



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

Detailed Site Plan

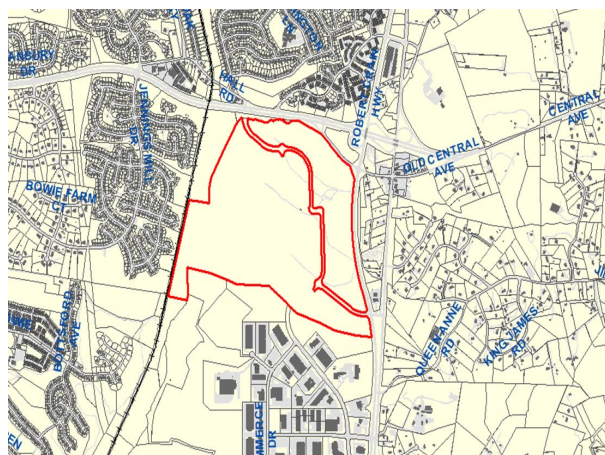
DSP-19024

Umbrella Architecture for South Lake

REQUEST	STAFF RECOMMENDATION
Approval of an umbrella architecture detailed site plan for 27 single-family detached models, 13 single-family attached models, and 2 two-family attached models.	APPROVAL with conditions

Location: In the southwest quadrant of the intersection of MD 214 (Central Avenue) and US 301 (Robert S. Crain Highway).

Gross Acreage:	282.97
Zone:	E-I-A
Dwelling Units:	N/A
Gross Floor Area:	N/A
Planning Area:	74A
Council District:	04
Election District:	07
Municipality:	N/A
200-Scale Base Map:	201NE14
Applicant/Address: South Lake Partners, LLC 4750 Owings Mills Boulevard Owings Mills, MD 21117	
Staff Reviewer: Henry Zhang, AICP Phone Number: 301-952-4151 Email: Henry.Zhang@ppd.mnccppc.org	



Planning Board Date:	03/19/2020
Planning Board Action Limit:	03/24/2020
Staff Report Date:	03/04/2020
Date Accepted:	01/14/2020
Informational Mailing:	05/30/2019
Acceptance Mailing:	01/13/2020
Sign Posting Deadline:	2/18/2020

Table of Contents

EVALUATION.....	3
FINDINGS	3
1. Request	3
2. Development Data Summary	4
3. Location	4
4. Surrounding Uses	4
5. Previous Approvals.....	4
6. Design Features	5
COMPLIANCE WITH EVALUATION CRITERIA	9
7. Prince George’s County Zoning Ordinance.....	9
8. Conceptual Site Plan CSP-02004	14
9. Preliminary Plans of Subdivision 4-17027 and 4-04035.....	14
10. Detailed Site Plan DSP-05042 and its amendments.....	14
11. Other site-plan related regulations	14
12. Referral Comments	15
RECOMMENDATION	15

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-19024
 South Lake - Umbrella Architecture

The Urban Design staff has reviewed the detailed site plan for umbrella architecture for the subject development and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this report.

EVALUATION

This detailed site plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements for the Mixed-Use Planned Community in the Employment and Institutional Area (E-I A) Zone of the Prince George's County Zoning Ordinance;
- b. The requirements of Conceptual Site Plan CSP-02004;
- c. The requirements of Preliminary Plans of Subdivision 4-17027 and 4-04035;
- d. The requirements of Detailed Site Plan DSP-05042 and its amendments;
- e. Other site-plan related regulations; and,
- f. Referral Comments.

FINDINGS

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

1. **Request:** The application requests approval of an umbrella architecture detailed site plan (DSP) for 27 single-family detached models and 13 single-family attached (townhouse) models by NV Homes, Ryan Homes, and Mid-Atlantic Builders, and 2 two-family attached (two-over-two) models by Ryan Homes, for the South Lake development. No site improvements of any kind are included in this DSP.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone	E-I-A	E-I-A
Use(s)	Vacant	Residential, Commercial/Retail/Office
Acreage	282.98	282.98

3. **Location:** The subject site is located in the southwest quadrant of the intersection of MD 214 (Central Avenue) and US 301 (Robert Crain Highway), in Planning Area 74A, Council District 4, and is within the municipal limits of the City of Bowie.
4. **Surrounding Uses:** The subject property is bounded to the north and the east by the rights-of-way of MD 214 and US 301, to the west by undeveloped property owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC) in the Reserved Open Space Zone, and to the south by undeveloped parcels owned by Prince George's County and M-NCPPC, and parcels within Collington Center in the Employment and Institutional Area E-I-A Zone that are mainly warehouse uses.
5. **Previous Approvals:** This subject site has a long approval history that can be dated back to the 1970s. In 1975, the Prince George's County District Council approved Zoning Map Amendment A-9248, to rezone the subject site from the Rural Residential Zone to the E-I-A Zone, known as part of Collington Center development. Subsequently, a Comprehensive Design Plan, CDP-7802 was approved by the Prince George's County Planning Board in 1978, but nothing further was pursued on the subject property.

In 2002, the Prince George's County Council adopted Council Bill CB-13-2002 that introduced the concept of a mixed-use planned community use and allowed it within the E-I-A Zone for properties meeting specific criteria, including conformance with the regulations of the Mixed Use-Transportation Oriented (M-X-T) Zone. Based on this legislation, CSP-02004 was approved by the Planning Board on June 12, 2003 (PGCPB Resolution No. 03-135). The District Council affirmed the Planning Board's decision and approved the CSP on January 27, 2004, with 42 conditions. The development concept was for a mixed-use planned community consisting of 463 lots, 86 parcels, 300,000 square feet of commercial and retail space, 700,000 square feet of employment space, 25,000 square feet of space for annexation to Prince George's County Community College, a 300-room hotel, and 1,294 dwelling units. The residential component consisted of 170 detached units, 272 attached units, 600 multifamily rental units, 112 condominium units, 120 high-rise units, and 20 live-work units. Preliminary Plan of Subdivision (PPS) 4-04035 was approved by the Planning Board (PGCPB Resolution No. 04-247(C)) in June 2003 and the resolution was subsequently corrected multiple times. This PPS was reconsidered by the Planning Board on October 7, 2016 to convert approximately 200 multifamily condominium units to fee simple townhouse lots, to make changes to the phasing of off-site traffic improvements, and other modifications. On February 16, 2017, the Planning Board heard testimony and approved the reconsideration with 47 conditions for 800 lots and 110 parcels for a total of 1,294 dwelling units (PGCPB Resolution No. 04-247(C/3) (A/2)).

A Detailed Site Plan for infrastructure, DSP-05042, was approved by the Planning Board (PGCPB Resolution No. 05-258) on December 8, 2005 for site grading, infrastructure development, and construction of a central lake. No construction occurred on the subject

property. An amendment to DSP-05042 was submitted in August 2007, but subsequently withdrawn. A second amendment, DSP-05042-02, was submitted for Planning Director review on December 23, 2016 to revise the site design, but the application fell dormant. The review of DSP-05042-02 was revived in June 2019 and approved by the Planning Director on February 5, 2020, to provide for revisions to site grading and roadway layout for three segments of the main roadways leading into the subject site from the ramp of MD 214 and US 301.

The 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B* retained the subject site in the E-I-A Zone.

In 2016, the County Council adopted CB-73-2016 that provided numerous revisions to the mixed-use planned community regulations in the M-X-T Zone that are applicable to the subject site. Subsequently, the applicant filed a new PPS to resubdivide an 11-acre piece of land previously included as part of Outparcels A and B in PPS 4-04035. PPS 4-17027 was approved by the Planning Board (PGCPB Resolution No. 19-06) on January 10, 2019, for 66 lots and 3 parcels, subject to 23 conditions.

DSP-19023 for the residential development of South Lake, which includes an amendment to CSP-02004, is under review concurrently with the subject DSP and will be heard by the Planning Board on the same date.

6. **Design Features:** The subject application requests approval of 27 single-family detached models and 13 single-family attached (townhouse) models by NV Homes, Ryan Homes, and Mid-Atlantic Builders, and 2 two-family attached (two-over-two) models by Ryan Homes. The models approved in this umbrella architecture DSP will be built by the respective builders throughout the entire South Lake development. The following models, including the specified elevations and gross floor areas, are proposed with this application.

Single-Family Detached Models

NV Homes

Model	Elevations	Base Square Footage
60-Foot Single-Family Detached		
Tyler	A, B, K, L, R	3,641
Danville	A, B, K, L, R	3,343
70-Foot Single-Family Detached		
Bridgewater	A, B, K, L, R	3,242
Longwood	A, B, K, L, R	3,531
Marymount	A, B, K, L, R	3,820
Radford	A, B, K, L, R	3,869
Stratford Hall	A, B, K, L, R	4,290

Ryan Homes

Model	Elevations	Base Square Footage
60-Foot Single-Family Detached		
Ballenger	A, B, C, K, L	2,114
Columbia	A, B, C, K, L	2,424
Hudson	A, B, C, K, L	2,718
Lehigh	A, B, C, K, L	3,010
Seneca	A, B, C, K, L	3,306
York	A, B, C, K, L	3,656
Alberti Ranch	A, B, K, L	1,421
Bramante Ranch	A, B, K, L	1,666
Bramante 2-Story	A, B, K, L	2,324
Palladio Ranch	A, B, K, L	1,947
Palladio 2-Story	A, B, K, L	2,626

Model	Elevations	Base Square Footage
70-Foot Single Family Detached		
Powell	A, B, C, K, L	2,454
Roanoke	A, B, C, K, L	2,756
Saint Lawrence	A, B, C, K, L	3,083
Corsica	A, B, C, K, L	3,371
Normandy	A, B, C, K, L	3,765
Versailles	A, B, C, K, L	4,164
Ashbrooke	A, B, K, L	1,715
Cumberland	A, B, K, L	1,947
Savannah	A, B, K, L	2,239

Single-Family Attached (Townhouse) Models**Ryan Homes**

Model	Elevations	Base Square Footage
16-Foot Townhouse		
Clarendon 3-Story Rear Entry Garage	A, B, C, D, E	1,689
Clarendon 4-Story Rear Entry Garage	A, B, C, D, E	2,164
20-Foot Townhouse		
Strauss D Front Entry Garage	A, B, C, D, K, L, M, N	2,285
Strauss Attic D Front Entry Garage	A, B, C, D, K, L, M, N	2,677
Strauss E Rear Entry Garage	A, B, C, D, K, L, M, N	1,989
Strauss Attic E Rear Entry Garage	A, B, C, D, K, L, M, N	2,381
Mozart D	A, B, C, D, K, L, M, N	1,916
Mozart Attic D	A, B, C, D, K, L, M, N	2,259
Mozart E	A, B, C, D, K, L, M, N	1,741
Mozart Attic E	A, B, C, D, K, L, M, N	2,084

Mid-Atlantic Builders

Model	Elevations	Base Square Footage
24-Foot Townhouse		
The Grove	5810, 5820, 5830	2,423
The Waverly	5510, 5520, 5530	2,327
The Urban TH Partial	6002, 6006, 6010, 6014	2,824

Two-Family Attached (Two-over-Two) Models

Ryan Homes

Model	Elevations	Base Square Footage
Matisse	A, B, C, D, E F, G, H, J, K	1,606
Picasso	A, B, C, D, E F, G, H, J, K	2,617

The single-family detached, single-family attached, and the two-family attached models are designed in a popular, predominant, colonial-style in the Washington Metropolitan Area that features a pitched roof with cross-gables, in addition to other regular articulations. Some of the townhouses and two-over-two models have roof terraces.

Specifically, the proposed single-family detached models range in size from 1,421 to 4,290 square feet that will provide many housing options to meet various housing needs, including housing for seniors. Each of the models offers varied gable roof lines and a variety of styles and high-quality detailing options with architectural features such as eave brackets and corbels, brick jack arches, dormer windows, cornices, front entries defined with columns, specialty windows, front porches, shutters, and transom and sidelight windows. The proposed front façades offer optional finishes including a combination of brick, stone, vinyl, and cementitious siding.

The proposed single-family attached (townhouse) models range in size from 1,689 to 2,824 square feet. The units feature varied gable roof lines and high-quality detailing options such as brick jack headers, keystone treatments, decorative crossheads, dormer windows, cornices, and front entries defined with pilasters and transom windows. The proposed front façades offer the same optional finishes as those provided in the single-family detached models, including a combination of brick, vinyl siding, cementitious siding, and stone.

The proposed two-family attached models by Ryan Homes, the Matisse and Picasso, have similar design features and exterior finish. In fact, the two models included in this DSP have been approved by the Planning Board in several other development projects in the County. Matisse has a finished square footage of 1,606 and Picasso has a finished square footage of 2,617. Since most of the two-over-two units will be accessed through alleys, a 4-foot deep cantilever balcony should be provided as a standard feature for all two-family attached units. A condition has been included in the Recommendation section of this report requiring this be provided.

Green Building Techniques

Both Ryan Homes and NV Homes have the same BuiltSmart home features in all their models. Specifically, BuiltSmart program includes four elements summarized, as follows:

Efficiency—All new models come with Energy Star® appliances that use up to 50 percent less electricity and water, high efficiency HVAC systems, energy-efficient light bulbs, low-E windows, superior insulation, and other energy-saving features.

Comfort—All new models have smart-home products like Nest® Wi-Fi enabled learning thermostats that automatically moderate temperatures and can be controlled from a smart device, as well as Wi-Fi enabled garage door openers that can be controlled through an app, and many other features that keep homeowners connected.

Quality—Concrete foundations that keep out moisture and a precision-engineered building process that creates straighter walls, stronger roofs, and tighter-fitting joints, verified by independent third-party inspectors, ensure homes' overall quality and completeness.

Environment—Both builders follow green building processes, such as sourcing lumber from sustainable forests, building in ways that create less waste, and using environmentally friendly materials in cabinetry, carpeting, siding, low volatile organic compounds (VOC) paints, and landscaping that help decrease the home's impact on natural resources and reduce its carbon footprint.

Mid-Atlantic Builders' models have the following summarized green building features:

- High-Efficiency Windows with Low-E Glass reduces heat loss or gain and protects furniture and floors from fading.
- Carrier ® Energy-Efficiency Cooling System provides efficiency and comfort.
- Advanced Appliance Technology with Energy Star ® -qualified appliances that use less water and energy than standard appliances.
- Thermatru ® insulated exterior doors help prevent loss of interior heating and cooling at entryways.
- R-49 Blown Cellulose to the accessible attic, R-49 fiberglass "ECO Batt" to all non-accessible flat and volume ceilings.
- Advanced Furnace Technology with a 96 percent efficient HVAC System customized for each home to ensure properly sized equipment, duct sizes and vent locations, maximizing comfort and energy savings. Advanced Heat Pump Water Heating Technology with our 80-gallon high-efficiency electric heat pump water heater.
- Premium-Sealed Comfort Air Ducts reduce air leakage.
- Honeywell ® PRO6000 Programmable Thermostats can be programmed to save money on heating and cooling costs annually.

- Tyvek ® House Wrap with Advanced Weatherization Package provides both moisture and air infiltration barriers.
- Shaw ® Carpeting and Pads are made with N-6 nylon fiber, a fully recycled product, and a low-VOC (volatile organic compounds) material.
- Water-saving showerheads and 1.28-gallon flush toilets help conserve water and lower costs.
- Airflow Vent System in roof ridgeline releases excess heat. Engineered Floor Joint Systems are made from trees grown in managed forests, use 35 percent less wood.
- Low-VOC Paints, Sealants, Caulks and Adhesives meet LEED (Leadership in Energy and Environmental Design) criteria for green construction. BASF Spray Foam closed cell 1-inch insulation under the floor joints at the exterior ban board fills every crevice to block exterior drafts from penetrating the home and improves pest control. Energy Star ® Advanced Lighting Technology (90 percent CFL (compact fluorescent lamp) lighting) conserves energy and lasts longer.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject DSP is in general compliance with the applicable requirements in the E-I-A and M-X-T Zones of the Zoning Ordinance, as follows:

- a. The DSP is for residential architecture for the proposed South Lake development, which is a Mixed-Use Planned Community as defined by Section 27-107 of the Zoning Ordinance, and is a permitted use in the E-I-A Zone.
- b. The South Lake development is a mixed-use planned community in the E-I-A Zone. Section 27-500 of the Zoning Ordinance provides direction for this development, as follows:

(c) A Mixed-Use Planned Community in the E-I-A Zone may include a mix of residential, employment, commercial retail, commercial office, hotel or lodging, civic buildings, parks, or recreational uses, meeting all requirements in the definition of the use. The development shall meet all M-X-T Zone requirements in Part 10.

In addition, Section 27-501(c), Regulations for a Mixed-Use Planned Community, of the Zoning Ordinance, provides further direction, as follows:

(1) A Mixed-Use Planned Community shall meet all purposes and requirements applicable to the M-X-T Zone, as provided in Part 10, and shall be approved under the processes in Part 10.

- (2) Where a conflict arises between E-I-A Zone requirements and M-X-T Zone requirements, the M-X-T requirements shall be followed.**

This DSP was filed in accordance with the M-X-T Zone requirements. If there were not these specific requirements for a mixed-use planned community, a specific design plan would have had to have been filed for any development in the E-I-A Zone.

- c. Section 27-544(e), Regulations in the M-X-T Zone, of the Zoning Ordinance, includes the following additional standards for a mixed-use planned community that are relevant to the review of this DSP:

- (1) A Mixed Use Planned Community shall conform to the purposes, regulations, and required findings and review process set forth in Division 2 of this Part, for the M-X-T Zone, however, for property that is located in the E-I-A (Employment and Institutional Area) Zone and is subject to Sections 27-276, 27-500, and 27-501 of this Subtitle, the following regulations shall be advisory only.**

- (5) Where a conflict arises between E-I-A Zone requirements and M-X-T Zone requirements, the M-X-T requirements shall be followed.**

- (9) Residential uses should meet the following design standards:**

- (A) Single-family detached.**

- (i) There should be a range of lot sizes, with a minimum square footage on any lot of two thousand, two hundred (2,200) square feet of finished living space, except as modified herein below.**
- (ii) At least twenty percent (20%) of the houses should be a minimum of two thousand, six hundred (2,600) square feet of finished living space and a maximum of 20% of the houses may be less than two thousand, two hundred (2,200) square feet of finished living space.**
- (iii) All streets, whether public or private, should have sidewalks.**

This umbrella DSP for residential architecture includes 27 single-family detached models and 13 single-family attached (townhouse) models by NV Homes, Ryan Homes, and Mid-Atlantic Builders, and 2 two-family attached models by Ryan Homes. The proposed models will sit on a variety of lots of different sizes. The base finished square footage of the single-family detached models varies from 1,421 to 4,290 square feet. The South Lake development proposes 344 single-family detached units. Therefore, at least 69 units should have a minimum 2,600 square feet of finished living space, and at maximum 69 units can have a finished living space less than 2,200 square feet. Even though this DSP should not have any

problem meeting the above requirements, a condition has been included in the Recommendation section of this report requiring the applicant to provide a note on the template sheet on this DSP. A tracking table for the size distribution of the units throughout the development should be provided on the DSP-19023 for residential development that will be heard by the Planning Board on the same date with this DSP.

- d. Section 27-546(d), Site Plans, of the Zoning Ordinance, contains the following required findings for the Planning Board to grant approval of a DSP in the M-X-T Zone:
- (1) The proposed development is in conformance with the purposes and other provisions of this Division;**
 - (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;**
 - (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;**
 - (4) The proposed development is compatible with existing and proposed development in the vicinity;**
 - (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;**
 - (6) If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;**
 - (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); and**

This DSP is for residential architecture only. Conformance with all above applicable development regulations will be reviewed at time of DSPs for site development.

- (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 (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club), 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.**

This application is a DSP for residential architecture only; this finding is not applicable.

- (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 (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club).**

This application is a DSP for residential architecture only; this finding is not applicable.

- (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 DSP has a total of 282.97 acres and is proposed as a mixed-use planned community consisting of residential, employment, commercial, and institutional uses that meets this requirement. This DSP for residential architecture will not have any impact on this finding.

- e. The DSP for architecture only is also in conformance with the applicable additional regulations of the M-X-T Zone in Section 27-548 of the Zoning Ordinance, as follows:

- (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 two hundred (1,200) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where 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. The minimum building width in any continuous, attached group shall be eighteen (18) 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. The minimum building width in any continuous, attached group shall be eighteen (18) 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 may 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 Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

Thirteen townhouse models are included in this DSP. The base finished square footage of the models varies from 1,689 to 2,824 square feet, above the required minimum 1,250 square feet. A condition has been included in the Recommendation section to require a minimum 60 percent of the full front façades to be finished with brick or other masonry building materials.

8. **Conceptual Site Plan CSP-02004:** The District Council affirmed the Planning Board's decision (PGCPB Resolution No. 03-135) on CSP-02004 and further approved it with 51 conditions on January 27, 2004. Of the 51 conditions, Conditions 2, 33, 35, 38, 40, and 47 are related to the review of a DSP. Since this DSP is limited to umbrella architecture only and no improvements are proposed, none of those conditions are relevant to the review of this DSP.
9. **Preliminary Plans of Subdivision 4-17027 and 4-04035:** PPS 4-17027 was approved by the Planning Board on January 10, 2019 with 23 conditions, of which Condition 10, 14, and 23 govern the review of a DSP. Since this DSP is limited to umbrella architecture only and no improvements are proposed, none of those conditions are relevant to the review of this DSP.

The Planning Board approved PPS 4-04035 on October 21, 2004, and later reconsidered the application twice, with a total of 47 conditions. Conditions 5, 6, 7, 14, 16, 34, 38, 40, 43, 44, 46, and 47 are related to the review of a DSP. Since this DSP is limited to umbrella architecture only and no improvements are proposed, none of those conditions are relevant to the review of this DSP.

10. **Detailed Site Plan DSP-05042 and its amendments:** DSP-05042 was approved by the Planning Board on December 8, 2005, with five conditions. None of the conditions are related to the review of this DSP. DSP-05042 was amended by the Planning Director once, with no conditions.
11. **Other site plan related regulations:**
 - a. **2010 Prince George's County Landscape Manual:** This DSP is not subject to the requirements of the 2010 *Prince George's County Landscape Manual* since it is for umbrella architecture only and proposes no development.

- b. **Prince George's County Woodland Conservation and Tree Preservation Ordinance:** The South Lake development is subject to the provisions of the Woodland Conservation and Tree Preservation Ordinance because it is more than 40,000 square feet in size, contains more than 10,000 square feet of woodland, and there are previously approved tree conservation plans. Since this DSP is for umbrella architecture only, conformance with the requirements will be reviewed at the time of DSPs for site development.
- 12. **Referral Comments:** Given the limited scope of this DSP, the subject application was referred only to the City of Bowie. At time of the writing of this staff report, the City of Bowie did not respond to the referral request.
- 13. Based on the foregoing analysis and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP, if approved in accordance with conditions proposed below, 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.
- 14. As required by Section 27-285(b)(4), which became effective on September 1, 2010, a required finding for approval of a DSP is as follows:
 - (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).**

This DSP is for residential architecture only, with no site improvements proposed. Therefore, it can be said that the regulated environmental features have been preserved and/or restored to the fullest extent possible.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-19024 for South Lake-Umbrella Architecture, subject to the following condition:

- 1. Prior to certification approval of this DSP, the applicant shall provide revisions as noted or notes on the relevant template sheets and elevations as follows:
 - a. Provide/designate elevations for use on highly visible lots for all models.
 - b. Provide the following notes on the template sheets and elevations of all single-family detached models:

“At least 20 percent of the single-family detached units, or 69, shall be a minimum of 2,600 square feet of finished living space, and a maximum of 20 percent of the single-family detached units, or 69, may be less than 2,200 square feet of finished living space.”

“Single-family detached units on corner lots and other lots whose side elevation is highly visible shall have a minimum of three architectural features, such as windows, doors, and masonry fireplace chimneys, in a balanced and harmonious composition and a brick watertable.”

“No two houses directly adjacent to each other or across the street from one another shall have the same elevation.”

- c. Provide the following notes on the template sheets and elevations of all single-family and two-family attached models:

“All highly-visible single-family and two-family attached (townhouse and 2-over-2) end units shall have, at a minimum, the first floor be finished with brick, or other masonry, with three architectural features in a balanced and harmonious composition. Where a brick or masonry end wall is required, the front façade shall also be brick or other masonry.”

“A minimum of sixty percent (60%) of all single- and two-family attached buildings shall have a full front facade (excluding gables, bay windows, trim, and doors) constructed of brick, stone, or stucco.”

“A four-foot deep, cantilever, rear balcony shall be a standard feature for all two-family attached units.”

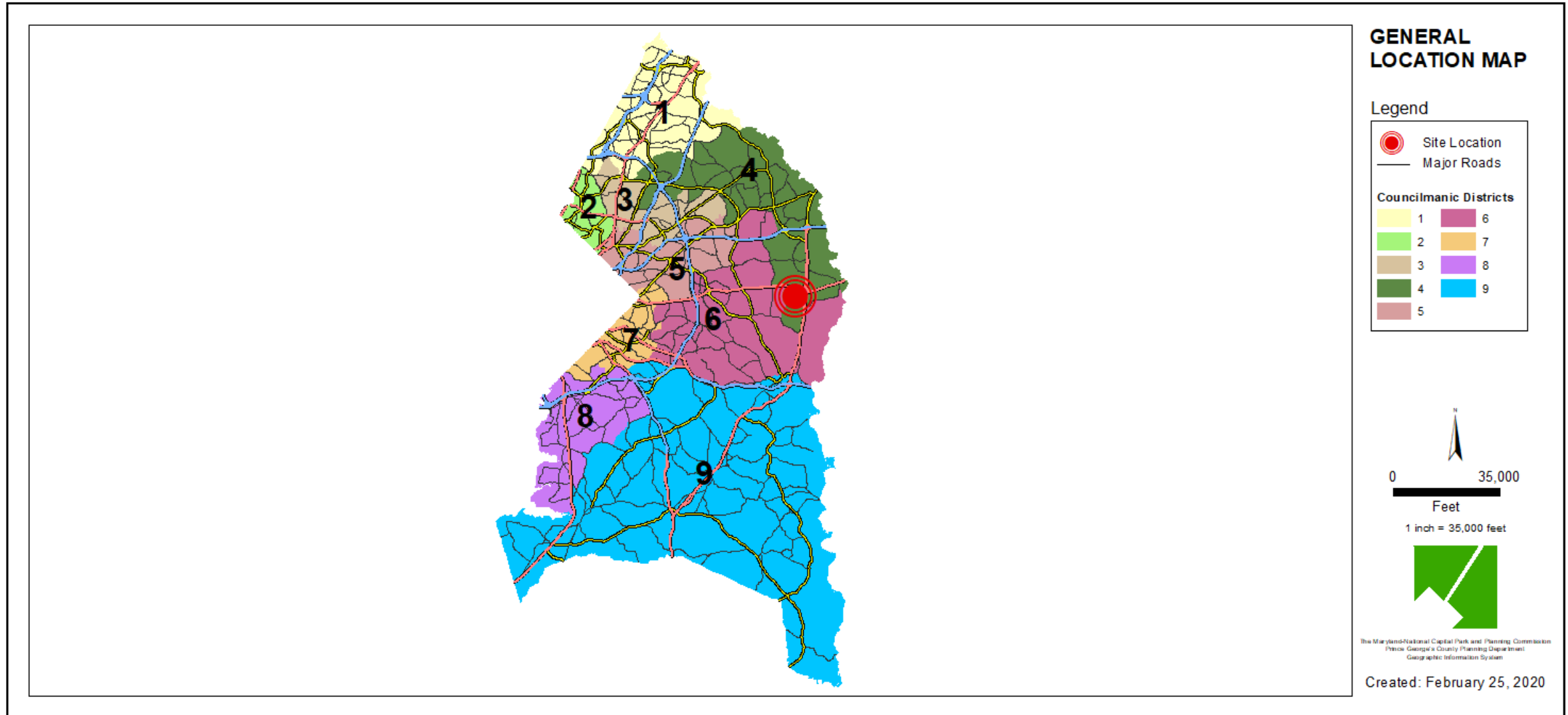
ITEM: 7

CASE: DSP-19024

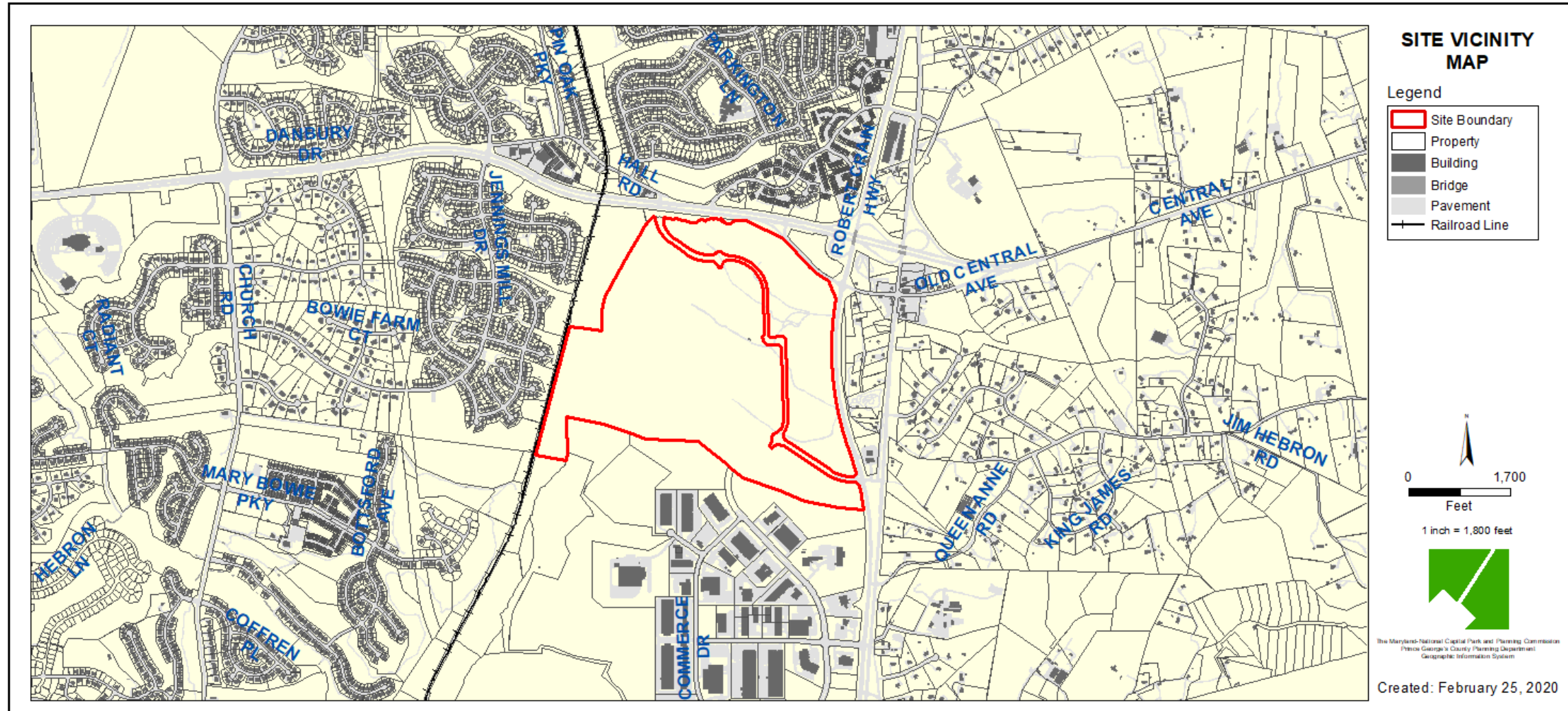
SOUTH LAKE UMBRELLA ARCHITECTURE

THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT

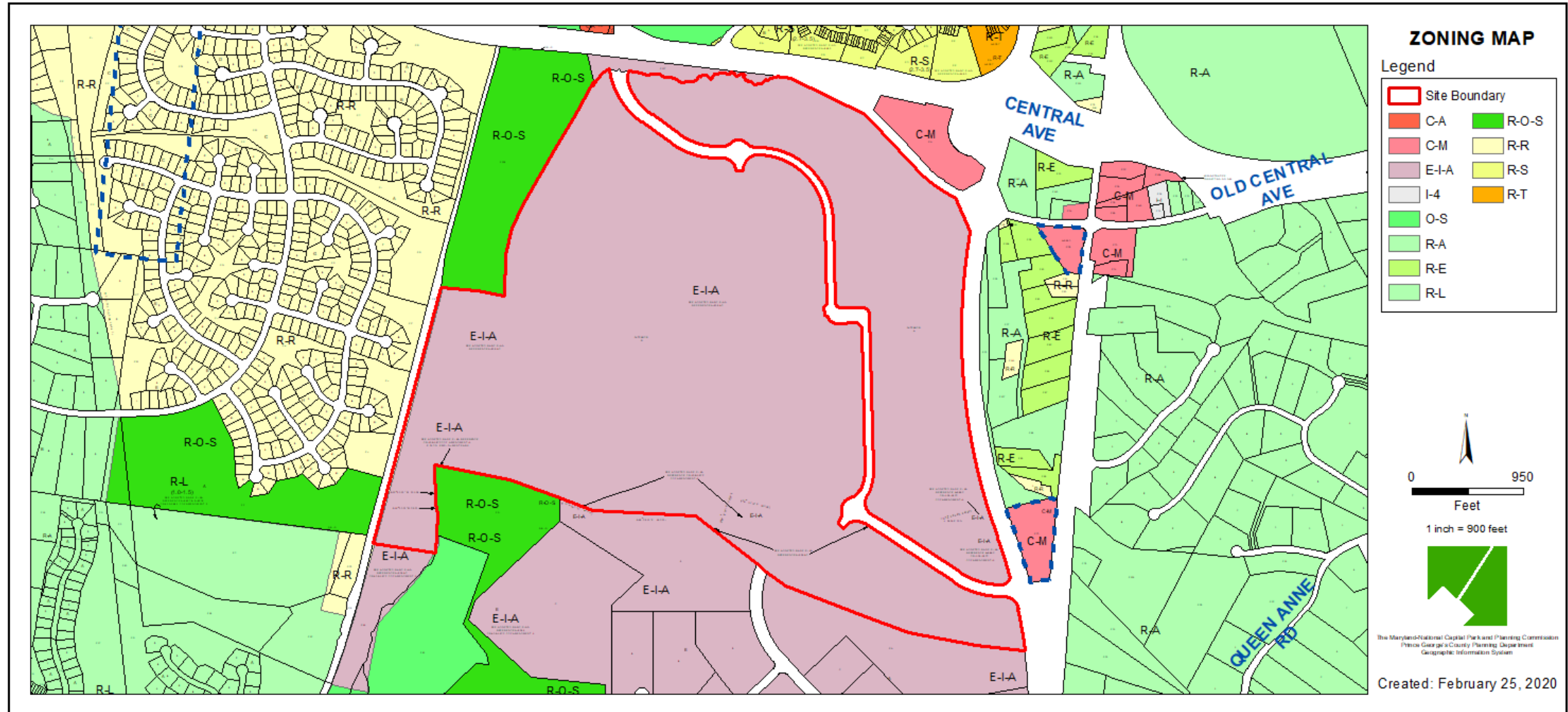
GENERAL LOCATION MAP



SITE VICINITY

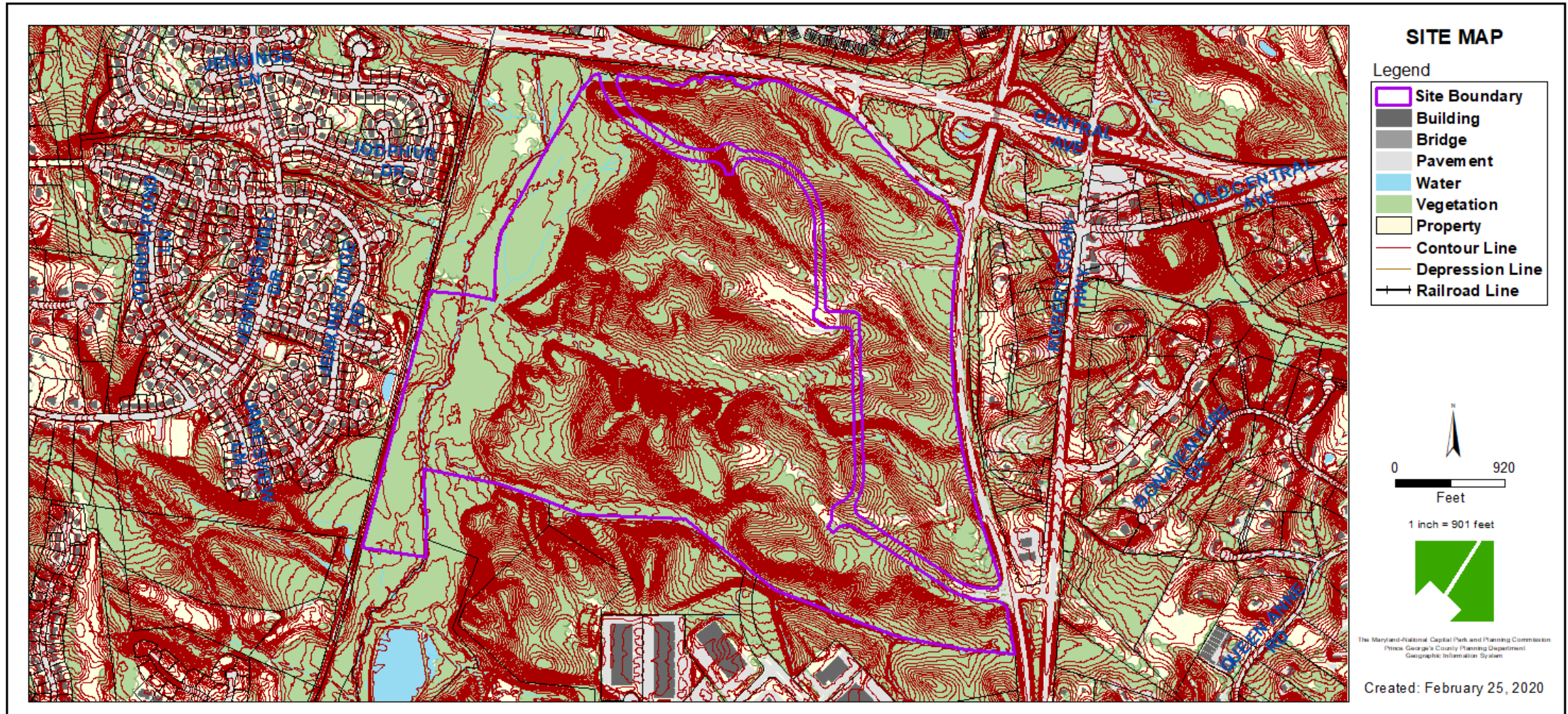


ZONING MAP

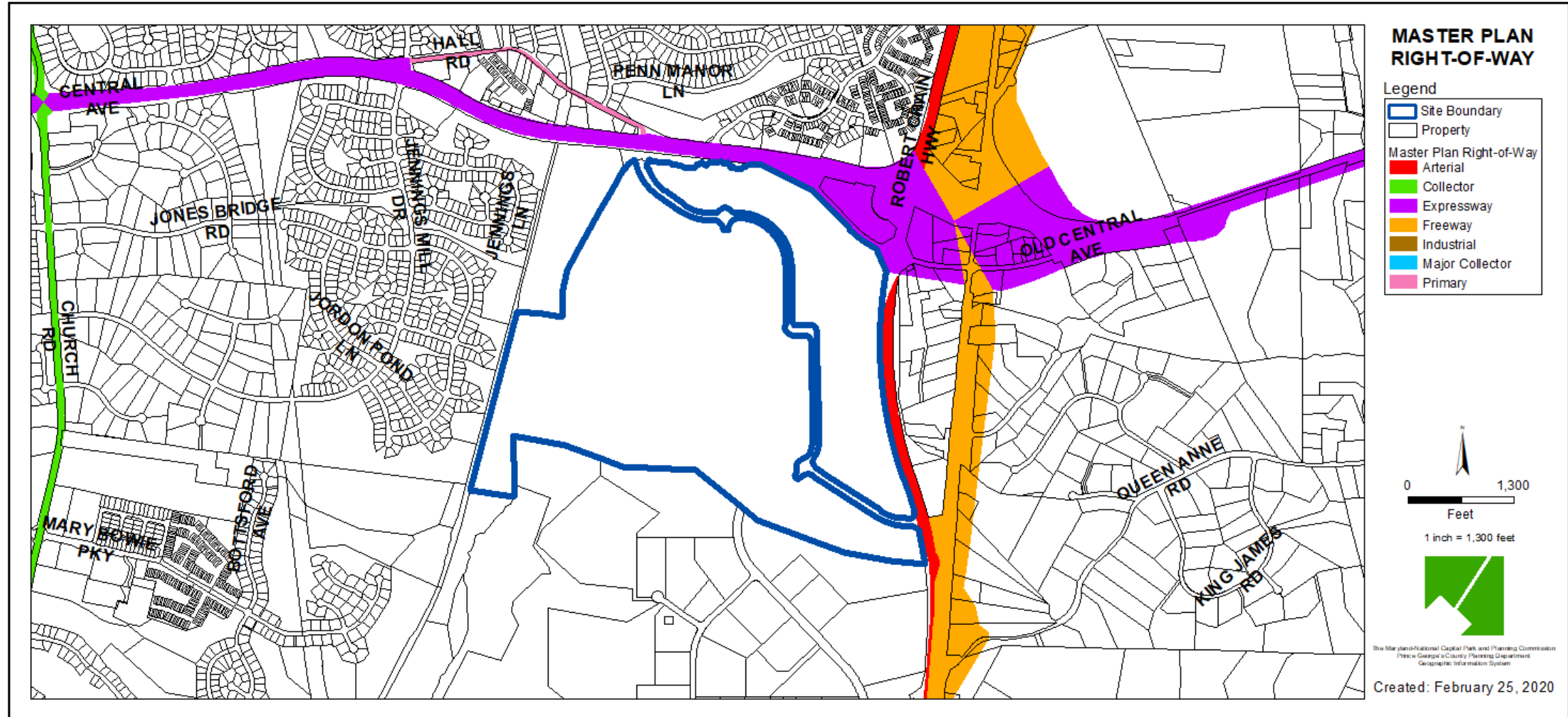




SITE MAP



MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



NV HOMES - TYLER



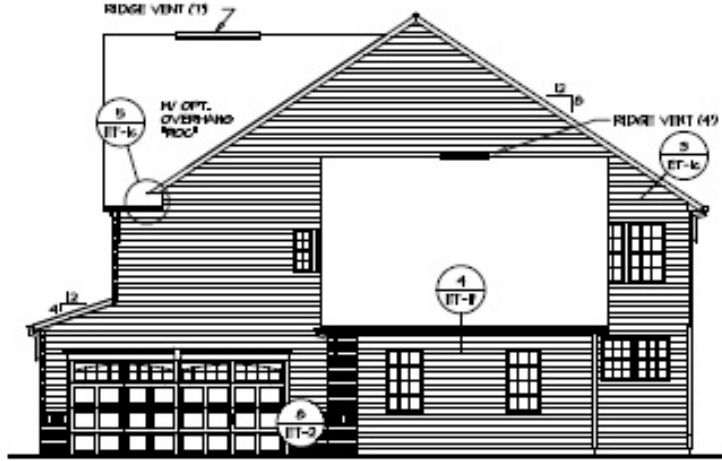
NV HOMES - BRIDGEWATER



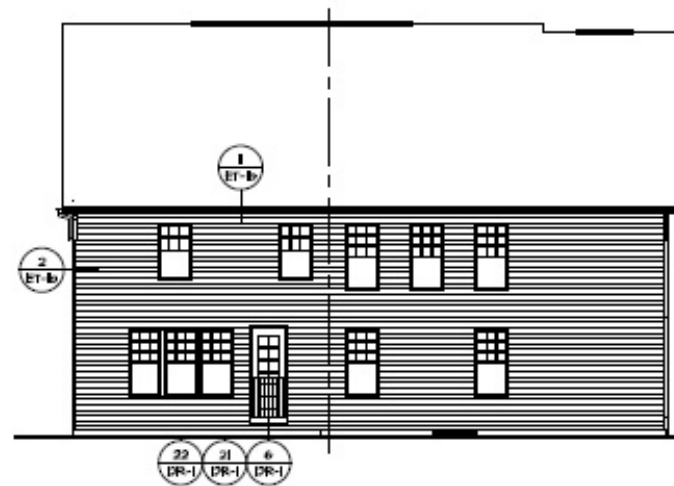
NV HOMES - STRATFORD HALL



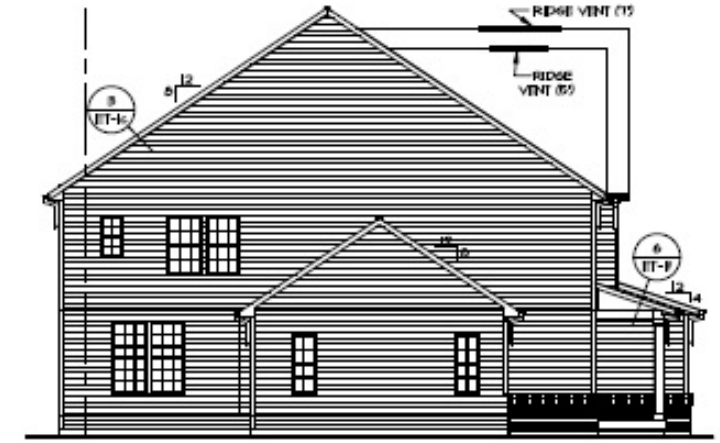
NV HOMES - REPRESENTATIVE SIDE AND REAR ELEVATIONS



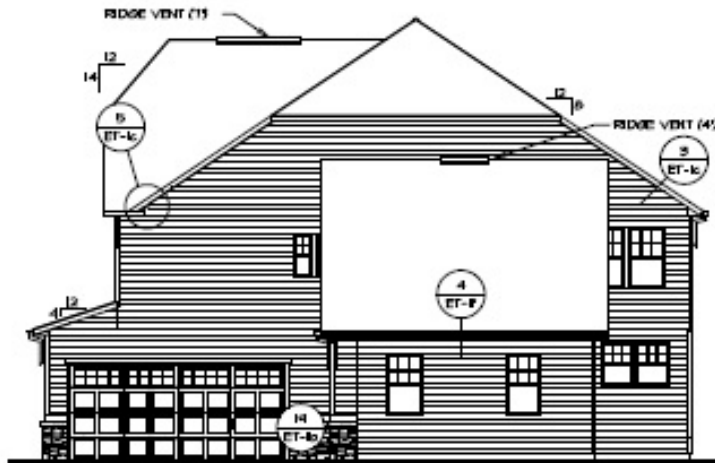
1 PARTIAL RIGHT ELEVATION
 SCALE: 1/8" = 1'-0"
 ELEVATION A "ELA"
 BRICK VENEER FRONT "EVA"



