multifamily residential building is proposed on the site and is located in the southeastern quadrant of the site adjacent to the Capital Beltway and the ramp to MD 214, and adjacent to the retail and office uses on the site.

Architecture

The architectural design of the multifamily residential building is contemporary with a generally flat roof and emphasis on the variation of façades through the application of different building volumes and massing, architectural design elements, and finish materials. The exterior of the building is predominantly finished with a mix of materials including windows, metal panels, balconies, glass sliding doors, fiber cement panels, and

accents of wood composite and decorative metal coping. The building includes two landscape courtyards which include a pool and passive recreational amenities for the building's residents.

Recreational Facilities

Preliminary Plan of Subdivision 4-14020 determined that on-site private recreational facilities are appropriate for the project development to serve the future residents, in accordance with Section 24-134 of the Subdivision Regulations and the standards in the *Park and Recreation Facilities Guidelines*.

The recreational facilities serving the multifamily building include an outdoor pool, patio, fire pit, cabana, landscape courtyards, and a group fitness room with a 1,000-square-foot gymnasium, as well as a community lounge, and a theater and gaming room. These amenities are located away from the noise generated from the vehicles along MD 214 and the Capital Beltway. The applicant also proposes a small dog park and dog washing station in addition to outdoor grilling areas, which will be located on-site.

The *Guidelines* have been satisfied.

Green Building and Sustainable Site Development Techniques

The following green building and sustainable site development techniques will be included for use on this building:

- Possible use of high efficiency plumbing fixtures to reduce water usage;
- Heating, Ventilating and Air Conditioning (HVAC) system will be Seasonal Energy Efficiency Ratio (SEER) 13 and above;
- Exterior building materials will pay attention to recycled and regional content and use materials such as glass, brick and stucco panels as opposed to vinyl siding;
- Low Volatile Organic Compounds (VOC) materials (i.e., adhesives, sealants and carpet);
- Upgraded thermal insulation;
- Low Emission glazing and upgraded performance windows;
- Light Emitting Diode (LED) EcoForm Lighting; and
- Parking for bicycles.

Freestanding Signage for the overall development

Three freestanding signs are proposed for the development. Two are pylon signs adjacent to the Capital Beltway on the northern and southeastern portions of the site and one is proposed at the main entrance into the site along MD 214. The following table includes the sign type, proposed height, and area of each of the freestanding signs:

Sign location	Advertising	Sign type	Height of sign	Area of sign
Capital Beltway	Overall Mixed-Use Center	Pylon	40 feet	320 sq. ft.
Capital Beltway	Overall Mixed-Use Center	Pylon	40 feet	320 sq. ft.
Central Avenue	Overall Mixed-Use Center	Monument	40 feet	185 sq. ft.

- Capital Beltway: Two freestanding pylon signs are proposed advertising the overall development location adjacent to the Capital Beltway. The pylon signs are internally lit and shown on the northern and southeastern portions of the site. They are triangular with a height of 40 feet in order to be visible from the Beltway, which sits approximately 10 to 14 feet above the property.
- Central Avenue: A monument sign is proposed at the entrance and is internally illuminated with a proposed height of 20 feet. It has been designed in a similar color scheme as other signage shown on the site and reflects the tenants located on the property, and includes a signage face of approximately 185 square feet.

COMPLIANCE WITH EVALUATION CRITERIA

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

- The subject application is in conformance with the requirements of Section 27-547, which governs uses in mixed-use zones. The proposed multifamily residential units, office, hotel, and commercial/retail uses are permitted uses in the M-X-T Zone.
- Section 27-548, M-X-T Zone regulations, establishes additional standards for the development in this zone. The DSP's conformance with the applicable provisions is discussed as follows:

(a) Maximum floor area ratio (FAR):

- Without the use of the optional method of development—0.40 FAR**
- With the use of the optional method of development—8.0 FAR**

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

- (b) **Bonus incentives.**
 - (4) **Residential use.**
 - (A) **Additional gross floor area equal to a floor area ratio (FAR) of one (1.0) shall be permitted where twenty (20) or more dwelling units are provided.**
 - (6) **Outdoor plaza.**
 - (A) **Eight (8) gross square feet shall be permitted to be added to the gross floor area of the building for every one (1) square foot of outdoor plaza provided. The plaza shall be open to the sky, except for street furniture, landscaping, or similar items, or any sun or rain shades (not including open arcades) which cover not more than twenty percent (20%) of the plaza area. The plaza shall reflect a high degree of urban design which encourages a variety of human activities, such as walking and sitting in a pleasant public space. The plaza, and any buildings on the south side of the plaza, shall be arranged and designed to admit sunlight to the plaza. The plaza shall contain extensive plantings, a range of seating options, other street furniture, and works of art or water features, such as statuary, fountains, and pools. The plaza shall be surfaced in textured concrete, masonry, ceramic paving units, wood, or other approved special surfacing material. Lighting shall be furnished which provides for both safety and visual effect. The minimum size of a plaza shall be eighty (80) feet by one hundred (100) feet.**

The DSP proposes a total of 254 multifamily dwelling units and two plazas with a proposed maximum floor area ratio (FAR) of 1.09, which meets this requirement.

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

The Planning Board noted that the DSP shows that the uses included in this DSP will be located in 9 buildings on 10 parcels.

- (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.**

The Planning Board noted that the site plans do not indicate the height of all improvements shown on the DSP and should be revised prior to certification of the plans. A condition requiring this has been included in this approval.

- (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 Planning Board found that the development is subject to the requirements of the 2010 *Prince George's County Landscape Manual*. Additional buffering and screening is 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.

- (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 Planning Board found that the FAR for the proposed development of 1,165,000 square feet on a 24.5-acre site is 0.54, which is calculated in accordance with the requirement and is within the maximum permitted FAR for this development.

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

The Planning Board found that there are no private structures within the airspace 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 Planning Board found that this requirement was reviewed for conformance at the time of the review of Preliminary Plan 4-14020, which was approved on July 30, 2015.

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

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

The Planning Board found that there are no townhouses proposed in this DSP. The residential component of this DSP includes 253-multifamily dwelling units.

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

The Planning Board found that the proposed residential multifamily buildings are multistory buildings which are below 110 feet in building height. The proposed multifamily buildings meet this height requirement.

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

The Planning Board found that this requirement does not apply to this DSP.

- c. In accordance with Section 27-546(d) of the Zoning Ordinance, in addition to the findings required to approve a DSP, 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:

- (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 Planning Board found that the subject project promotes the orderly redevelopment of an existing shopping center that is located right at the intersections of Central Avenue (MD 214) and the Capital Beltway (I-95/495), in accordance with the vision of the larger Subregion 4 Master Plan and SMA. With a mix of commercial/retail, office, multifamily residential uses, and a 123-room hotel, this project will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens.

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

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

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

The Planning Board found that the project proposes approximately 0.54 FAR on the existing shopping center site that will conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of this mixed-use zone.

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

The Planning Board found that the location of the property near residential, institutional, and other commercial uses, with sidewalks serving as connectors, will help to reduce automobile use and promote alternative transportation such as bicycling, and includes bike rack locations throughout the site.

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

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

The Planning Board found that the proposal will be developed in five phases and will include several different uses, but will be encouraged to be uniform in design and coordinated visually through the site design processes.

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

The Planning Board found that the DSP shows nine buildings designed around a main street connected to a central public plaza. The plans employ several design themes including a variety of green building techniques, and propose the use of multiple building materials, and building styles, which in turn create dynamic functional relationships among the individual uses and provide a distinctive visual character and identity.

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

The Planning Board found that green building and sustainable site development techniques, such as those employed in leadership in energy and environmental design (LEED) standards, are utilized for each building to the extent practical and promote optimum land use and great savings in energy.

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

The Planning Board found that 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. This DSP includes four different uses and is located within an existing shopping center that will create many development opportunities.

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

The Planning Board found that the architecture, as proposed, is fairly unified within the development using brick on most of the proposed buildings, combining with a stucco-like appearance throughout the development. At the same time, each individual use will maintain its unique identity.

- (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 Planning Board found that the subject property was rezoned to the M-X-T Zone by the Subregion 4 Master Plan and SMA, and the Master Plan did not provide any design guidelines or standards for the property. As such, the development proposed in this DSP is subject to the requirements of the M-X-T Zone, the conditions of prior approvals, and the required findings for approval of a DSP of the Zoning Ordinance, as discussed in Finding 7 of this report.

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

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

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

The Planning Board found that the development proposed in this DSP should be compatible with the buildings in the remaining part of the shopping center. Compatibility of uses will be challenging for the proposed development, partly because of the horizontal

mix of residential and commercial uses on the property. Additional green area and buffering have been incorporated into the plan. Residential development adjacent to commercial development and the Capital Beltway will require additional buffering or a combination of various design solutions.

(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 Planning Board found that the mix of uses in this DSP includes commercial/retail, office, residential multifamily dwellings, and hotel. The design scheme provided for review provides for a cohesive development centering on a main street and a public plaza. The development is capable of creating 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 Planning Board found that the project is to be completed in five phases. Phase I involves the construction of the office building and parking garage. Phase 2 involves razing a total of 271,334 square feet of existing buildings and the renovation of the existing commercial/retail space. Phase 3 involves the construction of the multifamily building and recreational area on the southeastern quadrant of the site. Phase 4 involves the construction of a proposed retail space, the central urban plaza, and the renovation of the parking area surrounding the existing commercial/retail space on the northern portion of the site. Phase 5 includes the construction of the hotel. Each phase of development will be self-sufficient, and when combined contribute to the effective integration of the entire shopping center.

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

The Planning Board found that a comprehensive sidewalk network has been proposed to be located on both sides of all roadways and surrounds every building. The sidewalks are further connected to the remaining part of the existing shopping center. In a memorandum dated April 17, 2017, the trails coordinator stated that, from the standpoint of non-motorized transportation, it has been determined that the plan is acceptable in accordance with this requirement, showing sidewalks at appropriate locations along internal roads and access easements. Additionally, the improvements shown on the submitted site plan will significantly enhance pedestrian access and safety on the subject site by provided dedicated walkways and crosswalks connecting to all the proposed buildings.

- (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**

The Planning Board reviewed the above issues and found the plans to be satisfactory. Space for a gathering place has been provided at the center plaza on Parcel 5. Adequate attention has been paid to human scale and high-quality urban design.

- (9) **On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

The Planning Board found that this site has a recently approved Conceptual Site Plan (CSP-14003) and Preliminary Plan (4-14020), and this requirement has been met.

- (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.**

The Planning Board found that a Preliminary Plan, 4-14020, for the project was approved on July 30, 2015. In accordance with Section 27-270, Order of Approvals, a preliminary plan shall be approved prior to approval of a DSP and, with the previously approved preliminary plan for the subject project, this condition has been met.

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

The Planning Board noted that the subject property measures 24.55 acres and it is not being developed as a mixed-use planned community. Therefore, this requirement is not relevant to the subject project.

- d. The DSP has been reviewed for conformance with the applicable site design guidelines cross-reference in Section 27-283 (contained in Section 27-274) as follows:
- (1) Section 27-274(a)(2), Parking, loading, and circulation, provides guidelines for the design of surface parking facilities. Surface parking lots are encouraged to be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. The subject application has provided a shared-parking garage for the residents of the multifamily building and the office use. Additionally, surface parking spaces located along the frontage of Central Avenue (MD 214) and the ramp of the Capital Beltway (I-95/495) have included a green area for planting vegetation, to the extent possible, and the site plan has been designed to avoid large uninterrupted expanses of pavement.
 - (2) In accordance with Section 27-274(a)(2)(B), loading areas should be visually unobtrusive and this has been demonstrated on the DSP, for example, the loading areas serving the existing retail building have been located at the rear of the building away from public areas.
 - (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 is required. A comprehensive review of streetscape amenities has been shown on the DSP, however, the Planning Board noted that detailed information has not been provided for all the site and street furniture. Additional information will be required to satisfy this requirement prior to certification and a condition requiring this has been included in this approval.
 - (4) A comprehensive and connected public space system should be provided to enhance the commercial and multifamily areas in accordance with Section 27-274(a)(9), Public Spaces. These public spaces (plazas) should incorporate high-quality design details and be integrated into the site design by a well-designed pedestrian system and continuous streetscape. An attractive mix of design features including focal points, seating areas, specialty landscaping, and specialty paving materials have been demonstrated on the DSP. The subject application shows decorative paving and special design features. However, the Planning Board noted that detailed information has not been provided for all design features, and should be shown by condition of this approval.

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 DSP has included detailed parking information and the proposed parking and loading facilities are acceptable.

8. **Departure from Design Standards (DDS-637):** The applicant requires two departures. The first departure is from Section 27-558(a) of the Zoning Ordinance, which governs the size of parking spaces. The second departure is from Section 27-579(b) of the Zoning Ordinance, which prohibits access to a loading space to be located less than 50 feet from property proposed to be used for residential purposes. The following discussion relates to these departures of design standards:

a. **Departure 1**

Specifically, Section 27-558(a) states the following:

(a) **The size of parking spaces shall be as follows:**

TYPE OF SPACE	MINIMUM SIZE (IN FEET)
Standard car spaces:	
Parallel	22 by 8
Nonparallel	19 by 9 1/2
Compact car spaces:	
Parallel	19 by 7
Nonparallel	16 1/2 by 8
Spaces for boat ramps (to accommodate length of, and maneuvering space for, both car and boat)	40 by 12

The application proposes a reduction in the required parking space size and a Departure from Design standards allows the provision of non-standard parking spaces. The DSP is proposing a standard parking space size on 74 percent of the site. However, the applicant is proposing a reduction of the size of the 127 (13percent) parallel parking spaces on the property. Section 27-558 requires a parking size of 8 feet x 22 feet, and the applicant is proposing a parking size of 8 feet x 21 feet. Additionally, the application is proposing 123 (13 percent) compact spaces on the site, which are located near the multifamily building.

Section 27-239.01(b)(7) of the Zoning Ordinance contains the following required findings in order for the Planning Board to grant the departure.

Each required finding is listed in **boldface** type below, followed by the applicant's response and then by Planning Board comments:

(A) In order for the Planning Board to grant the departure, it shall make the following findings:

(i) The purposes of this Subtitle will be equally well or better served by the applicant's proposal;

Applicant's Response: The reduction of the size of the parking spaces will allow the applicant to maximize the number of parking spaces and will not substantially detract from the utility of the parking areas. A large majority of the reduced parking spaces are proposed to be perpendicular spaces which will be located along the main vehicular travel ways on the site and help to create an urban streetscape, slow on site vehicular moment, and increase pedestrian access to interior sidewalks. The remainder of the reduced parking areas are proposed to be compact parking spaces which are located near the multifamily building. These are required due to the site constraints and needed to provide the minimum number of spaces to conform with HUD requirements. It should be noted that the applicant has reduced the allowed percentage of compact spaces from 33 percent to 13 percent. As a redevelopment site with fixed, but limited access points, converting the site from a suburban shopping center to a mixed-use site has presented design challenges which have been enhanced due to the need to accommodate the existing relations and phase the development.

The Planning Board found that the reduction required will not substantially detract from the utility of the parking areas and helps to encourage economic development and reduce traffic danger. The Planning Board agrees with the applicant that a reduction in the parking size will not substantially impact the development negatively. Additionally, the applicant has indicated that the adjacent parking garage will be a shared parking structure, and has accounted for it in the shared parking analysis. The Planning Board noted that sharing this facility between the office and residential uses during off-peak hours and on the weekends would benefit the community, maximize the number of parking spaces, and will not substantially detract from the utility of the parking areas.

(ii) The departure is the minimum necessary, given the specific circumstances of the request;

Applicant's Response: The applicant states that the property is unique in its location and existing configuration. Razing a substantial portion of the existing shopping center affords the ability to construct a County office building and introduce a residential use to the property. However, the ability to locate these uses is constrained by several factors, most of which have been noted. In addition to the constraints of the site there is a major WSSC waterline which extends under the parking lot on the eastern edge of the property adjacent to the

Capital beltway, establishing another site constraint. The departure will allow the applicant to provide adequate, functional parking in light of the site constraints.

As stated above, the decreased parking size used by the applicant is not in keeping with the requirements of the Zoning Ordinance. However, the Planning Board finds the applicant's request appropriate and hereby approves a departure allowing the applicant to use the smaller parking space sizes.

- (iii) The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in older areas of the County which were predominantly developed prior to November 29, 1949;**

Applicant's Response: The subject property is an existing developed site with existing points of access on MD 214 and from an existing private access easement along its western boundary. While not constructed prior to 1949, the points of access into the property cannot be modified and they largely define the development pods. The WSSC easement further restricts design flexibility. Redeveloping these pods in an efficient manner can be challenging in a redevelopment scenario and the predominant use of universal spaces assists in not being able to redevelop the subject property."

The Planning Board noted that the M-X-T Zone promotes dense and compact development. This development is proposed as such a project, and will mitigate negative impacts of the proposed parking space sizes.

- (iv) The departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood.**

Applicant's Response: The applicant suggests that the requested departure will not impair the integrity of the site of the surrounding neighborhood. The primary request in this application is the ability to utilize universal size spaces for the majority of the parking area. This allows for more flexibility in the design of the project, and particularly in the parking garage, and does not impair the visual, functional, or environmental quality or integrity of the site."

The Planning Board agreed with the applicant that the departure will not negatively impair the development. The decreased parking size proposed by the applicant can be used in a manner which increases green space and green area on the site to the maximum extent possible.

b. **Departure 2**

Section 27-579(b) states the following:

- (b) **No portion of an exterior loading space, and no vehicular entrances to any loading space (including driveways and doorways), shall be located within fifty (50) feet of any Residential Zone (or land proposed to be used for residential purposes on an approved Basic Plan for a Comprehensive Design Zone, approved Official Plan for an R-P-C Zone, or any approved Conceptual or Detailed Site Plan). (emphasis added)**

A portion of the existing retail shopping center will be retained and renovated to accommodate existing tenants remaining on the property. These tenants, in addition to the new retail locations, proposed office, hotel, and multifamily, will require a loading space to serve the associated building. Due to the location of these loading areas, specifically the loading drive isles for the office and retail uses in proximity to the residential multifamily building, a departure is required. The drive isles on the western and northern sides of the residential structure will impact the facility and are within 50 feet of the multifamily building. The applicant has argued that Section 27-579(b) does not apply to loading spaces within an M-X-T development, but only to loading spaces on an adjacent property.

Section 27-239.01(b)(7) of the Zoning Ordinance contains the following required findings in order for the Planning Board to grant the departure.

Each required finding standard is listed in **boldface** type below, followed by the applicant's response and then by Planning Board comment:

- (A) **In order for the Planning Board to grant the departure, it shall make the following findings:**

- (i) **The purposes of this Subtitle will be equally well or better served by the applicant's proposal;**

Applicant's Response: The applicant states that the mix of horizontal mix of uses proposed on the site is appropriate and that it is not possible to design the site and prevent trucks serving property to drive within 50 feet of the multifamily residential building. The proposed site plan presents an appropriate integration of uses in conformance with the existing zoning and the purposes of the Zoning Ordinance will be equally well of better served by the proposal. The departure to allow access to the loading space within 50 feet of the multifamily residential building allows for the redevelopment of the site and the addition of a residential component, while still providing required loading to all of the buildings which require it. For these reasons the purposes of protecting and promoting the most

beneficial relationship between land and buildings, encouraging economic development and lessening the danger of traffic on the streets.

For clarification, the Planning Board noted that the applicant's response above relates to the proposed loading spaces on Parcels 4 and 9 for the existing retail building and the proposed office space in relation to the multifamily building. The applicant argues that the type of loading between the office and residential is similar, and that the loading areas and travel ways are in needed in order to provide the required loading to all of the buildings, promoting the most beneficial relationship between land and buildings and encouraging economic development.

The plan identifies few travelways for the loading vehicles and should explore different travel patterns to remove the conflict with the residential building.