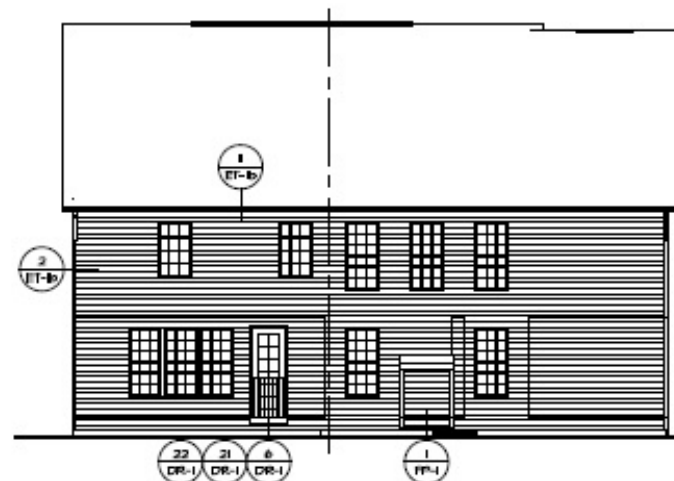
2 REAR ELEVATION
 SCALE: 1/8" = 1'-0"
 ELEVATION L "ELL"



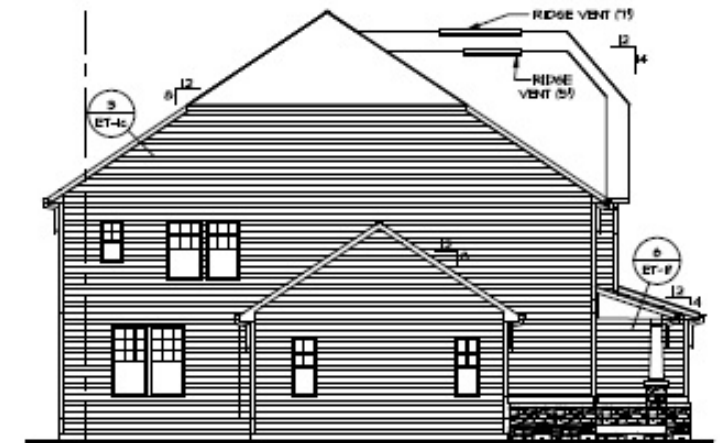
3 PARTIAL LEFT ELEVATION
 SCALE: 1/8" = 1'-0"
 ELEVATION A "ELA"
 BRICK VENEER FRONT "EVA"



4 PARTIAL RIGHT ELEVATION
 SCALE: 1/8" = 1'-0"
 ELEVATION K "ELK"

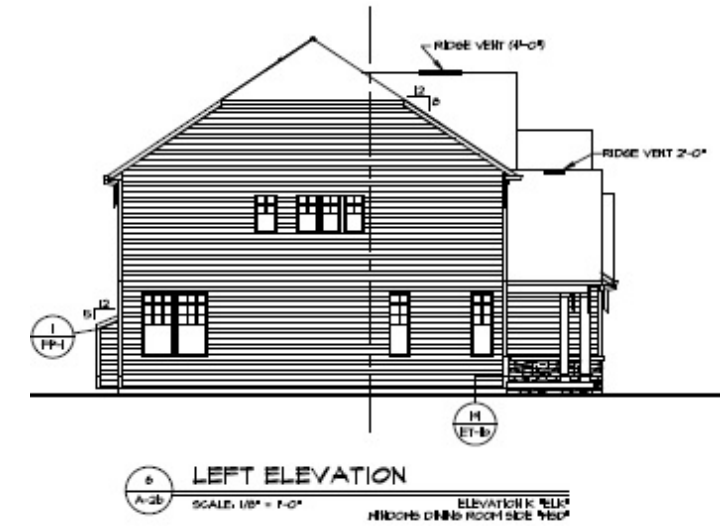
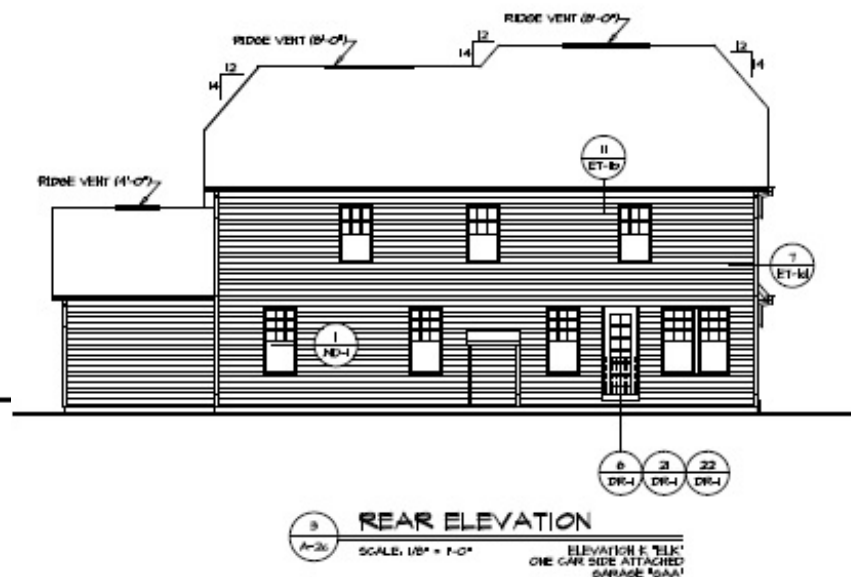
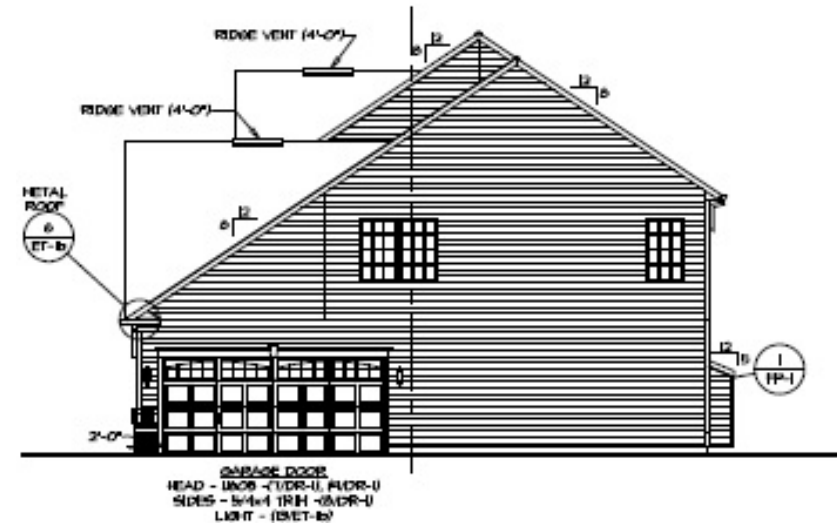
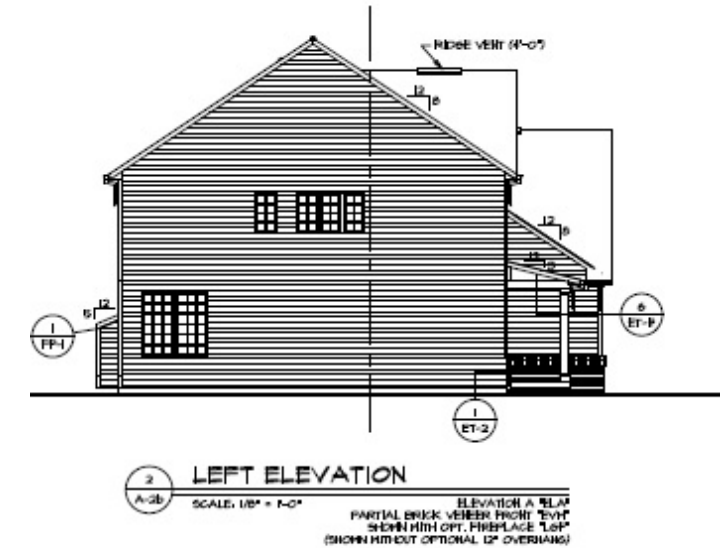
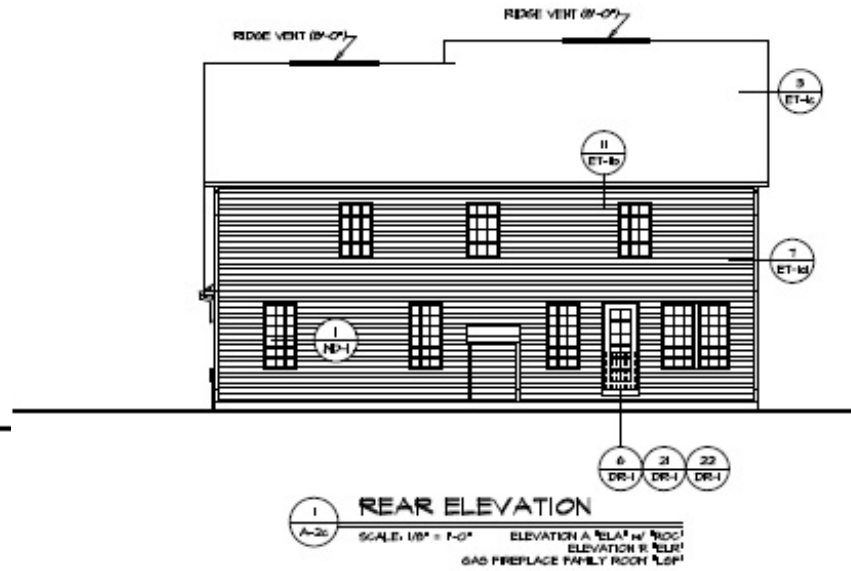
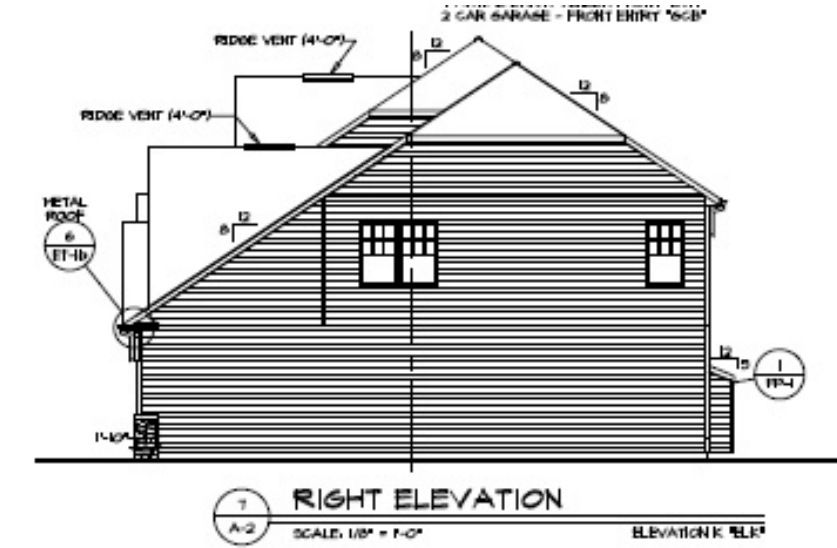


5 REAR ELEVATION
 SCALE: 1/8" = 1'-0"
 ELEVATION B "ELB"
 SHOWN W/ GAS FIREPLACE FAMILY ROOM REAR "LBP"



4 PARTIAL LEFT ELEVATION
 SCALE: 1/8" = 1'-0"
 ELEVATION K "ELK"

NV HOMES - REPRESENTATIVE SIDE AND REAR ELEVATIONS



RYAN HOMES - SENECA



RYAN HOMES - ALBERTI RANCH



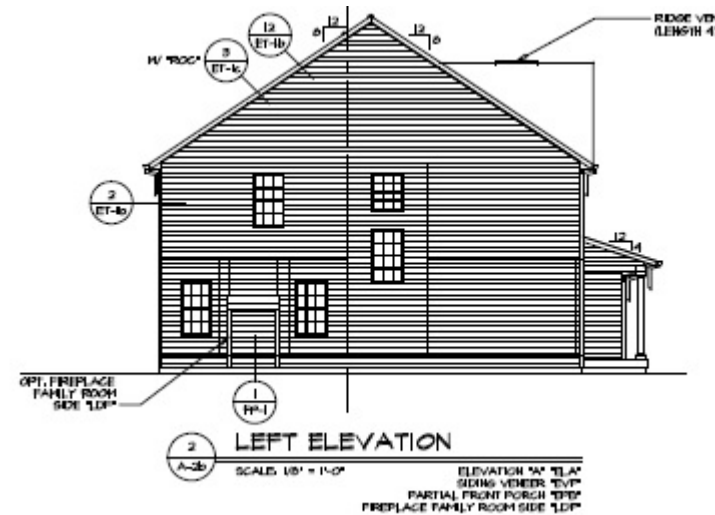
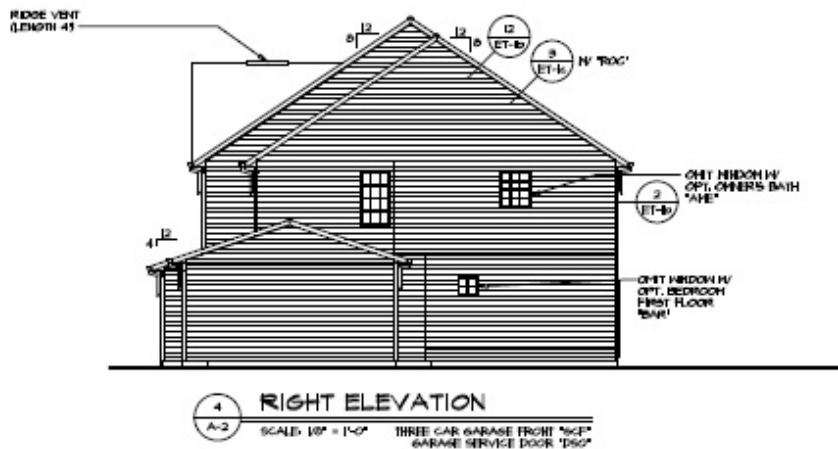
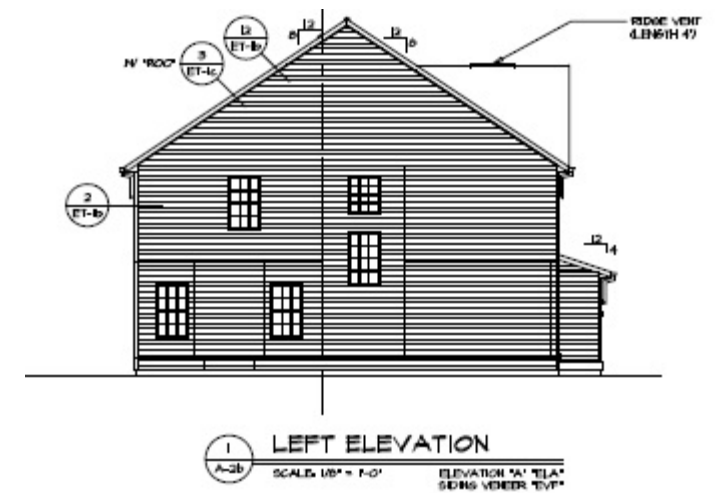
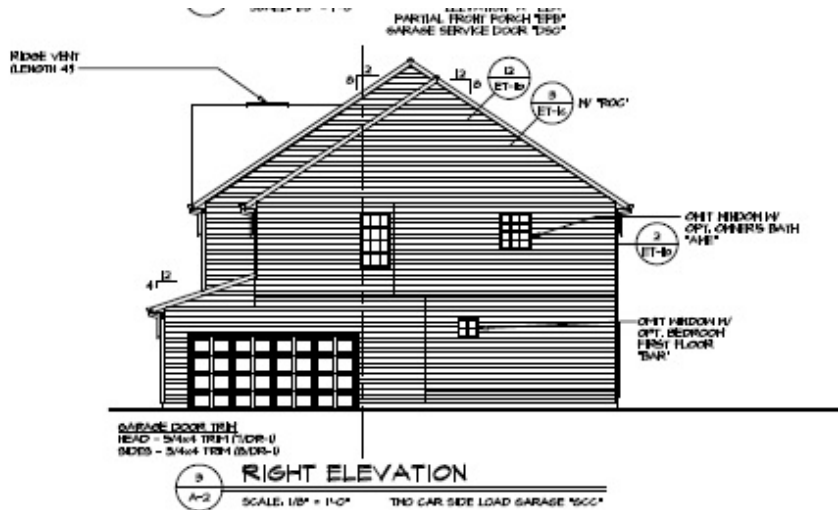
RYAN HOMES - NORMANDY



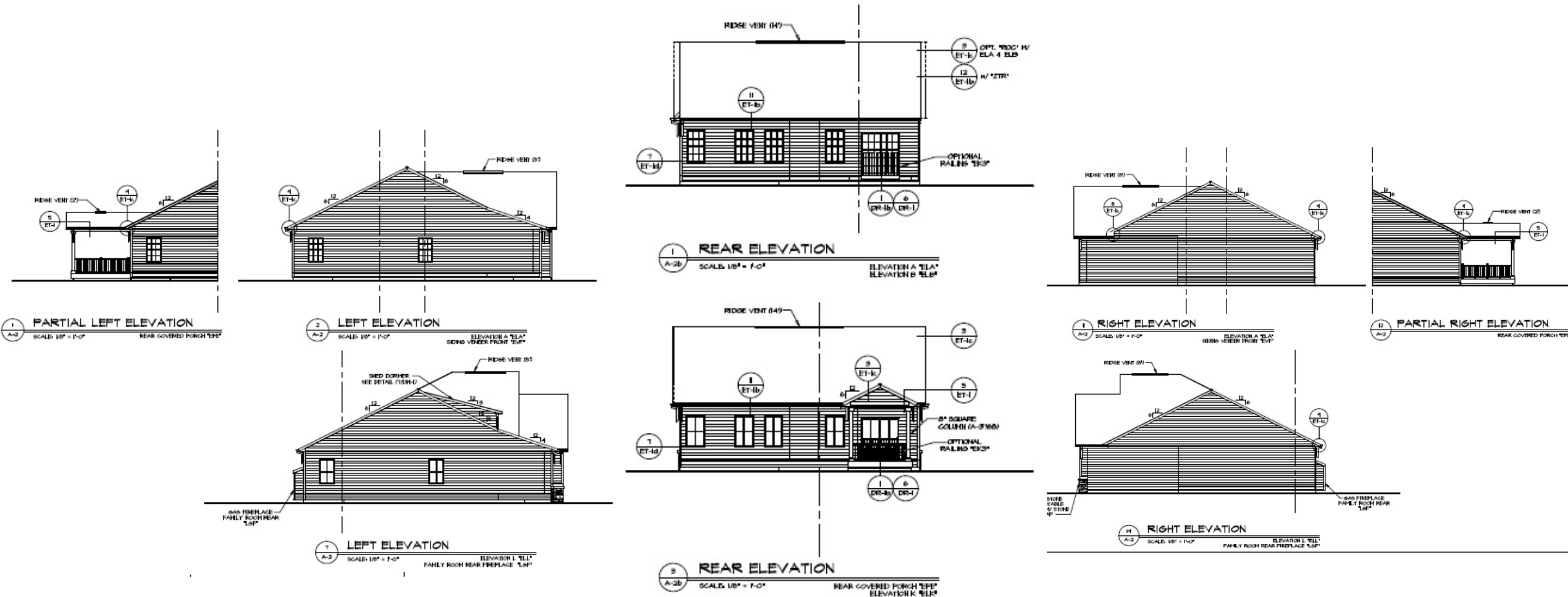
RYAN HOMES - ASHBROOKE



RYAN HOMES - REPRESENTATIVE SIDE AND REAR ELEVATIONS



RYAN HOMES - REPRESENTATIVE SIDE AND REAR ELEVATIONS



RYAN HOMES - CLARENDON, 16-FOOT TOWNHOUSE



RYAN HOMES - CLARENDON, 16-FOOT TOWNHOUSE, REAR AND SIDES



RYAN HOMES - STRAUSS, 20-FOOT TOWNHOUSE



RYAN HOMES - STRAUSS, 20-FOOT TOWNHOUSE, REAR AND SIDES



MID-ATLANTIC BUILDERS - THE URBAN, 24-FOOT TOWNHOUSE



ELEVATION 6006
Color Scheme #13



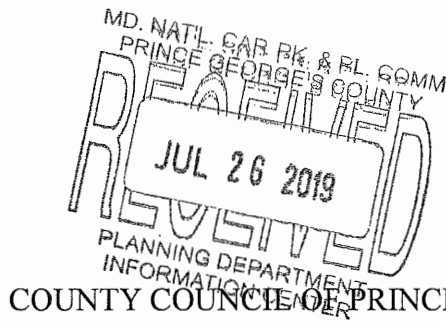
ELEVATION 6010
Color Scheme #13



ELEVATION 6002
Color Scheme #14



ELEVATION 6014
Color Scheme #15



Case No. SP-02004

Applicant: The Michael Companies, Inc.

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL

ORDER AFFIRMING PLANNING BOARD DECISION

IT IS HEREBY ORDERED, after review of the administrative record, that the decision of the Planning Board in PGCPB No. 03-135, to approve a conceptual site plan for a mixed-use planned community on property described as approximately 361.53 acres of land in the E-I-A Zone, known as Karington, located on the southwest quadrant of the intersection of MD 214 (Central Avenue) and US 301 (Crain Highway), Bowie, is hereby:

AFFIRMED, for the reasons stated by the Planning Board, whose findings and conclusions are hereby adopted as the findings of fact and conclusions of law of the District Council.

Affirmance of the Planning Board's decision is subject to the following conditions:

1. Prior to certification of the conceptual site plan:
 - a. Ten (10) exercise stations or other acceptable recreational facilities shall be provided along the trail around the lake.
 - b. The Conceptual Site Plan Pedestrian Path Diagram shall be revised to provide the location of all walkways that are intended to be brick. At a minimum, brick walkways shall be provided along streets with retail shops, hotels, restaurants and around all village greens.
 - c. The plan shall be revised to eliminate the finger of townhouses in the northwest corner of the development near the entrance road off of MD 214. A trailhead shall be provided in this location, connecting to the master plan trail in the stream valley. The trail behind the proposed northern hotel site shall be deleted.
 - d. The Phasing Plan shall be revised to include a minimum 50,000 to 75,000 square feet of retail in Phase I.
 - e. Move northern hotel site to the northeast corner of the project and convert area vacated by hotel to residential (revise FAR chart accordingly).

2. At the time of the first detailed site plan (other than infrastructure), details of outdoor amenities such as brick pavers, tree grates, decorative lighting, signs, banners and high quality street furniture shall be approved by the Prince George's County Planning Board. A similar theme shall be established for the entire development.
3. At the time of preliminary plan approval, right-of-way requirements shall be determined along the following facilities:
 - a. US 301 southbound
 - b. MD 214
 - c. The MD 214/Hall Road intersection
4. **MD 214 at Church Road:** Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. The addition of a northbound left-turn lane along Church Road.
 - b. The addition of an eastbound left-turn lane along MD 214.
 - c. The addition of a westbound left-turn lane along MD 214.
 - d. Restriping the eastbound right-turn lane along MD 214 to operate as a shared through/right-turn lane, thereby resulting in a third eastbound through lane.
5. **MD 214 at Hall Road/site access:** Prior to the approval of the first detailed site plan for the subject property other than a detailed site plan for infrastructure only, the applicant shall submit an acceptable traffic signal warrant study to SHA and, if necessary, DPW&T for a possible signal at the intersection of MD 214 and Hall Road/site access. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of the responsible agency. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits within the subject property and install it at a time when directed by the responsible permitting agency. Also, prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. The addition of an eastbound exclusive right-turn lane along MD 214.
 - b. The addition of a westbound left-turn lane along MD 214.

- c. The construction of the northbound approach to include two left-turn lanes and a shared through/right-turn lane.

The scope of access improvements may be modified at the time of preliminary plan review at the direction of SHA provided that alternative improvements provide an acceptable service level that meets the requirements of Subtitles 27 and 24.

- 6. **US 301 at Old Central Avenue:** Prior to the approval of the first detailed site plan for the subject property other than a detailed site plan for infrastructure only, the applicant shall submit acceptable traffic signal warrant studies to SHA for the intersections of northbound and southbound US 301 and Old Central Avenue. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of SHA.
- 7. **US 301 at site entrance/median crossover:** Prior to the approval of the first detailed site plan for the subject property other than a detailed site plan for infrastructure only, the applicant shall submit acceptable traffic signal warrant studies to SHA for the intersections of northbound and southbound US 301 and the site entrance/existing median crossing. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of SHA. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits within the subject property and install it at a time when directed by SHA. Also, prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. The construction of the eastbound approach to include two left-turn lanes and a right-turn lane.
 - b. The widening of the median crossing to provide to eastbound lanes, turning left (northbound) onto US 301.
 - c. The construction of a northbound left-turn lane approaching the median crossing.
 - d. The construction of a southbound right-turn lane along the southbound US 301 approach.

The scope of access improvements may be modified at the time of preliminary plan review at the direction of SHA provided that alternative improvements provide an acceptable service level that meets the requirements of Subtitles 27 and 24.

- 8. **Merge of ramp from eastbound MD 214 onto US 301:** Prior to the issuance of any building permits within Phase II, as defined in Condition 10, the following road

improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency for the extension of the northbound merge lane to a length of no less than 400 feet subject to available right-of-way or in the alternative the elimination of said ramp by utilization of other acceptable improvement.

9. US 301 widening:

- a. Prior to the issuance of any building permits within Phase I (other than construction buildings or model homes), as defined in Condition 11, the following road improvement shall (1) have full financial assurances, (2) have been permitted for construction through the operating agency's permit process, and (3) have an agreed-upon timetable for construction with the appropriate operating agency for the addition of a new MD 301 southbound lane to extend from the southbound ramp of MD 214 approximately 6,800 linear feet toward Trade Zone Avenue.
 - b. Prior to the issuance of any building permits within Phase II, as defined in Condition 11, the following road improvement shall (1) have full financial assurances, (2) have been permitted for construction through the operating agency's permit process, and (3) have an agreed-upon timetable for construction with the appropriate operating agency for the addition of new acceleration/deceleration lanes from northbound US 301 at the site entrance.
 - c. The proposed widenings are subject to available right-of-way. In the event that the necessary right-of-way is not available by the time the applicant is prepared to start construction at the respective Phases, the applicant shall pay to Prince George's County a sum calculated as $\$725,094.25 \times (\text{FHWA Construction Cost Index at time of payment}) / (\text{FHWA Construction Cost Index for 2}^{\text{nd}} \text{ quarter, 1989})$. This fee may be assessed on a pro rata basis, with a pro rata schedule to be determined at the time of preliminary plan. In lieu of said payment, applicant may elect to install the improvements referenced in Conditions 6, 8 and 9A, along with other improvements deemed necessary for adequacy along US 301, with the applicant receiving credit against said fee for the cost of said improvements. The scope of the improvements shall be determined at the time of preliminary plan.
10. All off-site traffic improvements may be altered or modified at preliminary plan dependent upon phasing schedules.
 11. Total development within the subject property shall be limited to uses which generate no more than 1,313 AM and 1,925 PM peak hour vehicle trips, in consideration of the rates of trip generation, internal satisfaction, and pass-by that are consistent with assumptions in the traffic study. Phase I would be identified as any development which generates up to 774 AM and 1,242 PM peak hour trips, subject to reasonable assumptions made on the basis of site development proposals. Phase II would be identified as any development which generates more than 774 AM and 1,242 PM peak hour trips. Rates of internal trip

satisfaction may be modified by staff in consultation with the applicant in the event that a greater or lesser degree of mixed-use development actually occurs, but any modifications shall fully consider the assumptions made in the traffic study.

12. At the time of preliminary plan review, all proposed "Street Sections" will be further reviewed with regard to specific development proposals of adjacent properties. All typical sections along public streets must conform to the requirements of the appropriate operating agency, and any deviations from the typical section of a public street must have the approval of that agency.
13. The plan shall be revised as follows:
 - a. On the north side of the lake, a street of type "E" should be extended all the way across the north side of the lake.
14. Prior to preliminary plan signature approval, the applicant, his successors and/or assigns shall provide additional documentary evidence that the subject property is (or will be) served by public transportation through local (County Department of Public Works and Transportation) or regional (Washington Metropolitan Area Transit Authority) bus system routes and stops that are located within and in proximity to the development. This provision shall be in keeping with the requirement of the fifth criterion, establishing geographic applicability of mitigation, in the Guidelines for Mitigation Action (as established by CR-29-1994). This requirement may also be satisfied through the provision of privately funded shuttle bus service to supplement available public transportation service, in order to achieve the headway and walking distance requirement stipulated as a requirement for the use of mitigation. At the time of detailed site plan, transportation planning and DPW&T staff shall review bus routing plans.
15. All future plan submittals shall include a single tree line as shown on the FSD revision stamped as received by the Environmental Planning Section on May 23, 2003.
16. Prior to certification of the conceptual site plan, TCPI/48/02 shall be revised as follows:
 - a. The Worksheet shall be revised as follows:
 - (1) Reflect the correct area of existing woodland on the "Net Tract" not the total woodland on the property.
 - (2) Show the correct area of proposed woodland clearing based on this conceptual plan.
 - b. Delete the TCPII notes from the plan and add the correct TCPI notes.
 - c. Add the following notes to the TCPI in large bold type.

- (1) "This TCPI is a conceptual plan associated with the conceptual site plan only and does not approve the locations of roads, lots or utilities."
 - (2) "TCPI/48/02 shall be revised with the Preliminary Plan of Subdivision and the proposed PMA impacts will be evaluated at that time. The PMA impacts shown on this plan are not considered approved with this plan."
 - (3) "Conceptual grading, conceptual structure locations and the limit of disturbance will be evaluated with the revised TCPI during the review of the Preliminary Plan of Subdivision."
- d. The plans shall be sealed, signed and dated by the licensed landscape architect, licensed forester or other qualified professional who prepared the plans.
- 17. The Woodland Conservation threshold portion of the requirement (47.52 acres) shall be satisfied as on-site preservation. The balance of the requirements may be satisfied by additional on-site preservation, on-site reforestation, or at an approved off-site mitigation bank.
- 18. The revised TCPI submitted with the Preliminary Plan of Subdivision shall include the following:
 - a. Show conceptual grading, structure locations, and the limit of disturbance.
 - b. An attempt shall be made to eliminate isolated Woodland Conservation Areas by adjusting the layout and providing larger contiguous forest areas in the vicinity of the PMA and thus further minimizing proposed PMA impacts.
 - c. Show the location of all anticipated stormdrain, sewer and water outfalls including those connecting to existing facilities located outside the limits of this application.
 - d. Any clearing for off-site infrastructure connections shall be mitigated at a 1:1 ratio for all woodlands cleared as part of TCPI/48/02.
- 19. At the time of the Preliminary Plan of Subdivision, the Type I Tree Conservation Plan shall be revised at a scale of no less than 1"=100'. Those plans shall clearly identify each component of the PMA and the ultimate limit of the PMA.
- 20. The Preliminary Plan of Subdivision shall be designed to preserve the PMA to the fullest extent possible. If impacts are proposed a Letter of Justification shall be submitted with the Preliminary Plan application. It shall include a description and justification of each proposed area of impact. The impacts to each feature of the PMA shall be quantified and shown on 8½- x 11-inch sheets.

21. Prior to the issuance of any grading permits which impact the Waters of the US, nontidal wetlands, or the 25-foot wetland buffer, a copy of all appropriate federal and/or State of Maryland permits shall be submitted.
22. The proposed PMA impacts shall be further evaluated with each subsequent plan review.
23. The submittal of the Preliminary Plan of Subdivision shall include a Marlboro Clay Geotechnical Report prepared in accordance with the Prince George's County "Criteria for Soil Investigations and Reports on the Presence and Affect of Marlboro Clay upon Proposed Developments."
24. Prior to certification of the conceptual site plan and the Type I Tree Conservation Plan, the following note shall be placed on both plans in large bold type.

"This plan provides a conceptual layout for the proposed development of this site which contains Marlboro Clay. The location and characteristics of this clay may affect the developable area of this site."
25. The projected 65 dBA Ldn noise contours for MD 214 and US 301 shall be shown on the Preliminary Plan of Subdivision and the detailed site plans for this site at 311 feet and 409 feet from the centerline, respectively. In the event the Environmental Planning Section noise projections are not used, a Phase I Noise Report shall be prepared and submitted with the Preliminary Plan of Subdivision. If residential lots are located within the limits of the 65 dBA Ldn noise contour appropriate mitigation measures shall be identified by a Phase II Noise Study at the time of detailed site plan.
26. The exact acreage and timing of dedication shall be determined at the time of preliminary plan.
27. The applicant shall construct an eight-foot-wide master-planned hiker/biker trail along the Collington Branch.
28. The preliminary plan shall consider the extension of the master plan trail north to Central Avenue (MD 214) and south to the southern property boundary.
29. The applicant shall construct the master plan eight-foot-wide asphalt trail connector from the stream valley trail to the road adjoining the private park.
30. Prior to submission of the first detailed site plan for residential development, the applicant shall confer with the DPR concerning the exact alignment of the master plan trail along the Collington Branch. The alignment shall be approved by DPR consistent with the master plan.
31. The location of the trail shall be staked in the field and approved by DPR prior to construction.

32. The applicant, his successors, and/or assignees shall construct the trail in phase with development. Prior to issuance of the 600th residential building permit, the trail construction shall be completed.
33. Prior to submission of the first detailed site plan for residential development, the applicant shall submit detailed construction drawings for the master-planned trail construction to DPR for review and approval. The trail shall be designed in accordance with the applicable standards in the *Parks and Recreation Facilities Guidelines*.
34. All master-planned trails shall be constructed to assure dry passage. If wet areas must be traversed, suitable structures shall be constructed. Designs for any needed structures shall be reviewed by DPR.
35. The handicapped accessibility of all trails shall be reviewed during the review of the detailed site plan.
36. In-road bicycle facilities shall be considered at the time of preliminary plan along the four-lane, divided roads entering the site from MD 214 and US 301, as well as along the main loop road (two-way street) through the subject site in conformance with the 1999 AASHTO Guide for the Development of Bicycle Facilities, per the concurrence of DPW&T.
37. The applicant, his successors, and/or assignees shall provide adequate, private recreational facilities in accordance with the standards outlined in the *Parks and Recreation Facilities Guidelines*. The complete recreational package shall, at a minimum, include facilities provided for on the conceptual site plan.
38. The private recreational facilities shall be reviewed by the Urban Design Review Section of Development Review Division (DRD) for adequacy and proper siting, prior to approval of a detailed site plan (other than infrastructure) by the Planning Board.
39. The developer, his successors, and/or assignees shall satisfy the Planning Board that there are adequate provisions to assure retention and a future maintenance of the proposed recreational facilities.
40. Each detailed site plan shall specify that all tree pits along the streets that have shops, restaurants, plazas, and/or other uses shall be connected with a continuous noncompacted soil volume under the sidewalk. Details of how this will be accomplished shall be included on the plans and shall be agreed upon by the Planning Board or its designee. The use of "CU-Soil" as a "structural soil" or other equal product for shade trees planted in tree pits is strongly encouraged.
41. An amphitheater or other civic feature shall be provided in close proximity to the lake.
42. The 25-acre central open space shall contain facilities exclusively for the use of the entire community.

43. After approval of the Preliminary Plan of Subdivision and the detailed site plans and concurrent with the first residential grading permit, the developer shall:
 - a. Contribute \$250,000 to a tax exempt 501 (c) (3) organization to be determined and to be restricted for release to a school facility used to reduce overcrowding for Bowie area schools.
 - b. Use its best efforts to locate alternative commercial or other useable space for the transitional school to permanently replace the Belair School Building. Developer services will be provided at no cost to the Board of Education of Prince George's County.
 - c. Serve on construction committee for new middle school to be located in the South Bowie area.
44. No individual retail user shall exceed 125,000 square feet other than a grocery store(s).
45. The plan shall be revised to reduce the number of luxury residential rental units to a maximum of 490, excluding age-restricted senior units and live/work units.
46. The plan shall be revised to authorize an increase in residential condominium units to a minimum of 210 units.
47. The Detailed Site Plan shall require a landscaped and/or brick wall buffer along the property line adjacent to US 301 and MD 214.
48. A Karington Advisory Committee shall be established, appointed jointly by Council Members from Districts 4 and 6, with representation from surrounding residential communities to facilitate communication for discussion of uses in and status reports on Karington by having regular meetings attended by the developer.
49. The height of any high-rise structure, including age-restricted senior units and hotels, shall be evaluated at detailed site plan.
50. Developer will employ best efforts to ensure adequate representation of minority business participation in all phases and trades of project.
51. Notwithstanding any conditions related to the proposed master plan trail or connections thereto, applicant will not be required to construct same until the M-NCPPC or assigns constructs the required trail segments linking the proposed trail from the subject property north to Central Avenue or south to Leeland Road.

Ordered this 27th day of January, 2004, by the following vote:

In Favor: Council Members Knotts, Dean, Dernoga, Exum, Harrington, Peters and Shapiro

Opposed: Council Member Bland

Abstained:

Absent: Council Member Hendershot

Vote: 7-1

COUNTY COUNCIL OF PRINCE GEORGE'S
COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL FOR THAT PART OF
THE MARYLAND-WASHINGTON
REGIONAL DISTRICT IN PRINCE GEORGE'S
COUNTY, MARYLAND

By: _____
Tony Knotts, Chairman

ATTEST:

Redis C. Floyd
Clerk of the Council

C O R R E C T E D A M E N D E D R E S O L U T I O N

WHEREAS, Karington, LLC is the owner of a 381.52-acre parcel of land known as Parcels 119 and 139, Tax Map 70C, Grid 2, said property being in the 7th Election District of Prince George's County, Maryland, and being zoned E-I-A; and

WHEREAS, on May 6, 2004, Karington, LLC filed an application for approval of a Preliminary Subdivision Plan (Staff Exhibit #1) for 463 lots and 86 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plan, also known as Preliminary Plan 4-04035 for Karington 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 October 21, 2004, for its review and action in accordance with Article 28, Section 7-116, 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 October 21, 2004, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

†WHEREAS, by letter dated October 7, 2016, Matthew Tedesco and Arthur Horne, Jr., representing the owner/applicant Karington, LLC, requested a waiver and reconsideration for the conversion of certain dwelling units to lots and a modification to the phasing of transportation improvements and related findings;

†WHEREAS, on October 27, 2016, the Planning Board approved the waiver and request for reconsideration for good cause and in furtherance of substantial public interest (Rules of Procedure, Section 10(e)); and

†WHEREAS, on February 16, 2017, the Planning Board heard testimony regarding the reconsideration and approved the reconsideration, with conditions, for approval of 800 lots and 110 parcels for 1,294 dwelling units.

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strike through~~ indicate deleted language

††WHEREAS, by letter dated July 12, 2017 Matthew Tedesco and Arthur Horne, Jr., representing the owner/applicant Karington, LLC, requested a waiver and reconsideration for the adjustment of access, circulation, and master plan trail alignment;

††WHEREAS, on ***[July 27, 2016] July 27, 2017, the Planning Board approved the waiver and request for reconsideration for good cause and in furtherance of substantial public interest (Rules of Procedure, Section 10(e)); and

††WHEREAS, on January 25, 2018, the Planning Board heard testimony regarding the reconsideration and approved the reconsideration, with conditions, for adjustment of access, circulation, and master plan trail alignment.

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 the Type I Tree Conservation Plan †[(TCPI/48/02)] (TCPI/48/02-02), and further APPROVED Preliminary Plan of Subdivision 4-04035, Karington, LLC for †[Lots 1-463] Lots 1-800 and †[Parcels 1-86] Parcels 1-110 with the following conditions:

1. Prior to signature approval of the Preliminary Plan of Subdivision, the Type I Tree Conservation Plan, TCPI/48/02-01 (see -02 revision for reconsidered TCPI), shall be revised as follows:

††[a. ~~*Whenever feasible, [R]revise the alignment of the neighborhood trails so that they are located at the top of the slopes or the bottom of the slopes, not midway up the slopes where significant grading and woodland clearing will be required.~~

††[b] a. Add information to the TCPI that identifies the locations of all off-site road improvements that will be required and indicate which of those improvements may require the clearing of woodlands.

††[e] b. Show the location of the mitigated 1.5 safety factor line on the TCPI and the preliminary plan of subdivision and adjust the lot layout for proposed Lots 210-246, Block 'A,' so that the lots are located entirely outside the limits of the mitigated 1.5 safety factor line.

††[d] c. Prior to DSP, revise the Type I tree conservation plan to minimize the portion of PMA Impact #5 associated with the construction of the clubhouse and swimming pool. Also, revise PMA Impact 6 to further minimize and/or eliminate the proposed impact.

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~striketrough~~ indicate deleted language

- ††[e] d. Revise the preliminary plan of subdivision and the Type I tree conservation plan to reflect the revised lot layout and the location of the mitigated 1.5 safety factor line based on “Marlboro Clay Safety Factor Exhibit A.”
2. Prior to signature approval of the preliminary plan of subdivision, the preliminary plan and the Type I tree conservation plan shall be revised:
- a. So that no portion of the Patuxent River Primary Management Area (PMA) outside of the approved PMA impact area is located within the limits of a lot or parcel less than two acres in size.
- b. To include the 10-foot-wide public utility easement parallel and contiguous to all public rights-of-way.
3. Development of this subdivision shall be in compliance with an approved Type I tree conservation plan †[(~~TCPI/48/02-01~~)] (TCPI/48/02-02). The following notes shall be placed on the final plat of subdivision:
- “This development is subject to restrictions shown on the approved Type I Tree Conservation Plan †[(~~TCPI/48/02-01~~)] (TCPI/48/02-02) or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy.”
4. The detailed site plan for the area that includes proposed Street ‘K’ shall address the further minimization of the proposed PMA impacts associated with that road layout and construction.
5. The detailed site plan submittal which includes Lots 210 – 246 shall include an analysis by a geotechnical engineer addressing the proposed site grading reflected on the detailed site plan including the location of the mitigated 1.5 safety factor line based on the proposed site grading.
6. Prior to approval of the first detailed site plan for the Karington Subdivision, the September 20, 2004, geotechnical report referenced by IC&E file number 40-04065-8 shall be revised to eliminate assumptions and be based on factual data and the comprehensive slope stability analysis shall be revised for the entire site to reflect the new information in accordance with the guidelines established by the Department of Environmental Resources, Permits and Review Division.

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~striketrough~~ indicate deleted language

7. Prior to approval of the detailed site plan and the Type II tree conservation plan shall show a minimum 50-foot building restriction setback (unless a lesser restriction is approved by DER) from the final mitigated 1.5 slope safety factor line as determined by the slope stability analysis as approved by the Department of Environmental Resources, Permits and Review Division.
8. The final plat of subdivision shall show a minimum 50-foot building restriction line (unless a lesser restriction is approved by DER) from the limits of the mitigated 1.5 slope safety factor line.
9. The Type II tree conservation plan shall provide a detailed list of all required off-site road improvements and an analysis to determine if each improvement will be subject to the requirements of the Prince George's County Woodland Conservation Ordinance. The list shall indicate an approximate time frame for initiation of the proposed road improvements including responsibility for Type II tree conservation plan approvals. Any road improvement projects that are the responsibility of the applicant for this case shall mitigate the woodland clearing associated with those projects on an acre for acre basis.
10. At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated Patuxent River Primary Management Area, except for areas with approved impacts, and shall be reviewed by the Environmental Planning Section for accuracy prior to approval. In addition, the following note shall be placed on the plat:

"Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is permitted."
11. Prior to the issuance of any permits which impact wetlands, wetland buffers, streams, or Waters of the U.S., copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans shall be submitted to the M-NCPPC Planning Department.
12. Prior to the issuance of any building permits for this site an approved stormwater management plan that is consistent with the approved detailed site plan and the Type II tree conservation plan shall be submitted to the Environmental Planning Section.
13. Failure to obtain either federal and/or state permits for the construction of the proposed lake will be considered a major change to the overall concept of this application and will require the submission and approval of a new preliminary plan of subdivision.

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~striketrough~~ indicate deleted language

- ††[14. Subject to Condition *[41] 43, the applicant, his heirs, successors and/or assignees shall construct the master plan eight foot wide asphalt trail connector from the stream valley trail to the road adjoining the private park. The trail shall be a minimum of eight feet wide and asphalt.]
- ††[15. Prior to submission of the first detailed site plan for residential development, the applicant, his heirs, successors and/or assignees shall confer with DPR concerning the exact alignment of the master plan trail along the Collington Branch. The alignment shall be approved by DPR consistent with the master plan.]
- ††14. Prior to submission of the first detailed site plan for residential development, other than for multifamily development for the first 400 units, the applicant, his heirs, successors and/or assignees shall confer with DPR concerning the exact realignment of the alternate 10-foot-wide master plan trail from MD 214/Old Central Avenue through the project to the southern property line, as further depicted in Applicant's Exhibit A. The alternate alignment shall be approved by DPR consistent with the master plan. If the alternate master plan trail is located within a private right-of-way or any privately owned land, the applicant, prior to the approval of the applicable record plat, shall provide M-NCPPC with a public access easement to ensure public access to the alternate master plan trail located within the private right-of-way or privately owned land.
- ††[16. Subject to Condition *[41] 43, the location of the trail shall be staked in the field and approved by DPR prior to construction.]
- ††[17. Subject to Condition *[41] 43, the applicant, his successors, and/or assignees shall construct the trail in phase with development. Prior to issuance of the 600th residential building permit, the trail construction shall be completed.]
- ††15. The applicant, his successors, and/or assignees shall construct the alternate 10-foot-wide master plan trail from MD 214/Old Central Avenue to the southern property line in phase with road construction with the exception of the southern connection of private Street W in accordance with Condition 39. Private Street W shall be platted in phase with development, at which time the applicant, his successors, and/or assigns shall provide an easement for the alternate 10 foot wide master plan trail to ensure ultimate connectivity to the southern property line.
- ††[18. Subject to Condition *[41] 43, the applicant shall submit detailed construction drawings for the master planned trail construction to DPR for review and approval. The trail shall be designed in accordance with the applicable standards in the *Parks and Recreation Facilities Guidelines* and all standards related to handicapped accessibility.]

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

††16. Prior to certificate approval of the detailed site plan for infrastructure (or an amendment thereto) that includes a portion of the proposed alternate master plan trail, the applicant shall submit detailed construction drawings for the relevant portion of the alternate master-planned trail to DPR for review and approval. The trail within the public or private right-of-way shall be designed in accordance with Applicant's Exhibit A.

††[19] 17. ††[A#] The 10-foot-wide alternate master-planned ††[trails] trail shall be constructed to assure dry passage. If wet areas must be traversed, suitable structures shall be constructed. Designs for any needed structures shall be reviewed by DPR.

††[20. In-road bicycle facilities shall be considered prior to the first DSP for residential development along the four-lane, divided roads entering the site from MD 214 and US 301, as well as along the main loop road (two-way street) through the subject site in conformance with the 1999 AASHTO Guide for the Development of Bicycle Facilities. Wider outside curb lanes or parking lanes may be recommended at the time of detailed site plan to more adequately accommodate bicycle traffic along the designated bicycle routes, per the concurrence of DPW&T.]

††18. In-road bicycle facilities and/or trail facilities designed in accordance with Applicant's Exhibit A shall be considered along with the DSP for infrastructure (or any amendment thereto) along public roads entering the site from MD 214/Old Central Avenue and US 301 at the main site entrance, as well as along the main loop road (two-way street) through the subject site in conformance with the 1999 AASHTO Guide for the Development of Bicycle Facilities. Wider outside curb lanes or parking lanes may be recommended at the time of detailed site plan to more adequately accommodate bicycle traffic along the designated bicycle routes, per the concurrence of DPW&T.

††[24] 19. The following note shall be placed on the final plat:

“An automatic fire suppression system shall be provided in all proposed buildings in accordance with National Fire Protection Association Standard 13 and all applicable Prince George's County laws, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.”

††[22] 20. Prior to signature approval of the preliminary plan, the applicant shall determine the extent of the land that should be the subject of a Phase I archaeological investigation with the concurrence of the Development Review Division (DRD). The applicant shall complete and submit a Phase I investigation (including research into the property history and archaeological literature) for those lands determined to be subject. Prior to approval of the detailed site plan, the applicant shall submit Phase II and Phase III investigations as determined by DRD staff as needed. The plan shall provide for the avoidance and

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

preservation of the resources in place or shall provide for mitigating the adverse effect upon these resources. All investigations must be conducted by a qualified archaeologist and must follow *The Standards and Guidelines for Archeological Investigations in Maryland (Schaffer and Cole: 1994)* and must be presented in a report following the same guidelines. This condition shall not apply if the applicant can provide evidence that these studies have been reviewed and approved.

††[23] 21. Prior to the issuance of permits ~~*(other than infrastructure)~~, the applicant, his heirs, successors and/or assignees shall have the scrap tires hauled by a licensed scrap tire hauler to a licensed scrap tire disposal/recycling facility. A receipt shall be turned in to the Health Department.

††[24] 22. **MD 214 at Church Road:** Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:

- a. The addition of a northbound left-turn lane along Church Road.
- b. The addition of an eastbound left-turn lane along MD 214.
- c. The addition of a westbound left-turn lane along MD 214.
- d. Restriping the eastbound right-turn lane along MD 214 to operate as a shared through/right-turn lane, thereby resulting in a third eastbound through lane.

††[25] ~~**MD 214 at Hall Road/site access:** Prior to the approval of the detailed site plan for the subject property (other than infrastructure), the applicant shall submit an acceptable traffic signal warrant study to SHA and, if necessary, DPW&T for a possible signal at the intersection of MD 214 and Hall Road/site access. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of the responsible agency. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits, ~~†other than for infrastructure, signage, or model homes~~ within the subject property and install it at a time when directed by the responsible permitting agency. ~~†[Also, prior to the issuance of any building permits within the subject property,] Prior to any building permit that generates more than 1,047 AM and/or 1,421 PM net off site peak hour trips or any building permit, other than for infrastructure, model homes, or signage that is otherwise within 1,400 linear feet of the proposed MD 214/Hall Road intersection, the following road improvements shall, ~~†if deemed to be necessary by the operating agency,~~~~ (a) have full financial assurances, (b) have been permitted for construction through the~~

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

operating agency's access permit process, and (e) have an agreed-upon timetable for construction with the appropriate operating agency:

- [a- ~~The addition of an eastbound exclusive right turn lane along MD 214.~~
- [b- ~~The [†][addition of a] provision of an exclusive westbound left turn lane along MD 214 at the site access.~~
- [c- ~~The construction of the northbound approach to include two left turn lanes and a shared through/right turn lane, [†]or lane use otherwise required by SHA.~~]

††23. Old Central Avenue at Site Access: Prior to approval of the detailed site plan for the subject property (other than infrastructure, signage or model homes), the applicant shall submit an acceptable traffic signal warrant study to SHA for a possible signal at the intersection of Old Central Avenue at the site access. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic, as well as existing traffic, at the direction of the responsible agency. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond and install it at a time when directed by the responsible permitting agency.

††[26] 24. US 301 at Old Central Avenue: Prior to the approval of the detailed site plan for the subject property (other than infrastructure), the applicant shall submit acceptable traffic signal warrant studies to SHA for the intersections of northbound and southbound US 301 and Old Central Avenue. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of SHA. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits within the subject property and install it at a time when directed by SHA. ††In addition, the applicant shall add, to the northbound approach of Old Central Avenue, an additional exclusive left-turn lane, unless modified by SHA.

††[27] 25. US 301 at site entrance/median crossover: Prior to the approval of the detailed site plan for the subject property (other than infrastructure), the applicant shall submit acceptable traffic signal warrant studies to SHA for the intersections of northbound and southbound US 301 and the site entrance/existing median crossing. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of SHA. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits, †other than for infrastructure, model homes, or signage, within the subject property and install it at a time when directed by SHA. Also, prior to the issuance of any building permits, †other than for infrastructure, model homes or signage, within the

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:

- a. The construction of the eastbound approach to include two left-turn lanes and a right-turn lane.
- b. The widening of the median crossing to provide two eastbound lanes, turning left (northbound) onto US 301
- c. The construction of a northbound left-turn lane approaching the median crossing.
- d. The construction of a southbound right-turn lane along the southbound US 301 approach.
- e. †Construction of a second westbound lane in the median at the WAWA crossover to provide a two-lane approach to southbound US 301 (one left and one through).

††[28] 26. US 301 widening:

- a. Prior to the issuance of any permits, †other than for infrastructure, signage, or model homes, within †[Phase I (other than construction buildings and model homes)] Phase II, as defined in the trip cap condition contained in this report, the following road improvement shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency: addition of a new US 301 southbound lane †[to extend from the southbound ramp of MD 214 approximately 6,800 linear feet toward Trade Zone Avenue.] beginning 1,000 feet north of the signal at the US 301 median crossover at the main site access and continue, to tie into the existing third southbound lane that already exists at Queen Anne Road, for a total distance of approximately 2,800 feet.
- b. Prior to the issuance of any permits within †[Phase II] Phase I that require the construction of a new access point(s) along southbound US 301, as defined in the trip cap condition contained in this report, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency: addition of new

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

acceleration/deceleration lanes along †~~[northbound]~~ southbound US 301 at the site entrance(s).

- c. The proposed widenings are subject to available right-of-way. In the event that the necessary right-of-way is not available by the time the applicant is prepared to start construction of the respective Phases, the applicant shall pay to Prince George's County a sum calculated as \$725,094.25 x (FHWA Construction Cost Index at time of payment)/(FHWA Construction Cost Index for 2nd quarter, 1989). This fee may be assessed on a pro rata basis, with a pro rata schedule to be determined prior to signature approval of preliminary plan. In lieu of said payment, applicant may elect to install the improvements referenced in Condition 28A, along with other improvements deemed necessary for adequacy along US 301, with the applicant receiving credit against said fee for the cost of said improvements less the cost of the SHA mandated access improvements.

††[29] 27. MD 214 at Old Central Avenue: Prior to approval of the detailed site plan for the subject property (other than infrastructure, signage or model homes), the applicant shall submit an acceptable traffic signal warrant study to SHA for a possible signal at the intersection of Central Avenue (MD 214) and Old Central Avenue. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic, as well as existing traffic, at the direction of the responsible agency. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond and install it at a time when directed by the responsible permitting agency.

††[30] 28. Total development within the subject property shall be limited to uses which generate no more than 1,313 AM and 1,925 PM peak-hour vehicle trips, in consideration of the rates of trip generation, internal satisfaction, and pass-by that are consistent with assumptions in the traffic study. Phase I shall be identified as any development that generates up to †[774 AM and 1,242 PM] 1,047 AM and 1,421 PM net off-site peak-hour trips, subject to reasonable assumptions made on the basis of site development proposals. Phase II shall be identified as any development which generates more than †[774 AM and 1,242 PM] 1,047 AM and 1,421 PM net off-site peak-hour trips ††~~[or is within 1,400 linear feet of the proposed MD 214/Hall Road intersection]~~. Rates of internal trip satisfaction may be modified by staff in consultation with the applicant in the event that a greater or lesser degree of mixed-use development actually occurs, but any modifications shall fully consider the assumptions made in the traffic study.

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~striketrough~~ indicate deleted language

††[31]. ~~The preliminary plan of subdivision and detailed site plan(s) shall reflect the staging line of 1,400 linear feet from the Central Avenue (MD 214) and Hall Road intersection for transportation analysis.]~~

††[30] [32] 29. Prior to ~~*[signature approval of the preliminary plan]~~ detailed site plan approval which includes these streets, the proposed typical sections for street types B, C, E, F, and I must have written approval by the county Department of Public Works and Transportation (or the appropriate operating agency). If such written approval is not received, street types B, C, E, and I must be revised to conform to a standard 70-foot right-of-way, and street type F must be reworked to function as street type A.

††[34] [33] 30. Prior to approval of the final plat of subdivision, the applicant, his successors and/or assignees shall provide additional documentary evidence that the subject property is (or will be) served by public transportation through local (county Department of Public Works and Transportation) or regional (Washington Metropolitan Area Transit Authority) bus system routes and stops that are located within and in proximity to the development. This provision shall be in keeping with the requirement of the fifth criterion, establishing geographic applicability of mitigation, in the Guidelines for Mitigation Action (as established by CR-29-1994). This requirement may also be satisfied through the provision of privately-funded shuttle bus service to supplement available public transportation service, in order to achieve the headway and walking distance requirement stipulated as a requirement for the use of mitigation. At the time of detailed site plan (other than infrastructure), transportation planning and DPW&T staff shall review bus routing plans.

††[32] [34] 31. Final plats shall identify that access to individual lots located along MD 214 and US 301 southbound is denied.

††[34] [35] 32. Prior to approval of the first final plat which includes residential development (excluding multifamily units), the applicant and the applicant's heirs, successors, and/or assignees shall submit a final plat and deed for land to be conveyed to M-NCPPC. ††including the additional land to be conveyed pursuant to the reconsideration approved January 25, 2018. Land to be conveyed shall be subject to the following:

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

- a. An original, special warranty deed for the property to be conveyed, (signed by the WSSC Assessment Supervisor) shall be submitted to the Subdivision Section of the Development Review Division, The Maryland-National Capital Park and Planning Commission (M-NCPPC), along with the final plat for the parkland.
- b. M-NCPPC shall be held harmless for the cost of public improvements associated with land to be conveyed, including but not limited to, sewer extensions, adjacent road improvements, drains, sidewalks, curbs and gutters, and front-foot benefit charges prior to and subsequent to final plat.
- c. The boundaries and acreage of land to be conveyed to M-NCPPC shall be indicated on all development plans and permits, which include such property.
- d. The land to be conveyed shall not be disturbed or filled in any way without the prior written consent of the Department of Parks and Recreation (DPR). If the land is to be disturbed, DPR shall require that a performance bond be posted to warrant restoration, repair or improvements made necessary or required by the M-NCPPC development approval process. The bond or other suitable financial guarantee (suitability to be judged by the General Counsel's Office, M-NCPPC) shall be submitted to DPR within two weeks prior to applying for grading permits.
- e. Storm drain outfalls shall be designed to avoid adverse impacts on land to be conveyed to or owned by M-NCPPC. If the outfalls require drainage improvements on adjacent land to be conveyed to or owned by M-NCPPC, DPR shall review and approve the location and design of these facilities. DPR may require a performance bond and easement agreement prior to issuance of grading permits.
- f. All waste matter of any kind shall be removed from the property to be conveyed. All wells shall be filled and underground structures shall be removed. DPR shall inspect the site and verify that land is in acceptable condition for conveyance, prior to dedication.
- g. All existing structures shall be removed from the property to be conveyed, unless the applicant obtains the written consent of DPR.

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

- h. The applicant shall terminate any leasehold interests on property to be conveyed to M-NCPPC.
- i. No stormwater management facilities, ~~††[or tree conservation]~~ or utility easements shall be proposed on land owned by or to be conveyed to M-NCPPC without the prior written consent of DPR. DPR shall review and approve the location and/or design of these features. If such proposals are approved by DPR, a performance bond and an easement agreement may be required prior to the issuance of grading permits.

~~††[35]~~ ~~[36]~~ 33. The subdivider, his successors and/or assignees shall submit a letter to the Subdivision Section indicating that the Department of Parks and Recreation has conducted a site inspection and found the land to be dedicated to M-NCPPC in acceptable condition for conveyance. The letter shall be submitted with the final plan of subdivision.

~~††[36]~~ ~~[37]~~. Subject to Condition ~~*[41]~~ 43, the applicant shall construct an eight foot wide master planned trail from the stream valley trail to the road adjoining the private park.]

~~††[37]~~ ~~[38]~~. At a time to be determined at detailed site plan, the applicant shall construct a trailhead at the main access road (Street A); facilities shall be determined at the time of the DSP and may include a parking lot and a shelter.]

~~††~~34. At a time to be determined at detailed site plan, the applicant shall construct a publicly accessible trailhead in the location generally shown on Applicant's Exhibit A, or in an alternate location mutually agreeable to the applicant and DPR. Trailhead facilities may include a parking lot and a shelter. The timing of construction and the trailhead facilities shall be determined at the time of any detailed site plan that includes the trailhead location.

~~††[38]~~ ~~[39]~~ 35. Proposed PMA impacts #5 and #6 shall be further evaluated during the review of the first Detailed Site Plan proposing these specific PMA impacts in order to further minimize and/or avoid the impacts once more detailed topographic, Geotechnical and grading information becomes available. If proposed PMA impact #5 cannot be sufficiently minimized the proposed pool and clubhouse shall be relocated and Parcel 79 shall be eliminated.

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

- ††[39] [40] 36. The applicant shall submit three original, executed recreational facilities agreements (RFA) for trail construction to DPR for their approval, three weeks prior to a submission of a final plat of subdivision. Upon approval by DPR, the RFA shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland.
- ††[40] [41]. ~~The applicant shall submit to DPR a performance bond, letter of credit, or other suitable financial guarantee in an amount to be determined by DPR, within at least two weeks prior to applying for building permits.]~~
- ††37. In accordance with Condition 34, prior to the issuance of the fine grading permit or building permit(s) for any portion of the alternate master plan trail and related trailhead facility to be located outside of the public right-of-way, the applicant shall submit to DPR a performance bond, letter of credit, or other suitable financial guarantee in an amount to be determined by DPR.
- ††[41] [42] 38. The approval of the first detailed site plan for residential development (other than infrastructure) shall establish the timing for the submission of the recreational facilities agreements and associated bonding requirements for the public trail construction and the private recreational facilities.
- ††[42] [43]. ~~Notwithstanding any condition related to the proposed Master Plan trail or connections thereto, applicant will not be required to construct same trail until the M-NCPPG constructs or assigns the required trail segments linking the proposed trail from the subject property north to Central Avenue or south to Leland Road.]~~
- ††39. Notwithstanding any condition related to the ultimate connection of the proposed alternate Master Plan trail to the southern property line, the applicant will not be required to bond, permit, or actually construct the ultimate connection to the southern property line along Street W until Street W and Prince George's Boulevard are graded and actually connected. If private Street W is not ultimately constructed, an easement for the master plan trail connection to the southern property line of the site shall still be provided in accordance with Condition 14.
- ††[44] 40. Pursuant to the Planning Board reconsideration action on February 16, 2017, the preliminary plan of subdivision (PPS) and TCPI (-02) shall be recertified prior to approval of a detailed site plan (not infrastructure) and shall include the following additional information:
- a. Add an additional approval block to the PPS and adjust the lot and parcel totals, including a breakdown of commercial, residential, single-family dwellings, and two family attached.

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

- b. Add a new general note that states "The Planning Board approved (PGCPB Resolution No. 04-247(C)(A)) a reconsideration on February 16, 2017 to convert dwelling unit types and increase the number of lots to 800 and the number of parcels to 97 with no increase to the maximum dwelling units approved of 1,294."
- c. Parcel 91 shall be adjusted to avoid impacts to tree conservation areas.
- d. The original tree line, per the approved forest stand delineation/Tree Conservation Plan Type I, shall be shown on the plans.
- e. The TCPI shall show the most current approval block.
- f. Delineate and label lot depth in accordance with Section 24-121(a)(4) of the Subdivision Regulations.
- g. Add a note to the PPS that states "The recertification of this PPS, pursuant to the reconsideration action approved on February 16, 2017 and adoption of PGCPB Resolution No. 04-247(C)(A), does not extend the validity period of the PPS, nor change the date of the original approval."
- h. Provide an inset on the PPS which reflects the applicant's "Exhibit for Typical Minimum Lot Layout" dated ~~**[February 27, 2017]~~ February 7, 2017.
- ~~††[i]~~ Reflect the staging line of 1,400 linear feet from the proposed Central Avenue (MD 214) and Hall Road intersection for transportation analysis.]
- ~~††[j]~~ i. Label denied access along Robert Crain Highway (US 301), with the exception of the street connections, and reflect the proposed access easements authorized pursuant to Section 24-128(b)(9) of the Subdivision Regulations with arrows with a heavy line weight, which may be subject to revisions at the time of DSP.
- ~~††[k]~~ j. Revise the lotting pattern for Parcels 49, 72, and 73 in accordance with Applicants Access Exhibit.
- ~~††[l]~~ k. Dimension all streets and alleys, and label.

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

- ††[45] 41. Prior to approval of the final plat, if needed, the applicant and the applicant's heirs, successors, and/or assignees shall submit a draft access easement, pursuant to Section 24-128(b)(9) of the Subdivision Regulations, over the approved shared access to serve the commercial retail as reflected on the approved detailed site plan. If needed, the draft document shall identify the Maryland-National Capital Park and Planning Commission (M-NCPPC) as the grantee and shall submit it for review and approval. The limits of the shared access shall be reflected on the final plat. Prior to recordation of the final plat, the easement shall be recorded in Prince George's County Land Records and the liber/folio of the document shall be indicated on the final plat with the limits of the shared vehicular access. The final plat shall carry a note that vehicular access is authorized pursuant to Section 24-128(b)(9) of the Subdivision Regulations.
- ††[46] 42. Prior to signature approval of the preliminary plan of subdivision, the Type I tree conservation plan (TCPI) shall be revised as follows:
- a. Update the TCP approval block to the current standard with all previous approval information typed-in.
 - b. Add the standard Development Review QR code approval block.
 - c. Remove the steep slopes and proposed treeline.
 - d. Revise the limit of disturbance to the standard line-type.
 - e. Revise the location of the limit of disturbance to follow the current location of the proposed water and sewer connections.
 - f. Show the unmitigated 65 dBA Ldn noise contour with a darker line and provide labels for the line on each sheet of the plan set.
 - g. Revise the name of the qualified professional responsible for the plan on the worksheet and have the revised plan signed and dated by the qualified professional who prepared the plan.
- ††[47] 43. Prior to approval of a detailed site plan ††for residential development (not infrastructure), the following shall be demonstrated on the plans:
- a. Private recreational facilities, such as open space, small-scale neighborhood outdoor play areas, and picnic areas, in at least three locations with each location being within a 100-foot radius of the proposed townhouses.

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

- b. To provide adequate pedestrian circulation and access, homeowners association open space windows, which are a minimum of eight feet-wide, shall be provided between the end unit lot lines of single-family attached (townhouse) building sticks where appropriate, as determined at the time of detailed site plan.
 - c. Homeowners association (HOA) open space shall be provided between groups of lots, which back to the HOA/M-NCPPC land along the western and southern edges of the property. The open space elements shall be provided every (15) fifteen contiguous single-family detached units, or as determined at the time of detailed site plan.
- ††44. Pursuant to the Planning Board reconsideration action on January 25, 2018, the preliminary plan of subdivision and TCPI (-03) shall be recertified prior to approval of a detailed site plan and shall include the following revisions:
 - ††a. Have the revised plan signed and dated by the qualified professional who prepared the plan.
 - ††b. Indicate on the plans that Street J is to be a public right-of-way.
 - ††c. Show and label the east property line of private Street A at public Street A.
- ††45. Prior to the approval of any permits, the applicant shall vacate the right-of-way previously dedicated for the western access to MD 214 and file a plat of correction, to the plat recorded at REP 215-89, to be approved and recorded reflecting the area which has been vacated and is to be incorporated into land previously platted with REP 215-89. The plat of correction shall include all land previously shown on plat REP 215-89. With the plat of correction, the applicant shall enter into a memorandum of understanding (MOU) with DPW&T for the maintenance of the master plan trail within the public right-of-way and the Liber and folio of the of the MOU shall be reflected on the final plat prior to recordation, unless the operating agency agrees to maintain the master plan trail within the right-of-way.
- ††46. At the time of detailed site plan, appropriate transitions from in-road bicycle facilities to the master plan hiker/biker trail shall be shown.
- ††47. At the time of detailed site plan, which includes the access at Old Central Avenue, the Type 2 tree conservation plan shall account for the off-site woodland clearing associated with the proposed traffic circle graphically on the plan, in updates to the off-site clearing table, and in the woodland conservation worksheet, unless the traffic circle is no longer required.

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

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, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.
2. The property is located in the southwest quadrant of Central Avenue and US 301.
3. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

Zone	EXISTING	PROPOSED
Uses	E-I-A	E-I-A
	Vacant	Mixed Use Development: Single-family detached and attached homes, †multifamily ; commercial †[and institutional] retail, and hotel uses.
Acreage	381.52	381.52
Lots	0	†[463] <u>800</u>
Parcels	2	†[86] <u>110</u>
Square-footage:		
Retail Commercial	0	†[300,000] <u>475,000</u>
Employment Space	0	†[700,000] <u>200,000</u>
†[School]	0	†[25,000]
Hotel Rooms	0	†[300] <u>390</u>
Total Dwelling Units:	0	1,294
Detached	0	†[170] <u>136</u>
Attached	0	†[272] <u>664</u>
Multifamily †[Rental]	0	†[600] <u>390</u>
†[Condominium] <u>2-Family Attached</u>	0	†[112] <u>104</u>
†[High-Rise]	0	†[120]
†[Live-Work]	0	†[20]

4. **Environmental**—The Environmental Planning Section reviewed the preliminary plan of subdivision ~~†(PPS)~~ and Type I Tree Conservation Plans date stamped as received by the Environmental Planning Section on July 19, 2004 and the revised Geotechnical Report date stamped as received by the Environmental Planning Section on September 22, 2004. The plans as submitted have been found to address the environmental constraints of this site and the requirements of the Prince George's County Woodland Conservation Ordinance. ~~†[Therefore, the~~

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

Environmental Planning Section recommends approval of Preliminary Plan of Subdivision 4-04035 and] Type I Tree Conservation Plan TCPI/48/02-01 †[subject to conditions] was approved with the original PPS. Type I Tree Conservation Plan TCPI/48/02-02 was approved with the reconsideration to reflect modification to the lotting pattern.

A review of the available information indicates that streams, wetlands, 100-year floodplain, severe slopes, and areas of steep slopes with highly erodible soils are found to occur on the property. Transportation-related noise impacts have been found to impact this site. The soils found to occur according to the Prince George's County Soil Survey include Adelphia fine sandy loams, Bibb silt loam, Keyport silt loam, Sandy land steep, and Westphalia fine sandy loams. Some of these existing soils have limitations that will have an impact during the building phase of the development. According to available information, Marlboro clay is found to occur on this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program publication titled "Ecologically Significant Areas in Anne Arundel and Prince George's Counties," December 1997, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. There are no designated scenic and historic roads in the vicinity of this property. This property is located in the Collington Branch watershed of the Patuxent River basin and in the Developing Tier as reflected in the adopted General Plan.

Summary of Prior Environmental Conditions Of Approval

The approval of the conceptual site plan included numerous conditions, several of which dealt with environmental issues that were to be addressed during subsequent reviews. The environmental conditions to be addressed during the review of the preliminary plan of subdivision are addressed below.

Conceptual Site Plan CSP-02004; PGCPB No. 03-135

- 15. All future plan submittals shall include a single tree line as shown on the FSD revision stamped as received by the Environmental Planning Section on May 23, 2003.**

This condition has been addressed; the revised Type I Tree Conservation Plan, TCPI/48/02-01 date stamped as received by the Environmental Planning Section on July 19, 2004, reflects the correct tree line in accordance with the FSD revision date stamped on May 23, 2003.

- 17. The Woodland Conservation Threshold portion of the requirement (47.52 acres) shall be satisfied as on-site preservation. The balance of the requirements may be satisfied by additional on-site preservation, on-site reforestation, or at an approved off-site mitigation bank.**

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~striketrough~~ indicate deleted language

This condition has been addressed; the revised Type I Tree Conservation Plan, TCPI/48/02-01, date stamped as received by the Environmental Planning Section on July 19, 2004, proposes 47.52 acres of on-site preservation with the balance of the requirement proposed to be satisfied by 50.97 acres of off-site mitigation at a location to be determined.

18. The revised TCPI submitted with the Preliminary Plan of Subdivision shall include the following:

a. Show conceptual grading, structure locations, and the limit of disturbance.

This condition has been satisfied by the revised Type I Tree Conservation Plan, TCPI/48/02-01, date stamped as received by the Environmental Planning Section on July 19, 2004. The conceptual grading, the residential structure locations, and the conceptual grading are shown on the plans as revised.

b. An attempt shall be made to eliminate isolated Woodland Conservation Areas by adjusting the layout and providing larger contiguous forest areas in the vicinity of the PMA and thus further minimizing proposed PMA impacts.

This condition has been satisfied by the revised TCPI. The 48.37 acres of on-site Woodland Conservation Preservation Areas are located adjacent to areas of forested floodplain on the site and are disconnected only by the entrance road from MD 214. All other woodland conservation areas are part of a larger contiguous forested area associated with Collington Branch.

c. Show the location of all anticipated stormdrain, sewer and water outfalls including those connecting to existing facilities located outside the limits of this application.

This condition has been satisfied by the revised TCPI. The sewer and stormdrain outfalls have been shown.

d. Any clearing for off-site infrastructure connections shall be mitigated at a 1:1 ratio for all woodlands cleared as part of TCPI/48/02.

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

This condition has generally been satisfied by the revised TCPI, which reflects 0.62 acre of off-site clearing on the worksheet for impacts associated with the sewer outfall, stormwater management outfalls, and some road improvements immediately adjacent to this application. However, there is no clear indication as to the need for additional off-site infrastructure associated with the construction of off-site road improvements.

19. **At the time of the Preliminary Plan of Subdivision, the Type I Tree Conservation Plan shall be revised at a scale of no less than 1"=100'. Those plans shall clearly identify each component of the PMA and the ultimate limit of the PMA.**

This condition was addressed by the revised TCPI, date stamped as received by the Environmental Planning Section on July 19, 2004.

20. **The Preliminary Plan of Subdivision shall be designed to preserve the PMA to the fullest extent possible. If impacts are proposed a Letter of Justification shall be submitted with the Preliminary Plan application. It shall include a description and justification of each proposed area of impact. The impacts to each feature of the PMA shall be quantified and shown on 8½- x 11-inch sheets.**

This application proposes nine distinct Patuxent River Primary Management Area (PMA) impacts totaling 18.35 acres or 15.6 percent of the total 117.4 acres of PMA found on this site. The revised letter of justification, date stamped as received by the Environmental Planning Section on July 19, 2004, was reviewed and found to adequately address some of the proposed impacts but failed to justify how other impacts were minimized to the fullest extent possible. Below is a summary of the proposed PMA impacts.

Patuxent River Primary Management Area Proposed Impacts

Impact Number	Justification and Recommendation
1	This 12.70-acre impact is associated with the construction of the proposed lake that is an integral part of the stormwater management concept approved for this site. Because of the size of the lake and its location as a central feature of the project, the impacts are justified and have been minimized to the fullest extent possible. Staff supports proposed impact #1 subject to the condition found at the end of this report.
2a	This 1.37-acre impact is necessary to provide access from MD 214 and cannot be avoided. The proposed impact has been minimized.
2b	This 0.19-acre impact is necessary for the construction of the sewer outfall that will serve the northern end of this site. The outfall has been located to minimize the distance traversed within the PMA. The proposed impact has been minimized.

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

Impact Number	Justification and Recommendation
3a	This 1.20-acre impact is associated with the construction of a stormwater management facility that is necessary to serve the southwestern portion of the site. Because of the topography of this site and the presence of Marlboro clays, the placement of the pond farther outside the PMA is not practical without creating other environmental impacts. The proposed impact has been minimized.
3b	This 0.04-acre impact is associated with the construction of a sewer outfall to serve the southern end of the property. The proposed impact has been minimized.
3c	This 0.45-acre impact is associated with the construction of a sewer outfall to serve the north central portion of this site. Although the alignment of this outfall is indirect, the alignment is dictated by the presence of an archeology site. During subsequent reviews it may be possible to provide a more direct route for the outfall connection after a full archeology review has been completed. The proposed impact has been minimized.
4	This 0.34-acre impact is for the construction of a stormwater management outfall necessary to safely convey stormwater through the PMA to the existing stream. The proposed impact has been minimized.
5	This 1.10-acre impact is associated with the construction of a road to access the southwestern portion of the site and for the construction of the clubhouse and swimming pool. The impact associated with the road construction has generally been minimized but could be further minimized. However, the impacts for the clubhouse and swimming pool can be avoided by placing these amenities elsewhere. It must also be noted that this same area has been identified as a potential slope failure area associated with the Marlboro clay found on this site. Therefore, the impact associated with the road construction is supported subject to further minimization during the review of the detailed site plan. The impacts associated with the clubhouse and the swimming pool are not supported and these amenities should be relocated.
6	This 0.96-acre impact is associated with the construction of parking compounds for a proposed office building. The PMA that is being impacted includes a slope area where further minimization of the proposed impacts is practical and avoidance is possible. This proposed impact has not been minimized and is not supported.