(ii) The departure is the minimum necessary, given the specific circumstances of the request;

Applicant's Response: The location of the existing loading area for the retail building is situated such that trucks must drive along the back of the existing building. To exit the loading area will bring the trucks within 50 feet of the multifamily residential structure, requiring the departure. Additionally, the loading space for the office is located within 50 feet. The applicant states that the loading area is placed at the most appropriate location to serve the office building, and given the nature of the office building the types of delivery vehicles serving the building would not be dissimilar to the those serving the residential building, and include FedEx, UPS, and similar delivery vehicles. Locating the loading area conveniently to serve both uses is appropriate for the mixed-use design. Attempting to relocate the loading space for the office would not make logical sense, and due to the location of the existing loading area for the retail must drive by the multifamily residential building. Thus, the applicant states that it is better to allow for a design that best serves the proposed development than strictly conforms to a regulatory requirement.

The Planning Board noted that the M-X-T Zone promotes a dense and compact development, and understands that it is difficult to design the site to prevent trucks from serving the property to not drive within 50 feet of the multifamily residential building. Therefore, the Planning Board found the request acceptable and the recommended conditions will mitigate negative impacts of the loading areas on the residential uses.

(iii) The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in older areas of the

**County which were predominantly developed prior to
November 29, 1949;**

Applicant's Response: The applicant states that the subject property is an existing developed site with existing buildings which will be retained and existing truck route which will also be retained. Introduction of a residential component is consistent with the M-X-T Zone and the location proposed for this use is appropriate. Redeveloping the property in an efficient manner can be challenging in a redevelopment scenario and retaining the existing retail building with its existing loading pattern assists in being able to redevelop the subject property.

The Planning Board found that the M-X-T Zone promotes dense and compact development. This development is proposed as such a project, and the Planning Board noted that redeveloping the property efficiently can be challenging. The conditions of approval will mitigate negative impacts that existing loading areas may have on the residential uses.

(iv) The departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood.

Applicant's Response: The applicant states that the requested departure will not impair the visual, functional, the environmental quality, or integrity of the surrounding neighborhood. The residential building is proposed for the southern end of the site adjacent to a preserved, wooded floodplain. It will be adjacent to a retail building which will provide services to the residents and an office building which may provide employment for some of the residents. Since the retail building will be renovated in the first phase of the development to allow a portion of the existing retail to be razed, all future residents will be well aware of the design of the building and how it operates when they occupy the property. Additionally, the residential building will be bounded by floodplain on the south, the Capital Beltway to the east, the existing retail building on the west, and the new office building on the north, and therefore the applicant states that no impact will be made to the surrounding neighborhood.

The Planning Board found that the requested departure will not impair the quality or integrity of the site or surrounding neighborhood. Particularly the site plan, landscape plan and the architecture all have been analyzed so that the residential building is designed to minimize potential conflicts during the construction of subsequent phases of development.

Based on the analysis above, the Planning Board approved DDS-637.

9. **Conceptual Site Plan CSP-14003:** The DSP is in general conformance with Conceptual Site Plan CSP-14003, and the applicable conditions of approval. The following conditions are relevant to the review of the DSP:

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. **The architectural elevations fronting all public roadways shall be treated as highly-visible elevations to include the following:**

(1) **A predominant use of brick, precast, glass, metal, and masonry, or any combination of these finish materials.**

The Planning Board found that this condition has been satisfied.

(2) **Well-designed façades with attractive fenestration patterns. For vertically mixed-use buildings, the ground level shall be a combination of durable at-grade materials, storefront, and lighting, promoting visually rich and engaging streetscape façades.**

The Planning Board found that this condition has been satisfied.

(3) **Use of thoughtful architectural details such as massing breaks, sills, lintels, recessed window systems, and canopies where appropriate, to ensure varied visual interest.**

The Planning Board found that this condition has been satisfied.

(4) **A varied roofline.**

The Planning Board has included a condition in this approval requiring the applicant to add additional variation to the proposed roofline on the multifamily, office, hotel, and retail buildings, to the extent practical.

b. **Identify the green building techniques to be used in this project and/or provide evidence that green building certification will be obtained.**

See above Finding 6 for a list of green building techniques to be employed on this project.

c. **In the areas of the development which are to be used for pedestrian corridors and/or as gathering places for people, adequate attention shall be paid to human scale, high-quality urban design, shade trees, and landscaping types and textures of paving materials, street furniture, trash facilities, and lighting.**

The Planning Board found that this condition has not been met. The Planning Board noted that additional information should be provided for street furniture and landscape furnishings in active and passive areas, including details and specifications. Additional information should be provided on the revised DSP prior to certificate approval of the plans.

- d. Full cut-off lighting fixtures shall be used for grade-level lighting, and special night lighting will be permitted to highlight the iconic features and signage of the hotel, office, retail, and office uses.**

The Planning Board found that this condition has been satisfied.

- e. Surface parking spaces around the residential multifamily buildings shall be reduced to provide additional green spaces around the buildings to the extent practical. Parking shall be provided within the parking structure for residents, guests, and leasing applicants to the extent practical.**

The Planning Board found that this condition has been satisfied, and noted that the parking requirements for the multifamily building are served by a surface lot and supplemented by the shared use of the parking garage outside the office building, helping to provide additional green spaces around the residential building, to the extent practical.

- f. The main street shall not terminate at a surface parking lot. A pedestrian alley that does not reduce retailer visibility shall be provided for pedestrian movement from the main street to the retailers across the largest surface parking lot on the site.**

The Planning Board found that this condition has been satisfied.

- g. Street trees on the main street shall be located approximately 35 feet on center if they do not exist in the right-of-way. A row of the same species shall be planted at the same interval on the other side of the sidewalk.**

The Planning Board found that this condition has been satisfied.

- h. The applicant shall demonstrate to the Planning Board that the on-site private recreational facilities will be properly developed and maintained to the benefit of future residents through covenants, a recreational facilities agreement, or other appropriate means, and that such instrument is legally binding upon the subdivider and his heirs, successors, and/or assignees.**

The Planning Board found that private recreational facilities have been proposed with the multifamily building. This condition has been satisfied.

i. Provide bicycle parking at appropriate locations.

The Planning Board has evaluated this requirement and the condition has been satisfied.

10. **Preliminary Plan of Subdivision 4-14020:** Preliminary Plan 4-14020 was approved on July 30, 2015, (PGCPB Resolution No. 15-86), with the following conditions (**in bold**) related to the review of this DSP, or are provided at this stage of development for information.
5. **Prior to the approval of a Detailed Site Plan for multifamily dwellings, the applicant shall demonstrate to the Planning Board that the on-site private recreational facilities for the fulfillment of mandatory dedication (Section 24-135) will be properly developed within or next to the same parcel or lot as the residential building to the extent practicable, and maintained to the benefit of future residents pursuant to Section 24-135(b)(2) of the Subdivision Regulations.**

The Planning Board found that private recreational facilities have been provided with this application by the applicant and have been reviewed by staff. The private recreational facilities are found to be acceptable.

6. **A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in a resolution of approval, shall require the approval of a new preliminary plan of subdivision prior to the release of any building permits.**

The Planning Board found that the subject application is not a substantial revision to the mix of uses on the subject property and is therefore acceptable.

15. **In conformance with the 2009 *Approved Countywide Master Plan of Transportation (MPOT)* and the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*, the applicant and the applicant's heirs, successors and/or assignees shall provide the following:**
- a. **Provide a sidewalk connection from the site access on Central Avenue (MD 214) to the subject site's western boundary and incorporate a landscape strip including shade trees where appropriate, subject to approval by the Maryland State Highway Administration (SHA).**
- b. **In the areas of the development which are to be used for pedestrian corridors and/or as gathering places for people, subsequent Detailed Site Plans shall pay adequate attention to human scale, high-quality urban design, shade trees, and landscaping types and textures of paving materials, street furniture, trash facilities, and lighting.**

- c. **At the time of DSP, the plan shall include bicycle racks accommodating a minimum of 50 bicycle parking spaces and other secure bicycle storage facilities at locations scattered throughout the subject site. The number and location of the racks and secure facilities shall be marked and labeled on the DSP, with details provided for the racks and secure facilities.**

The Planning Board has reviewed the subject application and indicated that sidewalks are shown at appropriate locations along internal roads and access easements. The improvements shown on the submitted site plan significantly enhance pedestrian access and safety on the subject site by providing dedicated walkways and crosswalks connecting to all the proposed buildings.

16. **Prior to issuance of any building permits within each phase as proposed within the detailed site plan, the Bicycle and Pedestrian Impact Statement (BPIS) improvements in accordance with Section 24-124.01 of the Subdivision Regulations shall (a) have full financial assurances; (b) have been permitted for construction through the operating agency's permitting process; and (c) have an agreed-upon timetable for construction with the operating agency.**

- a. **MD 214 and Hampton Park Boulevard intersection (east, west and south legs)**
 - (1) **Brick pavers**
 - (2) **Mill existing pavement**
 - (3) **ADA ramps**
 - (4) **Pedestrian crossing signals**
- b. **Hampton Park Boulevard**
 - (1) **'Share the Road' signage**
- c. **Westbound MD 214, west of Hampton Park Boulevard**
 - (1) **Bus shelter installation**
- d. **Hampton Mall Drive North Extended
(from the end of the public right-of-way to the subject property line)**
 - (1) **Concrete sidewalks**
 - (2) **ADA ramps**
- e. **One bus shelter installation**
 - (1) **One bus shelter should be installed at a location determined by DPIE within one-half mile walking or biking distance of the subject site.**

At the time of DSP, provide an exhibit that illustrates the location, phasing, and limits of all off-site improvements proposed. This exhibit shall show the location of all off-site sidewalk construction, ADA ramps, pedestrian signals, crosswalk improvements, bus shelter installations, pavement markings and signage.

If it is determined at the time of Detailed Site Plan that alternative off-site improvements are appropriate due to comments from the appropriate governmental agency (DPIE and/or SHA) or lack of public right-of-way, the applicant shall demonstrate that the substitute improvements shall comply with the facility types contained in Section 24-124.01(d), be within one-half mile walking or bike distance of the subject site, within the public right-of-way, and within the limits of the cost cap contained in Section 24-124.01(c). The Planning Board shall find that the substitute off-site improvements are consistent with the BPIS adequacy finding made at the time of Preliminary Plan of Subdivision.

The Planning Board has reviewed the subject application pursuant to the above conditions and finds that the off-site improvements in Condition 16 were required as part of Preliminary Plan 4-14020 pursuant to Section 24-124.01 (bicycle/pedestrian adequacy requirements). An exhibit of the proposed improvements needs to be submitted illustrating the location, limits, and specifications of the improvements.

- 17. At the time of detailed site plan, the DSP and landscape plan shall show a limit of disturbance that preserves all of the existing vegetation within the fenced and channelized streams, except for where water, sewer and stormwater outfalls are necessary. Where necessary and appropriate, the landscape plan shall show enhancement planting along Stream 2 (southern property line).**

The Planning Board found that the DSP is in conformance with this condition.

- 18. Prior to acceptance and approval of each Detailed Site Plan, a Phase I and Phase II noise study shall be submitted and shall be based on all existing and proposed conditions for the entire site.**

The Planning Board noted that this condition has been satisfied.

- 20. Total development shall be limited to uses that would generate no more than 760 AM and 991 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

The Planning Board concluded that this application will not exceed the trip cap established by Condition 20, because this application density falls below the trip cap. The Planning Board noted

that future DSP applications requiring additional development must provide a statement of trip generation of the proposed uses and a comparison with the trip cap from the approved preliminary plan, and a condition has been included in this approval requiring this.

11. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

a. **Transportation Planning**—The site consists of 24.55 acres in the M-X-T Zone. It is located in the southwest quadrant of the intersection of Central Avenue (MD 214) and the Capital Beltway (I-95/I-495).

Background

Pursuant to PGCPB Resolution No. 15-86, the subject property was the subject of an approved Preliminary Plan (4-14020) that was approved on July 30, 2015. The property was approved with multiple conditions, including the following pertaining to transportation:

20. Total development shall be limited to uses that would generate no more than 760 AM and 991 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

Information provided on the site plan has indicated the following proposed uses:

Use	Preliminary Plan	Current DSP	Comparison
Retail	105,000 square feet	91,411 square feet	DSP is less
Medical Office	70,000 square feet	0 square feet	DSP is less
General Office	100,000 square feet	115,000 square feet	DSP is more, however, total/combined office use is less overall
Hotel	250 rooms	123 rooms	DSP is less
Residential	348 multifamily units	254 multifamily units	DSP is less

The Planning Board concluded that this application will not exceed the trip cap established by Condition 20. Because this application density falls below the trip cap, the Planning Board found that future DSP applications requiring additional development must provide a statement of trip generation of the proposed uses and a comparison with the trip cap from the approved preliminary plan.

21. At time of DSP, the plan shall show a four-lane divided access roadway with sidewalks on both side extending south from MD 214 and sidewalks on both sides of the off-site access easement connecting to the Hampton Mall Drive North.

This condition has been met.

- 22. Prior to issuance of any building permit within the subject property above the levels that generate more than 712 PM peak-hour vehicle trips, using the approved trip generation rates as defined or augmented by the “Transportation Review Guidelines, Part 1 2012” (“Guidelines”) the following road improvements shall have (a) full financial assurance through either private money or full funding in the Maryland Department of Transportation “consolidated Transportation Program” or the Prince George’s County “Capital Improvement Program,” (b) have been permitted for construction through the operating agency’s permitting process, and (c) have been an agreed-upon timetable for construction with the appropriate operating agency:**

At MD 214/ Ritchie Road/ Garrett A Morgan Boulevard: the provision of a dual left-turn lanes instead of the existing single left-turn lane along the south leg (Ritchie Road), per the County and/or Maryland State Highway Administration (SHA) Standards and the provision of all necessary traffic signal modifications including provision of pedestrian signals on all approaches.

This condition will be addressed at the time of building permit.

Site Circulation

The subject property is currently improved as an integrated shopping center of various uses. The site has two access points; one directly from MD 214 and another from the adjacent shopping center to the west of the subject property. Based on the current proposal, with the exception of a few buildings, most of the existing buildings on the property will be razed in order that the site can be re-purposed with new development and a new traffic circulation plan. In reviewing the proposed site layout, the Planning Board is satisfied that various vehicle types will be adequately accommodated from a circulation perspective.

Parking

The subject property is zoned M-X-T. Consequently, the applicant is allowed to evaluate the parking needs of the site from a shared-use perspective. To that end, the applicant has provided the Planning Board with a shared-use parking analysis based on Weekday Peak-Hourly Demand as well as Saturday Peak-Hourly Demand. A total of 959 spaces are being proposed. Based on the peak-hour parking analyses, the site will require a minimum of 854 spaces during weekdays and 739 spaces on weekends. The parking rates cited in the parking studies are consistent with rates from the Institute of Transportation Engineer’s (ITE) *Parking Generation Manual, 4th Edition*. There were some initial concerns that the proposed parking garage and its 305 spaces were for the exclusive use of the office phase

of the development. If this were true, then the spaces allotted for the office use could not be part of the shared parking analyses. However, the Board was assured that none of the proposed 959 spaces (including 305 in the parking garage) will be assigned for any particular uses being proposed. Consequently, the Board accepted the results of the shared parking analyses, and further concluded that the parking provided will be adequate.

Departure from Design Standards DDS-637

The applicant has filed a Departure from Design Standards (DDS) in order to construct parking spaces that are smaller than the standard sizes. The applicant cites several challenges regarding the overall size of the development as reasons for the departure application. Specifically, of the 959 proposed spaces, the applicant is proposing that 250 (approximately 26 percent) spaces be built as non-standard. These spaces will consist of parallel as well as angled spaces. In looking at the overall site circulation and the location of the proposed spaces, the Planning Board noted that no negative impact would be created by reducing the size of those spaces.

Conclusion

Overall, from the standpoint of transportation, the Planning Board found that this plan is acceptable and meets the finding required for a DSP, as well as a DDS described in the Zoning Ordinance.

- b. **Prince George's County Fire/EMS Department**—In a memorandum dated March 3, 2017, the Fire/EMS Department stated that they completed a review of the DSP submission for Hampton Park, and made the standard comments that will be enforced in their separate permitting process.
- c. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated May 11, 2017, DPIE offered numerous comments. Those comments have been provided to the applicant and will be addressed under DPIE's separate permitting process.
- d. **Prince George's County Police Department**—The Police Department did not offer comments on the subject project.
- e. **Prince George's County Health Department**—In a memorandum dated April 5, 2017, the Health Department stated that they completed a health impact assessment review of the DSP submission for Hampton Park, and made the following comments and recommendations:
 - The applicant must obtain appropriate Raze Permits from Prince George's County's Department of Permitting, Inspections and Enforcement Office (DPIE).

- During the demolition/construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
- During the demolition/construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.
- The applicant must submit plans for the proposed food facility (i.e. coffee bar) and swimming pool and apply to obtain applicable Health Department permits through the Department of Permitting Inspections and Enforcement.
- Health Department permit records indicate there are approximately 10 existing carryout/convenience store food facilities and one market grocery store within a half-mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes. The applicant should consider setting aside retail space for tenants that would provide access to healthy food choices in the area. It is recommended that the applicant designate an area in the proposed commercial space for a market/grocery store that would provide healthy eating options for the residents of Hampton Park.
- The Hampton Park project is located adjacent to Capital Beltway (I-95). Published scientific reports have found that road traffic, considered a chronic environmental stressor, could impair cognitive development in children, such as reading comprehension, speech intelligibility, memory, motivation, attention, problem-solving, and performance on standardized tests. There is an emerging body of scientific evidence indicating that fine particulate air pollution from traffic is associated with childhood asthma.
- Several large-scale studies demonstrate that increased exposure to fine particulate air pollution is associated with detrimental cardiovascular outcomes, including increased risk of death from ischemic heart disease, higher blood pressure, and coronary artery calcification. The office looks forward to receipt of a landscape plan depicting elements of the project that will help mitigate the above noted potential adverse impacts due to its proximity to the I-495 highway.

The Planning Board found that the DSP includes multiple uses and has potential to attract a grocery provider that provides fresh fruits and vegetables and restaurants that provide healthy food choices. The applicant has been informed of the lack of healthy food options

in the close vicinity of the site. The applicant indicates that market conditions will be the most important factor in determining what type of restaurant(s) this site will attract, and as more information about possible tenants becomes available a grocery will be considered.

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

f. **Maryland State Highway Administration (SHA)**—In an e-mail dated March 24, 2017, SHA stated:

- An SHA Access Permit will be required for the proposed improvements taking place in the state right of way.
- SHA is currently reviewing the TIS and will provide comments to the applicant.

g. **Washington Suburban Sanitary Commission (WSSC)**—WSSC did not offer comments on the subject project.

12. Based on the foregoing and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP 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. As required by Section 27-285(b)(2), this DSP is in general conformance with approved Conceptual Site Plan CSP-15001.

14. Section 27-285(b)(4) of the Zoning Ordinance provides the following required finding for approval of a DSP:

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

Subtitle 24-130(b)(5) states:

- (5) **Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible consistent with the guidance provided by the Environmental Technical Manual established by Subtitle 25. Any**

lot with an impact shall demonstrate sufficient net lot area where a net lot area is required pursuant to Subtitle 27, for the reasonable development of the lot outside the regulated feature. All regulated environmental features shall be placed in a conservation easement and depicted on the final plat.

The Planning Board found that the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible.

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 above-noted application.

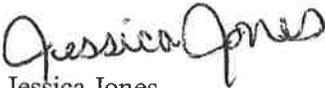
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council for Prince George's County, Maryland within thirty (30) days of the final notice of the Planning Board's decision.

* * * * *

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 Geraldo, with Commissioners Washington, Geraldo, Bailey, and Hewlett voting in favor of the motion, and with Commissioner Doerner absent at its regular meeting held on Thursday, May 25, 2017, in Upper Marlboro, Maryland.

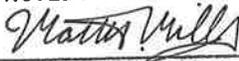
Adopted by the Prince George's County Planning Board this 15th day of June 2017.

Patricia Colihan Barney
Executive Director

By 
Jessica Jones
Planning Board Administrator

PCB:JJ:NAB:rpg

APPROVED AS TO LEGAL SUFFICIENCY.