Several conditions are included in this report to address these issues.

21. **Prior to the issuance of any grading permits which impact the Waters of the U.S., nontidal wetlands, or the 25-foot wetland buffer, a copy of all appropriate federal and/or State of Maryland permits shall be submitted.**

This condition is to be satisfied prior to the issuance of permits.

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

22. **The proposed PMA impacts shall be further evaluated with each subsequent plan review.**

The PMA impacts proposed by this application have been addressed by staff comments to Condition 20 above.

23. **The submittal of the Preliminary Plan of Subdivision shall include a Marlboro Clay Geotechnical Report prepared in accordance with the Prince George's County "Criteria for Soil Investigations and Reports on the Presence and Affect of Marlboro Clay upon Proposed Developments."**

The geotechnical study, date stamped as received by the Environmental Planning Section on September 22, 2004, addresses the slopes' stability issues associated with the Marlboro clay found to occur on this site, including the location of the mitigated 1.5 safety factor line based on the conceptual site grading as reflected on "Marlboro Clay Safety Factor Exhibit A." It should be noted that the geotechnical report as submitted was based on a number of assumptions that, although acceptable for this phase of the development process, will require revisions during subsequent phases to incorporate quantifiable data and parameters. The conceptual grading and lot layout on that exhibit were adjusted to ensure that all residential lots are located outside the mitigated 1.5 safety factor line. Therefore, the required findings with respect to Section 24-131(a) of the Subdivision Ordinance could be made because no residential lots are located within the limits of the mitigated 1.5 safety factor line and no unsafe land is located within the limits of a residential lot. Furthermore, because of the proposed site grading, none of the commercial lots are located within the limits of the 1.5 safety factor line, and the creation of lots on unsafe land has been adequately addressed for this phase of the development process.

Although slope stability has been the primary concern during this phase of the development process to ensure that no lots are created on unsafe land, the presence of the Marlboro clays will be further evaluated during subsequent phases of the development process. At each subsequent development phase (detailed site plan, grading permit, and building permit) additional information shall be submitted to address the proposed site grading and refine the mitigated 1.5 slope safety factor line for the perimeter residential lots based on the proposed site grading.

Several conditions are included in this report to address these issues.

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

24. **Prior to certification of the Conceptual Site Plan and the Type I Tree Conservation Plan, the following note shall be placed on both plans in large bold type.**

“This plan provides a conceptual layout for the proposed development of this site which contains Marlboro clay. The location and characteristics of this clay may affect the developable area of this site.”

This condition has been addressed by the revised TCPI.

25. **The projected 65 dBA Ldn noise contours for MD 214 and US 301 shall be shown on the Preliminary Plan of Subdivision and the Detailed Site Plans for this site at 311 feet and 409 feet from the centerline, respectively. In the event the Environmental Planning Section noise projections are not used, a Phase I Noise Report shall be prepared and submitted with the Preliminary Plan of Subdivision. If residential lots are located within the limits of the 65 dBA Ldn noise contour appropriate mitigation measures shall be identified by a Phase II Noise Study at the time of Detailed Site Plan.**

This condition has been addressed by the revised TCPI and preliminary plan of subdivision, which reflect the location of the unmitigated 65 dBA Ldn noise contours for MD 214 and US 301.

Woodland Conservation

A Detailed Forest Stand Delineation (FSD) was previously reviewed in conjunction with the approval of the Conceptual Site Plan, CSP-02004. The FSD was found to address the requirements in accordance with the Prince George's County Woodland Conservation Ordinance. Because the prior approval occurred within the last two years and no significant changes have occurred, a revised FSD is not required.

This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract area is in excess of 40,000 square feet, there are more than 10,000 square feet of existing woodland on-site, and there are no previously approved tree conservation plans for this site.

The revised Type I Tree Conservation Plan, TCPI/48/02-01, date stamped as received by the Environmental Planning Section on July 19, 2004, addresses the requirements of the Prince George's County Woodland Conservation Ordinance. This 381.52-acre property has a net tract area of 316.80 acres and a woodland conservation threshold (WCT) of 15 percent or 47.52 acres. There are additional ¼:1, 1:1 and 2:1 replacement requirements totaling 49.24 acres associated

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strike through~~ indicate deleted language

with the clearing of woodlands above the WCT, clearing woodlands in the 100-year floodplain, and clearing woodlands for off-site infrastructure improvements. The plans as currently submitted propose to satisfy the 96.76-acre requirement with 48.37 acres of on-site preservation in priority retention areas and 48.39 acres of off-site mitigation at a location to be determined. Because of the presence of the Marlboro clay, the plan will require some minor revisions to address a revised lot layout and revised conceptual grading necessary to address the 1.5 safety factor line associated with the Marlboro clays.

Patuxent River Primary Management Area

Streams, wetlands, 100-year floodplain, severe slopes in excess of 25 percent, and steep slopes between 15 and 25 percent with high erodible soils are found on this property. These features along with their respective buffers comprise the Patuxent River Primary Management Area, or PMA. These features and the associated buffers are shown on the plans along with the ultimate limit of the PMA. A copy of the approved jurisdictional determination for wetlands and 100-year floodplain study were submitted with this application and are date stamped as received by the Environmental Planning Section on July 15, 2004, and June 15, 2004, respectively. The Environmental Planning Section concurs with the conclusions of these approvals with respect to the presence and extent of the wetlands and the 100-year floodplain on this site.

The Subdivision Ordinance, Section 24-130(b)(5), requires that the PMA be preserved in a natural state to the fullest extent possible. A letter of justification, date stamped as received by the Environmental Planning Section on July 19, 2004, was reviewed and found to address each of the proposed PMA impacts. The TCPI and letter of justification propose nine PMA impacts including two impacts for stormwater management outfalls, three impacts for sewer outfalls, one for road construction, one for the proposed lake, one for a parking lot, and one that includes a road, swimming pool and clubhouse. Each of the proposed impacts was addressed in detail with conceptual site plan Condition 20 above. It must be noted that the impacts associated with the construction of the swimming pool and clubhouse could easily be avoided by relocating these facilities elsewhere. The proposed impacts associated with the parking compound can be further minimized or avoided and the impacts associated with proposed Street 'K' can be further minimized.

Some of the proposed residential lots are partially encumbered by the Patuxent River PMA. The approval of this plan will place a conservation easement on all portions of the PMA not specifically permitted to be cleared in accordance with this and subsequent plan approvals. Allowing portions of the PMA to remain on lots would place hardships on prospective residential lot owners by reducing the size of the usable lot far below the actual lot size, especially when many of the lots are less than 10,000 square feet in size.

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

Stormwater Management

A copy of the approved Stormwater Management Concept Plan, #26947-2002-00, was submitted for review with this application. That plan is not consistent with the preliminary plan of subdivision or the Type I tree conservation plan as submitted on July 19, 2004. The stormwater management concept plan proposes a different limit of disturbance, different grading of the site, different stormwater management pond locations, and even a different number of ponds.

†Reconsideration

On October 27, 2016, the Planning Board granted a request for a waiver of the Planning Board Rules of Procedure and a Reconsideration to convert dwelling unit types and adjust land uses. The applicant submitted a revised PPS and TCPI to reflect the lotting pattern requested.

†The reconsidered TCPI demonstrates that the additional proposed lots will be located within areas that were previously approved for permanent woodland clearing and grading, and no additional woodlands will be cleared as a result of the proposed lots and no additional impacts to the PMA are requested; however, proposed Parcel 91 in the northernmost pod adjacent to MD 214 is too close to the proposed woodland preservation area, which could result in complications for emergency or maintenance vehicles accessing the rear of the lots from that direction. Parcel 91 shall be adjusted or relocated prior to recertification of the TCPI.

†The original tree line is not correctly shown on the TCPI and shall be corrected prior to certification of the reconsidered amended PPS and TCPI. Additionally, no additional impacts to the stream along the northern boundary is reflected or shall be constructed as a result of the additional impervious area from the proposed lots approved with this reconsideration.

†The Environmental Planning Section has determined that, to distinguish this amendment to the TCP to reflect the lotting pattern, the TCP will be recertified with an -02 revision (TCPI/048/02-02) with a note reflected in the approval block indicating that it is pursuant to the reconsideration and amended resolution. No changes to any of the previously approved environmental conditions were necessary for the reconsideration; however, a new condition was required to address technical corrections for the associated revised TCPI, which includes adding the new lotting pattern to the TCPI -02 revision.

5. **Community Planning**—The property is in Planning Area 74A/Employment Area. It is in the Developing Tier as described by the 2002 General Plan. The vision for the Developing Tier is to maintain a pattern of low- to moderate-density suburban residential communities, distinct commercial Centers, and employment areas that are increasingly transit serviceable. This preliminary subdivision plan for the development of a mixed-use planned community is generally

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

consistent with the 2002 General Plan Development Pattern goals and policies for land use in the Developing Tier.

The Bowie-Collington-Mitchellville & Vicinity Master Plan (1991) designates this property as part of Employment Area 6. It was formerly known as the Collington Corporate Center and has an approved Basic Plan and Comprehensive Design Plan. The Basic Plan approved a maximum potential of 4.5 million square feet of development. The master plan shows private open space areas surrounding the property in the northern, western, central, and southern portion of the property. Also, the plan recommends a trail connecting the internal road network to a trail along Collington Branch Stream Valley Park. The Bowie-Collington-Mitchellville & Vicinity Sectional Map Amendment (1991) retained the E-I-A Zone. Subsequently, Council Bill CB-13-2002 defined and permitted a Mixed-Use Planned Community in the E-I-A Zone. This preliminary subdivision plan does not conform to the Bowie-Collington-Mitchellville & Vicinity Master Plan, which recommends employment land use for the subject property. However, Council Bill CB-13-2002 defined a mixed-use planned community as a permitted use for employment areas classified in the E-I-A Zone. Subsequently, Conceptual Site Plan CSP-02004 approved this type of development for the site.

6. **Parks and Recreation**—The staff of the Department of Parks and Recreation (DPR) has reviewed the above referenced preliminary plan application for conformance with the requirements of the of Zoning Bill CB-13-2002, conditions of the Order Affirming Planning Board Decision by the County Council of Prince George's County, Case No. †[~~SP-0200~~] SP-02004, the Adopted and Approved Bowie-Collington-Mitchellville Master Plan for Planning Area 75A, the Land Preservation and Recreation Program for Prince George's County, and current zoning and subdivision regulations as they pertain to public parks and recreation.

BACKGROUND

Following is the summary of the conditions of the Order Affirming Planning Board Decision by the County Council of Prince George's County, Case †[~~SP-0200~~] SP-02004; Conditions 26–35 and Conditions 39 and 51 are related to the park issues:

Condition 26: The exact acreage and timing of dedication shall be determined at the time of preliminary plan.

Condition 27: The applicant shall construct an eight-foot-wide master-planned hiker/biker trail along the Collington Branch.

Condition 28: The preliminary plan shall consider the extension of the master plan trail north to Central Avenue (MD 214) and south to the southern property boundary.

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strike through~~ indicate deleted language

Condition 29: The applicant shall construct the master plan eight-foot-wide asphalt trail connector from the stream valley trail to the road adjoining the private park.

Condition 30: Prior to submission of the first detailed site plan for residential development, the applicant shall confer with DPR concerning the exact alignment of the master plan trail along the Collington Branch. The alignment shall be approved by DPR consistent with the master plan.

Condition 31: The location of the trail shall be staked in the field and approved by DPR prior to construction.

Condition 32: The applicant, his successors, and/or assignees shall construct the trail in phase with development. Prior to issuance of the 600th residential building permits, the trail construction shall be completed.

Condition 33: Prior to submission of the first detailed site plan for residential development, the applicant shall submit detailed construction drawings for the master-planned trail construction to DPR for review and approval. The trail shall be designed in accordance with the applicable standards in the *Park and Recreation Facilities Guidelines*.

Condition 34: All master-planned trails shall be constructed to assure dry passage. If wet areas must be traversed, suitable structures shall be constructed. Designs for any structures shall be reviewed by DPR.

Condition 35: The handicapped accessibility of the trails shall be reviewed during the review of the detailed site plan.

Condition 39: The developer, his successor and/or assignees shall satisfy the Planning Board that there are adequate provisions to assure retention and a future maintenance of the proposed recreational facilities.

Condition 51: Notwithstanding any conditions related to the proposed master plan trail or conditions thereto, the applicant will not be required to construct same until M-NCPPC or assignees constructs the required trail segments linking the proposed trail from the subject property north to Central Avenue or south to Leeland Road.

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

DISCUSSION

The Bowie-Collington-Mitchellville Master Plan for Planning Area 75A recommends a hiker/biker trail along the Collington Branch Stream and a trail connector to the community. The applicant proposes a combination of private and public recreation facilities to meet master plan recommendations and the requirements of the Subdivision Ordinance.

The applicant did not identify the parkland dedication. Staff recommendations are based on the master plan recommendations and the conditions of the conceptual site plan approved by the County Council of Prince George's County as described above. The Department of Parks and Recreation (DPR) staff recommends that the area of parkland dedication include the entire floodplain and floodplain buffer from Central Avenue to the southern property boundary.

Prior approvals for the development of this area discussed the construction of the master-planned trail and trailhead facilities at this location. DPR staff believes that a trailhead at the main access road from Central Avenue would still be desirable, because it would be directly across from a community recreational area and would link the two open spaces. A small parking lot across from the community recreational park would provide convenient parking for trail users and would enhance the recreational opportunities in the development.

The applicant shows the master planned trail in the proposed sewer right-of-way in the Collington Branch Stream Valley. This area is identified as a wetlands and any trail constructed at this location would be extremely difficult to maintain. In addition, this area is isolated and would be difficult to police and could be unsafe. DPR staff recommends that the master plan trail be located along the edge of the floodplain closer to the development. The trail would not be as isolated, would be safer, and easier to build and maintain and result in less environmental disturbance. A final decision on the location and extent of the trail should be made at Detailed Site Plan

In summary, and in accordance with the conditions of Conceptual Site Plan SP-02004 and Section 24-134 of the Subdivision Regulations, the Park Planning and Development Division of the Department of Parks and Recreation further recommends the provision of parkland dedication as shown on attached DPR Exhibit "A," construction of the trails and trailhead facilities on dedicated parkland, and the provision of private recreational facilities.

†Reconsideration

Based on the reconsideration action taken for the conversion, an overall reduction of less than \$20,000 in the value of the required on-site private recreational facilities has resulted due to the reduction of the estimated population. The revision to the lotting pattern proposed with the reconsideration does not result in a modification to the decision for mandatory dedication.

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~striketrough~~ indicate deleted language

†Condition 26 of the zoning decision indicated that the determination for the amount and timing of the conveyance of parkland was to be determined at the time of PPS. The PPS was originally certified without addressing the timing of conveyance, but did delineate an area of dedication of 31.5 acres. Prior to signature approval of the reconsidered PPS, the land area of dedication shall be revised to clearly label the ±27,211 square feet now owned by Prince George's County, west of the entrance along MD 214.

†With the reconsideration, the Planning Board established a condition for the conveyance of parkland to M-NCPPC consistent with the standard used for PPS approvals, and recommended by DPR. The condition requires that the parkland be platted and the deed for conveyance be submitted with the first final plat that includes residential development, excluding multifamily.

††On January 25, 2018, the Planning Board granted a Reconsideration for the realignment of the master plan trail. In 2004, the Planning Board approved Preliminary Plan 4-04035 with conditions 14, 15, 16, 18, 19, 35, 37, 38, 41 and 43 most of which were related to the development of trail called for in the adopted Master Plan along Collington Branch Stream Valley with trailhead facilities located within the Karington subdivision.

††The Preliminary Plan 4-04035 established timing for the dedication of parkland and the construction of the trails and trailhead facilities on dedicated parkland. However, in 2017, the applicant proposed a major realignment of road infrastructure, which affected access to the planned trail and future public trailhead facilities located in the western part of the site. The vehicular and pedestrian access to the planned trail and trailhead facilities is no longer viable due to severe slopes, floodplain and wetlands on the dedicated parkland. As such, the planned trail needs to be realigned to fit into the new road system and to provide the most convenient public access to the trail and trailhead facilities.

††Given the challenges associated with the location of the master-planned trail, the most appropriate alternate location for the trail is along the major loop road within the subdivision. As such, the associated conditions of approval are modified to allow for the realignment of the master plan trail.

7. **Trails**—Two master plan trails impact the subject site. The Adopted and Approved Bowie-Collington-Mitchellville and Vicinity Master Plan recommends that a multiuse trail be constructed along the length of the subject property's frontage of Collington Branch. The Department of Parks and Recreation has acquired land for the construction of this trail in other segments of the stream valley, and a portion of the trail has been approved for construction as part of the Beech Tree subdivision to the south of the subject site. This trail is reflected on the submitted preliminary plans along most of the length of the Collington Branch, with several connections into the community. The preliminary plan reflects the extension of the master plan

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

trail to MD 214, as suggested in Condition 28 of the approved CSP. Conditions related to this trail were included in the resolution for the CSP and are reiterated below.

The master plan also recommends a connector trail from the stream valley trail into the subject site. Numerous connector trails are shown, with major connections shown to the lake and along the southern edge of the subject site. These connections meet the intent of the master plan. It is recommended that the major connector trails (from the stream valley trail to the lake and along the southern edge of the subject site) be a minimum of eight feet wide and asphalt. In-road bicycle facilities (such as designated bicycle lanes or wide outside curb lanes) were recommended along the site's primary loop road at the time of CSP and have been reflected on the preliminary plan by the applicant. The exact nature of these facilities should be determined at the time of DSP. The CSP condition regarding these facilities has been reiterated below.

Staff is particularly concerned about some of the road cross sections reflecting on-street parking. Street Sections C and E both reflect 36 feet of pavement for two travel lanes (one each way) and on-street parking on both sides. Assuming that 11-foot-wide travel lanes are used, this only allows seven feet of space for the parked vehicles and bicycle traffic. Similarly, Street Section D (a two-way street with parking on one side) appears to allow for only six feet for the parking lane. The 1999 *AASHTO Guide for the Development of Bicycle Facilities* recommends a minimum of 11 feet for on-street parking with bicycle traffic. This allows for sufficient space for bicycle movement outside of the travel lane, while minimizing conflict with people getting into and out of the parked cars. Street Section I allows an additional four feet for the outside curb lane (or parking lane), which appears to be more adequate to accommodate all users and allows for a wider parking lane. Roads intended for use as bicycle facilities should include adequate space to accommodate bicycle traffic, in keeping with the guidelines contained in AASHTO.

It is also recommended that the subject site be developed in a manner that is pedestrian and bicycle compatible. Discussion involving this occurred during the CSP phase of the proposal. This can be accomplished through a comprehensive network of sidewalks and trails linking all portions of the development to the master plan trail, recreation facilities, retail areas, and the lake. The applicant has proposed the construction of the master plan trail, a network of neighborhood trail connectors, and in-road bicycle facilities. Standard and wide sidewalks will further enhance this network. These facilities are reflected on the subject application and meet the requirements for the approved resolution for CSP-02004.

The network of proposed trails is comprehensive and links all of the areas of open space within the subject site. All of the main corridors of open space (greenways) are utilized as trail corridors and all portions of the subject site have access to the trail along the stream valley. The exact location, surface type, and width of all trails should be indicated at the time of Detailed Site Plan. Additional neighborhood trail connections shown on the Pedestrian Path Diagram (at the time of

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strike through~~ indicate deleted language

CSP) were not included on the preliminary plan. Staff recommends that these connections be added to the preliminary plan, as they will provide important connections from the residential community to the trail network, including the master plan trail. At the time of detailed site plan for the area around the lake, numerous pedestrian connections to the trail around the lake should be shown, whether these are sidewalk connections or neighborhood connector trails.

Sidewalk Connectivity

The sidewalk network proposed at the time of CSP is comprehensive and will facilitate safe pedestrian movement throughout the subject site. Wide sidewalks are shown along Main Street and Restaurant Road. The partial grid street pattern will also serve to make a pedestrian- and bicycle-friendly environment by creating direct connections and dispersing motor vehicles somewhat throughout the site. Additional pedestrian safety measures such as pavement markings, signage, raised crosswalks, and curb bump-outs should also be considered at the time of Detailed Site Plan. A detailed analysis of the pedestrian network and pedestrian safety measures will occur at the time of DSP.

††On January 25, 2018, the Planning Board granted a Reconsideration for the adjustment of the site access, circulation and realignment of the master plan trail. The master plan trail is realigned from the stream valley to alongside internal roads within the subject site. Exhibit A, submitted by the applicant with the reconsideration, reflects the realignment and includes a cross section for the trail. The design includes a 10-foot-wide asphalt trail with a 10-foot wide landscape strip, which buffers the trail from automobile traffic and provides a more “park like” along the road edge. The current design extends from MD 214 and through the subject development to the planned sports complex just south of the subject site. Traffic calming, pedestrian safety features, and improvements to the planned pedestrian crossing of MD 214 will be evaluated at the time of DSP. The landscape strip/buffer along the trail is wider than what is typically included in road construction and will provide an ample separation for trail users from motor vehicle traffic and green space for the street trees. The wider buffer was intended to create a more “park like” setting along the trail than is typically found along a sidewalk or sidepath.

††It has not been determined if the roads will be maintained by DPW&T or the City of Bowie. The City of Bowie currently has a signed and recorded agreement to annex the site. However, this agreement is contingent on the approval of tax increment financing (TIF), which has not occurred yet. If the TIF is not implemented for the site, the City of Bowie will not annex the property, at least under the current agreement. If the subject site is annexed into the municipality, the City of Bowie may maintain the trail.

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

††Discussions with DPW&T have indicated that if the trail is to be maintained by the County, some revisions to the cross section will have to be made to bring it into conformance with the approved Road Specifications and Standards. DPW&T will not maintain the trail as currently proposed by the applicant. It is a “non-standard” treatment, meaning that it does not match or comply with their road specifications and standards. For DPW&T to accept maintenance of the facility, it would have to meet the requirements included in STD. 100.18, DPW&T’s standard road section for a Concrete Hiker/Biker Trail within an Urban Right-of-way. More specifically, the applicant proposes a 10-foot-wide asphalt trail and a 10-foot-wide landscape strip/buffer between the trail and the curb. Both of these dimensions would have to be reduced to eight feet to comply with the standard. Furthermore, for DPW&T to accept maintenance of the trail, it would have to be concrete, not asphalt.

††To address the non-standard right-of-way and maintenance requirements of DPW&T, the applicant will construct the trail as shown on Exhibit A within the public right-of-way and develop an (MOU) Memorandum of Understanding for the maintenance of the trail. This will allow for a wider asphalt trail and the inclusion a wider landscaped buffer than is typically found in the road specifications and standards.

8. **Transportation**—The transportation staff determined that a traffic study detailing weekday analyses was needed. In response, the applicant submitted a traffic study dated July 2003. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*. Comments from the county Department of Public Works and Transportation (DPW&T) and the State Highway Administration (SHA) were received on the same study during review of Conceptual Site Plan CSP-02004 and were addressed at that time.

Growth Policy—Service Level Standards

The subject property is located within the Developing Tier, as defined in the General Plan for Prince George’s County. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections, and other facilities: Level-of-service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Ordinance, is permitted at signalized intersections subject to meeting the geographical criteria in the guidelines.

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strike through~~ indicate deleted language

Unsignalized intersections: *The Highway Capacity Manual* procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

Analysis of Traffic Impacts

The traffic study for the conceptual site plan examined the site impact at seven intersections in the area:

- MD 214/Church Road
- MD 214/Hall Road/site entrance (unsignalized)
- MD 214 SB/Old Central Avenue (unsignalized)
- MD 214 NB/Old Central Avenue (unsignalized)
- US 301 SB/median break/site entrance (unsignalized)
- US 301 NB/median break/site entrance (unsignalized)
- US 301/Trade Zone Avenue

The City of Bowie expressed a concern during review of the Conceptual Site Plan about the two left-hand merges onto US 301 from MD 214. Staff did communicate this concern to the applicant, but the analyses of these merges were not included in the traffic study. The staff analysis includes service levels for these two merges (from EB MD 214 onto NB US 301 and from WB MD 214 onto SB US 301).

Also, the traffic study did not include traffic information at the location where the main site access onto US 301 is proposed. The study merely assumes that the through trips along US 301 and the applicant's trips are the only trips at that location. However, that location currently exists as a median break that serves as access to a large gas station and convenience store. Based on older counts at this location, the staff analysis includes this use as a base case.

The existing conditions at the study intersections are summarized below:

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strike through~~ indicate deleted language

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (AM & PM)	
MD 214 and Church Road	1,196	924	C	A
MD 214 and Hall Road/site entrance	562.8*	49.5*	--	--
†[MD 214] <u>US 301</u> SB and Old Central Avenue	70.2*	73.6*	--	--
†[MD 214] <u>US 301</u> NB and Old Central Avenue	107.0*	170.0*	--	--
US 301 SB and site entrance/existing median break	20.4*	23.5*	--	--
US 301 NB and site entrance/existing median break	25.2*	30.5*	--	--
US 301 and Trade Zone Avenue	1,075	1,259	B	C
Merge of MD 214 EB onto US 301 NB	No CLV		B	B
Merge of MD 214 WB onto US 301 SB	No CLV		B	B
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure and should be interpreted as a severe inadequacy.				

The area of background development includes approximately 2.7 million square feet of nonretail space as well as over 1,500 residences. Background conditions also assume the widening of US 301 between MD 214 and MD 725, which is shown in the current county Capital Improvement Program (CIP) with 100 percent funding within six years. Full funding in this circumstance includes an assumption that the majority of funding would come from developer contributions and from the State of Maryland. The widening of US 301 is assumed with the provision that area developments would contribute to the funding of the improvements.

Background conditions, with the US 301 CIP improvement in place, are summarized below:

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~striketrough~~ indicate deleted language

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (AM & PM)	
MD 214 and Church Road	1,618	1,471	F	E
MD 214 and Hall Road/site entrance	+999*	496.5*	--	--
†[MD 214] <u>US 301</u> SB and Old Central Avenue	+999*	+999*	--	--
†[MD 214] <u>US 301</u> NB and Old Central Avenue	+999*	+999*	--	--
US 301 SB and site entrance/existing median break	46.2*	34.2*	--	--
US 301 NB and site entrance/existing median break	35.7*	123.0*	--	--
US 301 and Trade Zone Avenue	1,008	1,322	B	D
Merge of MD 214 EB onto US 301 NB	No CLV		B	C
Merge of MD 214 WB onto US 301 SB	No CLV		C	C
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure and should be interpreted as a severe inadequacy.				

The site is proposed for development as a mixed-use community. †[The proposal described in the submitted traffic study is as follows:] On October 27, 2016, the Planning Board granted a waiver of the Rules of Procedure and a Reconsideration for the modification of the phasing of transportation improvements. In a letter dated November 7, 2016 (Lenhart to Masog), the applicant's traffic consultant detailed a revised phasing plan for the site, with Phase I identified as up to 1,047 AM and 1,421 PM net off-site peak-hour trips, and Phase II identified as more than 1,047 AM and 1,421 PM net off-site peak-hour trips, up to the overall trip cap for the site. Subsequent to November 7, 2016, the applicant submitted a revised land use distribution list that was received on January 12, 2017 which was a revision to the applicant's original reconsideration Exhibit C that reflects the land uses, which were analyzed below in the Trip Generation Summary "As of 1/12/2017".

†[Phase I/Phase II/Total (2009/2013)]

- 110/60/170 single family detached residences
- 177/95/272 townhouse residences
- 554/298/852 high rise apartment/condo residences
- 200,000/100,000/300,000 square feet retail

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

- 455,000/245,000/700,000 square feet “office”
- 200/100/300 hotel rooms
- 0/250/250 student school]

†[To a small degree, the quantities in the traffic study do not match those shown on the preliminary plan. The preliminary plan shows 161 single family detached residences and 302 townhouses. Nonetheless, the Conceptual Site Plan is approved with a firm trip cap, meaning that the various uses can change in quantity but the total trip generation of the site must remain within the cap. With slightly more trips generated by the lotted residential component, one of the other components of the site must decrease slightly in order to meet the mandated trip cap.]

†As to below referenced Transportation Planning Section Table:

Trip Generation Summary, 4-04035, Karington, Uses as of 1/12/2017								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Residential – Phases I and II								
Single Family Detached	136	units	20	82	102	80	42	122
Townhouses	768	units	108	430	538	399	215	614
Apartments	390	units	39	164	203	152	82	234
Internal Trips			-21	-24	-45	-95	-71	-166
Net Residential Trips – Phases I and II			146	652	798	536	268	804
Office – Phases I and II	200,000	square feet	110	36	146	40	110	150
Internal Trips			-5	-7	-12	-12	-18	-30
Net Office Trips – Phases I and II			105	29	134	28	92	120
Hotel – Phases I and II	390	rooms	122	84	206	119	115	234
Internal Trips			-23	-24	-47	-41	-62	-103
Net Hotel Trips – Phases I and II			99	60	159	78	53	131
Retail	475,000	square feet	243	156	399	713	713	1,426
Internal Trips			-53	-47	-100	-147	-144	-291
Pass-By Trips (40 percent of external trips)			-76	-44	-120	-226	-228	-454
Net Retail Trips			114	65	179	340	341	681
Total Trips Utilized in Analysis			464	806	1,270	982	754	1,736
Original Trip Cap for 4-04035					1,313			1,925

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strickethrough~~ indicate deleted language

Therefore, site trip generation shown in the traffic study is determined to be acceptable and takes into account rates of internal trip satisfaction (due to the fact that the site is proposed for mixed-use development) as well as pass-by trips for retail. The site trip generation is 1,313 AM peak-hour trips (669 in, 644 out) and 1,925 PM peak-hour trips (954 in, 971 out). The site trip distribution and assignment used in the traffic study has been reviewed, and it should be revised to reflect the following:

- a. The assignment did not specifically include the assignment of pass-by trips. While these types of trips do not have an impact on intersections far away from the site, they could have a significant impact on intersections adjacent to the site.
- b. The retail assignment used the same trip distribution as was used for office. This is not appropriate, as the potential retail market is within the immediate area, while employees are likely to come from farther away. A greater portion of the retail assignment should have been directed toward Hall Road and toward Church Road, with less from the south and east of the site.
- c. A portion of potential employees on the site and potential students on the site could come from south Bowie via Hall Road. Similarly, there are services in south Bowie that residents within the community would access via Hall Road. There is a strong justification for a small assignment of three percent of site trips for these uses to be oriented toward Hall Road to the north of the site.

~~††[As a means of ensuring that the Phase II improvements are completed, it was determined that development in the northern part of the site near the proposed MD 214/Hall Road connection should immediately trigger the start of Phase II. Therefore, it is determined that development within 1,400 linear feet of the MD 214/Hall Road/site entrance intersection will immediately trigger the start of Phase II development. Any related final plats shall reflect this staging line.]~~

~~†[It should be noted that the traffic study utilizes “industrial park” trip rates from the guidelines rather than general office trip rates. This is acceptable, and the] The site will be capped on the trips rather than the square footage. A number of minor errors have also been observed in the total traffic assignment shown in the traffic study. With the revised trip distributions and assignments, the following results are obtained under total traffic for each phase of development:~~

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

TOTAL TRAFFIC CONDITIONS – Phase I				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (AM & PM)	
MD 214 and Church Road	1,618	1,471	F	E
MD 214 and Hall Road/site entrance	+999*	+999*	--	--
† [MD-214] <u>US 301</u> SB and Old Central Avenue	+999*	+999*	--	--
† [MD-214] <u>US 301</u> NB and Old Central Avenue	+999*	+999*	--	--
US 301 SB and site entrance/existing median break	+999*	+999*	--	--
US 301 NB and site entrance/existing median break	+999*	+999*	--	--
US 301 and Trade Zone Avenue	1,038	1,393	B	D
Merge of MD 214 EB onto US 301 NB	No CLV		C	C
Merge of MD 214 WB onto US 301 SB	No CLV		C	C
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest that the parameters are outside of the normal range of the procedure and should be interpreted as a severe inadequacy.				

TOTAL TRAFFIC CONDITIONS – Phase II				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (AM & PM)	
MD 214 and Church Road	1,767	1,471	F	E
MD 214 and Hall Road/site entrance	+999*	+999*	--	--
†[MD-214] <u>US 301</u> SB and Old Central Avenue	+999*	+999*	--	--
†[MD-214] <u>US 301</u> NB and Old Central Avenue	+999*	+999*	--	--
US 301 SB and site entrance/existing median break	+999*	+999*	--	--
US 301 NB and site entrance/existing median break	+999*	+999*	--	--
US 301 and Trade Zone Avenue	1,084	1,447	B	D
Merge of MD 214 EB onto US 301 NB	No CLV		D	D
Merge of MD 214 WB onto US 301 SB	No CLV		C	C
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest that the parameters are outside of the normal range of the procedure and should be interpreted as a severe inadequacy.				

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language[Brackets] and ~~strikethrough~~ indicate deleted language

Given these analyses, several intersections within the study area would operate unacceptably in one or both peak hours. Each of these intersections is discussed in a separate section below.

MD 214/Church Road

In response to the inadequacy at the MD 214/Church Road intersection, the applicant has proffered mitigation in accordance with the Guidelines for Mitigation Action and the requirements of that portion of Section 24-124. The applicant proposes to employ mitigation by means of the fifth criterion in the Guidelines for Mitigation Action, which were approved by the District Council as CR-29-1994. Criterion (e) is very complex and is restated below:

The development is located in an area in which public water and sewer is currently available, which meets all adequate public facilities findings (except those for transportation) with existing facilities or facilities having 100 percent construction funding in the county or state programs, and which is within ½ mile of a bus stop having 15-minute headways or better and load factors of 100 percent or less.

Each element of that requirement is discussed below:

- a. The development is in an area where public water and sewer is currently available. This is clear from all information provided.
- b. In accordance with the District Council's action on CDP-9902 and CDP-9903 approving Oak Creek Club, it was determined that the acceptance by an applicant of conditions that would provide adequacy for public facilities was an acceptable basis for approving the use of mitigation. Therefore, regardless of any determination of the adequacy of schools for the subject case, as long as appropriate conditions for adequacy are imposed, mitigation can be employed.
- c. The entire site must be within ½ mile of bus services having quality and capacity. The quality of service is defined by a 15-minute headway—in other words, a bus must operate every 15 minutes during peak hours. Also, the bus service must operate with a load factor of 100 percent or less, wherein a load factor of exactly 100 percent means that every seat on the bus, on average, is full (which leaves all standing room available for additional patrons). In this case, the applicant has provided a statement of intent to (a) seek service of the site by existing public bus services that currently operate at the periphery of the site; or (b) to provide services that will meet the requirements to utilize mitigation. This is somewhat similar to Oak Creek Club, and the District Council's action on CDP-9902 and

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~striketrough~~ indicate deleted language

CDP-9903 approving Oak Creek Club serves as a determination that this type of proffer is an acceptable basis for approving the use of mitigation.

In this circumstance, the applicant's proffer carries as much credibility as that for Oak Creek Club—if not more—for the following reasons:

- (1) The services at the intersection of MD 214 and Hall Road operate every 15 minutes, meaning that a portion of the site is already within the ½-mile distance required by the guidelines.
- (2) The mixed-use nature of the development, along with the density of residential development, would make the site a good candidate for extending existing bus services. Likewise, these same features could also make private bus services more viable.
- (3) The layout of the site makes it very easy to serve with either a through route or a route that circulates through the site.

Given the determinations above, and particularly given the District Council's approval of a case having a similar situation, the site is deemed eligible to employ mitigation at the MD 214/Church Road intersection.

The applicant recommends the improvements described below to mitigate the impact of the applicant's development in accordance with the provisions of Section 24-124(a)(6). The improvements include:

- a. The addition of a northbound left-turn lane along Church Road.
- b. The addition of an eastbound left-turn lane along MD 214.
- c. The addition of a westbound left-turn lane along MD 214.
- d. Restriping the eastbound right-turn lane along MD 214 to operate as a shared through/right-turn lane, thereby resulting in a third eastbound through lane.

The impact of the mitigation actions at this intersection is summarized as follows:

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~striketrough~~ indicate deleted language

IMPACT OF MITIGATION				
Intersection	LOS and CLV (AM & PM)		CLV Difference (AM & PM)	
MD 214/Church Road				
Background Conditions	F/1657	E/1500		
Total Traffic Conditions—Phase I and II	F/1767	F/1679	+110	+179
Total Traffic Conditions w/Mitigation	E/1598	C/1293	-169	-386

There are options for improving this intersection to LOS D, the policy level of service at this location. Providing a third westbound through lane along MD 214 through the intersection would result in LOS D in the AM peak hour. While this action would pose operational problems to the west of the intersection where three lanes would merge back to two, it would appear that the operational problems would be no greater than those posed by providing the third eastbound through lane, as proffered above.

As the CLV at MD 214/Church is between 1,450 and 1,813 during either peak hour, the proposed action 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 action would mitigate at least 150 percent of site-generated trips during each peak hour, and it would provide LOS D during the PM peak hour. Therefore, the proposed mitigation at MD 214 and Church Road meets the requirements of Section 24-124(a)(6)(B)(i) of the Subdivision Ordinance in considering traffic impacts.

The mitigation plan was reviewed by DPW&T and SHA. DPW&T had no comments. SHA did review these improvements in connection with a previous application and deemed them to be acceptable.

MD 214/Hall Road and site entrance

The traffic study proffers signalization at this location, along with a lane configuration that includes three northbound approach lanes and turn lanes into the site on the eastbound and westbound approaches on MD 214. With a signal in place, the intersection would operate at LOS D, with a CLV of 1,422 during the AM peak hour. Similarly, the intersection would operate at LOS D, with a CLV of 1,417 during the PM peak hour. This is acceptable.

†On October 27, 2016, the Planning Board granted a waiver of the Rules of Procedure and a Reconsideration for the modification of the phasing of transportation improvements. Given that the operational and adequacy issues at the MD 214/Hall Road and site entrance intersection are largely the result of the addition of the fourth leg and the site traffic to the intersection, it is determined

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strike through~~ indicate deleted language

that the transportation improvements at this location can occur at the Phase II level of development, as described herein.

†Given the proposed revision to phasing which would involve development of the site from the southeast corner and the east side toward the north and west, the MD 214/Old Central Avenue intersection becomes critical as it serves virtually all of site traffic during the initial phase. The applicant proposes the study of signalization at this location, with installation if deemed warranted by the responsible operating agency. This is acceptable.

US 301/Old Central Avenue

The traffic study proffers signalization at this location, which is actually two separate intersections along the northbound and southbound lanes of US 301. With signals in place at each location, the intersections would both operate at LOS B during the AM peak hour. Similarly, the intersections would operate at LOS A (the one along southbound US 301) and LOS C (the one along northbound US 301) during the PM peak hour. This is acceptable.

US 301/Site Entrance

The traffic study proffers signalization at this location, which is actually two separate intersections along the northbound and southbound lanes of US 301. The analysis also assumes a three-lane eastbound approach from the site, with one lane turning southbound along US 301 and the remaining two lanes continuing across southbound US 301 and continuing to dual northbound left-turn lanes at northbound US 301. †Also, a second westbound lane in the median at the WAWA crossover is assumed to provide a two-lane approach to southbound US 301 (one left and one through). With a signal in place, the southbound US 301 intersection would operate at LOS D, with a CLV of 1,307 during the AM peak hour. Similarly, the intersection would operate at LOS C, with a CLV of 1,267 during the PM peak hour. With a signal in place at the intersection along northbound US 301, the intersection would operate at LOS B, with a CLV of 1,030 during the AM peak hour. Similarly, the intersection would operate at LOS D, with a CLV of 1,418 during the PM peak hour. This is acceptable.

Merge of ramp from MD 214 eastbound onto US 301 northbound

During review of the Conceptual Site Plan, the Highway Capacity Manual analysis indicated that this merge would operate at LOS E during the PM peak hour under total traffic. The length of this merge lane was severely constrained. The merge has recently been lengthened, however, to a length of 400 feet with an extended taper, and per new computations does operate acceptably given future traffic volumes. Therefore, recent construction has satisfied this condition, and it will not be carried forward.

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

US 301 between MD 214 and MD 725

As noted earlier, background conditions also assume the widening of US 301 between MD 214 and MD 4, which is shown in the current county Capital Improvement Program (CIP) with 100 percent funding within six years. Full funding in this circumstance includes an assumption that the majority of funding would come from developer contributions and from the state. The widening of US 301 is assumed with the provision that area developments would contribute to the funding of the improvements.

CIP Project FD669161 (US 301 Improvements) provides that \$21,550,000 in construction funds will be provided by "other" sources, which is further described as being developer contributions and the State of Maryland. Another \$2.5 million is specifically proposed to come from developer funding. The current CIP makes no reference regarding what portion of the \$21.55 million will come from the State of Maryland versus the development community. However, in a February 1998 letter to the Planning Board, the Deputy Chief Administrative Officer of Prince George's County advised that it was, at that time, still the intent of the county to obtain \$2.5 million in developer contributions. The cost estimate used for this project was based on 2nd quarter 1989 data. Based on the county's letter, staff has identified participating developments and the associated share of project contributions along the US 301 corridor. To date, the following developments have made financial commitments towards the aforementioned CIP improvements through Planning Board resolutions:

Collington South	4-97044	PB97-214(C)	\$456,000.00
Marlboro Square	4-96084	PB96-342	\$30,880.00
Meadowbrook	4-89227	PB90-102	\$106,948.31
Beech Tree	CDP-9706	PB98-50	\$1,194,805.08
	TOTAL		\$1,788,633.39

Under CDP-9706 for Beech Tree, the application generated an average of 1,600 vehicle trips per peak hour along US 301. That property was required to pay \$1,194,805, or \$746.75 per trip.

The subject application would generate an average of 971 vehicle trips per peak hour along US 301. Using the same dollar payment per trip, the Conceptual Site Plan was approved with a requirement to pay \$725,094.25 toward the CIP project. However, the Conceptual Site Plan was approved by the Planning Board and affirmed by the District Council with permission to install a number of improvements that could be credited against the amount paid, with the pro rata to be paid only if the necessary right-of-way is not available. The improvements included in that list are:

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

- a. **The traffic signal warrant studies and potential signalizations at the US 301/Old Central Avenue intersections.** It is currently unclear whether signals will be warranted due to the low side street traffic volumes. As this is an operational issue and not an improvement for which right-of-way would generally be needed, this should not be included in the list of improvements that can be credited against a pro-rata payment.
- b. **The proposed improvements at the merge of MD 214 eastbound onto northbound US 301.** This memorandum determines that this improvement has been constructed and need not be carried over. Therefore, this certainly will not be credited against a pro-rata payment.
- c. **The addition of a third through lane southbound along US 301 between the MD 214 ramp and Trade Zone Avenue.** It should be noted that SHA can require (as they have in many cases around the county), as a part of access approval, a third through lane along the 3,800 feet that composes the subject property's frontage along US 301. In other words—pro rata or not—this applicant would have to build most of the third lane along this frontage. It is clearly not supportable to allow a credit against off-site responsibilities the costs that would be needed to provide access to the site.

†On October 27, 2016, the Planning Board granted a waiver of the Rules of Procedure and a Reconsideration for the modification of the phasing of transportation improvements. Given that the operational and adequacy issues along the section of southbound US 301 is the result of future traffic, it is determined that the off-site portion of the widening, beginning 1,000 feet north of the signal at the US 301 median crossover at the main site access and continues to tie into the existing third southbound lane that already exists at Queen Anne Road for a total distance of approximately 2,800 feet, can occur at the Phase II level of development, as described herein. The addition of acceleration/deceleration lanes and additional widening along southbound US 301 at any of the site access points shall be determined by SHA at the time that those access points are permitted.

Therefore, it will be recommended at this stage of approval that the approved pro rata be strictly a payment toward off-site and unfunded widening of US 301. It must be noted that, while there are significant impacts along southbound US 301 that the applicant is helping to alleviate, the impacts along northbound US 301 are equal and opposite, and there are minimal improvements being done to alleviate those impacts. That is the purpose of the pro-rata payment.

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

††On January 25, 2018, the Planning Board granted a Reconsideration for the modification of access to the site. By letter dated July 24, 2017 (Lenhart to M-NCPPC Development Review Division), an analysis was provided, detailing operating conditions at three critical intersections under the revised access configuration: MD 214/Hall Road, MD 214/Old Central Avenue, and Old Central Avenue/site access. This analysis has been reviewed in accordance with the procedures as detailed in the "Transportation Review Guidelines," and has been deemed to be acceptable. For the three intersections critical to this analysis, when analyzed with traffic using counts, existing lane configurations, and approved development as utilized in the 2005 traffic study for the subject property, operate as follows:

††BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
MD 214 at Hall Road	1,224	919	C	A
MD 214 at Old Central Avenue	1,163	764	C	A
Old Central Avenue at site access	future			

††Total traffic from the approved 2005 traffic study is summarized below:

††TOTAL TRAFFIC CONDITIONS WITH EXISTING ACCESS				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
MD 214 at Hall Road	1,393	1,302	D	D
MD 214 at Old Central Avenue	1,198	837	C	A
Old Central Avenue at site access	future			

††With the deletion of the MD 214/Hall Road access and the provision of a new access point onto Old Central Avenue, revised total traffic is summarized below:

††TOTAL TRAFFIC CONDITIONS WITH REVISED ACCESS				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
MD 214 at Hall Road	1,381	1,126	C	B
MD 214 at Old Central Avenue	1,550	1,242	E	C
Old Central Avenue at site access	1,020	983	B	A

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

††Two intersections in the above table require further discussion:

††Old Central Avenue at site access: In place of requiring the MD 214/Hall Road/site access and the related traffic control improvements, the PPS submitted by the applicant reflects a roundabout at this location. It was determined that a roundabout at this location conforms to the adequacy findings required by the Transportation Guidelines and meets the v/c ratio of 0.85 or less. The Maryland State Highway Administration (SHA) has jurisdiction at this location, and will determine signal warrants and lane configurations at the time of detailed site plan. At this time, SHA has not agreed to the implementation of the roundabout and may require that the applicant construct a signalized intersection at this location. The right-of-way reflected on the PPS is sufficient to accommodate either improvement.

††MD 214 at Old Central Avenue: This intersection has been analyzed in its current configuration with a single-lane approach for Old Central Avenue. The analysis indicates that the addition of an exclusive left-turn lane is needed for acceptable operations.

Consistency With Conceptual Site Plan

Prior application CSP-02004 contains a number of transportation-related conditions. The status of the transportation-related conditions, as provided in the District Council's order affirming the Planning Board's decision on the case, is summarized below:

- Condition 3: This condition requires that rights-of-way for the master plan facilities be determined at the time of preliminary plan. This has been done.
- Condition 4: This condition requires roadway improvements at the MD 214/Church Road intersection. Identical conditions will be recommended for this plan, and they will be enforceable at the time of building permit.
- Condition 5: This condition requires the provision of a traffic signal warrant study at the MD 214/Hall Road/north site access intersection prior to Detailed Site Plan. This condition also requires roadway improvements at that location. Identical conditions will be recommended for this plan, and they will be enforceable at later approval stages.
- Condition 6: This condition requires the provision of a traffic signal warrant study at the US 301/Old Central Avenue intersections prior to Detailed Site Plan. Identical conditions will be recommended for this plan, and they will be enforceable at later approval stages.

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~striketrough~~ indicate deleted language

- Condition 7: This condition requires the provision of a traffic signal warrant study at the US 301/east site access intersection prior to Detailed Site Plan. This condition also requires roadway improvements at that location. Identical conditions will be recommended for this plan, and they will be enforceable at later approval stages.
- Condition 8: This condition requires the modification and lengthening of the merge from eastbound MD 214 to northbound US 301. The merge area has recently been lengthened to 400 feet with an extended taper and found to be acceptable under total traffic. Therefore, this condition is deemed to be satisfied and will not be carried forward.
- Condition 9a: This condition requires provision of a third through lane of a length of 6,800 linear feet along southbound US 301. Approximately 3,800 feet of this lane is along the frontage of the subject property, and this portion can reasonably be requested of the applicant by SHA as a part of frontage/access-related improvements. An identical condition will be recommended for this plan, and it will be enforceable at the time of building permit.
- Condition 9b: This condition requires acceleration and deceleration lanes along northbound US 301 at the east site access. This improvement can reasonably be requested of the applicant by SHA as a part of frontage/access-related improvements. An identical condition will be recommended for this plan, and it will be enforceable at the time of building permit.
- Condition 9c: This condition allows the applicant to pay a pro-rata fee toward the widening of US 301. It allows this payment in the event that right-of-way for improvements listed in Conditions 6, 8, and 9a is not available. Furthermore, the condition allows the costs of these improvements to be credited against the pro-rata fee. The condition finally states that the scope of improvements along US 301 shall be determined at the time of preliminary plan. The determination has been made, and the condition will be carried forward in amended form in accordance with the earlier discussion in this memorandum.
- Condition 10: This condition states that off-site traffic improvements may be altered or modified at the time of preliminary plan dependent upon phasing schedules. The applicant has forwarded no change in the phasing schedule, and no change is proposed herein.
- Condition 11: This condition sets trip caps for Phases I and II. This condition will be enforced with subsequent applications, and will be carried forward with this plan.

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

- Condition 12: This condition requires further review of proposed street sections. The portion of the development on the north and west sides of the proposed lake is proposed to be private streets, and the sections proposed in these areas are acceptable. However, the typical sections for street types B, C, E, F, and I are all proposed for public streets, and each type is slightly nonstandard. It does not appear that DPW&T approval of the revised typical sections has been received. This issue must be resolved prior to signature approval of the preliminary plan.
- Condition 13: This condition requires the provision of a street of type E along the north side of the lake. The current plan shows this street; therefore, the condition is met.
- Condition 14: This condition requires the provision of documentary evidence of service by public transportation. This evidence is required as a means of establishing the geographic applicability of the fifth criterion for the use of mitigation. This documentary evidence has not been received to date, but is required to be submitted and reviewed prior to signature approval of the subject plan.

Plan Comments

MD 214 is a master plan expressway, and existing southbound US 301 is a master plan arterial facility. Existing rights-of-way along both facilities is sufficient to accommodate future recommendations. It is noted that the master plan recommends a future interchange at MD 214 and Hall Road, and the preliminary plan makes no provision for right-of-way for the ramps and overpass associated with this interchange. The area where the interchange is planned is shown on the plan as green space adjacent to a possible hotel site. Since no development is intended at this location by either the conceptual or the preliminary plan, it could be purchased by SHA (or some other public agency) at the time that an interchange becomes needed. Because there is no current need for adequacy nor is there any conceptual plan for the interchange, dedication is not required.

Additionally, the master plan shows an extension of Prince George's Center Boulevard (I-2) onto the subject property. This facility and connection were not reflected on the approved conceptual site plan. In general, sub-collector roadways are shown on master plans as a means of addressing specific land and access needs of the plan. The I-2 facility is viewed as a roadway that was intended to link the employment-oriented land uses of Collington Corporate Center to the larger Collington Center development. It was not intended as an alternate route for trucks to access Collington Center; MD 214 is not a commercial corridor outside of the Capital Beltway, and Collington Center already has other access points onto US 301, which is a more appropriate facility for truck access. And while future peak-hour traffic could become very heavy at Trade Zone Avenue, there will be another access point onto US 301 between Trade Zone Avenue and Leeland Road. With the proposed site plan, the

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

Collington Corporate Center property will change from a strictly employment/industrial site to a residential/mixed-use site. In general, master plan recommendations attempt to separate industrial traffic from communities. In considering the change that the subject plan presents, the extension of I-2, besides being unneeded, may actually be undesirable.

The general circulation plan is mostly acceptable. However, the subdivision plan indicates three public street access points onto the site from southbound US 301. It is also noted that the key map used for identifying proposed typical sections indicates the possibility of a driveway access to US 301 in the vicinity of Parcel 60. Any access point must be approved by SHA. However, given that southbound US 301 is identified as a future arterial facility, any driveways must be reviewed as a variation request from Section 24-121(a)(3). No such variation request has been filed or reviewed. Therefore, access onto US 301 southbound from the subject property shall be limited to proposed Streets B, G, and J, as labeled on the plan. Record plats shall indicate access denial for individual lots onto US 301 southbound (and MD 214).

† Vehicular Access Easement 24-128(b)(9)

The PPS reflects nine parcels which have frontage on US 301, a designated arterial roadway. A variation to Section 24-121(a)(3) was not filed nor granted for direct access from any parcel to US 301 or MD 214. In order to avoid a potentially hazardous or dangerous traffic situation, the Planning Board has authorized the use of an easement as a means of vehicular access to these parcels pursuant to Section 24-128(b)(9) of the Subdivision Regulations, to which M-NCPPC shall be the grantee. At the time of DSP, the access easement shall be delineated on the plan to serve these parcels. The Section 24-128(b)(9) easement, by definition, is a driveway and not a "street." The access easement shall be a unifying element for the commercial component and must create an identifiable route through the development pod, not only for vehicles, but for pedestrians and commercial/residential areas beyond. The route will be reviewed for a level of comfort for all users, and not be reduced to a circuitous route through a parking lot and will connect to the public streets (G and J). To accomplish this, the applicant will submit a cross section at the time of DSP which should include landscaping (shade), lighting, and adequate space for pedestrians, as appropriate and determined with the DSP.

The revised PPS submitted on January 18, 2017 included three parcels, which had no frontage on a street and were therefore "landlocked." There are no provisions for the use of an easement in this instance without frontage on a street. The applicant has filed Applicant Access Exhibit to adjust Parcels 49, 72, and 73 prior to recertification to provide each parcel frontage on a street.

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

Transportation Issue Conclusions

Based on the preceding findings, adequate transportation facilities ~~†[would]~~ will exist to serve the proposed development as required under Section 24-124 of the Prince George's County Code. ~~†[if the application is approved with the transportation improvements noted.]~~

9. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for adequacy of school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and CB-30-2003 and CR-23-2003. (The following figures are without the Condo/High Rise Apartment units. Those units will be included in the findings at a later date.)

Final School APF Numbers

Finding

Impact on Affected Public School Clusters			
Affected School Clusters #	Elementary School Cluster 3	Middle School Cluster 2	High School Cluster 2
Dwelling Units	1294 sfd	1294 sfd	1294 sfd
Pupil Yield Factor	0.24	0.06	0.12
Subdivision Enrollment	310.56	77.64	155.28
Actual Enrollment	6141	5131	10098
Completion Enrollment	198.24	217.62	398.97
Cumulative Enrollment	180.48	139.74	279.96
Total Enrollment	6830.28	5565.38	10932.21
State Rated Capacity	5858	4688	8770
Percent Capacity	116.60%	118.72%	124.65%

Source: Prince George's County Planning Department, M-NCPPC, December 2003

County Council bill CB-31-2003 establishes a school facilities surcharge in the amounts 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.

This project meets the adequate public facilities policies for school facilities contained in Section 24-122.02, CB-30-2003 and CB-31-2003, and CR-23-2003. The school surcharge may be used for the construction of additional or expanded school facilities and renovations to existing school buildings or other systemic changes.

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

10. **Fire and Rescue**—The Historic Preservation and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public fire and rescue facilities.

Residential (single-family)

- a. The existing fire engine at Bowie Fire Station, Company 43, located at 16400 Pointer Ridge Drive, has a service travel time of 3.37 minutes, which is within the 5.25-minute travel time guideline.
- b. The existing ambulance at Bowie Fire Station, Company 43, has a service travel time of 3.37 minutes, which is within the 6.25-minute travel time guideline.
- c. The existing paramedic at Bowie Fire Station, Company 43, has a service travel time of 3.37 minutes, which is within the 7.25-minute travel time.

The residential portion of the proposed subdivision will be within the adequate coverage area of the nearest existing fire/rescue facilities for fire engine, ambulance and paramedic services.

Commercial (and multifamily residential)

- a. The existing fire engine service at Bowie Fire Station, Company 43, located at 16400 Pointer Ridge Drive, has a service travel time of 3.37 minutes, which is beyond the 3.25-minute travel time guideline.
- b. The existing ambulance service at Bowie Fire Station, Company 43, has a service travel time of 3.37 minutes, which is within the 4.25-minute travel time guideline.
- c. The existing paramedic service at Bowie Fire Station, Company 43, has a service travel time of 3.37 minutes, which is within the 7.25-minute travel time guideline.
- d. The existing ladder truck service at Bowie Fire Station, Company 39, located at 15454 Annapolis Road, has a service travel time of 11.55 minutes, which is beyond the 4.25-minute travel time guideline.

These findings are in conformance with the standards and guidelines contained in the *Adopted and Approved Public Safety Master Plan 1990* and the *Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities*. To alleviate the negative impact on fire and rescue services due to the inadequate service discussed, an automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~striketrough~~ indicate deleted language

11. **Police Facilities**—The proposed development is within the service area for Police District II-Bowie. The Planning Board's current test for police adequacy is based on a standard for square footage in police stations relative to the number of sworn duty staff assigned. The standard is 115 square feet per officer. As of January 2, 2004, the county had 823 sworn staff and a total of 101,303 square feet of station space. Based on available space, there is capacity for an additional 57 sworn personnel. This police facility will adequately serve the population generated by the proposed subdivision.
12. **Health Department**—The Health Department noted the presence of domestic trash, an abandoned truck and house trailer, and scrap tires on the property. The trash and debris must be disposed of properly. The tires must be hauled by a licensed scrap tire hauler to a licensed scrap tire disposal/recycling facility. A receipt must be turned in to the Health Department.
13. **Stormwater Management**—The Department of Environmental Resources (DER), Development Services Division, has determined that on-site stormwater management is required. A Stormwater Management Concept Plan, #26947-2002-00, has been approved with conditions to ensure that development of this site does not result in on-site or downstream flooding. This plan incorporates the Low Impact Development technique. The approval was valid through June 30, 2004. A new Stormwater Management Concept Plan must be approved prior to signature approval of the preliminary plan.
14. **Cemeteries**—The property is part of *Willow Brook*, the antebellum plantation of the Clarke family. The Clarke family cemetery on part of this property was previously moved to St. Barnabas' church. The applicant should be alert to possible additional burials. In addition, documentary and archeological investigation should be required to determine whether there exists physical evidence of slave dwellings or burials or other significant archeological resources.
15. **Public Utility Easement**—The preliminary plan does not include the required ten-foot-wide public utility easement parallel and contiguous to all public rights-of-way. Prior to signature approval the preliminary plan must be revised to show this easement. The easement will be included on the final plat.
- +16. **Reconsideration**—On October 27, 2016, the Planning Board granted a waiver of the Rules of Procedure and a Reconsideration. On February 16, 2017, the Planning Board heard the applicant's request and approved the PPS subject to amended findings and conditions and a revised PPS and TCPI.

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~striketrough~~ indicate deleted language

†Background

On June 12, 2003, the Planning Board approved CSP-02004 for the subject site, which is located in the E-I A Zone (PGCPB Resolution No. 03-135(C)) for the development of the property in accordance with the M-X-T Zone, pursuant to CB-013-2002, subject to specific findings. On January 27, 2004, the District Council affirmed the Planning Board's decision subject to conditions. Section 27-500(c) of the Zoning Ordinance, as amended by CB-013-2002, required the development to comply with the requirements of Part 10, which contains regulations including lot sizes, building groups, and units in a row.

†On November 15, 2016, CB-073-2016 was adopted by the County Council and took effect on December 30, 2016. This Council bill provides, in Part 10, Subdivision 1, Section 27-544(e)(1), that "for property that is located in the E-I-A (Employment and Institutional Area) Zone and is subject to Sections 27-276, 27-500, and 27-501 of this Subtitle, the following regulations shall be advisory only." Therefore, any modification of the regulations in the M-X-T Zone will not require a variance. This reconsideration proposes lots which do not meet the standards of the M-X-T Zone (Section 27-548(h)). While the applicant did submit a variance for lot size and building width, with the adoption of CB-073-2016, acting on the variance is not required and was therefore withdrawn on November 29, 2016 by the applicant.

†Urban Design

The Urban Design Section has reviewed the reconsideration request, which represents a significant change of the development program from the prior approval. In general, while the overall unit count remains unchanged (1,294) the proposed development project reflects the creation of fee simple lots that results in a more than 40 percent increase in the total number of lots, mainly of single-family attached dwellings and more than 35 percent reduction of multifamily dwellings. In addition, the proposed development project also reduces the amount of gross floor area for the employment uses. For both single-family detached and single-family attached units, some of the proposed lots, except for a limited number, are narrower than the previously approved lots. As a result of the reduction in the lot width to the proposed 16 feet wide for interior units, most of the proposed lots cannot meet the recommended lot size, which is 1,800 square feet in the M-X-T Zone for TH lots. Originally, the applicant filed an "Exhibit for Typical Minimum Lot Layout" dated November 23, 2016 which did not provide a common open space element between the sticks of TH lots and provided only 12 feet between the end unit dwelling units. The Urban Design Section had concerns about the proposed lotting pattern and the relationship among the narrow lots in both single-family detached and attached sections. A large number of small lots, especially those 16 feet wide concentrated in several sections, may create a monotonous streetscape because there are no breaks between the continuous narrow lots. Urban Design stated that above all, the proposed lotting pattern, especially between TH building sticks will create practical difficulty for homeowners carrying out regular yard maintenance such as mowing one's own lawn because of the inability to access the rear yards reasonable. Therefore, at the time of DSP, homeowners

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

association (HOA) open space areas, a minimum of eight feet wide, should be provided at appropriate locations to provide openings for pedestrian circulation and access.

HOA open space shall also be provided between groups of single-family lots which back to the HOA/M-NCPPC land along the western and southern edges of the property. The open space elements will provide windows into the open space features and be provided between every 15 contiguous, single-family detached units, or as determined at the time of DSP to provide a visual break and a relief view to the green areas of the site.

In addition, the large concentration of small townhouses also creates demands for more open space and recreational facilities. Private recreational facilities, such as small-scale neighborhood outdoor play areas and picnic areas or open space elements in at least three locations to be within a 100-foot radius of the proposed townhouses should be provided and reviewed by the Urban Design Section of the Development Review Division (DRD) for adequacy and property siting at time of detailed site plan. Smaller townhouse lots also necessitate highly articulated architectural design of the models in order to achieve a high-quality development. At least three townhouse models with varied architectural including both front-and rear-loaded garage options should be provided within each proposed townhouse section at the time of DSP. At least 70 percent of the townhouses should have a full brick or equivalent masonry façade finish. Highly visible end units should also have a minimum four architectural features. Approval of this reconsideration includes conditions to address the issues of open space and recreational needs and views, at time of DSP that may result in a loss of townhouse lots.

The Planning Board's approval of the PPS, including the number of dwelling units, lots, and parcels, cannot be resubdivided or increase by a zoning action pursuant to a determination at the time of DSP. Therefore, the Planning Board also required that General Note 19 on the approved PPS be revised as reflected on the PPS filed with the reconsideration because it previously stated that the property could be resubdivided at the time of DSP.

The applicant has indicated that a modification to the layout, including a shifting of the internal road network, may be proposed with the DSP, which will be reviewed for substantial conformance to the PPS at that time.

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 adoption of this Resolution.

* * * * *

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

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 Harley, seconded by Commissioner Vaughns, with Commissioners Harley, Vaughns, Squire and Hewlett voting in favor of the motion, and with Commissioner Eley absent at its regular meeting held on Thursday, October 21, 2004, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 18th day of November 2004.

*This is to certify that the foregoing, indicated in underline and deletion, is a true and correct copy of the reconsideration action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission relating to further division of the property, the addition of 200 lots, and modification to the transportation phasing on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Doerner, Geraldo, and Hewlett voting in favor of the motion at its regular meeting held on Thursday, February 16, 2017, in Upper Marlboro, Maryland. The adoption of this amended resolution, based on the reconsideration action taken, does not extend the validity period of this preliminary plan of subdivision (PPS), nor modifies the original approval date of the PPS of October 21, 2004.

**This resolution was corrected administratively on June 8, 2017.

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language


[Brackets] and ~~strikethrough~~ indicate deleted language

††This is to certify that the foregoing, indicated in underline and deletion, is a true and correct copy of the reconsideration action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission relating to access, circulation and master plan trail alignment on the motion of Commissioner Geraldo, seconded by Commissioner Doerner, with Commissioners Geraldo, Doerner, Bailey, and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, January 25, 2018, in Upper Marlboro, Maryland. The adoption of this amended resolution, based on the reconsideration action taken, does not extend the validity period of this preliminary plan of subdivision (PPS), nor modifies the original approval date of the PPS of October 21, 2004.

††Adopted by the Prince George's County Planning Board this 15th day of February 2018.

***This resolution was corrected administratively on May 16, 2018.

Elizabeth M. Hewlett
Chairman


By Jessica Jones
Planning Board Administrator

PCB:JJ:SC:rpg

APPROVED AS TO LEGAL SUFFICIENCY


M-NCPPC Legal Department

Date 5/17/18

††Denotes (2018) Amendment

†Denotes (2017) Amendment

***Denotes (2018) Correction

**Denotes (2017) Correction

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strike through~~ indicate deleted language

RESOLUTION

WHEREAS, Karington LLC is the owner of a 11-acre parcel of land known as part of Outparcels A and B, said property being in the 7th Election District of Prince George's County, Maryland, and being zoned Employment and Institutional Area (E-I-A); and

WHEREAS, on July 16, 2018, Karington LLC filed an application for approval of a Preliminary Plan of Subdivision for 66 lots and 3 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-17027 for South Lake (formerly Karington) 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 January 10, 2019, 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 January 10, 2019, 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 Type 1 Tree Conservation Plan TCP1-048-02-04, and further APPROVED Preliminary Plan of Subdivision 4-17027 for 66 lots and 3 parcels 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. Provide an inset on the PPS, which reflects staff's "Exhibit for Typical Minimum Lot Layout." Modifications to the "Typical Minimum Lot Layout" may be considered at the time of detailed site plan.
 - b. Remove the 'B' (22-24-foot-wide) and 'C' (34-foot-wide) private street cross sections.
 - c. Revise the general notes to indicate that the mandatory parkland dedication requirements, in addition to those provided under Preliminary Plan of Subdivision 4-04035, may be satisfied with private on-site recreational facilities. At the time of detailed site plan, the applicant shall demonstrate that adequate private on-site recreational facilities have been provided to satisfy the mandatory dedication requirement for the dwelling units proposed in this PPS.

- d. Revise the number of parcels shown on the PPS and in the general notes to be consistent.
2. Prior to signature approval of the preliminary plan of subdivision (PPS), the Type 1 tree conservation plan shall be revised as follows:
 - a. Show the limits of the current PPS on the plan.
 - b. Revise the QR code approval block to reference the subject PPS number.
3. A substantial change to the uses or site layout on the subject property that affects Subtitle 24 adequacy findings may require the approval of a new preliminary plan of subdivision prior to the approval any building permits.
4. Development of this site may be in conformance with approved Stormwater Management Concept Plan 26947-2002-03 and any subsequent revisions.
5. **Old Central Avenue at Site Access:** Prior to approval of the detailed site plan for the subject property (other than infrastructure, signage or model homes), the applicant shall submit an acceptable traffic signal warrant study to the Maryland State Highway Administration for a possible signal at the intersection of Old Central Avenue at the site access. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic, as well as existing traffic, at the direction of the responsible agency. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond and install it at a time when directed by the responsible permitting agency.
6. **US 301 at Old Central Avenue:** Prior to approval of the detailed site plan for the subject property (other than infrastructure), the applicant shall submit acceptable traffic signal warrant studies to the Maryland State Highway Administration (SHA) for the intersections of northbound and southbound US 301 (Robert Crain Highway) and Old Central Avenue. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic, as well as existing traffic, at the direction of SHA. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits within the subject property and install it at a time when directed by SHA.
7. **MD 214 at Old Central Avenue:** Prior to approval of the detailed site plan for the subject property (other than infrastructure, signage, or model homes), the applicant shall submit an acceptable traffic signal warrant study to the Maryland State Highway Administration (SHA) for a possible signal at the intersection of MD 214 (Central Avenue) and Old Central Avenue. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic, as well as existing traffic, at the direction of the responsible agency. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond and install it at a time when directed by the responsible permitting agency. In addition, the applicant shall add, to the

northbound approach of Old Central Avenue, an additional exclusive left-turn lane, unless modified by SHA.

8. **MD 214 at Church Road:** Prior to issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's permit process, and (c) have an agreed upon timetable for construction with the appropriate operating agency:
 - a. The restriping of the westbound right-turn lane along MD 214 to operate as a shared through/right-turn lane.
 - b. The restriping of the northbound approach of Church Road to operate as one exclusive left-turn lane, one exclusive through lane, and one exclusive right-turn lane, along with any signal modifications to reflect the change in lane use.
9. Total development within the subject property shall be limited to uses, which generate no more than a total of 48 AM and 56 PM peak-hour trips. Any development generating an impact greater than that identified herein above shall require a new determination of the adequacy of transportation facilities.
10. At the time of detailed site plan, details of the private street cross sections shall be provided, and final design shall be consistent with the overall approved South Lake (Karrington) development.
11. In accordance with Conditions 1c, 20, and 22 and pursuant to Section 24-135(b) of the Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall provide adequate, private recreational facilities in accordance with the standards outlined in the *Park and Recreation Facilities Guidelines*.
12. Prior to approval of the final plat (other than for public road infrastructure), the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that a homeowners association has been established. The draft covenants shall be submitted to the Development Review Division (DRD), to ensure that the rights of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department are included. The Liber and folio of the declaration of covenants shall be noted on the final plat prior to recordation.
13. Prior to approval of building permits, the applicant and the applicant's heirs, successors, and/or assignees shall convey to the homeowners association (HOA) land as identified on the approved preliminary plan of subdivision. Land to be conveyed shall be subject to the following, which shall be included in the declaration of covenants:
 - a. A copy of the deed for the property to be conveyed shall be submitted to the Subdivision and Zoning Section of the Development Review Division, Upper Marlboro, Maryland.

- b. All waste matter of any kind shall be removed from the property, and all disturbed areas shall have a full stand of grass or other vegetation upon completion of any phase, section, or the entire project.
 - c. The conveyed land shall not suffer the disposition of construction materials, soil filling, other than the placement of fill material associated with permitted grading operation that are consistent with the permit and minimum soil class requirements, discarded plant materials, refuse, or similar waste matter.
 - d. Any disturbance of land to be conveyed to a HOA shall be in accordance with an approved site plan. This shall include, but not be limited to, the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement, and stormdrain outfalls.
 - e. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to a HOA. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by the Development Review Division, in accordance with the approved detailed site plan.
14. Prior to acceptance of a detailed site plan (DSP), a geotechnical soils report and proposed grading plan shall be submitted. If a slope analysis is required as a result of the review of the geotechnical report, it shall also be submitted during the review of the DSP, but no later than 55 days prior to the Prince George's County Planning Board hearing. The unmitigated safety factor line shall be shown on all plans, if applicable. Any buildings within 25 feet of the unmitigated safety factor line shall be relocated outside. If a mitigated safety factor line is determined, all buildings shall be located at least 25 feet from that line.
15. The final plat shall contain the following note:
- "The subject property contains areas of Marlboro clay that are subject to a safety factor line. All buildings are subject to a 25-foot building restriction line from the safety factor line in accordance with Section 24-131 of the Subdivision Regulations as shown on a detailed site plan."
16. Prior to issuance of any building permit for units within this Preliminary Plan of Subdivision, 4-17027, the following improvements shall be in place, under construction, or bonded and permitted:
- a. At US 301/Trade Zone Avenue, if the US 301 CIP/CTP project is fully funded at time of building permit issuance, the applicant and the applicant's heirs, successors, and/or assignees shall pay to Prince George's County, a fee calculated as $\$950.78 \text{ per residential building permit} \times (\text{FHWA Construction Cost Index at time of payment}) / (\text{FHWA Construction Cost Index for 2nd Quarter, 1989})$ as its share of costs for improvements to US 301.

- b. At US 301/Trade Zone Avenue, if the US 301 CIP/CTP project is not fully funded at time of building permit issuance, the applicant and the applicant's heirs, successors, and/or assignees shall bond and permit the following transportation facilities mitigation plan improvement prior to issuance of building permits:
 - (1) Construct a third eastbound left-turn lane along Trade Zone Avenue onto northbound US 301; and
 - (2) Construct a third receiving lane along northbound US 301 with the appropriate length to be determined by the operating agency.
- 17. Prior to approval of each final plat, the applicant shall demonstrate that public and private streets, connecting this development to the external public street system, have been dedicated and/or platted to support the associated development.
- 18. At the time of final plat, the applicant and the applicant's heirs, successors, and/or assignees shall grant a 10-foot-wide public utility easement along all public and private rights-of-way.
- 19. In accordance with Conditions 1c, 20, and 22, the applicant and the applicant's heirs, successors, and/or assignees shall submit three original recreational facilities agreements (RFA) to the Development Review Division (DRD) for construction of the private recreational facilities on-site prior to the submission of final plats. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber/folio reflected on the final plat prior to recordation.
- 20. In accordance with Condition 1c, the applicant and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for the private on-site recreational facilities within the common open space land. The recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department for adequacy, proper siting, and triggers for construction with the review of the detailed site plan.
- 21. In accordance with Conditions 1c, 20, and 22, prior to issuance of any residential building permits, the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for the construction of recreational facilities on-site.
- 22. In accordance with Condition 1c, prior to approval of the first final plat which includes residential development (excluding multifamily units), the applicant and the applicant's heirs, successors, and/or assignees shall submit a final plat and deed for land to be conveyed to The Maryland-National Capital Park and Planning Commission (M-NCPPC), pursuant to the requirements of Preliminary Plan of Subdivision 4-04035, approved on January 25, 2018. Land to be conveyed shall be subject to the following:

- a. An original, special warranty deed for the property to be conveyed, (signed by the Washington Suburban Sanitary Commission assessment supervisor) shall be submitted to the Subdivision Section of the Development Review Division, M-NCPPC, along with the final plat for the parkland.
- b. The M-NCPPC shall be held harmless for the cost of public improvements associated with land to be conveyed including, but not limited to, sewer extensions, adjacent road improvements, drains, sidewalks, curbs and gutters, and front-foot benefit charges prior to and subsequent to final plat.
- c. The boundaries and acreage of land to be conveyed to M-NCPPC shall be indicated on all development plans and permits, which include such property.
- d. The land to be conveyed shall not be disturbed or filled in any way without prior written consent of the Prince George's County Department of Parks and Recreation (DPR). If the land is to be disturbed, DPR shall require that a performance bond be posted to warrant restoration, repair, or improvements made necessary or required by the M-NCPPC development approval process. The bond or other suitable financial guarantee (suitability to be judged by the General Counsel's Office, M-NCPPC) shall be submitted to DPR within two weeks prior to applying for grading permits.
- e. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to or owned by M-NCPPC. If the outfalls require drainage improvements on adjacent land to be conveyed to or owned by M-NCPPC, the Prince George's County Department of Parks and Recreation (DPR) shall review and approve the location and design of these facilities. DPR may require a performance bond and easement agreement prior to issuance of grading permits.
- f. All waste matter of any kind shall be removed from the property to be conveyed. All wells shall be filled, and underground structures shall be removed. The Prince George's County Department of Parks and Recreation shall inspect the site and verify that land is in acceptable condition for conveyance, prior to dedication.
- g. All existing structures shall be removed from the property to be conveyed, unless the applicant obtains the written consent of the Prince George's County Department of Parks and Recreation (DPR).
- h. The applicant shall terminate any leasehold interests on property to be conveyed to M-NCPPC.
- i. No stormwater management facilities or utility easements shall be proposed on land owned by or to be conveyed to M-NCPPC without prior written consent of the Prince George's County Department of Parks and Recreation (DPR). DPR shall review and

approve the location and/or design of these features. If such proposals are approved by DPR, a performance bond and an easement agreement may be required prior to the issuance of grading permits.

23. In accordance with Conditions 1c, 20, and 22, prior to approval of a detailed site plan for residential development (not infrastructure), private recreational facilities, such as open space, small-scale neighborhood outdoor play areas, and picnic areas, shall be located within the community to be reasonably accessible to the proposed attached dwellings and shall be demonstrated on the plans.

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 is 11 acres and is known as part of Outparcels A and B recorded in Plat Book REP 215 89–90 on October 26, 2006. The property is located in the southwest quadrant of the intersection of MD 214 (Central Avenue) and US 301 (Robert Crain Highway) within the Employment and Institutional Area (E-I-A) Zone.

The subject site is a re-subdivision of land (11 acres), which is part of an overall development, previously known as “Karrington,” consisting of 381.52 acres. The overall site is the subject of Zoning Map Amendment A-9284-C, which established the property in the E-I-A Zone with conditions. Conceptual Site Plan CSP-02004 was approved pursuant to Section 27-515 of the Prince George's County Zoning Ordinance (CB-13-2002), which allowed the overall 381.52-acre property to develop as a mixed-use planned community, subject to the Mixed Use-Transportation Oriented (M-X-T) zoning regulations. Preliminary Plan of Subdivision (PPS) 4-04035 was subsequently approved for the overall site (381.52 acres) for 800 lots and 110 parcels for the development of 1,294 dwelling units, 390 hotel rooms, and 675,000 square feet of retail and office space. The current application is for a portion (11 acres) of the original PPS 4-04035 and supersedes the previous approval for that portion of the overall site.

The application is for 66 lots for the development of 66 dwelling units (37 single-family attached and 29 single-family detached). This represents an increase of units for the overall development, whereas the prior 1,294 dwelling units approved in PPS 4-04035 will remain and the units included herein will increase the total unit count by allowing an additional 66 dwelling units in the subject area of the overall development.

3. **Setting**—The subject site is located on Tax Map 70, Grid C-3 & D-3 in the E-I-A Zone and consists of 11 acres. It is located within the overall South Lake (aka Karrington) development and bounded to the north, west, south, and east by land that is currently vacant but planned for mixed-use retail, office, and residential development pursuant to PPS 4-04035. To the north, PPS

4-04035 was approved for open space; to the west, single family attached dwellings are approved; single-family attached and multifamily attached dwellings are approved to the south; and multifamily parcels are also approved to the west.

4. **Development Data Summary**—The following information relates to the subject PPS application and the approved development.

Zone Use(s)	EXISTING	APPROVED
	E-I-A Mixed-Use Planned Community Vacant	E-I-A Mixed-Use Planned Community
Acreage	11	11
Lots	0	66
Outparcels	2	0
Parcels	0	7
Dwelling Units:	0	66

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee on July 27, 2018.

5. **Previous Approvals**—The overall 381.52 square foot property was the subject of a Zoning Map Amendment (A-9284-C) establishing the E-I-A Zone for the property. On July 8, 2002, the Prince George's County Council adopted CB-013-2002, which defined and permitted a mixed-use planned community in the E-I-A Zone.

On June 12, 2003, the Planning Board approved Conceptual Site Plan CSP-02004 for the site (PGCPB Resolution No. 03-135(C)) for the development of the property in accordance with the M-X-T Zone standards. Section 27-500(c) of the Zoning Ordinance, as amended by Council Bill CB-013-2002, required the development to comply with the requirements of Part 10, which contain regulations including lot sizes, building groups, and units in a row. The use of private roads and alleys for vehicular access is permitted on the property in accordance with the M-X-T Zone standards. On January 27, 2004, the District Council affirmed the Planning Board's decision (PGCPB Resolution No. 03-135 (C)) subject to conditions. It is important to note that the development of this property is subject to all of the previous approvals for development, with the exception of PPS 4-04035, which is superseded by the instant PPS for the development of the property. The following seven conditions of approval are applicable to the subject PPS:

4. **MD 214 at Church Road:** Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed -upon timetable for construction with the appropriate operating agency:

- a. The addition of a northbound left-turn lane along Church Road.
 - b. The addition of an eastbound left-turn lane along MD 214
 - c. The addition of a westbound left-turn lane along MD 214.
 - d. Restriping the eastbound right-turn lane along MD 214 to operate as a shared through/right-turn lane, thereby resulting in a third eastbound through lane.
6. US 301 at Old Central Avenue: Prior to the approval of the first Detailed Site Plan for the subject property other than a Detailed Site Plan for infrastructure only, the applicant shall submit acceptable traffic signal warrant studies to SHA for the intersections of northbound and southbound US 301 and Old Central Avenue. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of SHA.
7. US 301 at site entrance/median crossover: Prior to the approval of the first Detailed Site Plan for the subject property other than a Detailed Site Plan for infrastructure only, the applicant shall submit acceptable traffic signal warrant studies to SHA for the intersections of northbound and southbound US 301 and the site entrance/existing median crossing. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of SHA. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits within the subject property and install it a time when directed by SHA. Also, prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. The construction of the eastbound approach to include two left-turn lanes and a right-turn lane.
 - b. The widening of the median crossing to provide to eastbound lanes, turning left (northbound) onto US 301.
 - c. The construction of a northbound left-turn lane approaching the median crossing.
 - d. The construction of a southbound right-turn lane along the southbound US 301 approach.

Conditions 4, 6, and 7 were brought forward and amended as conditions under PPS 4-04035 (PGCPB Resolution No. 04-247(C/2)(A/2)) and are further discussed in the Transportation finding.

15. **All future plan submittals shall include a single tree line as shown on the FSD revision stamped as received by the Environmental Planning Section on May 23, 2003.**

This condition has been addressed with the review of the tree conservation plan (TCP) filed with this application, and previous approvals.