M-NCPPC Legal Department
Date 6/9/17



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
 14741 Governor Oden Bowie Drive
 Upper Marlboro, Maryland 20772

DATE: May 18, 2021

TO: Andree Green Checkley, Esq., Planning Director

VIA: Henry Zhang, Co-Chair, Alternative Compliance Committee
 Jill Kosack, Co-Chair, Alternative Compliance Committee

FROM: Thomas Sievers, Alternative Compliance Committee Member

PROJECT NAME: Hampton Park

PROJECT NUMBER: Alternative Compliance AC-17005-01

COMPANION CASE: Detailed Site Plan DSP-16052-03

ALTERNATIVE COMPLIANCE

Recommendation: **Approval** **Denial**

**Justification: SEE
 ATTACHED**

Thomas Sievers

Thomas Sievers

Reviewer's Signature

PLANNING DIRECTOR'S REVIEW

Final Decision **Approval** **Denial**

Recommendation **Approval** **Denial**

To Planning Board

To District Council

To Zoning Hearing Examiner

Planning Director's Signature _____

APPEAL OF PLANNING DIRECTOR'S DECISION

Appeal Filed:

Planning Board Hearing Date:

Planning Board _____ **Approval** _____ **Denial**
Decision:

Resolution Number:

Alternative Compliance: AC-17005-01
 Name of Project: Hampton Park
 Underlying Case: Detailed Site Plan DSP-16052-03
 Date: May 18, 2021

Revision to an alternative compliance is requested from the requirements of Section 4.7, Buffering Incompatible Uses, of the 2010 *Prince George’s County Landscape Manual* (Landscape Manual), along the southern property line of Parcel 10, for Hampton Park.

Location

The subject property is 24.55 acres in size and part of a larger existing shopping center known as Kingdom Gateway Shopping Center. The area associated with this detailed site plan (DSP) is located in central Prince George’s County on the southwestern quadrant of the intersection of MD 214 (Central Avenue) and the I-95/495 (Capital Beltway). More specifically, the property is located at 9005 and 8909 Central Avenue, within the geography previously designated as the Developed Tier and reflected on Attachment H(5) of the 2014 *Plan Prince George’s 2035 Approved General Plan*, as found in Prince George’s County Planning Board Resolution No. 14-10 (see Prince George’s County Council Resolution CR-26-2014, Revision No. 31).

Background

The original underlying DSP application, DSP-16052, was approved for partial demolition of the existing shopping center and construction of a new mixed-use development with 251,000 square feet of commercial space, 91,100 square feet of retail space, 130,000 square feet of office space, a 123-room hotel, and 254 multifamily units in the Mixed Use Transportation-Oriented Zone.

The application is subject to Section 4.1, Residential Requirements; Section 4.2, Requirements for Landscape Strips along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening 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 because the application involves construction of new buildings and uses on the subject property.

The underlying DSP is being revised, through DSP-16052-03, to replace the surface parking lot at the southern edge of the property with a parking structure. Therefore, the applicant is requesting a revision to the previously approved Alternative Compliance AC-17005, from the requirements of Section 4.7, for the multifamily development on Parcel 10, which is adjacent to an existing warehouse use along its southern property line. Specifically, the applicant is seeking relief as follows:

Section 4.7 Buffering Incompatible Uses

REQUIRED: 4.7 Buffering Incompatible Uses, multifamily residential adjacent to warehouse use

Length of bufferyard	620 feet*
Minimum building setback	50 feet
Landscape yard width	40 feet
Plant units (160 per 100 linear feet)	832

Note: *The total length of the southern property line is approximately 650 feet minus 30 feet for the private road, on Parcel 10.

PROVIDED: 4.7 Buffering Incompatible Uses, multifamily residential adjacent to warehouse use

Length of bufferyard	520 feet*
Minimum building setback	56 feet
Landscape yard width	40 feet**
Fence or wall	No
Percent with existing trees (off-site)	100 percent
Plant units (on-site)	104

Notes: *The multifamily parcel occupies 520 linear feet of the southern property line.

**Buffer width provided on and off-site with proposed and existing vegetation.

Justification of Recommendation

The applicant is requesting a revision to the previously approved Alternative Compliance AC-17005, from Section 4.7, Buffering Incompatible Uses, along the southern property line of the proposed multifamily use on Parcel 10, which is adjacent to an existing warehouse use on Lot 9, Block F. A Type D bufferyard consisting of 50-foot building setback and 40-foot-wide landscape bufferyard to be planted with 160 plant units per 100 linear feet of property line, is required. Since the developing property is the multifamily use, the Landscape Manual allows that if all or any part of the buffer has been provided on the adjacent property, the proposed use may provide only the amount of the buffer that has not been provided on the adjacent property.

The existing woodland on the adjacent Lot 9, Block F, where the warehouse use is located, is already protected with numerous easements, including a floodplain easement. The actual distance of the use improvements located on Lot 9, Block F is approximately 150 feet from the southern property line of the subject site. Nearly half of that distance is in existing woodland on steep slopes, that is approved and preserved previously and is unlikely to ever be developed.

The applicant also proposes 104 additional planting units in sufficient green areas on-site along the southern property line. The newly proposed parking structure will also provide visual separation between the two uses and additional screening for the multifamily units from the possible negative impacts of the adjacent warehouse use.

The Alternative Compliance Committee finds the proposed alternative compliance measures to be equally effective as normal compliance with Section 4.7 of the Landscape Manual, along the southern property line.

Recommendation

The Alternative Compliance Committee recommends APPROVAL of Alternative Compliance AC-17005-01 from the requirements of Section 4.7, Buffering Incompatible Uses, of the 2010 *Prince George's County Landscape Manual*, along the southern property line of Parcel 10, for Hampton Park.

STATEMENT OF JUSTIFICATION

HAMPTON PARK

DSP-16052-03

May 12, 2021

Applicant

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1. INTRODUCTION/OVERVIEW

COZ Apts, LP (the "Applicant") is the owner of 6.2 acres of land located within a larger 24.42 acres development known as Hampton Park. Hampton Park is located in the southwest quadrant of the intersection of Central Avenue and the Capital Beltway. Originally constructed as a 257,000 square foot commercial shopping center known as Hampton Mall, the property became known more recently as the Kingdom Square Shopping Center. As detailed below, the Hampton Park property has been the result of recent development approvals and construction of a new mixed use development is underway. The purpose of this application is to seek approval of a multifamily residential building containing 240,343 square feet and 200 dwelling units. The specific property on which the multifamily building will be constructed is more particularly described as Parcel 10 depicted on "Plat 1, Hampton Park", which plat is recorded among the Land Records of Prince George's County at Plat Book SJH 249 Plat 75. Parcel 10 will be referred to as the "Subject Property". The overall development will be referred to as "Hampton Park". The Subject Property is currently zoned M-X-T. The Subject Property was zoned M-X-T with the adoption of the Subregion 4 Master Plan and Sectional Map Amendment in 2010.

2. RECENT ZONING HISTORY OF HAMPTON PARK

Hampton Park has been the site of a shopping center for many years. The shopping center was originally constructed in or about 1970. Prior to the adoption of the Subregion 4 Master Plan and Sectional Map Amendment, the Subject Property was zoned C-S-C. The Subregion 4 Master Plan places the Subject Property in one of the designated Industrial Centers, Hampton Park/Steeplechase 95. The discussion of this industrial center in the Master Plan does not focus on the Subject Property, but rather the fact that this is a healthy industrial area which should be protected, given the excellent location and vibrant health. Within the Plan Implementation and the Sectional Map Amendment sections of the Master Plan, it is noted that the M-X-T zone is recommended for two locations, one of which is "along the south side of Central Avenue from Hampton Park Boulevard and the Capital Beltway" (see p. 387). This area includes the Subject Property. The rezoning is specifically referenced as LE6 on Pages 462 and 463. While the properties to be rezoned as part of this zoning change are specifically identified, there is no discussion as to any future development vision for the area. The only guidance provided in the Master Plan are the Proposed Land Use Map (Map 14-2 on Page 380), which shows the southwest quadrant of the Capital Beltway and Central Avenue as "Mixed-Use Commercial". The property is not included within any of the designated Development District Overlay Zones identified in

Subregion 4 and is not subject to any of the Development District Standards or Guidelines.

3.0 SUMMARY OF DEVELOPMENT APPROVALS AND CURRENT PROPOSED DEVELOPMENT

Since 2004, the Subject Property has been owned by the Sanctuary at Kingdom Square, Inc., which operated a church within a portion of the existing improvements. In addition, the remainder of the commercial space has been leased to national and local tenants. The redevelopment of Hampton Park under the current M-X-T zoning has required the approval of a Conceptual Site Plan, Preliminary Plan of Subdivision and Detailed Site Plan.

The Subject Property was conveyed to the Applicant by The Sanctuary at Kingdom Square in June, 2019 and is the subject of Conceptual Site Plan CSP-14003 (the "CSP"). The CSP was approved by the Planning Board by notice dated June 16, 2015 pursuant to the adoption of Planning Board Resolution PGCPB No. 15-52. The CSP was approved subject to 4 conditions. The Preliminary Plan of Subdivision was approved on September 15, 2015. On June 15, 2017, Detailed Site Plan DSP-16052 was approved by the Prince George's County Planning Board for the redevelopment of a portion of the shopping center. The approved DSP proposed a mixed-use development with office, retail, residential and hotel uses sharing the property. The first phase of the project detailed in DSP-16052 included new retail development on the west side of the main entrance driveway accessing Central Avenue as well as construction of a 115,000 square foot office building anchored by the Prince George's County Department of Housing and Community Development. This portion of the development is now under construction. In subsequent phase, the DSP approved additional commercial development and a multifamily development containing 254 dwelling units. Included with DSP-16052 was a Departure from Design Standards referenced as DDS-637. The DDS was approved to allow a deviation in the typical parking space size to allow slightly smaller parking spaces, and to allow for loading spaces and access to loading spaces to be within 50 feet of the proposed residential multifamily building.

After the approval of DSP-16052, a revision to the DSP was required. DSP-16052-01 was submitted and approved in 2018 to address engineering issues related to the impact of the 100-year flood plain on the Hampton Park property. At the time that the

Detailed Site Plan was approved, it was anticipated that sufficient compensatory storage could be provided in underground structures to allow all of the property to be included in the redevelopment. Additional engineering showed such a method was extraordinarily expensive and precluded the ability of managing the compensatory storage in the manner previously proposed. Rather, the applicant was required to construct a retaining wall approximately 50-130 feet north of the southern property line. The existing improvements in this area will be removed and the grades lowered to provide the necessary compensatory storage to accommodate the redevelopment of the rest of the property. The change in the method of providing compensatory storage resulted in several other modifications to the Detailed Site Plan. One of those changes was a substantial modification of the footprint of the multifamily apartment building. The revisions required were substantial and could not be made within the context of a Planning Director revision to implement the changes required by engineering necessity to address the flood plain. As a result, the multifamily building originally approved by DSP-16052 was removed by DSP-16052-01. This Detailed Site Plan seeks approval to restore the multifamily apartment building to the project.

As now proposed, the multifamily building will contain 200 dwelling units, rather than the 254 originally envisioned. In addition, due to the loss of developable area related to the flood plain mitigation, a two-story parking garage is proposed to provide sufficient parking to accommodate the project. This parking garage will contain 196 parking spaces. Other than a reduction in the number of units and the addition of structured parking, the multifamily building will substantially be as originally proposed and approved. The multifamily building will still be located in the southeast corner of the site immediately adjacent to the floodplain that borders the southern boundary of the Subject Property. The parking garage will be accessed by driveways which will extend along eastern and western sides of the building. Each driveway will end at a circle, which will then allow vehicles to enter the garage. The garage will have an entrance on both the eastern and western ends of the garage. The Applicant in this DSP is proposing to continue utilizing modified parking space sizes consistent with the approved DDS. For example, each level of the parking garage will contain 98 parking spaces. The majority of the spaces in the garage (144 spaces) will be 9 feet by 18 feet consistent with the DDS, while the remainder will be compact spaces. Based on discussions with Staff, it was determined that an updated departure from design standards was required to clarify the exact nature of the

departure as the plan has now evolved. As a result, DDS-676 has been filed concurrent with this DSP and will address the parking space size issue.

4.0 ANALYSIS OF CONFORMANCE WITH THE CONDITIONS OF CONCEPTUAL SITE PLAN CSP-14003

The Subject Property is the subject of Conceptual Site Plan CSP-14003 (the "CSP"). The CSP was approved by the Planning Board by notice dated June 16, 2015 pursuant to the adoption of Planning Board Resolution PGCPB No. 15-52. The CSP was approved subject to 4 conditions. Two of these conditions are relevant to the approval of this Detailed Site Plan and are addressed below.

2. Prior to approval of each detailed site plan (DSP) for the project, the following information shall be provided, or the issues shall be properly addressed as follows:

a. The architectural elevations fronting all public roadways shall be treated as highly visible elevations to include the following:

- (1) A predominant use of brick, precast, glass, metal and masonry, or any combination of these finish materials.**
- (2) Well-designed façades with attractive fenestration. For vertically mixed-use buildings, the ground level shall be a combination of durable at grade materials, storefront, and lighting, promoting visually rich and engaging streetscape facades.**
- (3) Use of thoughtful architectural details such as massing breaks, sills, lintels, recessed window systems, and canopies where appropriate, to ensure varied visual interest.**
- (4) A varied roofline.**

Comment: The proposed building consists of the construction of a four story 200 unit apartment complex which utilizes durable cementitious, split-faced block and glass materials around the full façade. Special attention is given to have the apartment building blend with, but not copy, the surrounding development through the use of materials and colors, as well as an "entrance

hat" at the main entrance. All facades include massing breaks both horizontally and vertically. Recessed windows are used throughout the building façade to provide additional architectural variety. The building will have a modern design, with a mix of cementitious panels and cementitious siding. Four different siding colors, plus trim, provide an attractive façade which will complement the other buildings currently under construction.

- b. Identify the green building techniques to be used in this project, and/or provide evidence that green building certification will be obtained.**

Comment: Sustainable practices are being used in the building design. A shared parking strategy is used on site to reduce the overall number of parking spaces required and increase the amount of green space provided.

Sustainable streetscape elements also contribute to the overall identity and environmental integrity of Hampton Park. Stormwater management, native plantings, sustainable materials, and energy efficient lighting contribute to the sustainability and success of the development. By integrating Best Management Practices (BMPs) to mitigate stormwater including rainwater planters, rainwater gardens, and porous pavement where feasible, stormwater runoff quality will be improved and quantities from impervious surfaces will be reduced. Using native plants and stormwater cisterns reduces the need for potable water for irrigation and contributes to a sense of place by supporting regional wildlife and pollinators. Trees and plants will be native to the region, adaptable to placement within a specific site, and selected to accommodate pedestrians and animals by providing shade and reducing the need for pesticides, herbicides, and fertilizers.

- c. In the areas of the development which are to be used for pedestrian corridors and or as gathering places for people, adequate attention shall be paid to human scale, high-quality urban design, shade trees and landscaping types and textures of paving materials, street furniture, trash facilities, and lighting.**

Comment: Detailed Site Plan DSP-16052 approved the pedestrian network for the development. The proposed multifamily building will be integrated into that network to ensure consistency with the plans already approved, and consistent with the multifamily building that was originally approved, but then later removed from the DSP.

- d. **Full cut-off lighting fixtures shall be used for grade level lighting and special night lighting will be permitted to highlight the iconic features and signage of the hotel, office, retail and office uses.**

Comment: The same lighting as originally approved for the overall Hampton Park Detailed Site Plan will be continued with the multifamily residential building.

- e. **Surface parking spaces around the residential multifamily buildings shall be reduced to provide additional green spaces around the buildings to provide a residential appearance to the extent practical. Parking shall be provided within the parking structure for residents, guests, and leasing applicants to the extent practical.**

Comment: Due to the loss of land associated with the floodplain mitigation, the Applicant now proposes a two story parking garage in lieu of a larger surface parking lot. The overall function and relationship to the parking as originally proposed does not substantially change, however.

- f. **The main street shall not terminate at a surface parking lot. A pedestrian allee that does not reduce retailer visibility shall be provided for pedestrian movement from the main street to the retailers across the largest surface parking lot on the site.**

Comment: This condition is unrelated to the instant application.

- g. **Street trees on the main street shall be located approximately 35 feet on center if they do not exist in the right-of-way. A row of the same species shall be planted at the same interval on the other side of the sidewalk.**

Comment: This condition is unrelated to the instant application.

- h. **The applicant shall demonstrate to the Planning Board that the on-site private recreational facilities will be properly developed and maintained to the benefit of future residents through covenants, a recreational facilities agreement, or other appropriate means, and that such instrument is legally binding upon the subdivider and his heirs, successors, and assignees.**

Comment: The multifamily development will be constructed with substantial on-site private recreational facilities and will be maintained by the owner/management company of the building that leases the units. The on-site community amenities, which are substantially similar to those approved with the original Detailed Site plan, include:

- ! Business Center & wifi lounge;
- ! Clubroom with billiards, shuffleboard, fireplace/TV lounge and bar;
- ! Multimedia and gaming room
- ! Complimentary Coffee Bar;
- ! A conference room located in the Business Center;
- ! 24 hour state of the art fitness center, including multiple cardio options, body sculpting equipment, free weights and group exercise room for classes/yoga;
- ! Swimming pool with a poolside fireplace lounge, resort style sun deck and outdoor kitchen with grills and TV;
- ! Dog Park and dog spa;
- ! Private Garden;
- ! Controlled Access to building;
- ! Integrated path to connect to surrounding retail;
- ! Indoor Climate Controlled Storage Area;
- ! Social Events and Activities Calendar;
- ! Package Receiving;
- ! Interior bicycle storage room;

i. Provide bicycle parking at appropriate locations.

Comment: A storage room will be provided internal to the building to store 16 bicycles. Secure parking will also be provided in the garage. These are in addition to the bicycle racks which will be located near primary building entries and open space amenity areas as approved in the original DSP.

- 4. Prior to the issuance of any building permit within the subject property for development above the levels that generate more than the existing 400 AM and 500 PM peak**

vehicle-hour trips, using the approved trip generation rates as defined or augmented by the Guidelines, the following road improvements shall have (a) full financial assurance through either private money or full funding in the Maryland Department of Transportation "consolidated Transportation Program" or the Prince George's County "Capital Improvement Program," (b) have been permitted for construction through the operating agency's permitting process, and (c) have been an agreed-upon timetable for construction with the appropriate operating agency:

- a. The provision of a dual left-turn lanes instead of the existing (vested) single left-turn lane along south leg (Ritchie-Road), per the County and /or Maryland SHA Standards and the provision of all necessary traffic signal modification including provision of pedestrian signal on all approaches.

Comment: This condition will be addressed at the time of building permit.

5.0 ANALYSIS OF CONFORMANCE WITH THE CONDITIONS OF PRELIMINARY PLAN OF SUBDIVISION 4-14020

The Preliminary Plan of Subdivision was approved on September 15, 2015. The conditions of approval which are relevant to the approval of the Detailed Site Plan are listed and addressed below.

2. The applicant, his successors, and/or assignees, shall provide on-site private, recreational facilities in accordance with Section 24-134 of the Subdivision Regulations and the standards in the Parks and Recreation Facilities Guidelines. The private recreational facilities shall be reviewed for adequacy and property siting, prior to approval of the detailed site plan for the multifamily buildings by the Planning Board.

Comment: Private recreational facilities are provided in conjunction with the multifamily building, as described above. The recreational facilities listed are adequate to serve the proposed number of residents.

5. Prior to the approval of a Detailed Site Plan for multifamily dwellings, the applicant shall demonstrate to the Planning Board that the on-site private recreational

facilities for the fulfillment of mandatory dedication (Section 24-135) will be properly developed and maintained to the benefit of future residents pursuant to Section 24-135(b) (2) of the Subdivision Regulations.

Comment: The private recreational facilities are included within the multifamily building and will be maintained by the management company which manages the apartment complex. The recreational facilities are an important part of the on-site amenities being offered. Conformance with this condition is also assured by Condition 14 of the preliminary plan of subdivision.