20. **The Preliminary Plan of Subdivision shall be designed to preserve the PMA to the fullest extent possible. If impacts are proposed a Letter of Justification shall be submitted with the Preliminary Plan application. It shall include a description and justification of each proposed area of impact. The impacts to each feature of the PMA shall be quantified and shown on 8 ½ x 11 – inch sheets.**

There are no primary management area (PMA) impacts with this application.

23. **The submittal of the Preliminary Plan of Subdivision shall include a Marlboro Clay Geotechnical Report prepared in accordance with the Prince George's County "Criteria for Soil Investigations and Reports on the Presence and Affect of Marlboro Clay upon Proposed Developments."**

A geotechnical report was prepared in 2004 and submitted with PPS 4-04035, which was resubmitted with this application. The subject property contains areas of Marlboro clay that are subject to a 1.5 safety factor line which may limit the placement of structures and will be reviewed at the time of detailed site plan (DSP), at which time an updated geotechnical report shall be provided. The applicant shall show the location of the mitigated 1.5 safety factor line on the Type 2 tree conservation plan (TCP2) and DSP prior to approval and adjust the lot layout so that the lots are located entirely outside of the limits of the mitigated 1.5 safety factor line, if applicable.

The final plat will contain the following note to ensure that this information is daylighted for future owners:

"The subject property contains areas of Marlboro Clay that are subject to a safety factor line. All buildings are subject to a 25-foot building restriction line from the safety factor line in accordance with Section 24-131 of the Subdivision Regulations as shown on a detailed site plan."

25. **The projected 65 dBA Ldn noise contours for MD 214 and US 301 shall be shown on the Preliminary Plan of Subdivision and the Detailed Site Plans for this site at 311 feet and 409 feet from the centerline, respectively. In the event the**

Environmental Planning Section noise projections are not used, a Phase I Noise Report shall be prepared and submitted with the Preliminary Plan of Subdivision. If residential lots are located and submitted within the limits of the 65 dBA Ldn noise contour appropriate mitigation measures shall be identified by a Phase II Noise Study at the time of Detailed Site Plan.

The 65 dBA Ldn noise contour is shown 311 feet from the MD 214 centerline and there are no impacted lots or parcels within the boundary of this PPS. Outdoor activity areas shall be mitigated to less than 65 dBA Ldn and interior areas must be mitigated to less than 45 dBA Ldn. The applicant shall submit a Phase II noise study prior to acceptance of the DSP that identifies appropriate mitigation measures. The 65dBA Ldn noise contour from US 301 is outside the limits of this PPS and is not applicable.

On November 15, 2016, the County Council adopted CB-073-2016. The bill provides, in Part 10, Subdivision 1, Section 27-544(e)(1), that “for property that is located in the E-I-A Zone and is subject to Sections 27-276, 27-500, and 27-501 of this Subtitle, the following regulations shall be advisory only.” Consequently, on February 16, 2017, the Planning Board approved a reconsideration of PPS-04035 for 800 lots and 110 parcels representing an increase of 337 lots and 24 parcels. Subsequently, the Planning Board approved a second reconsideration on January 25, 2018 (PGCPB Resolution No. 04-247 (C/2(A/2))) for the adjustment of access, circulation, and master plan trail alignment. The amended and corrected conditions of approval which remain applicable to this site have been carried forward as conditions of approval of this application and are discussed further.

6. **Community Planning**—This property is part of an approved, yet unbuilt, residential neighborhood and commercial area located outside of a Regional Transit District and Local Center. *Plan Prince George’s 2035 Approved General Plan* (Plan 2035), therefore, classifies this property as Established Communities. The vision for this community is context-sensitive infill and low- to medium-density development. Plan 2035 recommends maintaining and enhancing existing public services, facilities, and infrastructure to ensure that the needs of residents are met.

Master Plan and Sectional Map Amendment/Zoning—Comprehensive Design Plan CDP-9006 established the E-I-A Zone for the subject property. The 2006 *Approved Master Plan and Sectional Map Amendment for Bowie and Vicinity* (Bowie and Vicinity Master Plan and SMA), retained the subject property in the E-I-A Zone. However, Council Bill CB-13-2002, adopted by the Prince George’s County Council on May 21, 2002, approved development of the subject property as a Mixed-Use Planned Community subject to M-X-T standards. The master plan reflects this change by recommending mixed-use future land use for this site. Pursuant to Section 24-121(a)(5) of the Subdivision Regulations, the subdivision conforms to the land use recommendation of the master plan.

7. **Stormwater Management**—An approved Stormwater Management (SWM) Concept Plan and Letter (26947-2002-03) was submitted with the subject application, which expires on May 8, 2020. The Site/Road Plan Review Division of the Prince George’s County Department of

Permitting, Inspections and Enforcement (DPIE) will review the project for conformance with the current provisions of the Prince George's County Code that address the state regulations. Development must conform to the approved SWM concept plan, or subsequent revisions, to ensure that on-site or downstream flooding does not occur.

8. **Parks and Recreation**—This PPS has been reviewed for conformance with the requirements and recommendations of Plan 2035, the Bowie and Vicinity Master Plan and SMA, Conceptual Site Plan CSP-02004, Preliminary Plan of Subdivision 4-04035, Detailed Site Plan DSP-05042, the Land Preservation, Parks and Recreation Plan (LPPRP) for Prince George's County, the Formula 2040 Functional Master Plan for Parks, Recreation and Open Space, and Sections 24-134 and 24-135 of the Subdivision Regulations; as policies in these documents pertain to public parks and recreational facilities.

The mandatory dedication of parkland for the entire South Lake subdivision (also known as Karington), per Section 24-134 of the Subdivision Regulations, was previously addressed with the approval of PPS 4-04035, which reflects the provisions of parkland dedication for the Collington Branch Stream Valley Park and on-site recreational facilities, including trail and trailhead facilities, in order to meet the mandatory dedication requirement. Although the land has not yet been dedicated or facilities constructed, the conditions to provide the dedication and facilities shall remain in affect under PPS 4-04035.

Notwithstanding the previous conditions which have not yet been satisfied, the developer adding additional dwelling units increases density and, therefore, may require additional dedication of parkland, fees, and/or recreational facilities, in addition to those previously approved with 4-04035. The applicant is retaining the recreational facility/open space area previously approved (PPS 4-04035, Parcel 32) and located on Block A. However, the land area for this facility has been reduced from the previous approval to accommodate 37 lots within this PPS. At the time of DSP, the applicant shall demonstrate that adequate private on-site recreational facilities have been provided to satisfy the mandatory dedication requirement for the dwelling units included in this PPS.

It is noted that the subject PPS reflects a note that mandatory dedication has been previously satisfied with the land dedication and facilities required with the approval of 4-04035. However, the dedication of parkland and construction of any facilities has not yet occurred, and any credit would need to be verified with a calculation showing an excess of land dedication and/or recreational facilities that may be credited for the units included in this PPS. The note provided on the PPS shall be revised to indicate the provision of private on-site recreational facilities for the purpose of meeting the mandatory parkland dedication requirements for this PPS, along with dedication and facilities planned with PPS 4-04035. The applicant provides that South Lake is planned for an overall comprehensive recreational facilities package with amenities covered under both 4-04035 and 4-17027 which will be available for all residents. Towards that effort, the applicant provided the following list of approved park dedication and recreational facilities.

Approved with PPS 4-04035:

- Dedicated land for Stream Valley Park –Parcel 87 and 88. The area of dedication will be consistent with the PGCPB Resolution No. 04-247(C/3)(A/2).
- Passive Recreation (Sitting Area) – Parcel 1
- Park (Lake), Pool Site - Parcel 33
- Pool Site or Amphitheater - Parcel 34
- Passive Recreation – Parcel 84
- Pool Site, with Community Center – Parcel 85
- Passive Recreation – Parcel 86
- Open Space - Parcels 89, 108, 109 & 110
- Passive Recreation – Parcel A, Block A
- Passive Recreation – Parcels A & B, Block B
- 10-foot-wide Alternative Master Planned Trail: Approximately 2,150 feet in length. The length of the trail along the Maryland State Highway Administration right-of-way is an additional approximately 1,800 feet in length.
- Trailhead Facility
- Passive Recreation - Parcel 32 (area reduce per PPS 4-17027)

The Planning Board finds that the stream valley parkland dedication, trail, trailhead, and private on-site recreational facilities contribute to the overall comprehensive recreational facilities for South Lake which are adequate to serve the residents. However, to address the needs of the increase in the residential population included with this PPS, the provision of private on-site recreational facilities is required, if needed, which shall be demonstrated at the time of DSP. The subject application has met the requirements of Section 24-134(a)(3)(D), together with any additional private on-site facilities deemed required at the time of DSP, which specifically provide that:

Any resubdivision of property on which land was previously dedicated or fee in lieu paid. The applicant shall be credited to the extent that land dedication or fees would otherwise be required upon such resubdivision.

9. **Trails**—This PPS has been reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2006 Bowie and Vicinity Master Plan and SMA for implementation of planned trails, bikeways, and pedestrian improvements that may affect the property.

The original PPS 4-04035 was approved in 2004 and included several conditions of approval related to the construction of the Collington Branch Stream Valley Trail, which is located on the western side of the original PPS. A 2017 reconsideration of the PPS realigned the stream valley trail along internal rights-of-way through the site as reflected on the plans. However, that realignment is outside the boundary of this PPS and the conditions of approval for the reconsideration concerning the trail are not applicable to this site.

Review Comments (Master Plan Compliance and Prior Approvals):

Both the MPOT and the Bowie and Vicinity Master Plan and SMA recommend a master plan trail along Collington Branch. This trail has been constructed in the Balmoral development to the south of the South Lake development and has been approved for construction through several other developments. The MPOT (page 20) includes the following text regarding the Collington Branch Stream Valley Trail:

“This trail will extend from MD 214 south through this property to Upper Marlboro. It will serve the developing residential communities on the west side of US 301. It will also connect to the Western Branch Trail near Upper Marlboro. Several segments of this trail have either been constructed or approved for construction through recent development proposals.”

The reconsideration of 4-04035 approved in 2018 relocated the stream valley trail along internal streets within the overall Karington/South Lake development. Although outside the boundaries of the current application, the submitted plans reflect this alignment along with a cross section for this master plan trail. The Complete Streets section of the MPOT 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.

Consistent with these policies, a note has been added to the plans that sidewalk access will be provided to all units. The sidewalk network will be evaluated in more detail at the time of the DSP.

10. **Transportation**—The development occupies approximately 11 acres of the original Karington PPS area. Because the original PPS was approved with a trip cap (Condition 28 of PPS 4-04035) and additional residential density is included, a new traffic impact study (TIS) for the subject application was necessary. The application is supported by a traffic study dated June 2018, along with an additional analysis dated December 1, 2018, using counts dated December 2017. The study was provided by the applicant and referred to the Maryland State Highway Administration (SHA), the Prince George's County Department of Public Works and Transportation (DPW&T), the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) and the City of Bowie. The additional analysis dated December 1, 2018 has been provided to SHA for comments on the improvements included with this application. The findings outlined below are based upon a review of these materials and analyses conducted, consistent with the "Transportation Review Guidelines, Part 1" (Guidelines).

The table below summarizes trip generation in each peak hour that will be used for the analysis and for formulating the trip cap for the site:

Trip Generation Summary, 4-17027, South Lake								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Residential	66	units						
Towns/Two Over Two	37	units	5	21	26	20	10	30
Single Family Detached	29	units	4	18	22	17	9	26
Total Residential			9	39	48	37	19	56
Less Internal			0	0	0	0	0	0
Net Residential Trips			9	39	48	37	19	56
Trip Cap for Subject PPS					48			56

The site is part of a larger site that was originally subdivided pursuant to PPS 4-04035. The trip cap associated with that plan will remain intact, and the trips for the subject site are summarized in the above table. These trips represent an increase of the overall cap, thereby necessitating the submitted traffic study. The trips associated with the cap for PPS 4-04035 are considered an entitlement and are included within Background for the subject site. The net new trips for the subject site are generated by the additional residential dwellings included within the site by the subject PPS.

The traffic generated by this PPS would impact the following eight intersections, interchanges, and links in the transportation system:

- MD 214 and Church Road
- MD 214 and Old Central Avenue

- Old Central Avenue and site access
- US 301 SB and Old Central Avenue
- US 301 NB and Old Central Avenue
- US 301 SB and Wawa Crossover/site access
- US 301 NB and Wawa Crossover
- US 301 and Trade Zone Avenue

Existing Traffic

The subject property is located within Transportation Service Area 2, as defined in Plan 2035. As such, the subject property is evaluated according to the following standards:

Links and Signalized Intersections: Level of Service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Regulations, is permitted by the Guidelines.

Unsignalized Intersections: The procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted. A three-part process is employed for two-way stop-controlled intersections: (a) vehicle delay is computed in all movements using *The Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the critical lane volume (CLV) is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using *The Highway Capacity Manual* (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed. Once the CLV exceeds 1,150 for either type of intersection, this is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

The critical intersections, interchanges, and links identified above, when analyzed existing traffic counts taken with December 2017 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 and Church Road	1,301	1,110	C	B
MD 214 and Old Central Avenue	779	567	A	A
Old Central Avenue and site access	future	future	--	--
US 301 SB and Old Central Avenue	48.4*	>50*	--	--
US 301 NB and Old Central Avenue	>50*	>50*	--	--
US 301 SB and Wawa Crossover/site access	>50*	>50*	--	--
US 301 NB and Wawa Crossover	>50*	>50*	--	--
US 301 and Trade Zone Avenue	1471	1,289	E	C
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

Background Traffic

Background traffic has been developed for the study area using several approved but unbuilt developments within the study area. A 0.5 percent annual growth rate for a period of six years has been assumed. As noted earlier, the Karington development as approved under PPS 4-04035 has been included as background. The analysis also takes into account any improvements to be done under that PPS for the reason that, for instance, the site access improvements are needed to provide a fair base for comparing the impact of additional residential units and the additional trip under Total Traffic. Nevertheless, the additional residential trips included in the subject plan will be subject to the same conditions, as appropriate, as the underlying PPS. The critical intersections, when analyzed with background traffic, operate as follow:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
MD 214 and Church Road	1,338	1,494	C	E
MD 214 and Old Central Avenue	1,316	1,145	D	B
Old Central Avenue and site access	859	961	A	A
US 301 SB and Old Central Avenue	>50*	>50*	--	--
US 301 NB and Old Central Avenue	>50*	>50*	--	--
US 301 SB and Wawa Crossover/site access	>50*	>50*	--	--
US 301 NB and Wawa Crossover	>50*	>50*	--	--
US 301 and Trade Zone Avenue	1,843	1,714	F	F
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

Total Traffic

The following critical intersections, interchanges and links identified above, when analyzed with the programmed improvements and total future traffic as developed using the Guidelines, including the site trip generation as described above, operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
MD 214 and Church Road	1,344	1,505	D	E
MD 214 and Old Central Avenue	1,340	1,161	D	C
Old Central Avenue and site access	888	990	A	A
US 301 SB and Old Central Avenue	>50*	>50*	--	--
-US 301 SB and Old Central Avenue	1,112	1,607	B	F
US 301 NB and Old Central Avenue	>50*	>50*	--	--
-US 301 NB and Old Central Avenue	1,852	1,454	F	E
US 301 SB and Wawa Crossover/site access	>50*	>50*	--	--
-US 301 SB and Wawa Crossover/site access	1,037	1,419	B	D
US 301 NB and Wawa Crossover	>50*	>50*	--	--
-US 301 NB and Wawa Crossover	1,915	1,593	F	F
US 301 and Trade Zone Avenue	1,844	1,715	F	F
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

The following transportation improvements are required as a means of addressing inadequacies noted in the table above for total traffic:

MD 214 and Church Road: The westbound right-turn lane along MD 214 shall be restriped to operate as a shared through/right-turn lane. Also, the northbound approach of Church Road shall be restriped. The approach is currently striped as a double left-turn and a shared through/right. The approach shall be restriped to one exclusive left-turn lane, one exclusive through lane, and one exclusive right-turn lane, along with any signal modifications to reflect the change in lane use. With the changes, the intersection would operate with a CLV of 1,237 (LOS D) in the AM peak hour and a CLV of 1,344 (LOS D) in the PM peak hour. It must be noted that Condition 22 of PPS 4-04035 includes more extensive improvements at this location, and that condition remains in place.

MD 214 and Old Central Avenue: With the improvements in Condition 27 of PPS 4-04035, the intersection would operate with a CLV of 1,029 (LOS B) in the AM peak hour and a CLV of 856 (LOS A) in the PM peak hour.

Old Central Avenue and site access: It is noted that the operating conditions for this intersection include the improvements in Condition 23 of PPS 4-04035.

US 301 and Old Central Avenue (both intersections): These unsignalized intersections operate with excessive delay, and both fail the three-part test in at least one peak hour to trigger the study of signalization. This requirement for signal warrant studies will be carried forward and applied to this site. Condition 24 of PPS 4-04035 includes an additional left-turn lane at this location, and that condition remains in place. It is noted, however, that upon review of past materials regarding this left-turn lane, this portion of Condition 24 was intended to be attached to Condition 27 and not this one. This is discussed further in the Prior Conditions section.

US 301 and WAWA Crossover (both intersections): These unsignalized intersections operate with excessive delay, and both fail the three-part test in at least one peak hour to trigger the study of signalization. Due to the intended phasing of the overall project, the applicant states that the site access will not be in place as the area of the subject plan is developed; therefore, the impacts identified will not occur until a later phase of Karington (4-04035). The Planning Board finds that, until the southern site access is constructed pursuant to PPS 4-0435, the only traffic that will affect operations and possible signal warrants would be traffic from the existing WAWA at that location.

US 301 and Trade Zone Avenue: The applicant has assumed the widening of southbound US 301 to three lanes, while assuming that northbound US 301 remains at two lanes. As discussed earlier, there is a project for the widening of US 301, between MD 214 and MD 725, shown in the current County Capital Improvement Program (CIP). This project is intended to provide "a third through lane north and south bound" plus "further widening, as needed, at Trade Zone Avenue" (Prince George's County FY2018-2023 Approved Capital Improvement Program Budget, page 120) and other intersections in the corridor to provide satisfactory levels of service. To that end, the applicant has proffered mitigation in accordance with Section 24-124(a)(6) of the Subdivision Regulations and provided a transportation facilities mitigation plan (TFMP) in accordance with the "Transportation Review Guidelines." The application meets the geographic eligibility criteria for a TFMP established by the Prince George's County Council in CR-29-1994, "Guidelines for Mitigation Actions." The application was found to meet the third criterion by virtue of the mitigation being proposed along US 301. The improvements needed to achieve LOS D or better in both peak hours at US 301/Trade Zone Avenue would involve potential right-of-way acquisition, and for that reason a lesser set of improvements is approved.

The improvements involve construction of an eastbound triple left-turn lane along Trade Zone Avenue, with the length to be determined by the DPW&T/SHA, and a free-flowing right turn lane. In order to facilitate the triple left-turn, a third receiving lane shall be constructed along northbound US 301 to receive the triple left-turn, with the length of the receiving lane and taper to be determined by the SHA. The Planning Board finds that, at

the time of permitting of these improvements, the applicant investigate the feasibility of converting the northbound right-turn lane to a right-through lane and make the conversion if deemed acceptable by SHA. The current right-turn lane serves fewer than five vehicles per hour, and there is a strong likelihood that traffic would use that lane as a through lane given that the applicant will need to construct the third northbound lane on the opposite side of the intersection to receive the three lanes turning from Trade Zone Avenue.

IMPACT OF MITIGATION				
Intersection	LOS and CLV (AM & PM)		CLV Difference (AM & PM)	
US 301 and Trade Zone Avenue				
Background Conditions	F/1843	F/1714		
Total Traffic Conditions	F/1844	F/1715	+1	+1
Total Traffic Conditions w/Mitigation	F/1803	F/1583	-41	-132

As the CLV at the critical intersection is over 1,813 during the AM peak hour, the mitigation actions must mitigate at least 100 percent of the trips generated by the subject property and bring the CLV to 1,813 or better, according to the Guidelines. The above table indicates that the mitigation action would mitigate more than 100 percent of site-generated trips during the PM peak hour and bring the CLV to less than 1,813. As the CLV at the critical intersection is between 1,450 and 1,813 during the PM peak hour, the 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 mitigation action would bring the intersection to a policy LOS D. Therefore, the required mitigation at US 301 and Trade Zone Avenue meets the requirements of Section 24-124(a)(6)(B)(i) of the Subdivision Regulations in considering traffic impacts.

Master Plan Right-of-Way Dedication

The property is adjacent to MD 214, a master plan expressway facility. Sufficient right-of-way in accordance with master plan recommendations has previously been dedicated or deeded in this area, and no additional right-of-way is required of this plan.

Circulation

Vehicular access and circulation, including fire access, is acceptable.

Prior Conditions

Several transportation-related other conditions were approved as a part of PPS 4-04035. The status of these conditions is summarized below:

- ††[24] 22.** MD 214 at Church Road: Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
- a. The addition of a northbound left-turn lane along Church Road.
 - b. The addition of an eastbound left-turn lane along MD 214.
 - c. The addition of a westbound left-turn lane along MD 214.
 - d. Restriping the eastbound right-turn lane along MD 214 to operate as a shared through/right-turn lane, thereby resulting in a third eastbound through lane.

This condition concerns improvements at MD 214 and Church Road. It was determined that a lesser set of improvements would be sufficient to serve the subject site. It is noted that this condition will remain as written for PPS 4-04035.

- ††23.** Old Central Avenue at Site Access: Prior to approval of the detailed site plan for the subject property (other than infrastructure, signage or model homes), the applicant shall submit an acceptable traffic signal warrant study to SHA for a possible signal at the intersection of Old Central Avenue at the site access. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic, as well as existing traffic, at the direction of the responsible agency. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond and install it at a time when directed by the responsible permitting agency.

This condition requires improvements at Old Central Avenue and the site access. This condition is carried forward, as written with this PPS.

- ††[26] 24.** US 301 at Old Central Avenue: Prior to the approval of the detailed site plan for the subject property (other than infrastructure), the applicant shall submit acceptable traffic signal warrant studies to SHA for the intersections of northbound and southbound US 301 and Old Central Avenue. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of SHA. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits within the subject property and install it at a time when directed by SHA. ††In addition, the applicant shall add, to the northbound approach of

Old Central Avenue, an additional exclusive left-turn lane, unless modified by SHA.

This condition requires traffic signal warrant studies at the two intersections of US 301 and Old Central Avenue, and the warrant study requirements shall be carried forward with this PPS. The condition also includes a physical improvement for an additional left-turn lane along Old Central Avenue, and for the reason discussed earlier will not be carried forward.

- ††[27] 25.** US 301 at site entrance/median crossover: Prior to the approval of the detailed site plan for the subject property (other than infrastructure), the applicant shall submit acceptable traffic signal warrant studies to SHA for the intersections of northbound and southbound US 301 and the site entrance/existing median crossing. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of SHA. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits, †other than for infrastructure, model homes, or signage, within the subject property and install it at a time when directed by SHA. Also, prior to the issuance of any building permits, †other than for infrastructure, model homes or signage, within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
- a. The construction of the eastbound approach to include two left-turn lanes and a right-turn lane.
 - b. The widening of the median crossing to provide two eastbound lanes, turning left (northbound) onto US 301
 - c. The construction of a northbound left-turn lane approaching the median crossing.
 - d. The construction of a southbound right-turn lane along the southbound US 301 approach.
 - e. †Construction of a second westbound lane in the median at the WAWA crossover to provide a two-lane approach to southbound US 301 (one left and one through).

This condition involves signal studies and physical improvements at the Wawa crossover along US 301. For reasons discussed earlier, this condition is not carried forward.

††[28] 26. US 301 widening:

- a. **Prior to the issuance of any permits, †other than for infrastructure, signage, or model homes, within †[Phase I (other than construction buildings and model homes)] Phase II, as defined in the trip cap condition contained in this report, the following road improvement shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency: addition of a new US 301 southbound lane †[to extend from the southbound ramp of MD 214 approximately 6,800 linear feet toward Trade Zone Avenue.] beginning 1,000 feet north of the signal at the US 301 median crossover at the main site access and continue, to tie into the existing third southbound lane that already exists at Queen Anne Road, for a total distance of approximately 2,800 feet.**
- b. **Prior to the issuance of any permits within †[Phase II] Phase I that require the construction of a new access point(s) along southbound US 301, as defined in the trip cap condition contained in this report, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency: addition of new acceleration/deceleration lanes along †[northbound] southbound US 301 at the site entrance(s).**
- c. **The proposed widenings are subject to available right-of-way. In the event that the necessary right-of-way is not available by the time the applicant is prepared to start construction of the respective Phases, the applicant shall pay to Prince George's County a sum calculated as $\$725,094.25 \times (\text{FHWA Construction Cost Index at time of payment})/(\text{FHWA Construction Cost Index for 2nd quarter, 1989})$. This fee may be assessed on a pro rata basis, with a pro rata schedule to be determined prior to signature approval of preliminary plan. In lieu of said payment, applicant may elect to install the improvements referenced in Condition 28A, along with other improvements deemed necessary for adequacy along US 301, with the applicant receiving credit against said fee for the cost of said improvements less the cost of the SHA mandated access improvements.**

This condition concerns improvements to southbound US 301 by adding an additional lane. Given the proposed phasing of this development within Phase I of the overall Karington site and the fact that no parcels within this development have US 301 frontage, this condition will not become enforceable for the subject PPS. Nevertheless, this application includes additional density, and that density has trip impacts along US 301 that were never considered when this condition was written more than 12 years ago. While the existing trips under PPS 4-04035 have entitlement, the additional development needs to pay or make improvements as well. While this condition will not be carried forward with this approval, a similar condition to address development not covered is included.

- ††[29] 27. MD 214 at Old Central Avenue: Prior to approval of the detailed site plan for the subject property (other than infrastructure, signage or model homes), the applicant shall submit an acceptable traffic signal warrant study to SHA for a possible signal at the intersection of Central Avenue (MD 214) and Old Central Avenue. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic, as well as existing traffic, at the direction of the responsible agency. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond and install it at a time when directed by the responsible permitting agency.**

This condition concerns improvements at MD 214 and Old Central Avenue. This is the location where most trips from the initial access to Karington (including the subject subdivision) will enter the regional highway system. This condition is carried forward with this PPS. Furthermore, the physical improvement for an additional left-turn lane along northbound Old Central Avenue, which is shown on Condition 24, appears to have been intended to be part of this condition. Therefore, this condition will be written with the signal warrant study and the physical improvement.

- ††[30] 28. Total development within the subject property shall be limited to uses which generate no more than 1,313 AM and 1,925 PM peak-hour vehicle trips, in consideration of the rates of trip generation, internal satisfaction, and pass-by that are consistent with assumptions in the traffic study. Phase I shall be identified as any development that generates up to ~~†[774 AM and 1,242 PM]~~ 1,047 AM and 1,421 PM net off-site peak-hour trips, subject to reasonable assumptions made on the basis of site development proposals. Phase II shall be identified as any development which generates more than ~~†[774 AM and 1,242 PM]~~ 1,047 AM and 1,421 PM net off-site peak-hour trips ~~††[or is within 1,400 linear feet of the proposed MD 214/Hall Road intersection]~~. Rates of internal trip satisfaction may be modified by staff in consultation with the applicant in the event that a greater or lesser degree of mixed-use development actually occurs, but any modifications shall fully consider the assumptions made in the traffic study.**

This condition contains the trip cap for the overall site. Part of the purpose of the subject PPS is to add dwelling units and increase the overall trip cap for Karington, and all of that increase is within the limits of the subject subdivision. While this condition will remain as written, a conventional trip cap is included for the subject PPS. As noted earlier, the trip cap associated with PPS 4-04035 would continue to remain an entitlement associated with the area of Karington outside of the area of the subject plan, and a separate trip cap is written for the subject application. It is emphasized that the two trip caps together have been tested for transportation adequacy.

†† [30] [32] 29. Prior to ~~*[signature approval of the preliminary plan]~~ detailed site plan approval which includes these streets, the proposed typical sections for street types B, C, E, F, and I must have written approval by the county Department of Public Works and Transportation (or the appropriate operating agency). If such written approval is not received, street types B, C, E, and I must be revised to conform to a standard 70-foot right-of-way, and street type F must be reworked to function as street type A.

This condition refers to several street types within the original Karington site. The subject PPS has several street and alley types that are deemed to be acceptable, with conditions. While this condition stands as written for PPS 4-04035, it will not be carried forward onto the new plan.

†† [31] [33] 30. Prior to approval of the final plat of subdivision, the applicant, his successors and/or assignees shall provide additional documentary evidence that the subject property is (or will be) served by public transportation through local (county Department of Public Works and Transportation) or regional (Washington Metropolitan Area Transit Authority) bus system routes and stops that are located within and in proximity to the development. This provision shall be in keeping with the requirement of the fifth criterion, establishing geographic applicability of mitigation, in the Guidelines for Mitigation Action (as established by CR-29-1994). This requirement may also be satisfied through the provision of privately-funded shuttle bus service to supplement available public transportation service, in order to achieve the headway and walking distance requirement stipulated as a requirement for the use of mitigation. At the time of detailed site plan (other than infrastructure), transportation planning and DPW&T staff shall review bus routing plans.

This condition is a specific requirement related to a finding of mitigation for PPS 4-04035. Mitigation is not a factor in the recommendation for the subject subdivision, and this condition will not be carried forward to this plan.

††[32] [34] 31. Final plats shall identify that access to individual lots located along MD 214 and US 301 southbound is denied.

This condition indicates that plats for lots fronting on US 301 and MD 214 must show that direct access to those facilities is denied. While the subject plan fronts on MD 214, no individual lots have frontage. The subject plan does not front on US 301.

Based on the preceding findings, adequate transportation facilities will exist to serve the subject site, as required in accordance with Section 24-124 of the Subdivision Regulations.

11. **Public Facilities**—Public facilities for water and sewerage, police, and fire and rescue are adequate to serve the subdivision, in accordance with Section 24-122.01 of the Subdivision Regulations, which are further outlined in memorandums dated July 19, 2018 (Branch to Onyebuchi) and December 12, 2018 (Mangalvedhe to Onyebuchi), incorporated by reference herein.
12. **Schools**—This PPS was reviewed for impact on school facilities, in accordance with Section 24-122.02 of the Subdivision Regulations and the *Adequate Public Facilities Regulations for Schools* (Council Resolutions CR-23-2001 and CR-38-2002), and it was determined that a school facilities surcharge of \$12,000 per dwelling unit for residential development, applicable at the time of permitting, may be used for the construction of additional or expanded school facilities and renovations to existing school buildings or other systemic changes.
13. **Use Conversion**—The total development included in this PPS is for 66 lots and 3 parcels for the development of 66 single-family dwelling units in the E-I-A Zone. If a substantial revision to the mix of uses, site layout or substantial plan amendments on the subject property is proposed that affects Subtitle 24 adequacy findings as set forth in the resolution of approval, that revision shall require approval of a new PPS prior to approval of any building permits.
14. **Public Utility Easement (PUE)**—In accordance with Section 24-122(a) of the Subdivision Regulations, when utility easements are required by a public company, the subdivider should include the following statement in the dedication documents recorded on the final plat:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at folio 748.”

The PPS delineates a ten-foot-wide public utility easement along both sides of all public rights-of-way. A 10-foot-wide public utility easement (PUE) has also been provided along one side of all private rights-of-way in accordance with the requirements of Section 24-128(b)(12) of the Subdivision Regulations
15. **Historic**—A Phase I archeological survey was conducted and completed on a portion of the overall Karington development in 2002 at the request of the Maryland Historical Trust (MHT) through the Section 106 process, and further analyzed and evaluated in 2003 as part of

PPS 4-04035. MHT provided the applicant with a map of specific areas of the property that were to be subjected to the Phase I study. The portion of the property surveyed included the area within the subject application. Seven archeological sites were identified (18PR627–18PR633) which are further detailed, along with other historical data pertaining to the subject property, in a memorandum dated December 11, 2018 (Stabler and Smith to Onyebuchi) which is incorporated by reference herein.

The subject property is located along Collington Branch and several of its tributaries. Numerous prehistoric resources have been along this waterway. The probability of finding additional prehistoric archeological resources within portions of the overall Karington (South Lake) property not previously surveyed is high. The area within the subject application was previously surveyed for archeological resources and, therefore, no additional archeological investigations are necessary on the area included in this application. There are no historic sites or resources on, or adjacent to, the subject property.

16. **Environmental**—This PPS covers 11 acres of a larger 381.52-acre tract that was approved under PPS 4-04035. The 11 acres covered by this PPS has a Natural Resources Inventory Equivalency Letter (NRI-104-2018) which was issued on July 5, 2018. The overall 381.52-acre site has previously approved Tree Conservation Plans (TCP1-048-02-03 and TCP2-126-05-02). The current application is located entirely within the limits of disturbance (LOD) approved on both the TCP1 and the TCP2. The current application includes an ‘-04’ revision to TCP1-048-02, which shows the approved/updated lotting pattern.

Woodland clearing for the 11 acres covered by this application will occur in accordance with the previously approved TCPs. According to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), the limits of this application contain Marr-Dodon complexes.

Unsafe soils containing Marlboro clays are mapped within the limits of this application. A previously prepared geotechnical report dated July 2005, by Independent Consultants and Engineers, Inc. was submitted. The slope analysis within the report shows improved factors of safety from development due to cuts resulting in plateaus or flattening of slopes, and fills placed below Marlboro clay deposits that will prevent slippage. The only mitigated 1.5 safety factor line is located outside of the limits of this PPS based on the 2005 geotechnical report.

Staff from DPIE stated that a soils report is required prior to submission of the DSP. If the soils report determines a new unmitigated 1.5 safety factor line, that line shall be reflected on the TCP2 prior to approval of the DSP. Any buildings proposed within 25 feet of the 1.5 safety factor line shall be relocated outside of that setback, unless a slope stability study to determine a new mitigated 1.5 safety factor line is submitted and approved by appropriate staff. DPIE also commented that a new floodplain study will be required. Any changes to the existing 100-year floodplain shall be reflected on the PPS and TCP1 prior to signature approval and all future development plans prior to certification.

This site is mapped as forest interior dwelling species (FIDS) habitat and is located within a Sensitive Species Protection Review Area (SSPRA) based on a review of the SSPRA GIS layer prepared by the Maryland Department of Natural Resources Natural Heritage Program (DNRNHP), and as such the timing of impacts to streams and wetlands may be regulated by the state as part of the nontidal wetland permitting process.

The site is located within the Environmental Strategy Area 2 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map as designated by Plan 2035. The site is also located in the 2006 Bowie and Vicinity Master Plan and SMA. Based on the layout, the project demonstrates conformance with the applicable policies and strategies of the 2017 *Countywide Green Infrastructure Plan* of the *Approved Prince George's Resource Conservation Plan*, because the development envelope preserves the mapped Regulated Area associated with on-site streams and their buffers. The project was found to be in conformance with the applicable environmental policies within Plan 2035, the master plan, and the *Countywide Green Infrastructure Plan*.

The Planning Board finds this application to be in conformance with the environmental requirements of Subtitle 24 (Subdivision Regulations), Subtitle 25 (Woodland and Wildlife Habitat Conservation Ordinance) and Subtitle 27 (Zoning Ordinance).

The site has an approved SWM Concept Plan (26947-2002-03) that is in conformance with the current code and is valid until May 8, 2020. The approved concept plan is consistent with the PPS.

Minor technical corrections to the TCP1 are required for conformance with the Prince George's County Woodland and Wildlife Conservation Ordinance. The limits of the current application shall be added to the plan. The QR code approval block shall be updated to reflect the current PPS number (4-17027).

17. **Urban Design**—The subject property is located in the E-I-A Zone and Section 27-500(c) is applicable as follows:

- (c) **A Mixed-Use Planned Community in the E-I-A Zone may include a mix of residential, employment, commercial retail, commercial office, hotel or lodging, civic buildings, parks, or recreational uses, meeting all requirements in the definition of the use. The development shall meet all M-X-T Zone requirements in Part 10.**

Under Part 10-Mixed-Use Zones, Division 2, Subdivision 1, Section 27-544(e) specifically provides regulations for a Mixed-Use Planned Community regarding the type and maximum percentage of the required uses, specific design standards for single family detached, multifamily dwelling units and open space. However, Section 27-544(e)(1) reads as follows:

- (1) **A Mixed Use Planned Community shall conform to the purposes, regulations, and required findings and review process set forth in Division 2 of this Part, for the M-X-T Zone, however, for property that is located in the E-I-A (Employment and Institutional Area) Zone and is subject to Sections 27-276, 27-500, and 27-501 of this Subtitle, the following regulations shall be advisory only.**

Conformance with the advisory regulations will be further reviewed at the time of the required DSP.

Conformance with the 2010 Prince George's County Landscape Manual

As required by Section 27-544, development in the M-X-T Zone is subject to the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). The development's conformance with the requirements of the Landscape Manual will be further evaluated at the time of DSP review.

However, some of the proposed street cross-sections shown on the PPS do not provide room for shade trees, as well as sidewalks and lighting, along private streets as required by Section 4.10 of the Landscape Manual. The City of Bowie may annex the subject property and accept dedication of the private streets as public. If that happens, then all roads and alleys to be dedicated to the City will have to be designed according to their standards. Nonetheless, providing revised street cross-sections that address the Landscape Manual requirements and that are consistent with those provided and approved with the overall South Lake development may be required and result in revised cross sections. Therefore, the 'B' (22-24 feet wide) and 'C' (34 feet wide) private street cross sections shown on the PPS shall be removed with final design to be determined at the time of DSP.

Conformance with the Tree Canopy Coverage Ordinance

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that propose 5,000 square feet or greater of gross floor area or disturbance, and require a grading permit. The subject site is zoned E-I-A 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.

Other Urban Design Comments

Section 27-544(e)(1) allows M-X-T regulations to be advisory only. During the review of the first reconsideration of PPS-04035, staff worked with the applicant to create lot layout standards. The applicant submitted an exhibit (Staff's Exhibit 1) that demonstrated the typical minimum lot layout for townhouses in this development. The PPS provides a single-family attached lot consistent with the exhibit. The exhibit is carried forward as a condition with this PPS approval.

18. **City of Bowie**—On September 17, 2018, the City of Bowie voted to recommend approval of PPS 4-17027 subject to five conditions. A referral memorandum from the City of Bowie was received on October 17, 2018 (Robinson to Hewlett). Conditions 2–5 of the City of Bowie's

memorandum are addressed as Conditions 6–9 of this resolution. Condition 1 of the memorandum seeks to limit the overall number of dwelling units to 1,360. However, the Planning Board finds it appropriate that this limitation may be conditioned by the City of Bowie as part of their annexation agreement with the applicant.


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 Geraldo, seconded by Commissioner Bailey, with Commissioners Geraldo, Bailey, Doerner, and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, January 10, 2019, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 31st day of January 2019.

Elizabeth M. Hewlett
Chairman


By Jessica Jones
Planning Board Administrator

EMH:JJ:JO:gh

APPROVED AS TO LEGAL SUFFICIENCY


M-NCPPC Legal Department

Date 1/24/19

R E S O L U T I O N

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 December 8, 2005 regarding Detailed Site Plan DSP-05042 for Karington, the Planning Board finds:

1. **Request:** The application is for grading and construction of a lake on the subject property.
2. **Development Data Summary**

	EXISTING	PROPOSED
Zone(s)	E-I-A	E-I-A
Use(s)	None	None
Acreage	381.52	381.52
Lots	0	0
Parcels	2	2
Square Footage/GFA	0	0
Dwelling Units:	0	0

Conformance to Evaluation Criteria

3. **Mixed-Use Planned Community:** The detailed site plan for infrastructure is in conformance with the requirements for a Mixed-Use Planned Community in the E-I-A Zone. A conceptual site plan is required for Mixed-Use Planned Community. The District Council approved CSP-02004 on January 27, 2004.
4. **Conceptual Site Plan CSP-02004:** The detailed site plan for infrastructure is in general conformance with the requirements of CSP-02004. For environmental issues, see Finding 6 below.
5. **Preliminary Plan 4-04035:** The detailed site plan for infrastructure is in general conformance with the requirements of 4-04035. For environmental issues, see Finding 6 below.

Referrals

6. The Environmental Planning Section recommends approval of Detailed Site Plan DSP-05042 and TCPII/126/05 subject to the environmental conditions in the Recommendation section.

Background

The Environmental Planning Section previously reviewed this site in conjunction with the approval of a Conceptual Site Plan, CSP-02004 (with TCPI/48/02), and a Preliminary Plan of Subdivision, 4-04035 (with TCPI/48/02-01). Both approvals contained numerous conditions that must be addressed with the current application.

Site Description

This 381.52-acre site in the E-I-A Zone is located in the southwest quadrant of the intersection of US 301 and MD 214. A review of the available information indicates that streams, wetlands, 100-year floodplain, severe slopes, and areas of steep slopes with highly erodible soils are found to occur on the property. Transportation-related noise has been found to impact this site. The soils found to occur according to the Prince George's County Soil Survey include Adelphia fine sandy loams, Bibb silt loam, Keyport silt loam, Sandy land steep, and Westphalia fine sandy loams. Some of these existing soils have limitations that will have an impact during the building phase of the development. According to available information, Marlboro clay is found to occur on this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program publication titled "Ecologically Significant Areas in Anne Arundel and Prince George's Counties," December 1997, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. There are no designated scenic and historic roads in the vicinity of this property. This property is located in the Collington Branch watershed of the Patuxent River basin and in the Developing Tier as reflected in the adopted General Plan.

SUMMARY OF PRIOR ENVIRONMENTAL CONDITIONS OF APPROVAL

The approval of the Conceptual Site Plan and the Preliminary Plan of Subdivision included numerous conditions, several of which dealt with environmental issues that were to be addressed during subsequent reviews. The environmental conditions to be addressed during the review of the specific design plan are addressed below.

PGCPB No. 03-135; Conceptual Site Plan, CSP-02004

- 15. All future plan submittals shall include a single tree line as shown on the FSD revision stamped as received by the Environmental Planning Section on May 23, 2003.**

Comment: This condition has been addressed; the revised Type I Tree Conservation Plan, TCPI/48/02-01, date stamped as received by the Environmental Planning Section on July 19, 2004, reflects the correct tree line in accordance with the FSD revision date stamped on May 23, 2003.

- 17. The Woodland Conservation Threshold portion of the requirement (47.52 acres)**

shall be satisfied as on-site preservation. The balance of the requirements may be satisfied by additional on-site preservation, on-site reforestation, or at an approved off-site mitigation bank.

Comment: This condition has been addressed. The approved Type I Tree Conservation Plan, TCPI/48/02-01, proposes 47.52 acres of on-site preservation with the balance of the requirement proposed to be satisfied by 50.97 acres of off-site mitigation at a location to be determined. The Type II Tree Conservation Plan (TCPII) shows this requirement being met.

18. The revised TCPI submitted with the Preliminary Plan of Subdivision shall include the following:

- a. Show conceptual grading, structure locations, and the limit of disturbance.**

Comment: This condition has been addressed on the approved Type I Tree Conservation Plan, TCPI/48/02-01.

- b. An attempt shall be made to eliminate isolated Woodland Conservation Areas by adjusting the layout and providing larger contiguous forest areas in the vicinity of the PMA and thus further minimizing proposed PMA impacts.**

Comment: This condition has been addressed on the approved TCPI. All woodland conservation areas proposed are contiguous to larger forested areas.

- c. Show the location of all anticipated stormdrain, sewer and water outfalls including those connecting to existing facilities located outside the limits of this application.**

Comment: This condition has been satisfied by the revised TCPI. The sewer and stormdrain outfalls have been shown. On the TCPII, however, a new impact proposed to a regulated feature appears to be proposed in order to install a stormdrain outfall. This issue is addressed further in the Environmental Review section below.

- d. Any clearing for off-site infrastructure connections shall be mitigated at a 1:1 ratio for all woodlands cleared as part of TCPI/48/02.**

Comment: This condition has generally been satisfied by the approved TCPI, which reflects 0.62 acre of off-site clearing on the worksheet for impacts associated with the sewer outfall, stormwater management outfalls, and some road improvements immediately adjacent to this application. The TCPII does not show off-site impacts for connections that will clearly be needed. This issue is addressed further in the comments in the Environmental Review section.

19. **At the time of the Preliminary Plan of Subdivision, the Type I Tree Conservation Plan shall be revised at a scale of no less than 1"=100'. Those plans shall clearly identify each component of the PMA and the ultimate limit of the PMA.**

Comment: This condition was addressed by the approved TCPI.

20. **The Preliminary Plan of Subdivision shall be designed to preserve the PMA to the fullest extent possible. If impacts are proposed a Letter of Justification shall be submitted with the Preliminary Plan application. It shall include a description and justification of each proposed area of impact. The impacts to each feature of the PMA shall be quantified and shown on 8½- x 11-inch sheets.**

Comment: Impacts were proposed with the preliminary plan review and were reviewed. Certain impacts are required to be minimized further in subsequent reviews. A new impact is shown on the TCPII that was not previously approved. Comments regarding this impact are discussed in the Environmental Review section below.

21. **Prior to the issuance of any grading permits which impact the Waters of the U.S., nontidal wetlands, or the 25-foot wetland buffer, a copy of all appropriate federal and/or State of Maryland permits shall be submitted.**

Comment: This condition is to be satisfied prior to the issuance of permits.

22. **The proposed PMA impacts shall be further evaluated with each subsequent plan review.**

Comment: Comments regarding this condition are discussed in the Environmental Review section below.

23. **The submittal of the Preliminary Plan of Subdivision shall include a Marlboro Clay Geotechnical Report prepared in accordance with the Prince George's County "Criteria for Soil Investigations and Reports on the Presence and Affect of Marlboro Clay upon Proposed Developments."**

Comment: A Geotechnical Study was submitted during the review of the preliminary plan. A revised study was submitted with the DSP application.

24. **Prior to certification of the Conceptual Site Plan and the Type I Tree Conservation Plan, the following note shall be placed on both plans in large bold type.**

"This plan provides a conceptual layout for the proposed development of this site which contains Marlboro clay. The location and characteristics of this clay may

affect the developable area of this site.”

Comment: This condition has been addressed on the approved TCPI.

25. **The projected 65 dBA Ldn noise contours for MD 214 and US 301 shall be shown on the Preliminary Plan of Subdivision and the Detailed Site Plans for this site at 311 feet and 409 feet from the centerline, respectively. In the event the Environmental Planning Section noise projections are not used, a Phase I Noise Report shall be prepared and submitted with the Preliminary Plan of Subdivision. If residential lots are located within the limits of the 65 dBA Ldn noise contour appropriate mitigation measures shall be identified by a Phase II Noise Study at the time of Detailed Site Plan.**

Comment: This condition has been addressed on the approved TCPI and preliminary plan of subdivision, which reflect the location of the unmitigated 65 dBA Ldn noise contours for MD 214 and US 301. The revised TCPII and the DSP show the noise contours.

PGCPB No. 04-247(C); Preliminary Plan 4-04035 and TCPI /48/02

1. **Prior to signature approval of the Preliminary Plan of Subdivision, the Type I Tree Conservation Plan, TCPI/48/02-01, shall be revised as follows:**

- a. **Whenever feasible, revise the alignment of the neighborhood trails so that they are located at the top of the slopes or the bottom of the slopes, not midway up the slopes where significant grading and woodland clearing will be required.**

Comment: This condition will be further evaluated during the review of the Type II tree conservation plan. At the present time the DSP and TCPII do not show trail locations.

- b. **Add information to the TCPI that identifies the location of all off-site road improvements that will be required and indicate which of those improvements may require the clearing of woodlands.**

Comment: This condition has been addressed on the approved TCPI.

- c. **Show the location of the mitigated 1.5 safety factor line on the TCPI and the preliminary plan of subdivision and adjust the lot layout for proposed Lots 210–246, Block ‘A,’ so that the lots are located entirely outside the limits of the mitigated 1.5 safety factor line.**

Comment: The plans show the mitigated 1.5 safety factor line; however, it is not consistent with the revised geotechnical study. Because the geotechnical study will require additional information, the study and the plans are required to be revised.

- d. **Prior to DSP, revise the Type I tree conservation plan to minimize the portion of PMA Impact #5 associated with the construction of the clubhouse and swimming pool. Also, revise PMA Impact 6 to further minimize and/or eliminate the proposed impact.**

This condition has not been addressed. It appears that there was a typographical error in the writing of the condition, because Type I TCPs are not typically revised at the time of DSP review. The TCP II, however, does not show the minimization of impact #5 or impact #6—it shows the same limit of disturbance as was shown on the TCPI that was required to be revised.

At this time, the TCP II submitted is for the rough grading of the site. Because the location of the recreational facilities (impact #5) and the access road to the area (impact #6) have not been finalized, the areas of PMA impact should be eliminated from the TCP II for rough grading. The impacts will be further evaluated in subsequent reviews of the Type II tree conservation plan for the development of the property when more detailed information is provided.

In addition, the plan shows an impact to the PMA that requires an approved variation request that was not received during the review of the preliminary plan. The design that results in the proposed impact can be revised to result in no impact to the PMA. This impact must be eliminated.

At this time, the final layout and design of the site has not been provided to or reviewed by staff. As such, the limits of disturbance at the perimeter of the site are not final. Because the sensitive environmental features are located on the western portion of the site, the areas adjacent to the sensitive features should not be disturbed until the final layout and design of these areas are approved by the Planning Board. Delaying the disturbance to the western part of the site will result in a minimization of the overall development impacts because the erosion and sediment controls would be installed in phases and they would not be required to support a large area of disturbed ground.

Recommended Condition: Prior to certification of the DSP for infrastructure clearing and grading, the TCP II shall be revised to show the elimination of impacts #5 and #6 as referenced during the preliminary plan review. The TCP II shall also eliminate all clearing and grading from areas that are not necessary for

the construction of the entrance road from Central Avenue and the large stormwater management pond in the center of the site and any PMA impacts that do not have approved variation requests.

- e. **Revise the preliminary plan of subdivision and the Type I tree conservation plan to reflect the revised lot layout and the location of the mitigated 1.5 safety factor line based on “Marlboro Clay Safety Factor Exhibit A”.**

Comment: This condition will be addressed in the future review of the TCPII when more detailed information about the site is provided.

- 2. **Prior to signature approval of the preliminary plan of subdivision, the preliminary plan and the Type I tree conservation plan shall be revised:**

- a. **So that no portion of the Patuxent River Primary Management Area (PMA) outside of the approved PMA impact area is located within the limits of a lot or parcel less than two acres in size.**

Comment: This condition has been addressed on the approved TCPI.

- b. **To include the 10-foot-wide public utility easement parallel and contiguous to all public rights-of-way.**

Comment: This condition has been addressed on the approved TCPI.

- 3. **Development of this subdivision shall be in compliance with an approved Type I tree conservation plan (TCPI/48/02-01). The following notes shall be placed on the final plat of subdivision:**

"This development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/48/02-01), or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy."

Comment: This condition will be addressed when the final plat is reviewed.

- 4. **The detailed site plan for the area that includes proposed Street ‘K’ shall address the further minimization of the proposed PMA impacts associated with that road layout and construction.**

Comment: See discussion of Condition 1.d. above.

5. **The detailed site plan submittal which includes Lots 210 – 246 shall include an analysis by a geotechnical engineer addressing the proposed site grading reflected on the detailed site plan including the location of the mitigated 1.5 safety factor line based on the proposed site grading.**

Comment: See discussion of the geotechnical study below.

6. **Prior to approval of the first detailed site plan for the Karington Subdivision, the September 20, 2004, geotechnical report referenced by IC&E file number 40-04065-8 shall be revised to eliminate assumptions and be based on factual data and the comprehensive slope stability analysis shall be revised for the entire site to reflect the new information in accordance with the guidelines established by the Department of Environmental Resources, Permits and Review Division.**

This condition has not been fully addressed. A revised geotechnical study was received by the Environmental Planning Section on October 12, 2005. The study was reviewed by DER and the chief building inspector and was found to meet the required parameters of the study; however, additional information is required to complete the review.

The current application is only for rough grading of the site; however, if the lot configuration changes due to the results of the study, the limits of disturbance may be revised to preserve more woodland on-site. In addition, the phasing of the project is desirable from a stream protection perspective.

Recommended Condition: Prior to certificate approval of the DSP for infrastructure, the October 12, 2005, geotechnical report referenced by IC&E file number 40-04065-8 shall be revised to include three additional slope stability cross sections at the south side of street A, south side of Street T, and the north side of Street K. The comprehensive slope stability analysis shall be revised for the entire site to reflect the new information in accordance with the guidelines established by the Department of Environmental Resources, Permits and Review Division. Certification of the study shall be received from the chief building inspector prior to certificate approval of the DSP that shows these areas to be disturbed.

7. **Prior to approval of the detailed site plan, the Type II tree conservation plan shall show a minimum 50-foot building restriction setback (unless a lesser restriction is approved by DER) from the final mitigated 1.5 slope safety factor line as determined by the slope stability analysis as approved by the Department of Environmental Resources, Permits and Review Division.**

Comment: This condition has not been addressed because the final slope stability cross sections have not been provided.

8. **The final plat of subdivision shall show a minimum 50-foot building restriction line (unless a lesser restriction is approved by DER) from the limits of the mitigated 1.5 slope safety factor line.**

Comment: This condition has not been addressed because the final slope stability cross sections have not been provided.

9. **The Type II tree conservation plan shall provide a detailed list of all required off-site road improvements and an analysis to determine if each improvement will be subject to the requirements of the Prince George's County Woodland Conservation Ordinance. The list shall indicate an approximate time frame for initiation of the proposed road improvements including responsibility for Type II tree conservation plan approvals. Any road improvement projects that are the responsibility of the applicant for this case shall mitigate the woodland clearing associated with those projects on an acre for acre basis.**

Comment: This condition has not been addressed. No information has been provided regarding the required off-site road improvements.

Recommended Condition: Prior to certificate approval of the DSP for infrastructure, a list of the required road improvements for the project shall be provided and the TCPII shall be revised to show all off-site clearing on the TCPII. Revise the worksheet to provide for all off-site clearing at a ratio of 1:1.

10. **At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated Patuxent River Primary Management Area, except for areas with approved impacts, and shall be reviewed by the Environmental Planning Section for accuracy prior to approval. In addition, the following note shall be placed on the plat:**

"Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is permitted."

Comment: This condition will be addressed when the final plat is reviewed.

11. **Prior to the issuance of any permits which impact wetlands, wetland buffers, streams, or Waters of the U.S., copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans shall be submitted to the M-NCPPC Planning Department.**

Comment: This condition is to be addressed prior to the issuance of permits.

12. **Prior to the issuance of any building permits for this site an approved stormwater management plan that is consistent with the approved detailed site plan and the Type II tree conservation plan shall be submitted to the Environmental Planning Section.**

Comment: There are no building permits associated with this DSP. A copy of the approved technical stormwater management plan will be required prior to the issuance of any building permits.

13. **Failure to obtain either federal and/or state permits for the construction of the proposed lake will be considered a major change to the overall concept of this application and will require the submission and approval of a new preliminary plan of subdivision.**

Comment: No evidence has been provided regarding the required approvals for the construction of the lake. If permits are not approved for the lake, the permit for the rough grading plan cannot be approved. As stated in a previously approved condition (Condition 11 above) copies of federal and state permits are required prior to issuance of any permit that shows impacts to regulated features.

ENVIRONMENTAL REVIEW

- a. A detailed forest stand delineation (FSD) was previously reviewed in conjunction with the approval of the Conceptual Site Plan, CSP-02004. The plan was found to generally address the requirements of the Woodland Conservation Ordinance.

Comment: No further information regarding the detailed FSD is required.

- b. This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because there is a previously approved tree conservation plan on the site.

The Type II Tree Conservation Plan, TCPII/126/05, dated stamped as received by the Environmental Planning Section on September 7, 2005, addresses the requirements of the Prince George's County Woodland Conservation Ordinance. This 381.52-acre property has a net tract area of 316.80 acres and a woodland conservation threshold (WCT) of 15 percent, or 47.52 acres. As currently designed, there is an additional 1/4:1 replacement requirement totaling 47.74 acres associated with the clearing of woodlands above the WCT, clearing woodlands in the 100-year floodplain, and clearing woodlands for off-site infrastructure improvements. The plans as currently submitted proposes to meet the

woodland conservation requirement with 48.49 acres of on-site preservation in priority retention areas and 49.83 acres of off-site mitigation.

The TCPII requires revisions. The previously reviewed FSD plan shows a total of 89 specimen trees on the site; however, no specimen trees were shown on the approved Type I Tree Conservation Plan, TCPI/48/02-01, or the Type II Tree Conservation Plan, TCPII/126/05. The plans are devoid of specimen trees and the associated specimen tree table. The TCPII will need to be revised to show the location of all specimen trees and the specimen tree table, as well as the tree protection devices for trees to be saved.

The DSP and TCPII show limits of disturbance that are confusing in a few areas. The limit of disturbance (LOD) is shown in two different locations for the same woodland edge. Revise the plans to show one LOD for the site.

Sheet T4 of the TCPII shows the additional clearing of woodland across the southeastern end of Preservation Area 1, south of the proposed stormwater management pond. Clearing of this area will impact the Primary Management Area. The Prince George's County Planning Board did not approve this impact and it was not shown on the TCPI. This impact must be eliminated.

The tree preservation and specimen tree sign details are shown on the plan detail sheet; however, the locations of the signs are not shown on the plans as required by the ordinance. Revise the plans to show the signs at the proper spacing.

The TCPII does not show any off-site utility connections. Two sewer connections are shown from the site into the Collington Branch stream valley where a trunk line exists. It is not clear where the off-site water lines exist and where connections will be made. Because this application has conditions related to the provision of woodland conservation for off-site utility connections and road improvements these must be clearly shown on the plans and mitigated at a ratio of 1:1. The worksheet currently lumps the off-site clearing in with the remainder of the clearing, resulting in a ¼:1 mitigation ratio. If these features are not to be installed with the infrastructure DSP, then a statement is needed regarding what features are being installed under the label "infrastructure."

The TCPII shows several areas where the PMA has been shown in a different configuration than that shown on the TCPI.

Recommended Condition: Prior to certificate approval of the DSP for infrastructure, the TCPII shall be revised as follows:

- (1) Show all specimen trees and provide the required specimen tree table.
- (2) Show the location of all preservation and specimen tree signs throughout the site. Show the preservation signs at a spacing of no more than 50 feet apart.

- (3) Revise the cover sheet to show all the areas that are to be cleared as shaded and update the worksheet as needed.
 - (4) Show all proposed utility connections and off-site road improvements clearly and provide for the off-site clearing in the worksheet at a ratio of 1:1 or provide a note clearly stating what infrastructure features are proposed to be installed.
 - (5) Show only one limit of disturbance throughout the site.
 - (6) Revise the TCPII to address all other conditions of approval.
 - (7) Revise the plan to eliminate the preservation of woodlands on lots (see Sheet 13 of 15).
 - (8) Revise the plans to correctly show the PMA as shown on the previously approved plans.
 - (9) Have the revised plan signed and dated by the qualified professional that prepared the plan.
7. In a memorandum dated September 21, 2005 (Rea to Wagner), the Department of Environmental Resources has indicated that the detailed site plan for infrastructure is consistent with the approved stormwater management concept plan #2694-2002.
8. Phase I archeological survey is recommended by the Planning Department on the Karington property. This property was historically part of Willow Brook, the antebellum plantation of the Clarke family. The Clarke family cemetery on part of this property was previously moved to St. Barnabas' Church. Developers should be alert to possible additional burials. Eight archeological sites were identified in 2002 within the property as part of a Phase I investigation of the Collington Center North Development. Also, the site is located at the headwaters of Collington Branch. Numerous archeological sites have been identified along Collington Branch.

Phase I archeological investigations should be conducted according to Maryland Historical Trust (MHT) guidelines, *Standards and Guidelines for Archeological Investigations in Maryland* (Shaffer and Cole 1994) and report preparation should follow MHT guidelines and the *American Antiquity* or *Society of Historical Archaeology* style guide. Archeological excavations shall be spaced along a regular 15-meter or 50-foot grid and excavations should be clearly identified on a map to be submitted as part of the report.
9. The detailed site plan for infrastructure 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, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type II Tree Conservation Plan (TCPII/126/05) and further APPROVED Detailed Site Plan DSP-05042 for the above-described land, subject to the following conditions:

1. Prior to certification of the DSP for infrastructure, the TCPII shall be revised to avoid impacts #5 and #6 as referenced in the preliminary plan until subsequent DSPs that pertain to said impacts are submitted for review of minimization efforts. Prior to approval of the grading permit for the rough grading of the site, a copy of an approved Erosion and Sediment Control Plan shall be submitted that shows the proposed phasing of the clearing and grading.
2. Prior to certificate approval of the DSP for infrastructure, the October 12, 2005, geotechnical report referenced by IC&E file number 40-04065-8 shall be revised to include three additional slope stability cross sections at the south side of street A, south side of Street T, and the north side of Street K. The comprehensive slope stability analysis shall be revised for the entire site to reflect the new information in accordance with the guidelines established by the Department of Environmental Resources, Permits and Review Division. Certification of the study shall be received from the chief building inspector prior to certificate approval of the DSP that shows these areas to be disturbed.
3. Prior to certificate approval of the DSP for infrastructure, a list of the required road improvements for the project shall be provided and the TCPII shall be revised to show all off-site clearing on the TCPII. The worksheet shall be revised to provide for all off-site clearing at a ratio of 1:1.
4. Prior to certificate approval of the DSP for infrastructure, the TCPII shall be revised as follows:
 - a. Show all specimen trees and provide the required specimen tree table.
 - b. Show the location of all preservation and specimen tree signs throughout the site. Show the preservation signs at a spacing of no more than 50 feet apart.
 - c. Revise the cover sheet to show all the areas that are to be cleared as shaded and update the worksheet as needed.
 - d. Show all proposed utility connections and off-site road improvements clearly and provide for the off-site clearing in the worksheet at a ratio of 1:1 or provide a note clearly stating what infrastructure features are proposed to be installed.
 - e. Show only one limit of disturbance throughout the site.
 - f. Revise TCPII to address all other conditions of approval.
 - g. Revise the plan to eliminate the preservation of woodlands on lots (see sheet 13 of 15).

- h. Revise the plans to correctly show the PMA as shown on the previously approved plans.
 - i. Have the revised plan signed and dated by the qualified professional that prepared the plan.
5. Prior to the issuance of a grading permit, a Phase I archeological investigation shall be conducted according to Maryland Historical Trust (MHT) guidelines, *Standards and Guidelines for Archeological Investigations in Maryland* (Shaffer and Cole 1994) and report preparation shall follow MHT guidelines and the *American Antiquity* or *Society of Historical Archeology* style guide. Archeological excavations shall be spaced along a regular 15-meter or 50-foot grid and excavations should be clearly identified on a map to be submitted as part of the report.

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 Squire, seconded by Commissioner Vaughns, with Commissioners Squire, Vaughns and Eley voting in favor of the motion, and with Chairman Hewlett absent at its regular meeting held on Thursday, December 8, 2005, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 5th day of January 2006.

Trudye Morgan Johnson
Executive Director

By Frances J. Guertin
Planning Board Administrator

TMJ:FJG:GW:rmk

LAW OFFICES
SHIPLEY & HORNE, P.A.

Russell W. Shipley
Arthur J. Horne, Jr.*
Dennis Whitley, III*
Robert J. Antonetti, Jr.

1101 Mercantile Lane, Suite 240
Largo, Maryland 20774
Telephone: (301) 925-1800
Facsimile: (301) 925-1803
www.shpa.com

Bradley S. Farrar
L. Paul Jackson, II*
*Also admitted in the District of Columbia

October 24, 2019
Corrected February 28, 2020

VIA HAND DELIVERY

Mr. Henry Zhang
Development Review Division
Prince George's County Planning Department
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

**RE: Statement of Justification for South Lake (formerly Karington)
Detailed Site Plan (DSP-19024)
REQUEST FOR APPROVAL OF ARCHITECTURE ONLY**

Dear Mr. Zhang:

On behalf of our client, South Lake Partners, LLC, and Shipley and Horne, P.A., hereby submits this Statement of Justification in support of a proposed Detailed Site Plan (DSP) for the above captioned subject property. This instant DSP-19024 application is submitted as a supplement in support of the submitted DSP-19023 that proposes the construction of a mixed-use residential development totaling 1,035 residential dwelling units. Said development will comprise 128 Two Family Attached (condominium) units, 563 Townhouse units, and 344 Single Family detached dwellings on approximately 282.967 acres. The DSP-19023 application included architecture for the 3,790 square foot Clubhouse and the Two family attached dwellings, street design, and lotting patterns.

The intent of this DSP-19024 application is providing the Overall Umbrella Architecture ONLY for the townhouse units and the single-family detached dwellings. Additional architectural details will be Included with the DSP applications the Applicant is preparing to submit for the 325-unit multifamily section of the development (i.e., DSP-16054) proposed in the eastern part of the site, proximate to the Old Central Avenue and US 301 interchange. Applications for the South Lake commercial phases are also being prepared and will be submitted under DSP-19021 and DSP-19022 application covers. This instant DSP-19024 and its parent DSP-19023 (submitted to M-NCPPC on October 11, 2019) applications prepared for the South Lake E-I-A / M-X-T Zoned mixed-use development are designed in substantial conformance with Preliminary Plan of Subdivisions 4-04035 and 4-17027, and Conceptual Site Plan CSP-02004.

I. Nature of Request and Description of Subject Property:

As discussed above, the purpose of this DSP-19024 application is providing the Overall Umbrella Architecture for the residential architecture only, excluding multifamily buildings. This application is intended as a supplement in support of the submitted DSP-19023 that proposes the construction of a mixed-use residential development totaling 1,035 residential dwelling units. Where the DSP-19023 application provided the architecture for the 3,790 square foot Clubhouse and the 128 two-family attached dwellings, street design, and lotting patterns; this DSP-19024 application purpose is to provide the overall Umbrella Architecture for the 563 Townhouse units and 344 Single-Family detached dwellings. Due to its supplemental design, this application should be reviewed in parallel with and in conjunction with the aforementioned DSP-19023 application. As such, except where noted, all discussions in support the South Lake development's compliance the applicable Zoning Ordinance standards or prior Planning Board approvals are provided within the DSP-19023 justification statement.

A. Site Location and Characteristics:

The subject site is located in the southwest quadrant of the intersection of MD 214 and US 301 (Robert Crain Highway). The property is located in Planning Area 74A within the area included in the *2006 Approved Master Plan for Bowie and Vicinity and SMA for Planning Areas 71A, 71B, & 74B*. The entire South Lake property consists of approximately 381.52 acres of land in the E-I-A Zone. In its entirety, the South Lake development program is to be segregated within the following use categories:

Use Type	DSP #	Square Footage	Acreage
Infrastructure Only	DSP-05042-02	564,171.30	12.95159093
Apartments	DSP-16054	691,252.36	15.8689707
Commercial Ph1	DSP-19021	2,606,237.92	59.83098986
Commercial Ph2	DSP-19022	431,566.79	9.907410172
*Residential	DSP-19023	2,326,043.13	282.9670141
Total Site Area		16,619,271.50	381.5259758

*The DSP-19023 residential sections of the development are comprised of approximately 282.967 acres of land area.

North and East: To the north and east of the subject property are the rights-of-way of MD 214, Old Central Avenue, and US 301.

West: The property is bounded to the west by undeveloped property owned by M-NCPPC in the R-O-S Zone and a Consolidated Rail Group right-of-way/tracks.

South: To the south of the property, are undeveloped parcels owned by Prince George's County and M-NCPPC, located in the E-I-A and R-O-S Zones.



B. Design Features:

DSP-19023	EXISTING	PROPOSED
Zone	E-I-A	E-I-A / M-X-T
Use(s)	Vacant	Single-family Detached/Attached/ Two Family Attached
Acreage	282.967	282.967
Lots	0	907
Outlots	0	5
Parcels	0	29
Dwelling Units:	0	1,035
Detached	0	344
Townhouse	0	563
Two Family Attached	0	128
Total	0	1,035
Commercial Retail Square Footage	No	No
Variance	No	No
Variation	No	No

	Townhouses	Two Family Attached	Single Family Detached
Minimum Lot / Parcel Size	1,300 sf	--	6,000 SF
Min. Width at Front Street ROW	16'	100'	25'
Maximum Lot / Parcel Coverage	80%	80%	70%
Minimum Setback to Front of Unit	10'	15'	20'
Minimum Setback to Side of Unit	0' / 4'	4'	5'
Minimum Setback to Rear of Unit	18'	N/A	20'
Maximum Building Height	36'	50'	36'
Minimum Green Area	20%	20%	30%

Residential Parking Calculations	Parking Count
Spaces Required per 27-567(a)(1):	
Townhouse (563 x 2.04 sp)	1,149 Spaces
Two Family Attached (128 x 2.00 sp)	256 Spaces
Single Family Detached (344 x 2.00 sp)	688 Spaces
Total	2,093 Spaces
Spaces Provided (Off-Street Parking)	
Townhouses (563 Total Units)	
Driveway Spaces	962 Spaces
16' Rear Load Townhouses (69)	69 Driveway Space
20' Front Load Townhouses (95)	95 Driveway Spaces
20' Rear Townhouses (223)	446 Driveway Spaces
24' Front Load Townhouses (93)	186 Driveway Spaces
24' Rear Townhouses (83)	166 Driveway Spaces
Garage Spaces	962 Spaces
16' Rear Load Townhouses (69)	69 Driveway Space
20' Front Load Townhouses (95)	95 Driveway Spaces
20' Rear Townhouses (223)	446 Driveway Spaces
24' Front Load Townhouses (93)	186 Driveway Spaces
24' Rear Townhouses (83)	166 Driveway Spaces
Two Family Attached (128 Units)	
*Driveway Spaces	128 Spaces
Garage Spaces	128 Spaces
Single Family Detached (344 Units)	

Driveway Spaces	688 Spaces
Garage Spaces	688 Spaces
On-Street Parking	421 Spaces
Total Parking Provided	3,977 Parking Spaces

*Per 27-551(a) and (e), driveway spaces cannot be counted towards meeting the requirements for parking due to condominium ownership issues. However, for this development, the HOA documents will contain language that provides that the driveway parking spaces located directly adjacent to a garage parking space assigned to a condominium owner are limited common elements, and shall be for the sole use of that owner or their guest.

Clubhouse Parking Calculations	Parking Count
Spaces Required per 27-567(a):	
Life Guard Office (177.14 s.f. / 2 seats)	1/250 s.f. = 1 Space
Fitness Room (1,333.18 s.f. / 27 occupants)	1/7 occupants = 4 Space
Yoga Room(425.27 s.f. / 9 occupants)	1/7 occupants = 2 Spaces
Game Room (556.14 s.f. / 37 seats)	1/80 s.f. = 7 Spaces
Conference Room (271.50 s.f. / 18 seats)	1/3 seats = 6 Spaces
Party Room (1,226.54 s.f. / 49 seats)	1/3 seats = 17 Space
Swimming Pool (224 bathers)	1/7 occupants = 32 Space
Total	69 Parking Spaces Required
Spaces Provides	
Off-Street Parking	
Standard Parking Spaces (19' x 9.5')	**50 Spaces
Compact Parking Spaces (16.5' x 8')	5 Spaces
Total Parking Provided	55 Parking Spaces

**Two accessible parking spaces have been provided and are included in the 50 spaces noted.

C. Architecture:

NV Homes

Model	Elevations	Base Square Footage
60' Single Family Detached		
Tyler	A, B, K, L, R	3,641
Danville	A, B, K, L, R	3,343
70' Single Family Detached		
Bridgewater	A, B, K, L, R	3,242
Longwood	A, B, K, L, R	3,531
Marymount	A, B, K, L, R	3,820
Radford	A, B, K, L, R	3,869
Strathford Hall	A, B, K, L, R	4,290

Ryan Homes

Model	Elevations	Base Square Footage
16' Townhouse		
Clarendon 3-Story Rear Entry Garage	A, B, C, D, E	1,689
Clarendon 4-Story Rear Entry Garage	A, B, C, D, E	2,164
20' Townhouse		
Strauss D Front Entry Garage	A, B, C, D, K, L, M, N	2,285
Strauss Attic D Front Entry Garage	A, B, C, D, K, L, M, N	2,677
Strauss E Rear Entry Garage	A, B, C, D, K, L, M, N	1,989
Strauss Attic E Rear Entry Garage	A, B, C, D, K, L, M, N	2,381
20' Townhouse		
Motzart D	A, B, C, D, K, L, M, N	1,916
Motzart Attic D	A, B, C, D, K, L, M, N	2,259
Motzart E	A, B, C, D, K, L, M, N	1,741
Motzart Attic E	A, B, C, D, K, L, M, N	2,084
24' Condominium		
Matisse	A, B, C, D, E, F, G, H, J, K	1,606
Picasso		2,617

Ryan Homes

Model	Elevations	Base Square Footage
60' Single Family Detached		
Ballenger	A, B, C, K, L	2,114
Columbia	A, B, C, K, L	2,424
Hudson	A, B, C, K, L	2,718
Lehigh	A, B, C, K, L	3,010
Seneca	A, B, C, K, L	3,306
York	A, B, C, K, L	3,656
Alberti Ranch	A, B, K, L	1,421
Bramante Ranch	A, B, K, L	1,666
Bramante 2 Story	A, B, K, L	2,324
Palladio Ranch	A, B, K, L	1,947
Palladio 2 Story	A, B, K, L	2,626

Ryan Homes (cont.)

Model	Elevations	Base Square Footage
70' Single Family Detached		
Powell	A, B, C, K, L	2,454
Roanoke	A, B, C, K, L	2,756
Saint Lawrence	A, B, C, K, L	3,083
Corsica	A, B, C, K, L	3,371
Normandy	A, B, C, K, L	3,765
Versailles	A, B, C, K, L	4,164
Ashbrooke	A, B, K, L	1,715
Cumberland	A, B, K, L	1,947
Savannah	A, B, K, L	2,239

Mid-Atlantic

Model	Elevations	Base Square Footage
24' Townhouse		
The Grove		2,423
The Waverly		2,327
The Urban TH Partial		2,824

II. Zoning and Permitted Uses

The Property is in the E-I-A Zone (Employment and Institutional Area) Zone. Per Section 27-500 (c) Uses of the Zoning Ordinance, *“A Mixed-Use Planned Community in the E-I-A Zone may include a mix of residential, employment, commercial retail, commercial office, hotel or lodging, civic*

buildings, parks, or recreational uses, meeting all requirements in the definition of the use. The development shall meet all M-X-T Zone requirements in Part 10. The development shall meet all M-X-T Zone requirements in Part 10.” The E-1-A Zone may include a mix of residential, employment, commercial retail, commercial office, hotel or lodging, civic buildings, parks, or recreational uses, meeting all requirements in the definition of the use.

The subject property was also recently annexed within the municipal boundary of the City of Bowie.

III. Prior Approvals

The 2006 *Approved Master Plan for Bowie and Vicinity and SMA for Planning Areas 71A, 71B, & 74B* (The Master Plan) retained this property in the E-I-A (Employment and Institutional Area) Zone. CB-13-2002 was approved to permit the mixed-use planned community use within the E-I-A Zone for properties meeting specific criteria. CB-73-2016 was enacted to allow alternate development regulations for mixed use planned communities under specific circumstances utilizing the review process for the M-X-T Zone, which apply to the subject property.





















On June 12, 2003, Prince George's County Planning Board approved CSP-02004 for the subject property (PGCPB Resolution No. 03-135). This decision affirmed by the Prince George's County District Council on January 27, 2004. On October 21, 2004, the Planning Board approved 4-04035 (PGCPB Resolution No. 04-247(C)). The Planning Board reconsidered the preliminary plan on December 15, 2016. The reconsideration was sought pursuant to the applicant's letter dated October 7, 2016, for the limited purpose of converting approximately 200 of the multifamily condominium units to fee simple townhouse lots and to allow for a modification to the phasing plan of off-site road improvements in addition to other changes that occurred subsequent to that original request. On February 16, 2017, the Planning Board heard testimony regarding the reconsideration and approved the reconsideration, with conditions, for approval of 800 lots and 110 parcels for 1,294 dwelling units subject to conditions (enclosed).

On December 8, 2005, DSP-05042 approved for grading, infrastructure, and construction of the central lake (PGCPB Resolution No. 05-258). A revision to DSP- 05042 was accepted by M-NCPPC in August of 2007 but was subsequently withdrawn. A second revision, DSP-05042-02, was filed for an Administrative – Planning Director level for review and approval on December 23, 2016, to reflect an updated public road configuration and to revise grading and utility locations necessary for such reconfiguration. That original application process was never finalized and was declared dormant on March 26, 2019; and is now being revived in this application.

On January 10, 2019, the Planning Board approved Resolution No. 19-06 for the South Lake Type 1 Tree Conservation Plan TCP1-048-02-04, and further approved the Preliminary Plan of Subdivision 4-17027 for 66 lots and 3 parcels. The site has an approved stormwater management concept plan 20947-2002-03, valid until May 8, 2020.

Below is a comprehensive list of cases relating to Karington and South Lake as reported on the

M-NCPPC Development Activity Monitoring System (DAMS) website.

Case Number	Case Title	Status	Accepted Date	Approval Date	Application Type
 CSP-02004	KARINGTON	APPROVED	09/20/2002	01/27/2004 DC	CSP
 TCP1-048-02	KARINGTON	PENDING	09/20/2002	08/05/2005 Cert	TCP_I
 4-04035	KARINGTON	APPROVED	05/06/2004	01/25/2018	PRELIM
 TCP1-048-02-01	KARINGTON	APPROVED	05/06/2004	08/05/2005 Cert	TCP_I
 4-04132	SOUTH LAKES II	APPROVED	09/13/2004	02/10/2005	PRELIM
 DSP-05042	KARINGTON	APPROVED	08/26/2005	12/08/2005	DSP
 TCP2-126-05	KARINGTON	APPROVED	08/26/2005	12/08/2005	TCP_II
 5-06287	KARINGTON SUBDIVISION, PLAT 1	APPROVED	10/06/2006	10/19/2006	FINAL
 5-06288	KARINGTON SUBDIVISION, PLAT 2	APPROVED	10/06/2006	10/19/2006	FINAL
 DSP-05042-01	KARINGTON	WITHDRAWN	08/01/2007	05/03/2017	DSP
 TCP2-126-05-01	KARINGTON	APPROVED	10/01/2007	10/15/2007	TCP_II
 DSP-05042-02	SOUTH LAKE (FORMERLY KARINGTON)	DORMANT	12/23/2016	03/28/2019	DSP
 TCP2-126-05-02	SOUTH LAKE (FORMERLY KARINGTON)	PENDING	12/23/2016	----	TCP_II
 TCP2-126-05-02	SOUTH LAKE (FORMERLY KARINGTON)	PENDING	12/23/2016	----	TCP_II
 TCP1-048-02-02	KARINGTON	APPROVED	01/18/2017	05/03/2018 Cert	TCP_I
 NRI-104-2018	SOUTH LAKES	APPROVED	07/05/2018	07/05/2018	NRI
 4-17027	SOUTH LAKE (FORMERLY KARINGTON)	APPROVED	07/16/2018	01/10/2019	PRELIM
 TCP1-048-02-04	SOUTH LAKE (FORMERLY KARINGTON)	PENDING	07/16/2018	----	TCP_I
 V-17006	SOUTH LAKE PARTNERS LLC	PENDING	06/07/2019	----	VACATION
 DSP-05042-02	SOUTH LAKE (FORMERLY KARINGTON)	PENDING	06/13/2019	----	DSP

IV. Conformance with the Zoning Ordinance

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 of the Zoning Ordinance, which governs permitted uses in all mixed-use zones. The umbrella DSP for residential architecture does not propose any changes to the previously proposed mix of uses. It establishes residential architectural standards for elevations, materials and color, and architectural features as well as the combination of different elevations into a building stick, and is therefore in conformance with Section 27-547.
- b. The DSP also does not propose any changes to the previously proposed general site layout, including lotting, street patterns, and environmental features, and shows a site layout that is consistent with the afore-mentioned DSP-19023 application that was submitted to M-NCPPC for review on October 11, 2019.
- c. The umbrella DSP for residential architecture is limited in its scope to the single-family detached, and townhouse units. The architecture for the 3,790 square foot Clubhouse and the

two-family attached dwellings, street design, and lotting patterns is included in the DSP-19023 application. The project conforms to the applicable site design guidelines specifically related to architecture and townhouses as cross-referenced in Section 27-283 and contained in Section 27-274 of the Zoning Ordinance, as well as designed in substantial conformance with Preliminary Plan of Subdivisions 4-04035 and 4-17027, and Conceptual Site Plan CSP-02004, which is still valid.

- d. Section 27-500, Site Plans, of the Zoning Ordinance has additional requirements for approval of a Mixed-Use Planned Community in the E-I-A Zone as follows:

A. Regulations for a Mixed-Use Planned Community in the E-I-A Zone

Section 27-500. - Uses.

- (c) *A Mixed-Use Planned Community in the E-I-A Zone may include a mix of residential, employment, commercial retail, commercial office, hotel or lodging, civic buildings, parks, or recreational uses, meeting all requirements in the definition of the use. The development shall meet all M-X-T Zone requirements in Part 10.*

Response: As thoroughly discussed and documented within the afore-mentioned DSP-19023 application that was submitted to M-NCPPC on October 11, 2019 and being reviewed in conjunction with this instant application, the overall South Lake development plan includes a mix of residential, employment, commercial retail, commercial office, hotels, and recreational uses and meets all M-X-T Zone requirements in Part 10.

Sec. 27-501 – Regulations.