- 6. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in a resolution of approval, shall require the approval of a new preliminary plan of subdivision prior to the approval of any building permits.**

Comment: A multifamily apartment building was approved at the time of the initial preliminary plan of subdivision. The building now proposed contains fewer units than originally evaluated for adequacy.

- 7. Prior to final plat, the applicant shall obtain DSP approval for the proposed development.**

Comment: Approval of this application will fulfill the condition for the multifamily component.

- 8. The applicant and the applicant's heirs, successors and assignees shall not execute any termination, modification or amendment of the Access Easement Agreement (recorded at Liber 4412 Folio No. 256) which provides vehicular access to Hampton Mall Drive North without the prior written consent of the Maryland-National Capital Park and Planning Commission. Evidence of such written consent shall be recorded with any such termination, modification or amendment, if approved by the M-NCPPC Planning Department.**

Comment: No termination or modification of the Access Easement Agreement has been proposed.

- 10. Development of this site shall be in conformance with the Stormwater Management Concept Plan, 45614-2014-00 and any subsequent revisions.**

Comment: The proposed development is in conformance with the approved Stormwater Management Concept Plan.

- 12. Approval of this PPS shall supersede all previous subdivision approvals for the development of the site.**

Comment: The Applicant acknowledges this condition.

- 14. Prior to approval of the final plat for any of the proposed multifamily development, the applicant shall submit a copy of a proposed covenant or other appropriate mechanism to assure that any component of the recreational facilities not located on the same parcel or lot as the residential building, but needed to satisfy mandatory dedication requirements, will be available to and maintained for the benefit of the future residents.**

Comment: All recreational facilities needed to satisfy mandatory dedication will be included on the same parcel as the residential building.

- 15. In conformance with the 2009 Approved Countywide Master Plan of Transportation (MPOT) and the 2010 Approved Subregion 4 Master Plan and Sectional Map Amendment, the applicant and the applicant's heirs, successors and/or assignees shall provide the following:**
 - a. Provide a sidewalk connection from the site access on Central Avenue (MD 214) to the subject site's western boundary and incorporate a landscape strip including shade trees where appropriate, subject to approval by the Maryland State Highway Administration (SHA).**
 - b. In the areas of the development which are to be used for pedestrian corridors and/or as gathering places for people, subsequent Detailed Site Plans shall pay adequate attention to human scale, high-quality urban design, shade trees, and landscaping types and textures of paving materials, street furniture, trash facilities, and lighting.**
 - c. At the time of DSP, the plan shall include bicycle racks and other secure bicycle storage facilities at locations scattered throughout the subject site. The number and location of the racks and secure facilities**

shall be marked and labeled on the DSP, with details provided for the racks and secure facilities.

Comment: Each of these facilities was addressed in the initial DSP. Secure bicycle storage interior to the residential building is provided.

17. At the time of detailed site plan, the DSP and landscape plan shall show a limit of disturbance that preserves all of the existing vegetation within the fenced and channelized streams, except for where water, sewer and stormwater outfalls are necessary.

Comment: The Detailed Site Plan conforms with this condition.

18. Prior to acceptance and approval of each Detailed Site Plan, a Phase I and Phase II noise study shall be submitted and shall be based on all existing and proposed conditions for the entire site.

Comment: An updated Phase I and Phase II noise studies have been submitted with this application.

19. Prior to the approval of building permits for residential buildings located within the unmitigated 65 dBA Ldn noise contour, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less.

Comment: This condition is addressed in the Phase II noise study.

20. Total development shall be limited to uses that would generate no more than 760 AM and 991 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

Comment: The proposed development does not exceed this cap.

21. At time of DSP, the plan shall show a four-lane divided access roadway with sidewalks on both side extending south

from MD 214 and sidewalks on both sides of the off-site access easement connecting to the Hampton Park Drive North.

Comment: The DSP conforms with this condition.

6.0 CONFORMANCE WITH THE GENERAL PURPOSES OF DSP'S

The general purposes of Detailed Site Plan (DSP) are contained in §27-281(b) of the Zoning Ordinance, and are expressed as follows:

(b) General purposes.

(1) The general purposes of Detailed Site Plans are:

(A) To provide for development in accordance with the principles for the orderly, planned, efficient, and economical development contained in the General Plan, Master Plan or other approved plans;

(B) To help fulfill the purposes of the zone in which the land is located;

(C) To provide for development in accordance with the site design guidelines established in this Division; and

(D) To provide approval procedures that are easy to understand and consistent for all types of Detailed Site Plans.

Comment: The Subject Property is zoned M-X-T and is located at the intersection of two major roadways, Central Avenue and the Capital Beltway. The Subject Property was originally developed over 45 years ago. The rezoning of the Subject Property at a major intersection in the Developed Tier provides an opportunity to provide a more urban oriented, mixed use development than the previous development that was automobile dependent. The Subject Property was placed in the M-X-T zone through the adoption of the Subregion 4 Sectional Map Amendment. As a result, the proposed development implements the vision of the SMA and helps fulfill the purposes of the M-X-T Zone by providing a residential component to this development.

7.0 CONFORMANCE WITH PURPOSES AND REGULATIONS OF THE M-X-T ZONE.

The purposes of the M-X-T Zone are set forth in Section 27-542 of the Zoning Ordinance, as set forth below.

Sec. 27-542. - Purposes.

(a) The purposes of the M-X-T Zone are:

- (1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers 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;**

Comment: The Subject Property is located at a major interchange. Originally developed as a suburban shopping mall, the proposed redevelopment expands both desirable employment and living opportunities, thereby enhancing the economic status of the County. The project will have greater visibility from the highway network and will improve pedestrian mobility compared to the existing condition.

- (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;**

Comment: The proposed redevelopment implements the recommendations of the Subregion 4 Master Plan and Sectional Map Amendment, which placed the Subject Property into the M-X-T Zone in order to allow a mix of uses. As proposed, the Detailed Site Plan will integrate residential uses with commercial uses and restaurants, giving the residents the ability to walk to not leave the area for needed goods and services.

- (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;**

Comment: The Subject Property is located in an established community in the former Developed Tier, where new development is encouraged. The proposed mix of uses will benefit not only the occupants of the site, but the broader community by providing services, such as grocery services.

- (4) To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;**

Comment: The Subject Property is served by Metro Bus service. The proposed uses will be in close proximity to one another, allowing occupants of the site to reduce automobile use. The office uses, residential uses, grocery store and proposed restaurants and other retail will allow for reduced automobile dependency to all occupant of the site, including office workers, hotel guests and residents. Further, the property is proximate to two Metro Stations, Morgan Boulevard and Largo Town Center. The proximity of this site to these stations promotes the use of transit.

- (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;**

Comment: The existing improvements do not encourage a 24 hour environment. The proposed multifamily residential use will help create a 24 hour environment which will benefit all who live, work in or visit the Subject Property.

- (6) To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;**

Comment: The uses proposed on site will be horizontally integrated in order to facilitate the phasing of the project. The office building and the residential buildings will be multi-story to provide a vertical component to the site which does not currently exist.

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

Comment: The proposed redevelopment will transform a visible gateway site located inside the beltway to an urban, mixed use destination.

- (8) **To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;**

Comment: The Subject Property is being re-developed under the most recent stormwater management requirements for environmental site design. Re-purposing an existing site with existing transportation infrastructure with interdependent uses which reduce daily automobile trips, will promote optimum land planning which is preferable to the single-purpose project being replaced.

- (9) **To permit a flexible response to the market and promote economic vitality and investment; and**

Comment: As proposed, the Detailed Site Plan allows the flexibility needed to deliver product to the market in a phased approach as demand is available for that product.

- (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.**

Comment: The proposed development will take advantage of the flexibility inherent in the M-X-T zone to propose high quality architecture suited for a gateway site and a major beltway intersection.

Each of the purposes discussed above is promoted by the DSP, which contributes to the implementation of the overall Master Plan.

8.0 CONFORMANCE WITH SPECIFIC PURPOSES OF THE DETAILED SITE PLAN

Sec. 27-281 (c) lists the specific purposes of a detailed site plan. There are four specific purposes listed, each of which is addressed below:

Sec. 27-281 (c) (1) (A): To show the specific location and delineation of buildings and structures, parking facilities, streets, green areas, and other physical features and land uses proposed for the site.

Comment: The submitted Detailed Site Plan demonstrates the location of the existing and proposed buildings, parking facilities, streets and green areas, as required.

Sec. 27-281 (c) (1) (B): To show specific grading, planting, sediment control, tree preservation, and storm water management features proposed for the site.

Comment: The submitted DSP included in this application shows the specific grading and landscape planting areas proposed for the site. There is also an approved stormwater management concept plan.

Sec. 27-281 (c) (1) (C): To locate and describe the specific recreation facilities proposed, architectural form of buildings, and street furniture (such as lamps, signs, and benches) proposed for the site.

Comment: The multifamily building will provide extensive internal amenities, including but not limited to a swimming pool, workout room, business center and other modern amenities. The DSP also provides areas on site for sitting and gathering. As the DSP reflects, the streetscape fixtures such as lamps, signage and benches have been detailed.

Sec. 27-281 (b) (1) (D): To describe any maintenance agreements, covenants, or construction contract documents that are necessary to assure that the Plan is implemented in accordance with the requirements of this Subtitle.

The site will require common area maintenance, the cost of which will be shared by the various tenants and occupants of the site. Appropriate agreements will be drafted to provide for a fair, pro rata contribution to be paid by all of the occupants of the site.

9.0 CONFORMANCE WITH CRITERIA OF APPROVAL--DETAILED SITE PLANS

The Planning Board must find that the Detailed Site Plan satisfies the criteria of approval set forth in Section 27-285(b) of the Zoning Ordinance. These criteria are set forth below.

(b) Required findings.

- (1) The Planning Board may approve a Detailed Site Plan if it finds that the plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. If it cannot make these findings, the Planning Board may disapprove the Plan.**

Comment: The Applicant submits that the proposed DSP for Hampton Park does represent a reasonable alternative for satisfying the site design guidelines. The initial DSP included a multifamily residential component. Due to engineering issues beyond the control of the applicant, the multifamily component was removed to allow the site to be reconfigured to address the 200-year flood plain. This DSP restores the multifamily building on a somewhat smaller parcel, but in the same location and with the same basic layout as originally proposed and found to conform to all of the applicable criteria.

The design guidelines are set forth in Sections 27-283 and 27-274 of the Zoning Ordinance. Section 27-283 applies to Detailed Site Plans, and states that the site design guidelines are the same as those required for a Conceptual Site Plan. However, the guidelines shall only be used in keeping with the character and purpose of the proposed type of development. The design guidelines themselves, set forth in Section 27-274, address parking, loading and circulation, lighting, views from public areas, green area, site and streetscape amenities, grading, service areas, public spaces and architecture. Each of these guidelines is addressed below:

Parking, Loading and circulation

The parking loading and circulation on site were designed to provide safe and efficient circulation to proposed uses. The

Hampton Park development will continue to be served by two major points of access, the signal controlled entrance on Central Avenue and the connection of Hampton Mall Drive North along the western property line. Access to the multifamily will come through internal driveways established with the approval of the initial DSP. The access to the parking garage along the southern boundary of the property will be through those driveways and will be safe and convenient to residents.

Lighting

A lighting plan is provided with the detailed site plan. The lighting plan demonstrates that the parking areas and the other public areas of the site are adequately lit, but that such light will not spill off site.

Views

The Subject Property is in the "back" of the development. The Subject Property is well screened by the flood plain along the southern boundary and the office building to the north. There is visibility of the eastern wing of the Subject Property from the Beltway. As noted above, the building is designed with different materials, textures and colors to provide visual interest on all facades, including the façade facing the Beltway.

Green Area

The green area proposed is consistent with the green area provided with the initial DSP and found to be adequate.

Site and Streetscape amenities

The site and streetscape amenities were incorporated into the initial DSP and the residential component proposed with this revision is consistent with these amenities.

Grading

The existing site was developed in the 100-year floodplain. The redeveloped site will be removed from the floodplain and

compensatory storage will be provided in conformance with current regulations.

Public Spaces

The public spaces within the development have been designed to be attractive to future tenants and residents and will contribute to the creation of 24 hour environment.

Architecture

The proposed architecture uses high quality materials and attractive design to create a modern, urban environment. A development of this type at a major gateway inside the Beltway will spur new investment and be a catalyst for future job creation.

- (2) **The Planning Board shall also find that the Detailed Site Plan is in general conformance with the approved Conceptual Site Plan (if one was required).**

Comment: A Conceptual Site Plan was required for the Subject Property, which is referenced as CSP-14003. Conformance with the conditions of approval are addressed above.

- (3) **The Planning Board may approve a Detailed Site Plan for Infrastructure if it finds that the plan satisfies the site design guidelines as contained in Section 27-274, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.**

Comment: The proposed Detailed Site Plan is not an infrastructure site plan and therefore this criterion is not applicable to the subject Detailed Site Plan.

- (4) **The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a**

natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).

Comment: In addition to this specific finding, Section 27-282(E)(10) requires that a Statement of Justification be submitted describing how the proposed design preserves and restores the regulated environmental features to the to the fullest extent possible. For the Subject Property, the regulated environmental features were identified during the prior CSP, Preliminary Plan of Subdivision and DSP processes and it was determined at that time that the regulated environmental features were being preserved to the fullest extent possible. No additional disturbance of regulated environmental features is proposed by this DSP. Therefore, regulated environmental features are being preserved to the fullest extent possible.

In addition to the above findings, the Planning Board must make the findings set forth in Section 546(d)(1)-(11), which related specifically to the M-X-T zone. Each of the subsections will be set forth below, with a corresponding comment, which provides as follows:

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

Comment: The purposes of the M-X-T Zone are set forth in Section 27-542 of the Zoning Ordinance and each of the purposes is addressed above.

(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;

Comment: The Subject Property was placed in the M-X-T zone through a Sectional Map Amendment approved after October 1, 2006. As noted above, however, there are no specific guidelines or standards recommended for the Subject Property in the Master Plan. The proposed development does conform to the Master Plan's land use recommendation and will implement the mixed-use

zoning placed on the site by the Sectional Map Amendment.

(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;

Comment: The proposed development's outward orientation catalyzes adjacent community improvement and rejuvenation. The Subject Property is currently adjacent to the southbound ramp to the Capital Beltway from Central Avenue. The proposed development will orient a much more visible, high quality mixed use facade toward the public space. The redevelopment will integrate well with the remaining retail commercial uses within this quadrant of the Beltway, while preserving the possibility of additional mixed use redevelopment north of Hampton Mall Drive North at the intersection of Central Avenue and Hampton Park Boulevard. The introduction of residential development will encourage the 24-hour environment required in the M-X_T zone.

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

Comment: As noted above, Hampton Park is adjacent to existing commercial uses along Hampton Mall Drive North. The Subject Property is in the southeast corner of the site and is compatible with the remainder of the development.

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

Comment: The proposed uses are being oriented on site to present a cohesive development.

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

Comment: The proposed development is staged. Phase 1 includes the office building and additional retail/restaurant uses.

Phase 2 includes the proposed 200 residential units included in this application. The remaining retail and hotel uses will be constructed in remaining phases. The phasing reflects current market demand and each phase will result in a self-sufficient mixed-use entity.

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

Comment: The site will be designed to encourage pedestrian activity within the development, which will enhance the planned 24-hour environment.

(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

Comment: The DSP reflects street furniture of human scale and exhibits a high-quality urban design.

(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, will be provided by the applicant, or are incorporated in an approved public facilities financing and implementation program, 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.

Comment: This application is a DSP. Therefore, this provision is not applicable at this stage of the development, but was addressed in earlier stages.

(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 provided by the applicant.

Comment: This provision is not applicable to this development.

(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.

Comment: This provision does not apply to the Subject Property as it does not exceed 250 acres.

10.0. CONCLUSION

In conclusion, the Applicant submits that the proposed DSP represents 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. In addition, the other findings required for a Detailed Site Plans in the M-X-T zone can also be made. For these reasons, the Applicant respectfully requests approval of the DSP.

Respectfully submitted,



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STATEMENT OF JUSTIFICATION

DDS-676

INTRODUCTION/OVERVIEW

Velocity Capital, LLC, (the "Applicant") is the applicant seeking approval to construct a multifamily project on property located with the Hampton Park mixed use project. The owner of the property on which the multifamily project will be constructed is COZ Apartments, LP, an affiliated entity to Velocity Capital. The Hampton Park project consists of approximately 24.42 acres of land located in the southwest quadrant of the intersection of Central Avenue and the Capital Beltway. Originally constructed as a 257,000 square foot commercial shopping center known as Hampton Mall, the property became known more recently as the Kingdom Square Shopping Center. As detailed below, the Hampton Park property has been the result of recent development approvals and construction of a new mixed use development is underway. The purpose of this application is to seek approval of a multifamily residential building containing 231,917 square feet and 200 dwelling units. The specific property on which the multifamily building will be constructed is more particularly described as Parcel 10 depicted on "Plat 1, Hampton Park", which plat is recorded among the Land Records of Prince George's County at Plat Book SJH 249 Plat 75. Parcel 10 will be referred to as the "Subject Property". The overall development will be referred to as "Hampton Park". The Subject Property is currently zoned M-X-T. The Subject Property was zoned M-X-T with the adoption of the Subregion 4 Master Plan and Sectional Map Amendment in 2010.

RECENT ZONING HISTORY OF HAMPTON PARK

Hampton Park has been the site of a shopping center for many years. The shopping center was originally constructed in or about 1970. Prior to the adoption of the Subregion 4 Master Plan and Sectional Map Amendment, the Subject Property was zoned C-S-C. The Subregion 4 Master Plan places the Subject Property in one of the designated Industrial Centers, Hampton Park/Steeplechase 95. The discussion of this industrial center in the Master Plan does not focus on the Subject Property, but rather the fact that this is a healthy industrial area which should be protected, given the excellent location and vibrant health. Within the Plan Implementation and the Sectional Map Amendment sections of the Master Plan, it is noted that the M-X-

T zone is recommended for two locations, one of which is "along the south side of Central Avenue from Hampton Park Boulevard and the Capital Beltway" (see p. 387). This area includes the Subject Property. The rezoning is specifically referenced as LE6 on Pages 462 and 463. While the properties to be rezoned as part of this zoning change are specifically identified, there is no discussion as to any future development vision for the area. The only guidance provided in the Master Plan are the Proposed Land Use Map (Map 14-2 on Page 380), which shows the southwest quadrant of the Capital Beltway and Central Avenue as "Mixed-Use Commercial". The property is not included within any of the designated Development District Overlay Zones identified in Subregion 4 and is not subject to any of the Development District Standards or Guidelines.

SUMMARY OF EXISTING DEVELOPMENT APPROVALS

In 2004, the Subject Property was purchased by the Sanctuary at Kingdom Square, Inc., which operated a church within a portion of the existing improvements. In addition, the remainder of the commercial space has been leased to national and local tenants. The redevelopment of Hampton Park under the current M-X-T zoning has required the approval of a Conceptual Site Plan, Preliminary Plan of Subdivision, Detailed Site Plan and Departure from Design Standards.

The Subject Property was conveyed to the Applicant by The Sanctuary at Kingdom Square in June, 2019 and is the subject of Conceptual Site Plan CSP-14003 (the "CSP"). The CSP was approved by the Planning Board by notice dated June 16, 2015 pursuant to the adoption of Planning Board Resolution PGCPB No. 15-52. The CSP was approved subject to 4 conditions. The Preliminary Plan of Subdivision was approved on September 15, 2015. On June 15, 2017, Detailed Site Plan DSP-16052 was approved by the Prince George's County Planning Board for the redevelopment of a portion of the shopping center. The approved DSP proposed a mixed-use development with office, retail, residential and hotel uses sharing the property. The first phase of the project detailed in DSP-16052 included new retail development on the west side of the main entrance driveway accessing Central Avenue as well as construction of a 115,000 square foot office building anchored by the Prince George's County Department of Housing and Community Development. This portion of the development is now under construction. In subsequent phase, the DSP approved additional commercial development and a multifamily development containing 254 dwelling units. Included with DSP-16052 was a Departure from

Design Standards referenced as DDS-637. The DDS was approved to allow a deviation in the typical parking space size to allow slightly smaller parking spaces, and to allow for loading spaces and access to loading spaces to be within 50 feet of the proposed residential multifamily building. This instant DDS is being filed to clarify the parking space sizes permitted within the development.

After the approval of DSP-16052, a revision to the DSP was required. DSP-16052-01 was submitted and approved in 2018 to address engineering issues related to the impact of the 100-year flood plain on the Hampton Park property. At the time that the Detailed Site Plan was approved, it was anticipated that sufficient compensatory storage could be provided in underground structures to allow all of the property to be included in the redevelopment. Additional engineering showed such a method was extraordinarily expensive and precluded the ability of managing the compensatory storage in the manner previously proposed. Rather, the applicant was required to construct a retaining wall approximately 50-130 feet north of the southern property line. The existing improvements in this area will be removed and the grades lowered to provide the necessary compensatory storage to accommodate the redevelopment of the rest of the property. The change in the method of providing compensatory storage resulted in several other modifications to the Detailed Site Plan. One of those changes was a substantial modification of the footprint of the multifamily apartment building and the parking associated with the building. The revisions required were substantial and could not be made within the context of a Planning Director revision to implement the changes required by engineering necessity to address the flood plain. As a result, the multifamily building originally approved by DSP-16052 was removed by DSP-16052-01. A Detailed Site Plan has been filed in conjunction with this DDS which seeks approval to restore the multifamily apartment building to the project.

SUMMARY OF DEVELOPMENT PROPOSAL

As now proposed, the multifamily building will contain 200 dwelling units, rather than the 254 originally envisioned. In addition, due to the loss of developable area related to the flood plain mitigation, a two-story parking garage is proposed to provide sufficient parking to accommodate the project. This parking garage will contain 196 parking spaces. Other than a reduction in the number of units and the addition of structured parking, the multifamily building will substantially be as originally proposed and approved. The multifamily building will still be located in the southeast corner of the site immediately

adjacent to the floodplain that borders the southern boundary of the Subject Property. The parking garage will be accessed by driveways which will extend along eastern and western sides of the building. Each driveway will end at a circle, which will then allow vehicles to enter the garage. The garage will have an entrance on both the eastern and western ends of the garage. The parking spaces sizes proposed in this Departure are consistent with the sizes approved in the prior departure, DDS-637. Due to the modifications approved since the original DSP was approved however, the number of spaces and the percentage of the spaces allocated to each size have changed. As not proposed, all standard non-parallel parking spaces will be 9' X 18 feet, all compact car spaces will be 8.5' X 18' and all parallel parking spaces will be 8' X 21'. Each level of the parking garage will contain 98 parking spaces. The majority of the spaces in the garage will be 9 feet by 18 feet, while the remainder will be compact spaces.

SUMMARY OF REQUIRED DEPARTURE

In the process of preparing the DSP to restore the multifamily building to the project, it has been determined that the previously approved DDS must be clarified and modified. The prior DDS was requested based upon the layout proposed at that time. At that time, three sizes of parking spaces were proposed. The applicant proposed 9' X 18' parking spaces for all non-parallel spaces and 8' X 21' for all parallel parking spaces. In addition, the applicant proposed standard 8' X 16.5 foot compact car spaces. Based upon the number of spaces proposed in the initial DSP, the percentage of non-parallel sized standard spaces (9' X 18') proposed was 74% of the total number of spaces provided, the percentage of parallel parking spaces was 13% of the total number of spaces provided and the number of compact spaces was 13% of the total number of spaces provided. The Resolution approved by the Planning Board (PGCPB No. 17-80) approved the departure requested by the applicant, but body of the Resolution described the departures requested as a specific percentage of the total number of parking spaces provided. As a result, Staff has indicated that an additional DDS be filed to clarify the departure.

As now proposed, the multifamily building will contain 200 dwelling units, rather than the 254 originally envisioned. In addition, due to the loss of developable area related to the flood plain mitigation, a two-story parking garage is proposed to provide sufficient parking to accommodate the project. This parking garage will contain 196 parking spaces. Other than a

reduction in the number of units and the addition of structured parking, the multifamily building will be substantially the same as originally proposed and approved. The multifamily building will still be located in the southeast corner of the site immediately adjacent to the floodplain that borders the southern boundary of the Subject Property. The parking garage will be accessed by driveways which will extend along eastern and western sides of the building. Each driveway will end at a circle, which will then allow vehicles to enter the garage. The garage will have an entrance on both the eastern and western ends of the garage.

In order to clarify the DDS, the Applicant is proposing that the DSP be approved with three parking space sizes, as follows:

Non-parallel spaces (standard):	9' X 18'
Parallel spaces	8' X 21'
Compact spaces:	8.5' X 18'

The only percentage limitation proposed in this DDS is that the total number of compact parking spaces provided on site cannot exceed one-third of the total number of spaces provided, as set forth in Section 27-559 of the Zoning Ordinance.

The regulations governing the design of off-street parking and loading spaces is set forth in Part 11 of the Prince George's County Zoning Ordinance. Section 27-558(a) governs the size of parking spaces. This Section provides that nonparallel standard car spaces shall measure 19' x 9½', but permits up to one-third of the required spaces to be compact car spaces measuring 8' x 16½'. It also requires that parallel parking spaces be sized at 8' X 22'.

As described above, the applicant proposes a mixture of parking spaces sizes due to the challenging nature of the site. While ultimately the entire property will be redeveloped, existing leases limit the ability to redevelop the site in a single phase. The entrance to the property along the western boundary will remain and the driveway will divide the site into a northern portion and a southern portion. Likewise, the entrance from MD 214 separates the development bays as one enters the site. The first phase of development will include the areas south of the east/west entrance road and west of the north/south road. While a portion of the parking lot in the

northeast quadrant of the site will be repaved and restriped, the buildings will remain. Also, a portion of the existing retail center will be retained and renovated in the first phase to locate existing tenants who are remaining on the property. These factors make it difficult to locate the proposed uses and provide parking which adequately serves the proposed uses.

Parking will be provided as both surface and garage parking. The majority of the parking spaces on site, including all of the spaces in the proposed garages, will be standard non-parallel parking spaces measuring 9' wide and 18' long. Along several internal roadways, the Applicant proposes parallel parking spaces. The parallel parking are primarily located along the east/west entrance driveway and the main north/south driveways and are proposed to be 8' X 21', rather than 8' X 22' as required by Section 27-558. To the extent that compact parking spaces are proposed these, will be 8.5' X 18 feet, as all of the spaces are located within the southern parking garage. The parking space sizes proposed in this DDS were previously approved in DDS-637, but as noted above, percentages of each space size were cited. Since the number of spaces provided have now changed, and the numbers on the proposed DSP do not match, this new DDS is filed to clarify that the departure is simply to approve a parking space size for the type of space proposed. Future revisions to the DSP which alter the total number of parking spaces will still be subject to this DDS so long as the parking space size conforms to that approved.

CRITERIA FOR APPROVAL

The Prince George's County Planning Board is authorized to grant departures from the parking and loading space requirements in accordance with Section 27-587 and Section 27-239.01 of the Zoning Ordinance. Section 27-239.01(b)(7) sets forth the following findings that must be made in order to grant a departure:

- (i) The purposes of the Prince George's County Zoning Ordinance (Section 27-102) will be equally well or better served by the applicant's proposal;**

COMMENT: The owner submits that the purposes of the parking and loading regulations will be equally well or better served by the proposed site plan. The owner is seeking to redevelop the existing shopping center into a mixed use development consistent with the current M-X-T zoning. A portion of the parking will be

located in two garages primarily servicing the proposed office building and multifamily residential building. The use of universal sized 9' X 18' spaces will provide for a more standard size parking garage and work better with the design of the garages. Likewise, the use of standardized spaces will maximize the utility of the parking without detracting in any way from the utility of the parking spaces.

The use of universal size spaces simply allows the parking areas to operate far more efficiently. The vast majority of these parking spaces are perpendicular spaces. The Applicant has reduced the number of compact spaces from that proposed in the initial DSP. Compact spaces are still required because of site constraints related to the garage design and location. The parallel parking spaces will create an urban streetscape and slow on site vehicle movement. The site is being divided into small blocks. The minor reduction in the size of parking allows the Applicant to maximize the number of spaces along these blocks while still providing pedestrian access to the interior sidewalks. The purposes of the Zoning Ordinance, set forth in Section 27-102 will be equally well or better served by granting the requested departure. As a redevelopment site with fixed, but limited access points, converting the site from a suburban shopping center to a mixed-use site presents design challenges. These design challenges are exacerbated by the need to phase the development to accommodate existing leases. The parking provided allows for the redevelopment of the site and the addition of a residential component while still providing ample, accessible parking spaces. For these reasons, the purposes of protecting and promoting health, safety and welfare, guiding orderly growth, promoting the most beneficial relationship between land and buildings, encouraging economic development and lessening the danger of traffic on the streets listed in Section 27-102 are all promoted by this application. As a result, the applicant submits that the purposes are equally well or better served by the owner's proposal. -

(ii) The departure is the minimum necessary, given the specific circumstances of the request;

COMMENT: The departures from Section 27-558(a) sought by the owner are the minimum necessary given the specific circumstances of this request. As noted above, the departure to allow modified parking space sizes was previously approved with DSP-637. The

parking garage associated with the office building is currently under construction as well as the retail strip on the west side of the entrance roadway. This departure will clarify the initial intent of the prior departure. Notwithstanding, the property is still unique in its location and existing configuration. Razing a substantial portion of the existing shopping center affords the ability to construct the County office building and introduce a residential use to the property. However, the ability to locate these uses is constrained by several factors, most of which are noted above. In addition to the constraints listed above, there is a major WSSC water line which extends under the parking lot located along the eastern edge of the property adjacent to the proposed office building and residential building. The land in this area cannot be disturbed due to the WSSC easement, establishing another constraint. The departures requested allow the Applicant to provide adequate, functional parking while accommodating these design constraints. It is essential that a sufficient number of adequately sized spaces are conveniently provided in order to serve the existing and future customers.

(iii) The departure is necessary in order to alleviate circumstances which are unique to this site or prevalent in areas of the City developed prior to November 29, 1949;

COMMENT: The Subject Property is an existing developed site with existing points of access on MD 214 and from an existing private access easement along its western boundary. While not constructed prior to 1949, the points of access into the property cannot be modified and they largely define the development pods. The WSSC easement further restricts the design flexibility. Redeveloping these pods in an efficient manner can be challenging in a redevelopment scenario and the predominant use of universal spaces assists in being able to redevelop the subject property.

(iv) The departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood;

COMMENT: The owner submits that the requested departure will not impair the visual, functional or environmental quality or integrity of the site or of the surrounding neighborhood. The major departure requested in this application is the ability to utilize a 9' X 18' non-parallel parking space for most of the parking provided. Currently, the Prince George's County Zoning

Ordinance permits two parking space sizes for non-parallel spaces, one for compact cars (8' X 16.5") and one for standard cars (9 ½' X 19'), and allows up to one-third of the spaces to be compact spaces.

The modification proposed by the Applicant is consistent with the standards in the new Zoning Ordinance and work better when these spaces are located in a garage. Now that two garages are proposed, the need for the departure is even greater than before. The compact spaces being proposed in the garage are actually larger than the minimum size requirements. The sizes of parking spaces proposed will provide more flexibility in the design of the project, and particularly the parking garages, and maximize the use of the space. Doing this will in no way impair the visual, functional or environmental quality or integrity of the site or of the surrounding neighborhood.

For these reasons, maximizing the number of parking spaces which can serve a broader number of vehicle sizes, while at the same time providing the largest number of parking spaces possible strikes the appropriate balance to ensure that the visual, functional or environmental quality or integrity of the site or of the surrounding neighborhood will not be compromised.

CONCLUSION

Based on all the foregoing reasons, the owner respectfully requests that the Planning Board grant the requested departure.

Respectfully submitted,



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April 14, 2021

MEMORANDUM

TO: Andrew Bishop, Urban Design Section, Development Review Division

VIA: Howard Berger, Historic Preservation Section, Countywide Planning Division **HSB**

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division **JAS**
Tyler Smith, Historic Preservation Section, Countywide Planning Division **TAS**

SUBJECT: DSP-16052-03, DDS-676, AC-17005-01 Hampton Park.

Background

The subject property comprises 24.55-acres and is located at 9005 Central Avenue located in the southwest corner of the intersection of Central Avenue and I-495. The subject DSP application revision proposes a multifamily residential component to the project. The subject DDS application requests a reduced parking size of 9' by 18' for the property. And the subject AC application proposes the associated revision to the previously approved AC. The subject property is Zoned M-X-T.

Findings

The subject property is adjacent to the Ridgely Church and Cemetery Historic Site (72-005). Built in 1921, Ridgely Church is a one-story, front gabled frame structure with pointed-arch windows filled with commemorative stained glass. It is bordered by a small graveyard with primitively carved stones. The present building replaced the church founded by Lewis Ridgely in 1871 to serve the local black Methodist community. Recently moved a short distance back from what had become a busy thoroughfare and restored, Ridgely Church is a significant part of the county's African American history. Listed in the National Register of Historic Places in 1985, the church illustrates how rural forms and models persisted even as Prince George's county became increasingly suburban in character.

Ridgely Church is located approximately 240 feet north of the edge of the developing property. It is separated from the developing property by Central Avenue, which is ten lanes wide at this point. There are mature trees surrounding the church and between the front of the church and the view toward the proposed development. The existing building on the developing property that is nearest the historic site will remain. New construction will be located approximately 500' from the historic site.

Conclusions

The subject proposal is adjacent to the Ridgely Church and Cemetery Historic Site (72-005). Proposed development should not be easily visible from the historic site because of the distance between the historic site and proposed new construction. The historic site also has a sufficient buffer of vegetation, including mature trees, to screen views from the historic site to the proposed development. Therefore, Historic Preservation staff concludes that the proposed development will have little or no impact on the historic site. And the proposed development will not affect any known archeological resources.

Recommendation

Historic Preservation staff recommends approval of DSP-16052-03, DDS-676, AC-17005-01 Hampton Park with no conditions.

301-952-3972

May 6, 2021

MEMORANDUM

TO: Andrew Bishop, Senior Planner, Urban Design, Development Review Division
VIA: David A. Green, MBA, Master Planner, Community Planning Division 
FROM: Brian Byrd, Planner Coordinator, Long Range Planning Section, Community Planning Division *BB*
SUBJECT: **DSP-16052-03, DDS-676, AC-17005-01, HAMPTON PARK**

FINDINGS

Pursuant to Part 3, Division 9, Subdivision 3 of the Zoning Ordinance, Master Plan conformance is not required for this application.

BACKGROUND

Application Type: Mixed Use (Retail, Commercial, Office, Hotel, Residential)

Location Located at the Southwest corner of the intersection of Central Avenue and I-495

Size: 24.55 acres

Existing Uses: M-X-T (Mixed Use Transportation Orientated)

Proposal:

DSP-16052-03 Hampton Park; Mixed Use (Retail, Commercial, Office, Hotel, Residential) - Revision is for the addition of a multifamily residential component to the Site.

DDS-676 Hampton Park; Mixed Use (Retail, Commercial, Office Hotel, Residential) - DDS requests a reduced parking size (9' by 18') for the property.

AC-17005-01 Hampton Park - Amend the previously approved alternative compliance.

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is in the *Established Communities*. The vision for “Established Communities is most appropriate for context-sensitive infill and low-to-medium density development,” (p. 20).

Master Plan: The 2010 *Approved Subregion 4 Master Plan* recommends mixed use land uses on the subject property.

Planning Area: 75A

Community: Capitol Heights, MD

Aviation: N/A

MIOZ: Pursuant to Sec. 27-548.54. 2B and E - Requirements for Height, this application is located within Surface B Approach-Departure Clearance Surface 50:1 and Surface G: Transitional Surface 7:1 of the Military Installation Overlay Zone. Therefore, the applicant must comply with the Requirements for Height of structure proposed on the subject property.

SMA/Zoning: The 2010 *Approved Subregion 4 Master Plan* updated the zoning on the property from C-S-C to M-X-T.

ADDITIONAL INFORMATION

N/A

c: Long-range Agenda Notebook

Scott Rowe, AICP CNU-A, Supervisor Long Range Section Community Planning Division

May 18, 2021

MEMORANDUM

TO: Andrew Bishop, Senior Planner, Urban Design Section

VIA: Mridula Gupta, Planner Coordinator, Subdivision Section *MG*

FROM: Mahsa Vatandoost, Senior Planner, Subdivision Section *MV*

SUBJECT: DSP-16052-03; Hampton Park, Subdivision Referral Memo

The subject property considered in this amendment to a Detailed Site Plan (DSP) is known as Parcel 10, Block H of Hampton Park, located on Tax Map 67 in Grid D-4. Parcel 10 is recorded among the Land Records of Prince George's County in Plat Book SJH 249 page 75 dated April 30, 2018. The property is located in the M-X-T (Mixed Use - Transportation Oriented) Zone and is overlaid by the M-I-O (Military Installation Overlay) Zone with height restriction. It is subject to the 2010 Approved Subregion 4 Master Plan and Sectional Map Amendment.

This DSP amendment proposes 200 multifamily dwelling units in a 240,343 square-foot building and a separate two-story parking garage. Hampton Park is located in the southwest quadrant of the intersection of Central Avenue and the Capital Beltway and was originally constructed as a 257,000 square foot commercial shopping center known as Hampton Mall. The property is subject to Conceptual Site Plan CSP-14003 which was approved by the Planning Board on June 16, 2015 to allow redevelopment of the existing shopping center property with a mixed-use project.

The property is also subject to Preliminary Plan of Subdivision (PPS) 4-14020 for Hampton Park, which was approved by the Planning Board on July 30, 2015 (PGCPB Resolution No. 15-86). The PPS approved 10 parcels for a mixed-use development for commercial, hotel, office, and residential land uses in two phases, for a total of 600 multi-family dwelling units and 455,000 square feet of commercial use. Phase 1 proposed development of 771,250 square feet of gross floor area (GFA) to include commercial/retail, multi-family residential (253 dwelling units), a 250-room hotel and office space. Phase 2 proposed development of 393,750 GFA of commercial and multi-family residential (347 dwelling units).

On June 15, 2017, Detailed Site Plan DSP-16052 was approved by the Prince George's County Planning Board for commercial, office and residential development containing 254 multifamily dwelling units. DSP-16052-01 was approved in 2018 to address engineering issues related to the impact of the 100-year flood plain on the Hampton Park property. This amendment also revised

the elevations for retail buildings and removed the development of 254 multifamily dwelling units which was approved under DSP-16052. DSP-16052-02 was approved in 2020 to allow the installation of a new vehicle rental facility in an existing building with minor site improvements. This -03 amendment to DSP-16052 seeks approval to restore the multifamily apartment building which was approved under DSP-16052, but with 200 dwelling units instead of 254 as previously approved.

PPS 4-14020 was approved subject to 23 conditions. The conditions relevant to the subject application are shown below in **bold** text. Staff analysis of the project's conformance to the conditions follows each one in plain text.

2. **The applicant, his successors, and/or assignees, shall provide on-site private, recreational facilities in accordance with Section 24-134 of the Subdivision Regulations and the standards in the *Parks and Recreation Facilities Guidelines*. The private recreational facilities shall be reviewed for adequacy and property siting, prior to approval of the detailed site plan for the multifamily buildings by the Planning Board.**

This amendment provides details for the recreational facilities within the multifamily building on the same parcel. It is noted that the on-site recreational facilities do not include any playgrounds or amenities for children, pre-teens, and teenagers. However, the proposed recreational facilities were previously reviewed and approved for multifamily development under DSP-16052. A Recreational Facilities Agreement (RFA) was recorded in Liber 40792 at folio 338 prior to plat recordation for Parcel 10, and which includes a list of approved on-site recreational facilities as per DSP-16052. The applicant proposes the same type and amount of private recreational facilities under this amendment to DSP, and thus the previously recorded RFA will not need to be amended. The Urban Design Section should review the proposed facilities for adequacy and conformance with this Condition.

5. **Prior to the approval of a Detailed Site Plan for multifamily dwellings, the applicant shall demonstrate to the Planning Board that the on-site private recreational facilities for the fulfillment of mandatory dedication (Section 24-135) will be properly developed within or next to the same parcel or lot as the residential building to the extent practicable and maintained to the benefit of future residents pursuant to Section 24-135(b)(2) of the Subdivision Regulations.**

All recreational facilities needed to satisfy mandatory dedication of parkland are proposed to be included on the same parcel as the residential building, that is, Parcel 10. This Condition has thus been satisfied.

6. **A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in a resolution of approval, shall require the approval of a new preliminary plan of subdivision prior to the release of any building permits.**

The subject DSP proposes development in accordance with the approved PPS. There is no substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings. A new PPS is not required at this time.

8. **The applicant and the applicant's heirs, successors and assignees shall not execute any termination, modification or amendment of the Access Easement Agreement (recorded at**

Liber 4412 Folio No. 256) which provides vehicular access to Hampton Mall Drive North without the prior written consent of the Maryland-National Capital Park and Planning Commission. Evidence of such written consent shall be recorded with any such termination, modification or amendment, if approved by the M-NCPPC Planning Department.

This DSP proposal shows the Access Easement (recorded at Liber 4412 at folio 256) which provides vehicular access to Hampton Mall Drive North. No termination, modification or amendment of the Access Easement Agreement has been proposed with this application.

- 9. At the time of final plat(s), the following note shall be placed on the plat(s) and reference in the owners' dedication:**

“The Access Easement Agreement dated September 9, 1974 and recorded among the Land Records of Prince George’s County at Liber 4412 Folio 256 shall not be terminated, modified or amended in full or in part without the prior written consent of the Maryland-National Capital Park and Planning Commission. Evidence of such written consent shall be recorded with any such termination, modification or amendment, if approved by the M-NCPPC Planning Department.”

This condition has been addressed by inclusion of General Note 2 on Plat 249-75.

- 10. Development of this site shall be in conformance with the Stormwater Management Concept Plan, 45614-2014-00 and any subsequent revisions.**

The applicant submitted an approved Stormwater Management (SWM) Concept Plan (45614-2014-01) and approval letter with the subject DSP. The approved SWM Concept Plan shows development matching that shown on the subject DSP. The Environmental Planning Section should further review the SWM concept plan for conformance to Condition 10.

- 11. At the time of final plat, the applicant and the applicant’s heirs, successors, and/or assignees, shall grant a ten-foot-wide public utility easement (PUE) along all public streets.**

The DSP reflects 10-foot-wide public utility easements (PUE’s) along the public and private streets as previously recorded in Plat Book SJH 249 page 75 in conformance with Condition 11. No additional PUE’s are proposed.

- 13. The final plat shall reflect denial of access to Central Avenue (MD 214) and the Capital Beltway except for the existing site access to MD 214.**

This DSP proposal reflects denial of access to Central Avenue (MD 214) and the Capital Beltway except for the existing site access to MD 214. The Transportation Planning Section should evaluate the application further for conformance with this Condition.

- 14. Prior to approval of the final plat for any of the proposed multifamily development, the applicant shall submit a copy of a proposed covenant or other appropriate mechanism to assure that any component of the recreational facilities not located on the same parcel or lot as the residential building, but needed to satisfy mandatory dedication requirements, will be available next to the multifamily building and maintained for the benefit of future residents.**

All recreational facilities needed to satisfy mandatory dedication are included on the same parcel as the residential building. This condition is therefore not applicable to this DSP amendment.

- 15. In conformance with the 2009 Approved Countywide Master Plan of Transportation (MPOT) and the 2010 Approved Subregion 4 Master Plan and Sectional Map Amendment, the applicant and the applicant's heirs, successors and/or assignees shall provide the following:**
- a. Provide a sidewalk connection from the site access on Central Avenue (MD 214) to the subject site's western boundary and incorporate a landscape strip including shade trees where appropriate, subject to approval by the Maryland State Highway Administration (SHA).**
 - b. In the areas of the development which are to be used for pedestrian corridors and/or as gathering places for people, subsequent Detailed Site Plans shall pay adequate attention to human scale, high-quality urban design, shade trees, and landscaping types and textures of paving materials, street furniture, trash facilities, and lighting.**
 - c. At the time of DSP, the plan shall include bicycle racks accommodating a minimum of 50 bicycle parking spaces and other secure bicycle storage facilities at locations scattered throughout the subject site. The number and location of the racks and secure facilities shall be marked and labeled on the DSP, with details provided for the racks and secure facilities.**

The proposed development should be reviewed by the Transportation Planning Section for conformance to Condition 15.

- 16. Prior to issuance of any building permits within each phase as proposed within the detailed site plan, the Bicycle and Pedestrian Impact Statement (BPIS) improvements in accordance with Section 24-124.01 of the Subdivision Regulations shall (a) have full financial assurances; (b) have been permitted for construction through the operating agency's permitting process; and (c) have an agreed-upon timetable for construction with the operating agency.**
- a. MD 214 and Hampton Park Boulevard intersection (east, west and south legs)**
 - (1) Brick pavers**
 - (2) Mill existing pavement**
 - (3) ADA ramps**
 - (4) Pedestrian crossing signals**
 - b. Hampton Park Boulevard**
 - (1) Share the Road signage**
 - c. Westbound MD 214, west of Hampton Park Boulevard**
 - (1) Bus shelter installation**
 - d. Hampton Mall Drive North Extended**

(from the end of the public right-of-way to the subject property line)

(1) Concrete sidewalks

(2) ADA ramps

e. One bus shelter installation

(1) One bus shelter should be installed at a location determined by DPIE within one-half mile walking or biking distance of the subject site.

At the time of DSP, provide an exhibit that illustrates the location, phasing and limits of all off-site improvements proposed. This exhibit shall show the location of all off-site sidewalk construction, ADA ramps, pedestrian signals, crosswalk improvements, bus shelter installations, pavement markings and signage.

If it is determined at the time of Detailed Site Plan that alternative off-site improvements are appropriate due to comments from the appropriate governmental agency (DPIE and/or SHA) or lack of public right-of-way, the applicant shall demonstrate that the substitute improvements shall comply with the facility types contained in Section 24-124.01(d), be within one-half mile walking or bike distance of the subject site, within the public right-of-way, and within the limits of the cost cap contained in Section 24-124.01(c). The Planning Board shall find that the substitute off-site improvements are consistent with the BPIS adequacy finding made at the time of Preliminary Plan of Subdivision.

All the BPIS improvements will be verified prior to issuance of any building permits. An exhibit in BPIS study containing the required information on off-site improvements was provided with the revised DSP package. The Transportation Planning Section should review the information for conformance with Condition 16.

- 17. At the time of detailed site plan, the DSP and landscape plan shall show a limit of disturbance that preserves all of the existing vegetation within the fenced and channelized streams, except for where water, sewer and stormwater outfalls are necessary. Where necessary and appropriate, the landscape plan shall show enhancement planting along Stream 2 (southern property line).**

The Urban Design Section should review the application for conformance with Condition 17.

- 18. Prior to acceptance and approval of each Detailed Site Plan, a Phase I and Phase II noise study shall be submitted and shall be based on all existing and proposed conditions for the entire site.**

Revised Phase II noise study has been submitted with the DSP package. Noise levels in the two courtyard areas providing recreational facilities will be below 65 dBA Ldn due to the noise reduction provided by the proposed apartment building and parking garage. Additional mitigation for these outdoor areas will not be required. Noise levels in the proposed dog park will be as high as 77 dBA Ldn, and therefore additional mitigation will be required for this recreational facility. Upgraded windows (operating and fixed) and doors which meet specific STC rating requirements must be installed for some residential units, whereas the 33 STC window and patio door selected for the building can be used for in all other residential units. Additionally, exterior walls for all units on the northeast elevation (facing I-95) will require resilient isolation clips. When using the minimum STC rated

windows/doors specified for each unit, along with the modified exterior wall construction on the northeast elevation, interior noise levels in all residential units will be below 45 dBA Ldn as required by Prince George's County's residential noise regulations. The DSP should clearly identify which sections of the building facade will require acoustical treatment, as identified by the noise study. Additionally, the unmitigated and mitigated noise contours are not clearly identifiable on the DSP. These lines should be clearly depicted and labeled.

19. **Prior to the approval of building permits for residential buildings located within the unmitigated 65 dBA Ldn noise contour, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less.**

This condition should be added to DSP as a General Note.

20. **Total development shall be limited to uses that would generate no more than 760 AM and 991 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

The subject DSP proposes development in accordance with the approved PPS. The Transportation Planning Section should review the information for conformance with Condition 20.

21. **At time of DSP, the plan shall show a four-lane divided access roadway with sidewalks on both side extending south from MD 214 and sidewalks on both sides of the off-site access easement connecting to the Hampton Mall Drive North.**

The DSP proposed a four-lane divided access roadway with sidewalks on both side extending south from MD 214 and sidewalks on both sides of the off-site access easement connecting to the Hampton Mall Drive North. The sidewalk along the subject site frontage of MD 214 is shown with a 3.5' buffer from the roadway. This condition should be evaluated by the Urban Design Section and the Transportation Planning Section.

22. **Prior to issuance of any building permit within the subject property above the levels that generate more than 712 PM peak-hour vehicle trips, using the approved trip generation rates as defined or augmented by the "Transportation Review Guidelines, Part 1 2012" ("Guidelines") the following road improvements shall have (a) full financial assurance through either private money or full funding in the Maryland Department of Transportation "consolidated Transportation Program" or the Prince George's County "Capital Improvement Program," (b) have been permitted for construction through the operating agency's permitting process, and (c) have been an agreed-upon timetable for construction with the appropriate operating agency: At MD 214/ Ritchie Road/ Garrett A Morgan Boulevard: the provision of a dual left-turn lanes instead of the existing single left-turn lane along the south leg (Ritchie Road), per the County and/or Maryland State Highway Administration (SHA) Standards and the provision of all necessary traffic signal modifications including provision of pedestrian signals on all approaches.**

Conformance with this condition should be evaluated by the Transportation Planning

Section.

23. **Prior to approval of each final plat of subdivision a draft vehicular access and public utility easement, pursuant to Section 24-128(b)(9) and the approved DSP, shall be approved by The Maryland-National Capital Park and Planning Commission (M-NCPPC) Planning Department and be fully executed. The easement may be extended into the site in phase with the DSP and final plat approvals. The easement shall provide for an orderly extension to provide access to each parcel. The easement documents shall set forth the rights, responsibilities, and liabilities of the parties and shall include the rights of M-NCPPC Planning Department. Prior to recordation of each final plat, the easement shall be recorded in land records and the liber/folio of the easement shall be indicated on the final plat.**

An access easement for pedestrian and vehicular access as well as utilities was recorded in Liber 40684 at folio 1 on March 7, 2018 in accordance with this condition. An inset map on sheet 4 of the DSP labels this easement as being incorrectly recorded in Liber 249 at folio 75, and should be corrected.

Plan Comments

1. The 300' residential lot depth line is shown on sheets 3 and 5 of the DSP in accordance with 4-14020, however the symbol for 'noise contour' has been used to depict this line. The 150' residential lot depth line is labeled, but not the 300' residential lot depth line.

Recommended Conditions

1. Prior to certificate approval, the detailed site plan shall be revised as follows:
 - a. Add a general note to state that prior to the approval of building permits for residential buildings located within the unmitigated 65 dBA Ldn noise contour, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less.
 - b. Provide noise mitigation for the dog park to reduce noise levels below 65 dBA Ldn.
 - c. Identify which sections of the building facades require architectural treatment for noise mitigation.
 - d. Label the 300-foot residential lot depth line in accordance with PPS 4-14020.
 - e. Show and label unmitigated and mitigated noise contour lines.
 - f. Revise the label for access and utility easement shown in the inset map on sheet 4 of the DSP to provide the correct recordation reference as Liber 40684 at folio 1.

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. The DSP has been found to be in substantial conformance with the approved preliminary plan of subdivision. All bearings and distances must be clearly shown on the DSP and must be consistent with the record plat, or permits will be placed on hold until the plans are corrected. There are no other subdivision issues at this time.

Transportation Planning Section
Countywide Planning Division

301-952-3680

May 20, 2021

MEMORANDUM

TO: Andrew Bishop, Urban Design Section, Development Review Division

FROM: *CSH* Crystal Saunders Hancock, Transportation Planning Section, Countywide Planning Division

VIA: Tom Masog, Transportation Section, Countywide Planning Division

SUBJECT: DSP-16052-03 Hampton Park

Proposal

This development is located on parcel 10, within an existing shopping center. The applicant proposes to construct a multifamily apartment building comprised of 200 dwelling units and a two-story 196-parking space garage. The parking garage proposed access will be provided by driveways at both the eastern and western sides of the building. Each driveway will end at a circle, which will then allow vehicles to enter the garage.

Background

The *Approved Subregion 4 Master Plan and Sectional Map Amendment* identified the shopping center as an area that would change its zoning to Mixed Use Transit (M-X-T). The changed zoning started the redevelopment process. A previously submitted detailed site plan, proposed a 254-multifamily residential building that could accommodate approximately 301 surface parking spaces. Based on some stormwater management requirements, the amount of parking could not be accommodated and some changes needed to occur.

Parking

The current DSP-16052-03 is proposing a two-story parking garage facility that contains 197 parking spaces including 9 accessible, 71 compact and 117 standard parking spaces as well as one loading zone.

The applicant has provided a shared parking analysis for weekday peak-hourly demand as well as Saturday peak-hourly demand based on the Institute of Transportation Engineer's (ITE) Parking Generation Manual, 4th Edition (2010) for the whole development. Based on these analyses, per Section 27-574 of the Zoning Ordinance the base requirement is 1,061 spaces. The site plan shows that 1,292 spaces will be provided. For this proposed residential parcel, the peak parking demand is 300 for weekday and Saturday. Nevertheless, it is determined that parking is adequate for the overall development.

Departure from Design Standards DDS-637

The applicant has filed a Departure from Design Standards (DDS) in order to construct parking spaces that are smaller than the standard sizes for non-parallel (9'x18'), parallel (8'x21') and compact spaces (8.5x18). The applicant cites the loss of developable land because of the mitigation requirements as well as the construction of a garage to support the required parking on the site. They also note the challenging nature of the site as it is near the flood plains. Bas on all of this information, the Transportation Planning Section supports the departure as requested.

Prior Conditions of Approval

A prior Conceptual Site Plan CSP-14003 was heard on May 21, 2015 and adopted by the Planning Board on June 11, 2015. The following conditions (**in bold**) were identified in PGCPB No. 15-52. Please see below:

4. **Prior to issuance of any building permit within the subject property for development above the levels that generate more than the existing 400 AM and 500 PM peak-hour vehicle trips, using the approved trip generation rates as defined or augmented by the "Transportation Review Guidelines, Part 1", the following road improvements shall have (a) full financial assurance through either private money or full funding in the Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program, (b) have been permitted for construction through the operating agency's permitting process, and (c) have been an agreed-upon timetable for construction with the appropriate operating agency:**
 - a. **The provision of dual left-turn lanes instead of the existing (vested) single left-turn lane along the south leg (Ritchie Road), per County and/or Maryland State Highway Administration (SHA) standards and the provision of all necessary traffic signal modifications, including provision of pedestrian signals on all approaches.**

The condition was replaced by Condition 22 of the Preliminary Plan of Subdivision.

A prior Preliminary Plan of Subdivision PPS 4-14020 was heard on July 30, 2015 and adopted by the Planning Board on September 10, 2015. The following conditions (**in bold**) were identified in PGCPB No. 15-86. Please see below:

20. **Total development shall be limited to uses that would generate no more than 760 AM and 991 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

This application will not exceed the trip cap established by Condition 20, because this application density falls below the trip cap. The development proposed on the initial DSP-16052 included 254 apartments, and on this DSP that quantity has been reduced to 200.

- 21. At time of DSP, the plan shall show a four-lane divided access roadway with sidewalks on both side extending south from MD 214 and sidewalks on both sides of the off-site access easement connecting to the Hampton Mall Drive North.**

The site plan shows that this condition has been satisfied.

- 22. Prior to issuance of any building permit within the subject property above the levels that generate more than 712 PM peak-hour vehicle trips, using the approved trip generation rates as defined or augmented by the "Transportation Review Guidelines, Part 1 2012" ("Guidelines") the following road improvements shall have (a) full financial assurance through either private money or full funding in the Maryland Department of Transportation " consolidated Transportation Program" or the Prince George's County "Capital Improvement Program," (b) have been permitted for construction through the operating agency's permitting process, and (c) have been an agreed- upon timetable for construction with the appropriate operating agency:**

At MD 214/ Ritchie Road/ Garrett A Morgan Boulevard: the provision of a dual left-turn lanes instead of the existing single left-turn lane along the south leg (Ritchie Road), per the County and/or Maryland State Highway Administration (SHA) Standards and the provision of all necessary traffic signal modifications including provision of pedestrian signals on all approaches.

Staff finds that the site plan is not subject to this condition which will be addressed at building permit.

Analysis of Traffic Impacts

The Hampton Park development is located adjacent to MD 214, an arterial and I-495, a freeway and there no master plan rights-of-way on this site. Access onto the site is provided via a right-in/right-out onto MD 214 or a full movement access point at Hampton Park Boulevard. No changes are proposed to either the access or circulation in this application. All master plan rights-of-way affecting this site are shown correctly, and no further dedication is needed.

This proposed development is a little over one mile away from the Morgan Boulevard and Largo Town Center Metrorail stations.

Conclusion

From the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a detailed site plan as described in the Zoning Ordinance.

Countywide Planning Division
Transportation Planning Section

301-952-3680

May 20, 2021

MEMORANDUM

TO: Andrew Bishop, Development Review Division

FROM: Michael Jackson, Transportation Planning Section, Countywide Planning Division



VIA: Bryan Barnett-Woods, Transportation Planning Section, Countywide Planning Division

**SUBJECT: Referral Review for Pedestrian and Bicycle Transportation,
DSP-16052-03, Hampton Park**

The following detailed site plan (DSP) was reviewed for conformance with Subtitle 27, Part 10, Division 2 and Subtitle 27, Part 3, Division 9; the 2010 *Subregion 4 Master Plan and Sectional Map Amendment*; and the 2009 *Approved Countywide Master Plan of Transportation (MPOT)* to provide the appropriate multimodal transportation recommendations.

Type of Master Plan Bikeway or Trail

Private R.O.W.	<u>X</u>	Public Use Trail Easement	<u>X</u>
PG Co. R.O.W.	<u> </u>	Nature Trails	<u> </u>
SHA R.O.W.	<u> </u>	M-NCPPC - Parks	<u>X</u>
HOA	<u> </u>	Bicycle Parking	<u>X</u>
Sidewalks	<u>X</u>	Trail Access	<u>X</u>
Additional Signage	<u>X</u>	Bicycle Signage	<u> </u>

DEVELOPMENT APPLICATION BACKGROUND	
Building Square Footage (non-residential)	Not applicable
Number of Units (residential)	200 residential units
Abutting Roadways	F-5 I-95 & I-495 Capital Beltway
Abutting or Nearby Master Plan Roadways	F-5 I-95 & I-495/ Capital Beltway A-32 MD 214 /Central Avenue I-413 Hampton Park Boulevard
Abutting or Nearby Master Plan Trails	Southwest Branch Stream Valley Trail
Proposed Use(s)	Multifamily residential building
Zoning	M-X-T
Centers and/or Corridors	Central Avenue
Prior Approvals on Subject Site	Yes

Prior Approval Subject to 24-124.01	Yes
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Development Proposal

Construct a 200 residential unit structure and a two-story parking garage.

Existing Conditions

There are existing structures and surface parking on the subject property.

Prior Conditions of Approval

This application is subject to the following prior development approvals: germane to multimodal transportation.

PGCPB No. 15-86 (PPS 4-14020)

15. In conformance with the 2009 Approved Countywide Master Plan of Transportation (MPOT) and the 2010 Approved Subregion 4 Master Plan and Sectional Map Amendment, the applicant and the applicant’s heirs, successors and/or assignees shall provide the following:

- a. Provide a sidewalk connection from the site access on Central Avenue (MD 214) to the subject site’s western boundary and incorporate a landscape strip including shade trees where appropriate, subject to approval by the Maryland State Highway Administration (SHA).
- b. In the areas of the development which are to be used for pedestrian corridors and/or as gathering places for people, subsequent Detailed Site Plans shall pay adequate attention to human scale, high-quality urban design, shade trees, and landscaping types and textures of paving materials, street furniture, trash facilities, and lighting.
- c. At the time of DSP, the plan shall include bicycle racks accommodating a minimum of 50 bicycle parking spaces and other secure bicycle storage facilities at locations scattered throughout the subject site. The number and location of the racks and secure facilities shall be marked and labeled on the DSP, with details provided for the racks and secure facilities.

Comment: Applicant has complied with conditions 15a and 15c. While the submitted plans generally provide adequate attention to human scale, high-quality design, there are a few missing sidewalk segments where pedestrian activity is likely to take place, discussed in more detail below.

16. Prior to issuance of any building permits within each phase as proposed within the detailed site plan, the Bicycle and Pedestrian Impact Statement (BPIS) improvements in accordance with Section 24-124.01 of the Subdivision Regulations shall (a) have full financial assurances; (b) have been permitted for construction through the operating agency’s permitting process; and (c) have an agreed-upon timetable for construction with the operating agency.

- a. MD 214 and Hampton Park Boulevard intersection (east, west and south legs) (1) Brick pavers (2) Mill existing pavement (3) ADA ramps (4) Pedestrian crossing signals
- b. Hampton Park Boulevard (1) Share the Road signage
- c. Westbound MD 214, west of Hampton Park Boulevard (1) Bus shelter installation

- d. Hampton Mall Drive North Extended PGCPB No. 15-86 File No. 4-14020 Page 5 (from the end of the public right-of-way to the subject property line) (1) Concrete sidewalks (2) ADA ramps
- e. One bus shelter installation (1) One bus shelter should be installed at a location determined by DPIE within one-half mile walking or biking distance of the subject site.

At the time of DSP, provide an exhibit that illustrates the location, phasing and limits of all off-site improvements proposed. This exhibit shall show the location of all off-site sidewalk construction, ADA ramps, pedestrian signals, crosswalk improvements, bus shelter installations, pavement markings and signage.

If it is determined at the time of Detailed Site Plan that alternative off-site improvements are not appropriate due to comments from the appropriate governmental agency (DPIE and/or SHA) or lack of public right-of-way, the applicant shall demonstrate that the substitute improvements shall comply with the facility types contained in Section 24-124.01(d), be within one-half mile walking or bike distance of the subject site, within the public right-of-way, and within the limits of the cost cap contained in Section 24-124.01(c). The Planning Board shall find that the substitute off-site improvements are consistent with the BPIS adequacy finding made at the time of Preliminary Plan of Subdivision.

Comment: Applicant has submitted an exhibit detailing required off-site pedestrian and bicycle facilities and complies with the conditions. These conditions will be reviewed by staff at the time of building permit.

Access, circulation and conformance with Zoning Ordinance

Applicant's detailed site plan sheet 5 shows the subject property surrounded on three sides by drive aisles with perpendicular parking. The south side of the subject property has a proposed two-story parking structure with driveway entrances on the east and west sides. There are three parking spaces reserved for persons with disabilities along the west drive aisle adjacent to the building entrance. Roundabouts are located at the southwest and southeast corners of the subject property at the junction of the west side and east side drive aisles and the parking structure driveways. The submitted site plan does not propose surface parking lots for Parcel 10.

Sections 27-283, Site Design Guidelines and 27-274(a)(2), Parking, loading and circulation, provide provisions for the design of the multimodal facilities associated with the subject application. Section 27-281(b):

- (1) The general purposes of Detailed Site Plans are:
 - (A) To provide for development in accordance with the principles for the orderly, planned, efficient and economical development contained in the General Plan, Master Plan, or other approved plan.

Section 27-274(a)(2):

(C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:

- (viii) Pedestrian access should be provided into the site and through parking lots to

major destinations on the site;

(ix) Pedestrian and vehicular circulation routes should generally be separated and clearly marked.

(xi) Barrier-free pathways to accommodate the handicapped should be provided.

The subject site is located within the Mixed-Use-Transportation (M-X-T) Zone. Section 27-546 provides additional requirements for a detailed site plan.

27-546(d) In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:

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

(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);

The submitted site plan does not include sidewalks abutting the east and west parking structure driveways. There are no sidewalk ramps across the north drive aisle as it intersects the west side of the east drive aisle. The submitted also include two roundabouts with pavers in their centers flush to the pavement east and west of the parcel 10. The submitted plans indicate curb extensions at drive aisle intersections, which staff support. Additionally, the site plan shows pedestrian activity areas with lighting, shade trees, planter boxes, bench locations, and paving materials.

Comment: Staff find that the vehicular and pedestrian circulation depicted in the submitted site plan does not reflect the design guidelines of the zoning ordinance, pursuant to Section 27-583 and 27-274, nor is the pedestrian system convenient and comprehensively designed to encourage pedestrian activity within the development. In particular, staff recommend sidewalks be provided accessing the rear garage. The applicant states their intention is not to provide sidewalks at these locations because they do not want pedestrians entering and leaving the parking structure at these locations. Staff disagree with this intention, noting that pedestrians will use these parking structure entrances to enter and leave the parking garage regardless of whether or not sidewalks are provided or whether signs are posted prohibiting pedestrian access. A pedestrian system that is convenient and comprehensively designed is one that will anticipate and accommodate the future needs of people walking by providing facilities where it is likely and possible for people to walk, instead of attempting to discourage walking. The design guidelines of 27-274 note generally pedestrians and vehicular traffic should be separated and barrier free pathways to accommodate persons with disabilities should be provided. Staff recommend that prior to the certification of the detailed site plan, the submitted plans be revised to include sidewalks along each drive aisle leading to the parking structure entrance.

Additionally, staff recommend the plans be revised to include ADA accessible curb ramps on either end of the crosswalk across the north drive aisle where it intersects with the east drive aisle.

The applicant has indicated that the pavers in the center of the roundabouts are intentionally designed to be flush with the surrounding pavement so that large delivery vehicles or service vehicles can drive over it if needed. However, if the center of the roundabout is at the same level as the surrounding roadway, there is nothing that prohibits non-delivery or service vehicles from driving directly through

the roundabout. This design undermines the purpose of roundabouts which are to slow motorists and reduce the severity of collisions. Roundabouts can be designed with a sloping “apron” surrounding the center of the roundabout which is mountable by large delivery or service vehicles, but would also discourage standard size vehicles from driving straight through the roundabout. Staff recommend that prior to the certification of the detailed site plan, the submitted plans be revised to include a roundabout design which would permit large vehicles to mount the roundabout center, but would prevent standard vehicles from doing so.

Staff find that with the above recommendations, the pedestrian activity areas depicts adequate attention to human scale and high-quality urban design. Transportation adequacy was found within the past six years for the subject site as part of Conceptual Site Plan CSP-14003/ Preliminary Plan of Subdivision 4-14020.

Master Plan Policies and Recommendations

The subject site is located within the Mixed-Use-Transportation (M-X-T) Zone. Section 27-546 provides additional requirements for a detailed site plan.

27-546(d) In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:

(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 or include a major employment use or center which is consistent with the economic development strategies of the Sector Plan or General Plan;

The subject property was rezoned through a sectional map amendment after October 1, 2006 and is required to be designed in conformance with design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change or include a major employment use or center which is consistent with the economic development strategies of the Sector Plan or General Plan.

This detailed site plan is subject to the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2010 *Subregion 4 Master Plan and Sectional Map Amendment*, which recommend the following facilities that directly impact the subject site:

Policy 1: Incorporate appropriate pedestrian-oriented and TOD features to the extent practical and feasible in all new development within designated centers and corridors.

Policy 5: Plan new development to help achieve the objectives of this master plan.

Policy 10: Promote the use of walking and bicycling for some transportation trips.

The submitted site plan proposes a pedestrian system circulation that is unclear regarding where sidewalks are located on site plan sheet 5 or their width. There are no sidewalks abutting the east and west parking structure driveways. There is no crosswalk or sidewalk ramps across the north drive aisle as it intersects the west side of the east drive aisle. There are no provisions for a bikeshare station within Parcel 5.

The MPOT provides policy guidance regarding multimodal transportation and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and

bicycling.

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*.

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

POLICY 8: Acknowledge that pedestrians will take the most direct route. Long circuitous routes should be avoided. Due to the increased time and effort required to walk the extra distance, pedestrians will frequently attempt the shortest crossing available, regardless of whether it has safety provisions. Every effort should be made to accommodate these movements during the planning and design of road improvements and development projects.

2010 Approved Subregion 4 Master Plan and Section Map Amendment Vision Statement, Concerns and Goals

The 2010 *Approved Subregion 4 Master Plan and Section Map Amendment's* Vision Statement includes the following sentence:

A network of sustainable, medium, to high-density, transit-supporting, mixed use, pedestrian-oriented neighborhoods located at the centers and corridors and corridor nodes is connected to the residential enclaves by a multimodal transportation network. (pg. 48)

Key transportation-related planning issues and concerns include:

Reduce dependency on the automobile (pg. 227);

Include a system of crosswalks connected to an attractive and safe pedestrian network that encourages walking through the planning area and especially at the planned centers. (pg. 227)

Goals include:

Provide sidewalks, neighborhood trail connections, and bicycle-friendly roadways to accommodate nonmotorized transportation (bicycling and walking) as the preferred mode for some short trips, particularly to transit stops and stations, schools, and within neighborhood centers.

Utilize "complete street" and "context-sensitive" concepts to promote travel by alternative modes (transit, biking, and walking) as viable alternatives to the automobile in the neighborhoods and growth centers."

Develop walkable and transit-oriented communities through the provision of a comprehensive network of sidewalks and neighborhood trails. (page 233).

Comment: Providing space for a bikeshare station will support master plan goals related to reducing automobile trips, supporting transit, as well as promoting bicycling for some trips. While staff does not recommend at this time a bikeshare station to be provided with this application, staff recommend that space for a future bikeshare station be provided. The applicant has indicated that a bikeshare station couldn't fit in the front of the building or near the proposed dog park. However, it is unclear what size station was evaluated, whether the bike share station could occupy a parking space, or be placed in a

location that is on the side of the building or along one of the drive aisles. Staff recommend that prior to the certification of the detailed site plan, a location for a future bikeshare station be identified on the plans. Staff find the submitted plans, along with the above recommendations, are in conformance with the design guidelines or standards intended to implement the development concept recommended by the master plan.

Conclusion

Based on the findings presented above, staff conclude that the multimodal transportation site access and circulation of this plan is acceptable, consistent with conditions of approval of prior cases, the site design guidelines pursuant to Sections 27-283 and 27-274, and the M-X-T design guidelines pursuant to Section 27-546, and meets the findings required by Section 27-285(b) for a detailed site plan for multimodal transportation purposes, if the following conditions are met:

1. Prior to certification of the detailed site plan, the applicant, or the applicant's heirs, successors, and/or assigns shall revise the plans to provide:

- a. Sidewalks and their widths abutting the subject building connecting the east and west drive aisles to the parking structure entrances.
- b. Sidewalk ramps on either end of the crosswalk crossing the north drive aisle where it intersects with the east drive aisle.
- c. Space for a future bikeshare station.
- d. Redesigned roundabouts by raising their centers sufficiently high to discourage average sized vehicles from rolling over the centers but can be safely mounted by emergency vehicles and large trucks.

Bishop, Andrew

From: Schneider, Alwin
Sent: Thursday, April 15, 2021 3:34 PM
To: Bishop, Andrew
Subject: FW: EPlan ACCEPTANCE Referral for DSP-16052-01, HAMPTON PARK via DROPBOX

Andrew,

Review the highlighted email below.

This is from the "01" review. EPS must not have reviewed the "02" because I can't find anything in the file on that case.

The site has been issued a standard exemption from the Woodland and Wildlife Habitat Conservation Ordinance (S-080-2021) because the site contains less than 10,000 square feet of woodlands. An approved NRI Plan (NRI- 191-14-01) was submitted with the application. The NRI shows the site contains 100 year floodplain which impacts were approved with Preliminary Plan of Subdivision, 4-14020. No new impacts are proposed. A stormwater management concept plan and approval letter (45614-2014-01) were submitted and shows the use of eight micro-bioretenion and four water quality exfiltration facilities with no required stormwater management fee.

Chuck Schneider

Planner Coordinator | *County Wide Planning – Environmental Planning Section*

 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Prince George's County Planning Department

9400 Peppercorn Place, Suite 230 Largo Maryland 20774

301-883-3240 | alwin.schneider@ppd.mncppc.org



From: Schneider, Alwin
Sent: Wednesday, November 28, 2018 2:42 PM
To: Bishop, Andrew <andrew.bishop@ppd.mncppc.org>
Subject: RE: EPlan ACCEPTANCE Referral for DSP-16052-01, HAMPTON PARK via DROPBOX

Andrew,

I spoke to Katina about this site and the Environmental Planning Section has no issues with the current proposal to "revise the site plan and associated site elements to remove the multi-family building and reduce the square footage of the proposed retail". The site does not require a tree conservation plan and all issues were addressed in the original approval.

This email will serve as the memo for the application.

Thanks..

From: Fields, Ernest
Sent: Wednesday, November 14, 2018 10:21 AM

To: Schneider, Alwin <Alwin.Schneider@ppd.mncppc.org>
Cc: Bishop, Andrew <andrew.bishop@ppd.mncppc.org>
Subject: FW: EPlan ACCEPTANCE Referral for DSP-16052-01, HAMPTON PARK via DROPBOX
Importance: High

Hi Chuck,

This case has been added to your workload.

From: ePlan <ePlan@ppd.mncppc.org>
Sent: Friday, November 09, 2018 1:21 PM
To: Masog, Tom <Tom.Masog@ppd.mncppc.org>; Burton, Glen <Glen.Burton@ppd.mncppc.org>; Conner, Sherri <sherri.conner@ppd.mncppc.org>; Dixon, June <june.dixon@ppd.mncppc.org>; Chaconas, Sheila <Sheila.Chaconas@ppd.mncppc.org>; Fields, Ernest <Ernest.Fields@ppd.mncppc.org>; Shoulars, Katina <Katina.Shoulars@ppd.mncppc.org>; 'JVReilly@co.pg.md.us' <JVReilly@co.pg.md.us>; 'SLToth@co.pd.md.us' <SLToth@co.pd.md.us>; 'Richards, Dorothy A.' <DARichards@co.pg.md.us>; 'tgaskins@co.pg.md.us' <tgaskins@co.pg.md.us>; 'Lt. B.E. Devaney' <BEDevaney@co.pg.md.us>; 'swthweatt@co.pg.md.us' <swthweatt@co.pg.md.us>; Graham, Audrey <Audrey.Graham@ppd.mncppc.org>
Cc: Bishop, Andrew <andrew.bishop@ppd.mncppc.org>; Summerlin, Cheryl <Cheryl.Summerlin@ppd.mncppc.org>; Townsend, Donald <Donald.Townsend@ppd.mncppc.org>; Kosack, Jill <Jill.Kosack@ppd.mncppc.org>; Fairley, Lillian <Lillian.Fairley@ppd.mncppc.org>; Walker, Tineya <tineya.walker@ppd.mncppc.org>; Davis, Lisa <Lisa.Davis@ppd.mncppc.org>; 'Greg Micit' <GMicit@solteszco.com> (<GMicit@solteszco.com>)
Subject: EPlan ACCEPTANCE Referral for DSP-16052-01, HAMPTON PARK via DROPBOX
Importance: High

All,

This is an EPlan Acceptance referral for DSP-16052-01, HAMPTON PARK. This staff level case was officially accepted as of today, November 9th 2018.

Please submit ALL comments to THE CASE REVIEWER, Andrew Bishop (emailed attached). Click on the hyperlink to view case: <https://www.dropbox.com/sh/n7vok92ill5dnh0/AABE1RHi1xPzAr5-L3jus8-Fa?dl=0>

Thank you.

May 10, 2021

MEMORANDUM

TO: Andrew Bishop, Senior Planner, Urban Design Section

FROM: Alice Jacobs, Principal Planning Technician, Permit Review Section 

SUBJECT: DSP-16052-03, DDS-676, AC-17005-01 – Hampton Park

1. Make sure proposed entrance sign location is shown on the detailed site plan sheet.
2. Property is zoned M-X-T and all standards are set by the Planning Board.
3. No further comments are offered at this time.

From: [Reilly, James V](#)
To: [Bishop, Andrew](#)
Cc: [PGCReferrals](#)
Subject: FW: EPlan Acceptance of DSP-16052-03, DDS-676, AC-17005-01, HAMPTON PARK
Date: Thursday, April 15, 2021 9:59:21 PM
Attachments: [image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)
[DSP-16052-03 DDS-676 AC-17005-01 COVER .pdf](#)
[DSP-16052-03 D Cover.pdf](#)
[DDS-676 D Cover.pdf](#)
[AC-17005-01 D COVER.pdf](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good Evening Mr. Bishop,

The Office of the Fire Marshal of the Prince George's County Fire/EMS Department has reviewed the DSP-16052-03 Hampton Park revision for the addition of a multi-family building to the site. We have the following comments:

1. Fire hydrants are not shown on the DSP. Please indicate hydrant locations and confirm that one is provided within 200' of the proposed FDC on the building.
2. Grills must be 30' from any portion of a multi-family building (Prince George's County Code Subtitle 11-269). Please show distances between the proposed grills and the building. Plans indicate propane grills. Please provide details on any proposed storage arrangement (exterior location, type, amount) and on the proposed maintenance and operation of the grills.
3. The distance between the proposed fire pit and the building is not addressed in the local code but if propane is proposed we would have the same storage and operational questions as above.

While not a fire access concern, as a matter of public safety, is the distance from the building to the WSSC 54" transmission line in accordance with WSSC and other County standards?

Regards. Jim

James V. Reilly
Contract Project Coordinator III



Office of the Fire Marshal
Division of Fire Prevention and Life Safety
Prince George's County Fire and EMS Department
6820 Webster Street, Landover Hills, MD 20784

Office: 301-583-1830
Direct: 301-583-1838
Cell: 240-508-4931
Fax: 301-583-1945
Email: jvreilly@co.pg.md.us

From: ePlan <ePlan@ppd.mncppc.org>

Sent: Thursday, April 1, 2021 10:55 AM

To: Rotondo, Chris <Chris.Rotondo@ppd.mncppc.org>; Smith, Tyler <Tyler.Smith@ppd.mncppc.org>; Hall, Ashley <Ashley.Hall@ppd.mncppc.org>; Stabler, Jennifer <Jennifer.Stabler@ppd.mncppc.org>; Henderson, Tamika <Tamika.Henderson@ppd.mncppc.org>; Franklin, Judith <Judith.Franklin@ppd.mncppc.org>; Green, David A <davida.green@ppd.mncppc.org>; Davis, Lisa <Lisa.Davis@ppd.mncppc.org>; Masog, Tom <Tom.Masog@ppd.mncppc.org>; Barnett-Woods, Bryan <bryan.barnettwoods@ppd.mncppc.org>; Gupta, Mridula <Mridula.Gupta@ppd.mncppc.org>; Conner, Sherri <sherri.conner@ppd.mncppc.org>; Dixon, June <june.dixon@ppd.mncppc.org>; Chaconas, Sheila <Sheila.Chaconas@ppd.mncppc.org>; Brooke E. Larman <brooke.larman@ppd.mncppc.org>; Hughes, Michelle <michelle.hughes@ppd.mncppc.org>; PPD-EnvDRDreferrals <ppd-envdrdreferrals@ppd.mncppc.org>; Fields, Ernest <Ernest.Fields@ppd.mncppc.org>; Reilly, James V <JVReilly@co.pg.md.us>; sltoth@co.pg.md.us; SLToth@co.pd.md.us; Lane Dillon <ljdillon@co.pg.md.us>; Gullickson, Amanda M <AMGullickson@co.pg.md.us>; Gaskins, Tabitha <TGaskins@co.pg.md.us>; De Guzman, Reynaldo S. <rsdeguzman@co.pg.md.us>; Giles, Mary C. <mcgiles@co.pg.md.us>; Lord-Attivor, Rene <rlattivor@co.pg.md.us>; Snyder, Steven G. <SGSnyder@co.pg.md.us>; Abdullah, Mariwan <MABdullah@co.pg.md.us>; Formukong, Nanji W. <nwformukong@co.pg.md.us>; Tayyem, Mahmoud <mtayyem@co.pg.md.us>; Yuen, Steven <SYuen@co.pg.md.us>; tltolson@pg.co.md.us; Thweatt, Susan W. <swthweatt@co.pg.md.us>; Adepoju, Adebola O. <aoAdepoju@co.pg.md.us>; kwoodroffe@sha.state.md.us; Tania Brown - SHA <TBrown13@mdot.maryland.gov>; #dsgintake@wsscwater.com; Ray, Bobby <Bobby.Ray@ppd.mncppc.org>; kenneth.l.barnhart@verizon.com; mark.g.larsen@verizon.com; John Koroma -North County <jkoroma@pepco.com>; Edelen, William K. <WKEdelen@co.pg.md.us>; Walker, Tineya <tineya.walker@ppd.mncppc.org>; Thompson, Ivy <Ivy.Thompson@ppd.mncppc.org>

Cc: Bishop, Andrew <andrew.bishop@ppd.mncppc.org>; Zhang, Henry <Henry.Zhang@ppd.mncppc.org>; Kosack, Jill <Jill.Kosack@ppd.mncppc.org>; Hunt, James <James.Hunt@ppd.mncppc.org>; Summerlin, Cheryl <Cheryl.Summerlin@ppd.mncppc.org>; Grigsby, Martin <Martin.Grigsby@ppd.mncppc.org>; Staton, Kenneth <Kenneth.Staton@ppd.mncppc.org>; Davis, Lisa <Lisa.Davis@ppd.mncppc.org>; Graham, Audrey <Audrey.Graham@ppd.mncppc.org>; Windsor, Theresa <Theresa.Windsor@ppd.mncppc.org>; Lee, Randar <Randar.Lee@ppd.mncppc.org>; Greg Micit (GMicit@solteszco.com) <GMicit@solteszco.com>; Fairley, Lillian <Lillian.Fairley@ppd.mncppc.org>

Subject: EPlan Acceptance of DSP-16052-03, DDS-676, AC-17005-01, HAMPTON PARK

CAUTION: This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

All,

This is an EPlan ACCEPTANCE referral for **DSP-16052-03, DDS-676, AC-17005-01, HAMPTON PARK.**
This case was officially accepted on, April 1, 2021. SDRC is scheduled for April 16, 2021

Please submit ALL comments to ANDREW BISHOP(email attached).

DROPBOX LINK: <https://www.dropbox.com/sh/i5jlinhdjof0co4/AAAKjzx-ocCvTcC37oRidujVa?dl=0> (3-30-2021)

Donald R. Townsend

Senior Planning Technician | Development Review Division

 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Prince George's County Planning Department

14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772

301-952-4688 | donald.townsend@ppd.mncppc.org



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1 - WSSC Plan Review Comments

Status as of 04/09/2021 10:33 AM

Type: Action

State: For Discussion

Created by: Damilola Ibikunle

On: 04/09/2021 10:33 AM

Type: Action

State: For Discussion

A001- Hampton Park - DSP-16052-03

----- 0 Replies -----

2 - WSSC Plan Review Fee

Status as of 04/09/2021 10:33 AM

Type: Action

State: For Discussion

Created by: Damilola Ibikunle

On: 04/09/2021 10:33 AM

Type: Action

State: For Discussion

The Required WSSC Plan review fee of \$1693.00 has been paid

----- 0 Replies -----

3 - WSSC Standard Comments for all Plans

Status as of 04/09/2021 10:34 AM

Type: Action

State: For Discussion

Created by: Damilola Ibikunle

On: 04/09/2021 10:34 AM

Type: Action

State: For Discussion

1. WSSC comments are made exclusively for this plan review based on existing system conditions at this time. We will reevaluate the design and system conditions at the time of application for water/sewer service.

2. Coordination with other buried utilities:

a. Refer to WSSC Pipeline Design Manual pages G-1 and G-2 for utility coordination requirements.

b. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC right-of-way unless specifically approved by WSSC.

c. Longitudinal occupancy of WSSC rights-of-way (by other utilities) is not permitted.

d. Proposed utility crossings of WSSC pipelines or rights-of-way that do not adhere to WSSC pipeline crossing and clearance standards will be rejected at design plan review. Refer to WSSC Pipeline Design Manual Part Three, Section 3.

e. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including, impacts to proposed street, building and utility layouts.

- f. The applicant must provide a separate Utility Plan to ensure that all existing and proposed site utilities have been properly coordinated with existing and proposed WSSC facilities and rights-of-way.
- g. Upon completion of the site construction, utilities that are found to be located within WSSCs rights-of-way (or in conflict with WSSC pipelines) must be removed and relocated at the applicants expense.

3. Forest Conservation Easements are not permitted to overlap WSSC existing or proposed easements. Potential impacts to existing Forest Conservation Easements (due to proposed water and/or sewer systems) must be reviewed and approved by County staff.

4. Unless otherwise noted: ALL extensions of WSSCs system require a request for Hydraulic Planning Analysis and need to follow the System Extension Permit (SEP) process. Contact WSSCs Development Services Center at (301-206-8650) or visit our website at [www.wsscwater.com/Development Services](http://www.wsscwater.com/Development%20Services) for requirements. For information regarding connections or Site Utility (on-site) reviews, you may visit or contact WSSCs Permit Services at (301) 206-4003.

----- 0 Replies -----

4 - DSP-19052-3

Created by: Garrett Watkins
 On: 04/15/2021 10:33 AM

According to the April 16, 2021, SDRC Agenda, the reason for this revision is for the addition of a multifamily residential component to the site.

That component appears to have already been considered in the approved September 18, 2017 Letter of Findings (LOF).

However, this submitted Detailed Site Plan (which predates the LOF) does not agree with the site plans that were used as the basis for WSSC projects that were approved after issuance of the LOF. Those subsequent WSSC projects include (but are not limited to)

SU-1730-2019, DRP-2050-2019 and DRP-1867-2019.

The site utility (SU) project was approved in 2020 and the two DRP projects were approved in 2019.

One difference between this 2017 site plan and a site plan used for the approved WSSC projects, is that surface parking for the multifamily residential component has been replaced by a parking garage.

If there any significant changes to the site plans that were used in the review and approval of WSSC projects, then WSSC must review and approve the changes.

The word significant means that the changes affect water or sewer pipelines or easements, especially the existing 54" PCCP water pipeline to the east and the existing 36" RCP sewer pipeline to the south and their respective easements, but also any WSSC pipeline or easement as well as the private water and sewer pipelines serving Hampton Park.

----- 0 Replies -----

5 - Design comments.

Created by: Garrett Watkins
On: 04/15/2021 11:11 AM

There is a 54-inch diameter water main located on or near this property. WSSC records indicate that the pipe material is Prestressed Concrete Cylinder Pipe (PCCP). It is the applicant's responsibility to test pit the line and determine its exact horizontal and vertical location as well as to verify the type of pipe material. The applicant's engineer is responsible for coordinating with WSSC for monitoring and inspecting test pits for this project.

Water pipelines 12-inch and smaller must have the greater of: a minimum of 15 feet horizontal separation from any building or dwelling or a 1:1 slope from the bottom of the foundation of the existing or proposed building to the bottom edge of the pipeline trench.

Water pipelines larger than 12-inch, including PCCP mains, must have a minimum of 25 feet horizontal separation from any building or dwelling. The building must also be outside the WSSC existing or proposed easement.

Notes for Special Construction Requirements within the Vicinity of Existing PCCP water mains shall be added to all design plans, including the Erosion and Sediment Control Plans.

For 36-inch and larger PCCP or Cast Iron (CI) water lines, engineering considerations of the possible short-term and long-term loading impacts on these water mains and loading concerns related to construction activity over and around these lines must be addressed prior to approval of the design.

Some construction activities may require the shutdown of these larger diameter PCCP water Mains. The shutdown schedule will be determined solely by WSSC and is dependent on the time of year and the coordination of the shutdown with other repairs and maintenance. The Applicant is encouraged to coordinate the timing of the shutdown with WSSC as early as possible and plan accordingly.

Notes for Special Construction Requirements shall be added to all design plans.

See WSSC 2017 Pipeline Design Manual, Part Three, Section 3.i. - Working in the Vicinity of Existing PCCP 30-inch and Larger Water Mains. (add note for all PCCP mains not just 30" and larger)

WSSC easements must be free and clear of other utilities, including storm drain systems, ESD devices, gas, electric, telephone, CATV, etc., with the exception of allowed crossings designed in accordance with the WSSC 2017 Pipeline Design Manual. Landscaping and Hardscaping are also not allowed without approval. Under certain conditions (and by special request) the items listed above may be permitted within the WSSC easement. However, this will be evaluated on a case by case basis and if allowed, will require execution of a special agreement and/or Hold Harmless Agreement between WSSC and the developer.

WSSCs minimum easement width for a normal (14-inch diameter or less) pipeline (water or sewer at normal depth) is 20-feet. When both water and sewer (normal diameter and depth) are installed in the same easement, the minimum width is 30-feet. Installation of deep or large water/sewer will require additional easement width.

The minimum horizontal clearance from a building to the outside diameter of a WSSC pipeline is 15-feet. The minimum spacing between adjacent buildings with both water and sewer lines between them must be 40-feet. In some cases where connections, fire hydrants, or deep water/sewer lines are involved, additional easement width is required.

Submit an Excavation Support System Plan (ESS) to WSSC for review if your project involves subsurface features such as an underground parking garage or a deep excavation which will require tiebacks in the area of existing or proposed WSSC mains. This ESS Plan submission should be made at the time of Design Plan Submission. If, however, the excavation support work

will be done before the Design Plan Submission, it will be necessary to submit the plan as a Non-DR Plan to WSSC. No work should be done in the vicinity of WSSC mains until the ESS Plans have been reviewed by WSSC. If no ESS Plans are required for the project, the engineer should provide a letter from the Project Structural Engineer certifying that the building does not require it.

Follow WSSC Demolition/Abandonment procedures to obtain a County Raze Permit. Note: Failure to obtain an SDC fixture credit permit inspection prior to the removal of existing fixtures will result in the issuance of Basic Credit Only. To obtain System Development Charge (SDC) credits for existing plumbing fixtures, an SDC Fixture Count Inspection MUST be completed by a WSSC Regulatory Inspector BEFORE REMOVAL OF FIXTURES OR DEMOLITION of the structure. The inspection requires a permit which can only be obtained through a WSSC Registered Master Plumber. SDC Fixture Credit Procedures are available at the WSSC Permit Services website.

A proposed site development project was previously submitted to WSSC (DA5857Z15) and is a conceptually approved project. Contact Shanta Katwal at shanta.katwal@wsscwater.com for information.

Existing WSSC project numbers SU-1730-2019, DRP-2050-2019, DRP-1867-2019, SU-1790-2018, and DA5857Z19 may require an amendment/revision submittal to reflect the changes shown on this current plan.

Any grading change in pipe loading (including but not limited to proposed fill or excavation), adjustment to manhole rims, fire hydrant relocations, placement of access roads or temporary haul roads, temporary sediment control devices, paving construction or construction related activity of any kind over an existing WSSC water or sewer main or within an existing WSSC right-of-way requires advance approval by WSSC. Any proposed public street grade establishment plan (GEP) with an existing WSSC water or sewer main of any size located within the existing or proposed public street right-of-way requires WSSC approval directly on the original GEP prior to approval of the GEP by the County Department of Public Works and Transportation. Any work (design, inspection, repair, adjustment, relocation or abandonment of existing WSSC facilities) is done at the sole expense of the applicant/builder/developer. Contact WSSC Relocations Unit at (301) 206-8672 for review procedures and fee requirements. See WSSC 2017 Pipeline Design Manual, Part Three, Section 5 & Section 11.

----- 0 Replies -----

Additional Back-up

For

DSP-19024 & DDS-676

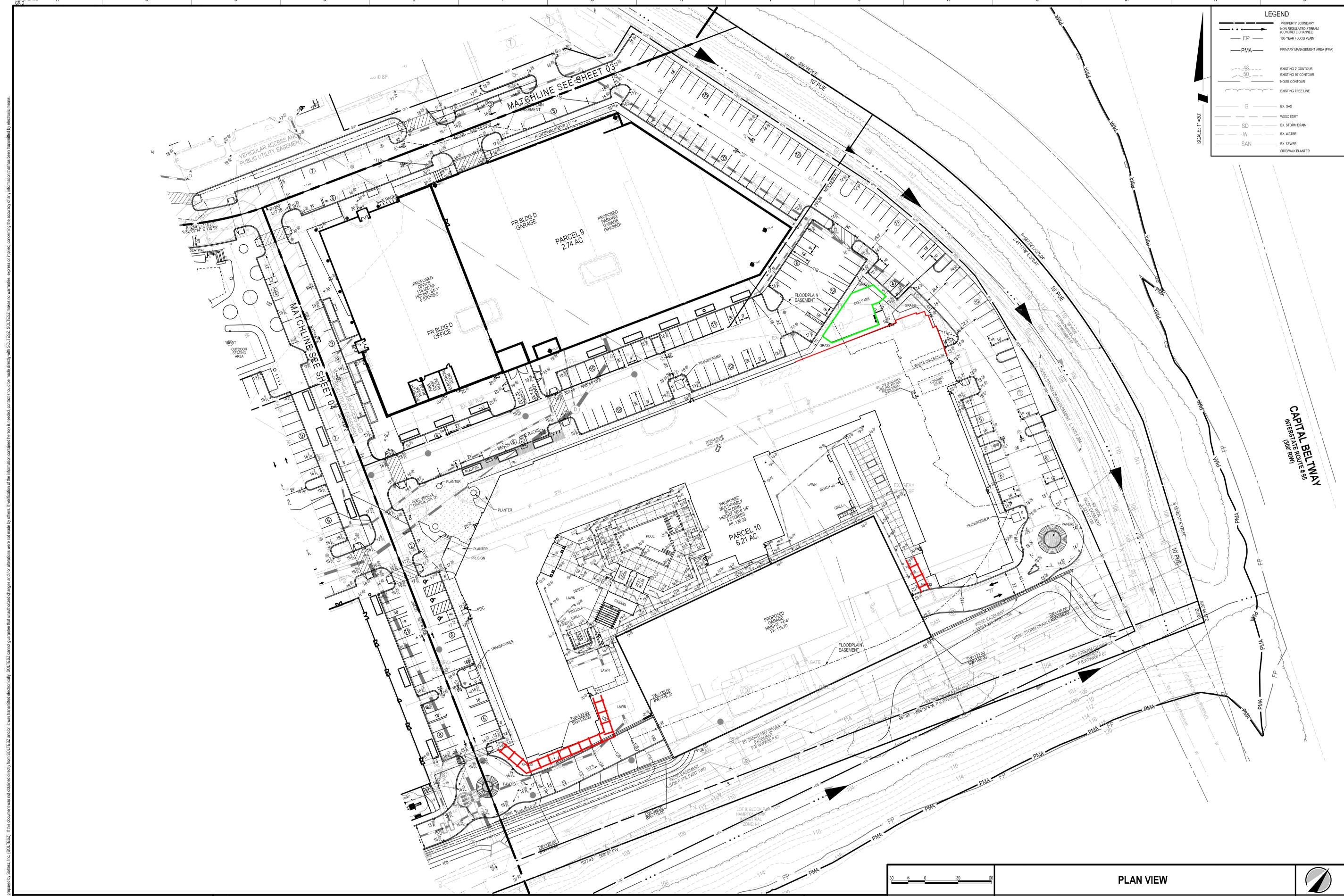
Hampton Park

APPLICANT'S PROPOSED REVISIONS TO CONDITIONS
HAMPTON PARK; DETAILED SITE PLAN DSP-16052-03
JULY 17, 2021

RECOMMENDATION

- B. APPROVE Detailed Site Plan DSP-16052-03, and Alternative Compliance AC-17005-01 for Hampton Park, subject to the following conditions:
1. Prior to certificate approval of the detailed site plan (DSP), the applicant shall:
 - a. ~~Provide sidewalks and their widths abutting the subject building connecting the east and west drive aisles to the parking structure entrances.~~ Provide sidewalk connections from the southeast and southwest sidewalks within the courtyard to the ground level driveway aisles for emergency egress, add a diamond shaped "Watch for Pedestrian Sign" on the southeast ground level driveway and install one W11-2/Pedestrian warning sign facing drivers entering the garage on both the southeastern and southwestern driveways.
 - b. Provide sidewalk ramps on either end of the crosswalk traversing the north drive aisle where it intersects with the east drive aisle.
 - c. Provide space for a future bikeshare station within the development.
 - d. Redesign the roundabouts on the southeast corner to a "T" intersection. Revise the roundabout on the southwest corner of the building to eliminate the circle. Both areas shall be enhanced with landscaping and/or a focal element to provide visual interest. ~~by increasing the elevation of their centers sufficiently, to discourage average sized vehicles from rolling over the centers but so that they can be safely mounted by emergency vehicles and large trucks.~~
 - e. Add a general note to state that prior to the approval of building permits for residential buildings located within the unmitigated 65 dBA Ldn noise contour, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less.
 - f. ~~Provide additional noise mitigation techniques in the dog park to reduce noise to acceptable levels and provide a detail for the fence.~~
 - g. Identify on the DSP which sections of the building facades require architectural treatment for noise mitigation.
 - h. Label the 300-foot residential lot depth line, in accordance with Preliminary Plan of Subdivision 4-14020.

- ig. Show and label unmitigated and mitigated noise contour lines. j. Revise the label for access and utility easement shown in the inset map on sheet 4 of the DSP to provide the correct recordation reference as Liber 40684 at folio 1.
- kh. Demonstrate that adequate lighting is proposed in the courtyards and within the parking structure to allow for pedestrian safety and wayfinding, without causing glare.
- li. Provide sign details showing the size, material, color, and illumination to be consistent with other signs in the development.
- mj. Clearly label and delineate the dog park on the site and landscape plans.²⁵ DSP-16052-03, DDS-676, & AC-17005-01
- nk. Provide a list of the proposed recreational facilities, including specific features and their values, on the landscape plan.
- ol. Provide a note on the DSP to clearly indicate the green building techniques that will be used on the building.
- pm. Revise the Tree Canopy Coverage schedule to meet the requirements of the Prince George's County Tree Canopy Coverage Ordinance for the entire property



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NO.	DATE	DESIGNED	BY	DATE	REVISIONS
1	APRIL 2015	DUB			

NO.	DATE	DESIGNED	BY	DATE	REVISIONS
1	APRIL 2015	DUB			

DATE: APRIL 2015
 DESIGNED: DUB
 CAD STANDARDS VERSION: V4 - 2006
 TECHNICIAN: DUB
 CHECKED: WKD

MISS UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY EXCAVATION TEST PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CONTACT "MISS UTILITY" AT 1-800-277-7777 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THE PLAN OR TWELVE (12) INCHES, WHICHEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

OWNER/DEVELOPER/APPLICANT

VELOCITY CAPITAL, LLC
 6401 GOLDEN TRIANGLE DR
 SUITE 305
 GREENBELT, MD 20770
 PHONE: 703-262-3025
 CONTACT: BRANDON BELLAMY

MAP	TAX MAP	GRID	ZONING CATEGORY:
	067.D4		M-X-T
	WSSC 200 SHEET		TIER
	2015E08		DEVELOPED
	SITE DATUM		WATERSHED
	HORIZONTAL: 8391		SOUTHWEST BRANCH
	VERTICAL:		



PLAN VIEW

**DETAILED SITE PLAN
 HAMPTON PARK
 DSP-16052-03**

SENT (13TH) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

PROJECT NO. 3475-00-00

SHEET 5 OF 6

SCALE: 1" = 30'