- (c) *Mixed-Use Planned Community regulations.*

- (1) *A Mixed-Use Planned Community shall meet all purposes and requirements applicable to the M-X-T Zone, as provided in Part 10, and shall be approved under the processes in Part 10.*

- (2) *Where a conflict arises between E-I-A Zone requirements and M-X-T Zone requirements, the M-X-T requirements shall be followed.*

Response: The Applicant shall comply with this standard.

Sec. 27-544 – Regulations.

- (e) *Mixed-Use Planned Community regulations.*

- (1) *A Mixed Use Planned Community shall conform to the purposes, regulations, and*

required findings and review process set forth in Division 2 of this Part, for the M-X-T Zone, however, for property that is located in the E-I-A (Employment and Institutional Area) Zone and is subject to Sections 27-276, 27- 500, and 27-501 of this Subtitle, the following regulations shall be advisory only.

(2) It shall include retail, residential and office/employment uses. The use mixture shall consist of the following, based on the total gross floor area for residential, retail and office combined:

(3) It may include hotel uses. Hotel use is not included in the residential, retail or office/employment categories for purposes of calculating gross floor area for percentages of use. There is no percentage restriction applied to the hotel uses.

(4) It may provide at least one institutional or civic use, may have an integrated network of streets, sidewalks, and open space, public or private, and should give priority to public space and appropriate placement of institutional and civic uses.

(5) Where a conflict arises between E-I-A Zone requirements and M-X-T Zone requirements, the M-X-T requirements shall be followed.

(6) The community should be focused on a central public space that is surrounded by a combination of commercial, civic, cultural or recreational facilities.

(A) The space should be a minimum of twenty-five (25) acres and may include a lake.

(B) It should be designed with adequate amenities to function as a fully shared space for the entire community.

(7) The community should contain additional, linked open space in the form of squares, greens and parks that are accessible, visible, safe and comfortable.

(A) The open spaces should provide a variety of visual and physical experiences.

(B) Some of these open spaces should be bordered by buildings and be visible from streets and buildings.

(8) The retail uses may be designed to:

(A) Create a sense of place by creating a design that provides amenities such as plazas, parks, recreational opportunities, entertainment and cultural activities, public services and dining; and provides attractive project gateways and public spaces.

(B) Create outdoor amenities, such as brick pavers, tree grates, decorative lighting, signs, banners, high quality street furniture and extensive landscaping, including mature trees.

(C) Create attractive architecture by: using high quality building materials such as stone, brick or split-face block, and providing architectural elements such as façade articulation in fifty (50) foot to seventy-five (75) foot increments, second floor levels, dormer windows, canopies, arcades, varied roofscapes and customized shopfronts to create a street-like rhythm.

(D) Promote attractiveness by designing attractive, quality façades of all commercial buildings where the façade is visible from public space; and completely screening loading, service, trash, HVAC and other unsightly functions.

(E) Creating a retail area where, if the front of a retail store fronts a street: pedestrians may travel with ease, with attractive walkways and continuous street front experiences to maximize the quality of the pedestrian environment; crosswalks may run through and across the parking lots and drive aisles to connect all buildings and uses; sidewalks may be wide, appealing, shaded and configured for safe and comfortable travel; pedestrian walkways may be separated from vehicular circulation by planting beds, raised planters, seating walls, on-street parallel parking and/or structures; walking distances through parking lots may be minimized and located to form logical and safe pedestrian crossings, and walkways may be made more pedestrian-friendly through the use of arcades, canopies, street trees, benches and tables and chairs.

(F) Shield and enhance the surrounding view through techniques such as screening views of parking lots along the main frontal streets with green bermed and landscaped strips, or a low brick (or other quality material) wall, in order to screen parking from the public frontage streets, and ensuring that attractive buildings are to be visible from the public frontage streets.

(G) Minimize expanse of parking lots through the use of landscape islands or the location of buildings and streets.

(H) Provide a hierarchy of pedestrian-scaled, direct and indirect, high quality, energy efficient lighting that illuminates walkways, ensures safety, highlights buildings and landmark elements, and provides sight lines to other retail uses.

(I) Create a signage package for high quality signs and sign standards and requirements for all retail and office tenants and owners, which shall address size,

location, square footage, materials, logos, colors and lighting. For office and retail uses, a Conceptual Site Plan for Signage shall be approved prior to release of any sign permits. All sign permits shall conform to the approved Conceptual Site Plan for Signage.

(J) Enhance retail pad sites designs to be compatible with the main retail component. If the retail pad sites are located along the public frontage streets, parking should be located to the rear and sides of the pad sites.

(K) Green areas should be provided between pad sites.

(L) Restaurants adjacent to the central public space/lake should have attractive outdoor seating areas.

(9) Residential uses should meet the following design standards:

(A) Single-family detached.

(i) There should be a range of lot sizes, with a minimum square footage on any lot of two thousand, two hundred (2,200) square feet of finished living space, except as modified herein below.

(ii) At least twenty percent (20%) of the houses should be a minimum of two thousand, six hundred (2,600) square feet of finished living space and a maximum of 20% of the houses may be less than two thousand, two hundred (2,200) square feet of finished living space.

(iii) All streets, whether public or private, should have sidewalks.

(B) Multifamily.

(i) Building materials should be high quality, enduring and distinctive.

(ii) Use of siding should be limited.

(iii) Amenities such as are typically provided for luxury rental and condo projects should be provided.

Response: The subject umbrella DSP for residential architecture is the next step toward the implementation of the land use and development patterns envisioned in previously approved Conceptual Site Plan CSP-02004. The DSP is limited to the architecture ONLY for the townhouse units and the single-family detached dwellings. Additional architectural details will be Included with the DSP

applications the Applicant is preparing to submit for the 325 unit multifamily section of the development (i.e., DSP-16054) proposed in the eastern part of the site, proximate to the Old Central Avenue and US 301 interchange. Applications for the South Lake commercial phases are also being prepared and will be submitted under DSP-19021 and DSP-19022 application covers. Therefore, this umbrella DSP for residential architecture conforms to the purposes and other provisions of the M-X-T Zone with respect to guiding and helping to promote the orderly development of land and to create dynamic functional relationships among individual uses with a distinctive visual character and identity.

B. Conformance to the Requirements of the Zoning Ordinance for the M-X-T Zone

Section 27-548. Regulations: Section 27-548, M-X-T Zone regulations, established additional standards for development. The detailed site plan DSP-19024 conformance with the applicable provisions pertaining to: Maximum floor area ratio (FAR), the dimensions for the location, coverage, and height of all improvements, landscaping and screening, access, townhouse design and configuration, height of structures are discussed in detail in the afore-mentioned and submitted DSP-19023 application.

C. Compliance With Evaluation Criteria For A Detailed Site Plan

Section 27-285 Planning Board Procedures (Detailed Site Plans): Based upon the foregoing analysis and as required by Section 27-285(b)(1) of the Zoning Ordinance, the subject DSP-19024 and parent DSP-19023 detailed site plans 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. In addition, as required by Section 27-285(b)(4) of the Zoning Ordinance, the Planning Board must also find that the regulated environmental features on a site have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirements of Section 24-130(b)(5) of the Subdivision Regulations.

The site has an approved Type I tree conservation plan (TCPI/48/02-02) and Type II tree conservation plan (TCPII/126/05). An approved stormwater management plan and concept approval letter submitted with the application. The site has an approved Natural Resources Inventory and Approved Rough Grading and Sediment Control Plan No. SC 247-07. Therefore, regulated environmental features will be preserved and restored in a natural state to the fullest extent practicable.

Section 27-246 – Site Plan: As discussed above, the Property is in the E-I-A Zone (Employment and Institutional Area) Zone. Per Section 27-500 (c) Uses of the Zoning Ordinance, *“A Mixed-Use Planned Community in the E-1-A Zone may include a mix of residential, employment, commercial retail, commercial office, hotel or lodging, civic buildings, parks, or recreational uses, meeting all requirements in the definition of the use. The development shall meet all M-X-T Zone requirements in Part 10. The development shall meet all M-X-T Zone requirements in Part 10.”* The E-1-A Zone may include a mix of residential, employment, commercial retail, commercial office, hotel or lodging, civic buildings, parks; therefore, this standard does not apply to this application. The proposed mixed-use development is consistent with the E-I-A Zone design standards. Refer to detailed site plan DSP-

19023 for the Applicant's detailed discussion of the DSP's conformance with the Zoning Ordinance Site Plan requirements.

V. Previous Approvals

Conceptual Site Plan CSP-02004: On January 27, 2004, the District Council reviewed and approved the Conceptual Site Plan CSP-02004 (Corrected Resolution PGCPB No. 03-135(C)) for the subject property. The Planning Board approved the Conceptual Site Plan application with 51 conditions. Refer to pages 25 through 38 of the parent DSP-19023 statement of justification that is included within the submittal package for that application for the full detailed analysis and discussion of the Applicant's compliance with the referenced 51 Planning Board conditions.

Detailed Site Plan (DSP-05042): On January 5, 2006, the M-NCPPC Planning Board reviewed and adopted Detailed Site Plan DSP-05042 (Corrected Resolution PGCPB No. 05-258) for the subject property. The Planning Board approved the DSP application with five (5) conditions. Refer to pages 38 through 41 of the parent DSP-19023 statement of justification that is included within the submittal package for that application for the full detailed analysis and discussion of the Applicant's compliance with the referenced five (5) Planning Board conditions.

Preliminary Plan of Subdivision (4-04035): On February 15, 2018, the Planning Board reviewed and adopted the Preliminary Plan of Subdivision 4-04035 (Corrected Resolution PGCPB No. 04-247(C/3)(A/2)) for the subject property. The Planning Board approved the Preliminary Plan of Subdivision application with 47 conditions. Refer to pages 41 through 50 of the parent DSP-19023 statement of justification that is included within the submittal package for that application for the full detailed analysis and discussion of the Applicant's compliance with the referenced five (5) Planning Board conditions.

Preliminary Plan of Subdivision (4-17027): On January 10, 2019, the Planning Board reviewed and adopted the Preliminary Plan of Subdivision 4-17027 (PGCPB No. 19-06) for the subject property. The Planning Board approved the Preliminary Plan of Subdivision application with 23 conditions. Refer to pages 50 through 60 of the parent DSP-19023 statement of justification that is included within the submittal package for that application for the full detailed analysis and discussion of the Applicant's compliance with the referenced 23 Planning Board conditions.

VI. Compliance With Woodland Conservation and Tree Preservation Requirements: Any DSP is technically subject to the requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO). However, since this umbrella DSP deals with only residential architecture for townhouses, and single-family detached houses in the South Lake project, no tree conservation plan is included in the DSP. Conformance with the requirements of the WCO is being reviewed in conjunction with the afore-mentioned full-scale DSP-19023 application where a Type II tree conservation plan is included.

VII. Patuxent River Primary Management Area: Streams, wetlands, 100-year floodplain, severe

slopes over 25 percent, and steep slopes between 15 and 25 percent with high erodible soils are found on this property. These features along with their respective buffers compose the Patuxent River Primary Management Area or PMA. Each of these features and the associated buffers are clearly shown on the plans, along with the ultimate limit of the PMA. At the time of the Preliminary Plan of Subdivision review and approval, the Environmental Planning Section concurs with the PMA limits as shown on approved TCP 1-048-02 I of the wetland study concerning the presence and extent of the wetlands on this site. A Letter of Justification, date stamped as received by the Environmental Planning Section on July 19, 2004, was reviewed and found to address each of the proposed PMA impacts. The TCPI and Letter of Justification propose a total of nine PMA impacts including two impacts for stormwater management outfalls, three impacts for sewer outfalls, one for road construction, one for the proposed lake, one for a parking lot, and one that includes a road, swimming pool, and clubhouse. Each of the proposed impacts was addressed in detail with the Conceptual Site Plan and Preliminary Plan of Subdivision.

VIII. Water and Sewer Categories: The Water and Sewer Categories are W-3 and S-3 according to water and sewer maps dated June 2003 obtained from the Department of Environmental Resources. Public systems will serve the property.

IX. Bowie-Collington-Mitchellville & Vicinity Master Plan: The property is in the Planning Area 74A/Employment Area. It is in the Developing Tier as described by the 2002 General Plan. The vision for the Developing Tier is to maintain a pattern of low- to moderate-density suburban residential communities, distinct commercial Centers, and employment areas that are increasingly transit serviceable.

Preliminary Plan of Subdivision plan 4-04035 and 4-17027 for the development of a mixed-use planned community is generally consistent with the 2002 General Plan Development Pattern goals and policies for land use in the Developing Tier. The Bowie-Collington-Mitchellville & Vicinity Master Plan (1991) designates this property as part of Employment Area 6. It was formerly known as the Collington Corporate Center and had an approved Basic Plan and Comprehensive Design Plan. The Basic Plan approved a maximum potential of 4.5 million square feet of development. The master plan shows private open space areas surrounding the property in the northern, western, central, and southern portion of the property. Also, the plan recommends a trail connecting the internal road network to a trail along Collington Branch Stream Valley Park.

The Bowie-Collington-Mitchellville & Vicinity Sectional Map Amendment (1991) retained the E-I-A Zone. Subsequently, Council Bill CB-13-2002 defined and permitted a Mixed-Use Planned Community in the E-I-A Zone. The approved preliminary subdivision plan does not conform to the Bowie-Collington-Mitchellville & Vicinity Master Plan, which recommends employment land use for the subject property. However, Council Bill CB-13-2002 defined a mixed-use planned community as a permitted use for employment areas classified in the E-I-A Zone. Subsequently, Conceptual Site Plan CSP-02004 approved this type of development for the site.

X. Conclusion

Based upon the analysis and discussion presented herein, the Applicant respectfully requests that the Planning Board approve the Detailed Site Plan (DSP-19024) application designed in compliance with the approved Conceptual Site Plan CSP-02004, Preliminary Plan of Subdivisions 4-04035, 4-17027, and DSP-05042-02. Reviewed in conjunction with this DSP application is the DSP-19023 application for the overall general site layout, including lotting, street patterns, and environmental features, as well as architecture for the 3,790 square foot Clubhouse and the Two-family attached dwellings.

Your favorable consideration of this request is greatly appreciated.

Respectfully submitted,

Arthur J. Horne, Jr.

cc: Scott Rouk
Nat Ballard
Paul Woodburn

AJH/fms

Additional Back-up

For

Detailed Site Plan DSP-19024
South Lake (Umbrella Architecture)



City of Bowie

15901 Excalibur Road
Bowie, Maryland 20716

March 4, 2020

The Honorable Elizabeth M. Hewlett, Chairman
Prince George's County Planning Board
14741 Governor Oden Bowie Drive
County Administration Building
Upper Marlboro, Maryland 20772

RE: Detailed Site Plan #DSP-19024
Umbrella Architecture for Residential Units
South Lake

Dear Chairman Hewlett:

On Monday, March 2, 2020, the Bowie City Council conducted a public hearing on the above referenced Detailed Site Plan. The site is located in the southwestern quadrant of the U.S. Route 301/MD Route 214 (Central Avenue) interchange, and is zoned E-I-A (Employment and Institutional Area), but is being developed under the regulations for the M-X-T zone. Detailed Site Plan #DSP-19023 includes the development of 1,035 residential dwelling units (344 single-family detached units, 563 townhouse units and 128 two-over-two/condominium units), a 5,272+/- sq. ft. clubhouse, in-ground swimming pool, several recreational amenities and a trail network on 282.97 acres.

Issues raised during the public hearing included the formation of a citizens advisory board and the compatible appearance of the proposed dwellings with that of the residences in the Rural Tier. The City Council found that the proposed Detailed Site 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.

At the conclusion of the public hearing, the Council voted to recommend **APPROVAL** of **Detailed Site Plan #DSP-19024** with the following conditions, which are intended to enhance the appearance, architectural design and quality of the detached single-family dwellings, townhouse units and two-over-two units proposed in the South Lake mixed-use community:

1. Detached Single-Family Dwelling Units

A. Alberti Ranch

- (1) On all four models offered in this group, a third window shall be added to provide three architectural features on the left side elevation, and a minimum of three windows or another architectural feature shall be added to the right elevation.

B. Ashbrooke Ranch and Ballenger

- (1) On both side elevations of all models offered in these two groups, a minimum of three windows shall be added to provide three architectural features on these side elevations.



C. Bramante Ranch

- (1) A minimum of three windows shall be added to provide three architectural features on the right side elevations of all of the Bramante Ranch models.

D. Bridgewater

- (1) On Elevation 'A', brick shall be provided on the third car garage. Where partial brick is proposed on the front of the unit, brick shall be continued on the front elevation of the third car garage to the same height as on the rest of the unit. Where a full brick front elevation is shown, the front elevation of the third car garage shall be full brick.
- (2) On Elevation 'B', full brick shall be provided on the front elevation of the third car garage.
- (3) On Elevations 'K' and 'L', the stone veneer finish shall be provided on the front elevation of the third car garage, to the same height as on the rest of the front elevation of the house.
- (4) On Elevation 'R', the stone veneer and brick finishes shall be provided on the front elevation of the third car garage.

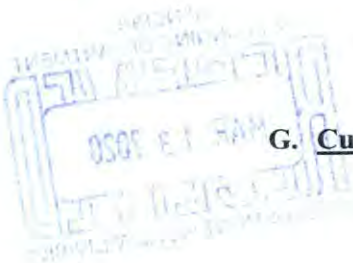
E. Columbia, Hudson and Lehigh

- (1) On Elevations 'A' and 'B', full brick shall be provided on the front elevation of the optional third car garage, rather than it being partial brick and partial horizontal veneer siding.
- (2) On all models in these groups, a window shall be provided on the right side elevation of the third car garage.

F. Corsica

- (1) On Elevations 'A' and 'B', full brick shall be provided on the front elevation of the third car garage of units with side-loaded garages, rather than it being all horizontal veneer siding.
- (2) On Elevations 'C' and 'K', the technique of partial stone and partial horizontal veneer siding (as used on the third car garage of units with front-loaded two-car garages) shall be provided on the front elevation of the third car garage of units with side-loaded garages, rather than it being all horizontal veneer siding.
- (3) On Elevation 'L', the technique of partial brick and partial horizontal veneer siding (as used on the third car garage of units with front-loaded two-car garages) shall be provided on the front elevation of the third car garage of units with side-loaded garages, rather than it being all horizontal veneer siding.

G. Cumberland



- (1) On all four models in this group, a window shall be provided on the right side elevation of the third car garage.
- (2) On all four models in this group, a third window should be provided on the left side elevation.

H. Longwood

- (1) On Elevation 'A', brick shall be provided to watertable height on the front elevation of the optional third car garage, with the rest of that elevation being finished with the horizontal veneer siding. For the house front elevation finished in complete brick, full brick shall be provided on the front elevation of the optional third car garage, rather than it being finished with horizontal veneer siding.
- (2) On Elevation 'B', full brick shall be provided on the front elevation of the optional third car garage, rather than it being finished in all horizontal veneer siding.
- (3) On Elevations 'K' and 'L', the technique of partial stone and partial horizontal veneer siding shall be provided on the front elevation of the third car garage, rather than it being all horizontal veneer siding.
- (4) On Elevation 'R', the stone veneer shall be provided on the front elevation of the third car garage, rather than it being all horizontal veneer siding.

I. Marymount

- (1) On all five models in this group, at least two additional windows shall be provided on the right side elevation, where no additional garage structure will exist.

J. Normandy

- (1) On Elevations 'A' and 'B', full brick shall be provided on the front elevation of the optional third car garage available with the side-loaded garage, rather than it being finished in all horizontal veneer siding.
- (2) On Elevation 'C', the combination of stone and horizontal siding, or full brick, whichever is applicable, shall be provided on the front elevation of the optional third car garage available with the side-loaded garage, rather than it being finished in all horizontal veneer siding as shown.
- (3) On Elevation 'K', the combination of stone and horizontal siding shall be provided on the front elevation of the optional third car garage available with the side-loaded garage, rather than it being finished in all horizontal veneer siding as shown.

- (4) On Elevation 'L', full brick shall be provided on the front elevation of the optional third car garage available with the side-loaded garage, rather than it being finished in all horizontal veneer siding as shown.
- (5) On all five models in this group, a full-size window shall be provided on the right side elevation of the third car garage structure.

K. Palladio Ranch

- (1) On all four models in this group, for units with a front-loaded garage, at least one additional window shall be installed on the right elevation to provide a minimum of three architectural features on the right elevation.

L. Powell

- (1) On Elevations 'A' and 'B', full brick should be provided on the front elevation of the optional third car garage available with the front-loaded garage, rather than it being finished in partial brick and partial horizontal veneer siding.
- (2) On all five models in this group, a full-size window shall be provided on the right side elevation of the dwelling, as well as on the third-car garage, when provided with the front-loaded garage.
- (3) On all five models in this group, a total of at least three windows shall be provided on the left side elevation.

M. Radford

- (1) On Elevation 'A', brick shall be provided to watertable height on the front elevation of the optional third car garage, with the rest of that elevation being finished with the horizontal veneer siding. For the house front elevation finished in complete brick, full brick shall be provided on the front elevation of the optional third car garage, rather than it being finished with horizontal veneer siding.
- (2) On Elevation 'B', full brick shall be provided on the front elevation of the optional third car garage, rather than it being finished in all horizontal veneer siding.
- (3) On Elevations 'K' and 'L', the technique of partial stone and partial horizontal veneer siding shall be provided on the front elevation of the third car garage, rather than it being all horizontal veneer siding.
- (4) On Elevation 'R', the technique of partial stone and partial brick shall be provided on the front elevation of the third car garage, rather than it being all horizontal veneer siding.

N. Roanoke and Saint Laurence

- (1) On Elevations 'A' and 'B', for the house front elevation finished in complete brick, full brick shall be provided on the front elevation of the optional third car garage, rather than it being finished with partial horizontal veneer siding and partial brick.
- (2) On all models in these groups, when provided with the front-loaded garage, a full-size window shall be provided on the right side elevation of the third car garage structure.

O. Savannah

- (1) On all four models in this group, when provided with the front-loaded garage, a full-size window shall be provided on the right side elevation of the third car garage structure.

P. Seneca

- (1) On Elevations 'A' and 'B', for the house front elevation finished in complete brick, full brick shall be provided on the front elevation of the optional third car garage, rather than it being finished with partial horizontal veneer siding and partial brick, or with all siding.
- (2) On Elevation 'C', the stone base shall also be provided on the front elevation of the third car garage offered with side-loaded garage dwellings, rather than it being finished with all siding.
- (3) On Elevation 'K', the brick base shall also be provided on the front elevation of the third car garage offered with side-loaded garage dwellings, rather than it being finished with all siding.
- (4) On Elevation 'L', the stone base shall also be provided on the front elevation of the third car garage offered with side-loaded garage dwellings, rather than it being finished with all siding. In addition, shutters shall be provided on the second story windows above the garage.
- (5) On all five models in this group, when provided with the front-loaded or side-loaded garage, a full-size window shall be provided on the right side elevation of the third car garage structure.

Q. Versailles

- (1) On Elevations 'A' and 'B', full brick shall be provided on the front elevation of the optional third car garage available with the side-loaded garage, rather than it being finished in full horizontal veneer siding.
- (2) On Elevation 'C', full brick or stone shall be provided on the front elevation of the optional third car garage available with the side-

loaded garage, rather than it being finished in full horizontal veneer siding.

- (3) On Elevation 'K', brick shall be provided on the front elevation of the optional third car garage available with the side-loaded garage, to watertable height, rather than it being finished in full horizontal veneer siding.
- (4) On Elevation 'L', stone shall be provided on the front elevation of the optional third car garage available with the side-loaded garage, to watertable height, rather than it being finished in full horizontal veneer siding.
- (5) On all five models in this group, a full-size window shall be provided on the right side elevation of the third car garage structure.

R. York

- (1) On Elevations 'A' and 'B', full brick shall be provided on the front elevation of the optional third car garage on both the front-loaded and the side-loaded garages, rather than it being finished in full or partial horizontal veneer siding.
- (2) On Elevations 'C' and 'K', the stone base shall also be provided on the front elevation of the third car garage offered with side-loaded garage dwellings, rather than it being finished with all siding.
- (3) On Elevation 'L', the brick base shall also be provided on the front elevation of the third car garage offered with side-loaded garage dwellings, rather than it being finished with all siding.
- (4) On all five models in this group, a full-size window shall be provided on the right side elevation of the third car garage structure.

- S. The same units, or units having the same or similar front elevation shall not be located across the street from each other or next to each, to discourage unit repetition and the same unit or units having a similar front elevation being located next to or directly across the street from each other.

2. Townhouse Dwelling Units

A. Clarendon and Clarendon 3-Story

- (1) All side elevations shall have at least three architectural features, shutters with all windows and brick to at least watertable height.

B. Strauss Attic D, Strauss D, Strauss Attic E, Strauss E, The Urban and The Waverly

- (1) All side elevations not considered highly visible shall have at least three architectural features, and the hard surface material used on the front elevation to at least watertable height.

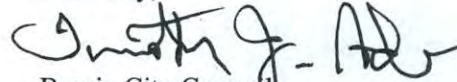
Detailed Site Plan #DSP-19024
Umbrella Architecture for Residential Units
South Lake

3. Two-over-Two Dwelling Units

Prior to approval of building permits for residential buildings located within the unmitigated 65 dBA Ldn noise contour (two-over-two family attached Units 1-26 and 83-128), a certification by a professional engineer with competency in acoustical analysis shall be placed on the affected building permits stating that building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less. Mitigation through the provision of higher STC (Sound Transmission Class) rated building elements such as windows, doors and/or exterior wall modifications shall be evaluated by a professional engineer with competency in acoustical analysis during their evaluation of each unit affected.

Thank you for allowing the City to participate in the County's land development review process.

Sincerely,



Bowie City Council
 Timothy J. Adams
 Mayor

cc: Mr. Nat Ballard, Senior Associate, Rodgers Consulting
 Mr. Adam Bossi, Urban Design Section, M-NCPPC
 Mr. Arthur J. Horne, Jr., Shipley and Horne, P.A.
 Mr. Charlie Howe, P.E. Senior Team Engineer, Rodgers Consulting
 Mr. Kevin Kennedy, NAI Michael
 Ms. Jill Kosack, Urban Design Section, M-NCPPC
 Mr. Jonathan Mayers, Chesapeake Realty Partners
 Mr. Scott Rouk, Chesapeake Partners Realty
 Mr. Matthew C. Tedesco, McNamee, Hosea, Jernigan, Kim, Greenan and Lynch, P.A.
 Mr. Paul Woodburn, Ben Dyer and Associates
 Mr. Henry Zhang, AICP, LEED AP, Urban Design Section, M-NCPPC

t:/bccletter>plgbd.doc

Applicant's Additional Back-up

For

Detailed Site Plan DSP-19024
South Lake (Umbrella Architecture)

SOUTH LAKE DSP-19024

Applicant's Proposed Amended Findings:

Revised Finding 12, page 15

12. Referral Comments: Given the limited scope of this DSP, the subject application was referred only to the City of Bowie. ~~At time of the writing of this staff report, the City of Bowie did not respond to the referral request.~~ In a letter dated March 4, 2020 (Adams to Hewlett), incorporated herein by reference, the Bowie City Council recommended approval of this DSP, subject to three conditions relative to the single family detached architecture, single family attached architecture, and two-family attached architecture.

* * * * *

Applicant's Proposed Amended Findings and Conditions:

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-19024 for South Lake-Umbrella Architecture, subject to the following condition:

1. Prior to certification approval of this DSP, the applicant shall provide revisions as noted or notes on the relevant template sheets and elevations as follows:
 - a. Provide Single Family Attached and Detached Model Unit Tracking Sheets to the DSP plan set.
 - ~~a.b.~~ Provide/designate elevations for use on highly visible lots for all models.
 - ~~b.c.~~ Provide the following notes on the cover sheet, template sheets and ~~elevations of all single-family detached models~~ the Single Family Detached Model Unit Tracking Sheet:

“At least 20 percent of the single-family detached units, or 69, shall be a minimum of 2,600 square feet of finished living space, and a maximum of 20 percent of the single-family detached units, or 69, may be less than 2,200 square feet of finished living space.”

“Single-family detached units on corner lots and other lots whose side elevation is highly visible shall have a minimum of three architectural features, such as windows, doors, and masonry fireplace chimneys, in a balanced and harmonious composition and a brick watertable.”

“No two houses directly adjacent to each other or across the street from one another shall have the same elevation.”

e.d. Provide the following notes on the cover sheet, template sheets and ~~elevations of all single-family and two-family attached models~~ the Single Family Attached Model Unit Tracking Sheet:

“All highly-visible single-family attached (townhouse) and two-family attached (~~townhouse and~~ 2-over-2) end units shall have, at a minimum, the first floor be finished with brick, or other masonry, with three architectural features in a balanced and harmonious composition. Where a brick or masonry end wall is required, the front façade shall also be brick or other masonry.”

“A minimum of sixty percent (60%) of all single- and two-family attached buildings shall have a full front facade (excluding gables, bay windows, trim, and doors) constructed of brick, stone, or stucco.”

“A rear deck or balcony shall be a standard feature for all two-family attached units. A four-foot deep ~~cantilever, rear balcony shall be a standard feature for all two-family attached units~~ cantilevered deck shall be provided on all Matisse (lower level) and an eight-foot four-inch deep “Sky Lanai” shall be provided on all Picasso (upper level) models.”

KEY:

Underscore indicates language added to conditions.

~~Strikethrough~~ indicates language deleted from conditions.

Asterisks *** indicate intervening existing conditions that remain unchanged.

EXHIBIT'S LIST

Regular Planning Board Meeting

MARCH 26, 2020 (for March 19, 2020 Agenda Items)

Exhibits Transmitted to Development Review Division

AGENDA ITEM #7 DETAILED SITE PLAN

DSP-19024 SOUTH LAKE (ARCHITECTURE UMBRELLA)

The following exhibits were accepted and entered into the record:

City of Bowie Letter re: Conditions

7-pages (Posted Online)

Applicant's Proposed Amended Findings

2-pages

MARIE PROCTOR



SIGN AND DATE

MARCH 26, 2020



City of Bowie

15901 Excalibur Road
Bowie, Maryland 20716

March 4, 2020

Posted
online

The Honorable Elizabeth M. Hewlett, Chairman
Prince George's County Planning Board
14741 Governor Oden Bowie Drive
County Administration Building
Upper Marlboro, Maryland 20772

REC'D BY PGCPB ON 3-26-2020
ITEM # 7 CASE # DSP 19024
EXHIBIT # City of Bowie Conditions

RE: Detailed Site Plan #DSP-19024
Umbrella Architecture for Residential Units
South Lake

Dear Chairman Hewlett:

On Monday, March 2, 2020, the Bowie City Council conducted a public hearing on the above referenced Detailed Site Plan. The site is located in the southwestern quadrant of the U.S. Route 301/MD Route 214 (Central Avenue) interchange, and is zoned E-I-A (Employment and Institutional Area), but is being developed under the regulations for the M-X-T zone. Detailed Site Plan #DSP-19023 includes the development of 1,035 residential dwelling units (344 single-family detached units, 563 townhouse units and 128 two-over-two/condominium units), a 5,272+/- sq. ft. clubhouse, in-ground swimming pool, several recreational amenities and a trail network on 282.97 acres.

Issues raised during the public hearing included the formation of a citizens advisory board and the compatible appearance of the proposed dwellings with that of the residences in the Rural Tier. The City Council found that the proposed Detailed Site 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.

At the conclusion of the public hearing, the Council voted to recommend **APPROVAL** of **Detailed Site Plan #DSP-19024** with the following conditions, which are intended to enhance the appearance, architectural design and quality of the detached single-family dwellings, townhouse units and two-over-two units proposed in the South Lake mixed-use community:

1. Detached Single-Family Dwelling Units

A. Alberti Ranch

- (1) On all four models offered in this group, a third window shall be added to provide three architectural features on the left side elevation, and a minimum of three windows or another architectural feature shall be added to the right elevation.

B. Ashbrooke Ranch and Ballenger

- (1) On both side elevations of all models offered in these two groups, a minimum of three windows shall be added to provide three architectural features on these side elevations.



C. Bramante Ranch

- (1) A minimum of three windows shall be added to provide three architectural features on the right side elevations of all of the Bramante Ranch models.

D. Bridgewater

- (1) On Elevation 'A', brick shall be provided on the third car garage. Where partial brick is proposed on the front of the unit, brick shall be continued on the front elevation of the third car garage to the same height as on the rest of the unit. Where a full brick front elevation is shown, the front elevation of the third car garage shall be full brick.
- (2) On Elevation 'B', full brick shall be provided on the front elevation of the third car garage.
- (3) On Elevations 'K' and 'L', the stone veneer finish shall be provided on the front elevation of the third car garage, to the same height as on the rest of the front elevation of the house.
- (4) On Elevation 'R', the stone veneer and brick finishes shall be provided on the front elevation of the third car garage.

E. Columbia, Hudson and Lehigh

- (1) On Elevations 'A' and 'B', full brick shall be provided on the front elevation of the optional third car garage, rather than it being partial brick and partial horizontal veneer siding.
- (2) On all models in these groups, a window shall be provided on the right side elevation of the third car garage.

F. Corsica

- (1) On Elevations 'A' and 'B', full brick shall be provided on the front elevation of the third car garage of units with side-loaded garages, rather than it being all horizontal veneer siding.
- (2) On Elevations 'C' and 'K', the technique of partial stone and partial horizontal veneer siding (as used on the third car garage of units with front-loaded two-car garages) shall be provided on the front elevation of the third car garage of units with side-loaded garages, rather than it being all horizontal veneer siding.
- (3) On Elevation 'L', the technique of partial brick and partial horizontal veneer siding (as used on the third car garage of units with front-loaded two-car garages) shall be provided on the front elevation of the third car garage of units with side-loaded garages, rather than it being all horizontal veneer siding.

G. Cumberland

- (1) On all four models in this group, a window shall be provided on the right side elevation of the third car garage.
- (2) On all four models in this group, a third window should be provided on the left side elevation.

H. Longwood

- (1) On Elevation 'A', brick shall be provided to watertable height on the front elevation of the optional third car garage, with the rest of that elevation being finished with the horizontal veneer siding. For the house front elevation finished in complete brick, full brick shall be provided on the front elevation of the optional third car garage, rather than it being finished with horizontal veneer siding.
- (2) On Elevation 'B', full brick shall be provided on the front elevation of the optional third car garage, rather than it being finished in all horizontal veneer siding.
- (3) On Elevations 'K' and 'L', the technique of partial stone and partial horizontal veneer siding shall be provided on the front elevation of the third car garage, rather than it being all horizontal veneer siding.
- (4) On Elevation 'R', the stone veneer shall be provided on the front elevation of the third car garage, rather than it being all horizontal veneer siding.

I. Marymount

- (1) On all five models in this group, at least two additional windows shall be provided on the right side elevation, where no additional garage structure will exist.

J. Normandy

- (1) On Elevations 'A' and 'B', full brick shall be provided on the front elevation of the optional third car garage available with the side-loaded garage, rather than it being finished in all horizontal veneer siding.
- (2) On Elevation 'C', the combination of stone and horizontal siding, or full brick, whichever is applicable, shall be provided on the front elevation of the optional third car garage available with the side-loaded garage, rather than it being finished in all horizontal veneer siding as shown.
- (3) On Elevation 'K', the combination of stone and horizontal siding shall be provided on the front elevation of the optional third car garage available with the side-loaded garage, rather than it being finished in all horizontal veneer siding as shown.

- (4) On Elevation 'L', full brick shall be provided on the front elevation of the optional third car garage available with the side-loaded garage, rather than it being finished in all horizontal veneer siding as shown.
- (5) On all five models in this group, a full-size window shall be provided on the right side elevation of the third car garage structure.

K. Palladio Ranch

- (1) On all four models in this group, for units with a front-loaded garage, at least one additional window shall be installed on the right elevation to provide a minimum of three architectural features on the right elevation.

L. Powell

- (1) On Elevations 'A' and 'B', full brick should be provided on the front elevation of the optional third car garage available with the front-loaded garage, rather than it being finished in partial brick and partial horizontal veneer siding.
- (2) On all five models in this group, a full-size window shall be provided on the right side elevation of the dwelling, as well as on the third-car garage, when provided with the front-loaded garage.
- (3) On all five models in this group, a total of at least three windows shall be provided on the left side elevation.

M. Radford

- (1) On Elevation 'A', brick shall be provided to watertable height on the front elevation of the optional third car garage, with the rest of that elevation being finished with the horizontal veneer siding. For the house front elevation finished in complete brick, full brick shall be provided on the front elevation of the optional third car garage, rather than it being finished with horizontal veneer siding.
- (2) On Elevation 'B', full brick shall be provided on the front elevation of the optional third car garage, rather than it being finished in all horizontal veneer siding.
- (3) On Elevations 'K' and 'L', the technique of partial stone and partial horizontal veneer siding shall be provided on the front elevation of the third car garage, rather than it being all horizontal veneer siding.
- (4) On Elevation 'R', the technique of partial stone and partial brick shall be provided on the front elevation of the third car garage, rather than it being all horizontal veneer siding.

N. Roanoke and Saint Laurence

- (1) On Elevations 'A' and 'B', for the house front elevation finished in complete brick, full brick shall be provided on the front elevation of the optional third car garage, rather than it being finished with partial horizontal veneer siding and partial brick.
- (2) On all models in these groups, when provided with the front-loaded garage, a full-size window shall be provided on the right side elevation of the third car garage structure.

O. Savannah

- (1) On all four models in this group, when provided with the front-loaded garage, a full-size window shall be provided on the right side elevation of the third car garage structure.

P. Seneca

- (1) On Elevations 'A' and 'B', for the house front elevation finished in complete brick, full brick shall be provided on the front elevation of the optional third car garage, rather than it being finished with partial horizontal veneer siding and partial brick, or with all siding.
- (2) On Elevation 'C', the stone base shall also be provided on the front elevation of the third car garage offered with side-loaded garage dwellings, rather than it being finished with all siding.
- (3) On Elevation 'K', the brick base shall also be provided on the front elevation of the third car garage offered with side-loaded garage dwellings, rather than it being finished with all siding.
- (4) On Elevation 'L', the stone base shall also be provided on the front elevation of the third car garage offered with side-loaded garage dwellings, rather than it being finished with all siding. In addition, shutters shall be provided on the second story windows above the garage.
- (5) On all five models in this group, when provided with the front-loaded or side-loaded garage, a full-size window shall be provided on the right side elevation of the third car garage structure.

Q. Versailles

- (1) On Elevations 'A' and 'B', full brick shall be provided on the front elevation of the optional third car garage available with the side-loaded garage, rather than it being finished in full horizontal veneer siding.
- (2) On Elevation 'C', full brick or stone shall be provided on the front elevation of the optional third car garage available with the side-

loaded garage, rather than it being finished in full horizontal veneer siding.

- (3) On Elevation 'K', brick shall be provided on the front elevation of the optional third car garage available with the side-loaded garage, to watertable height, rather than it being finished in full horizontal veneer siding.
- (4) On Elevation 'L', stone shall be provided on the front elevation of the optional third car garage available with the side-loaded garage, to watertable height, rather than it being finished in full horizontal veneer siding.
- (5) On all five models in this group, a full-size window shall be provided on the right side elevation of the third car garage structure.

R. York

- (1) On Elevations 'A' and 'B', full brick shall be provided on the front elevation of the optional third car garage on both the front-loaded and the side-loaded garages, rather than it being finished in full or partial horizontal veneer siding.
- (2) On Elevations 'C' and 'K', the stone base shall also be provided on the front elevation of the third car garage offered with side-loaded garage dwellings, rather than it being finished with all siding.
- (3) On Elevation 'L', the brick base shall also be provided on the front elevation of the third car garage offered with side-loaded garage dwellings, rather than it being finished with all siding.
- (4) On all five models in this group, a full-size window shall be provided on the right side elevation of the third car garage structure.

- S. The same units, or units having the same or similar front elevation shall not be located across the street from each other or next to each, to discourage unit repetition and the same unit or units having a similar front elevation being located next to or directly across the street from each other.

2. Townhouse Dwelling Units

A. Clarendon and Clarendon 3-Story

- (1) All side elevations shall have at least three architectural features, shutters with all windows and brick to at least watertable height.

B. Strauss Attic D, Strauss D, Strauss Attic E, Strauss E, The Urban and The Waverly

- (1) All side elevations not considered highly visible shall have at least three architectural features, and the hard surface material used on the front elevation to at least watertable height.

3. Two-over-Two Dwelling Units

Prior to approval of building permits for residential buildings located within the unmitigated 65 dBA Ldn noise contour (two-over-two family attached Units 1-26 and 83-128), a certification by a professional engineer with competency in acoustical analysis shall be placed on the affected building permits stating that building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less. Mitigation through the provision of higher STC (Sound Transmission Class) rated building elements such as windows, doors and/or exterior wall modifications shall be evaluated by a professional engineer with competency in acoustical analysis during their evaluation of each unit affected.

Thank you for allowing the City to participate in the County's land development review process.

Sincerely,



Bowie City Council
Timothy J. Adams
Mayor

cc: Mr. Nat Ballard, Senior Associate, Rodgers Consulting
Mr. Adam Bossi, Urban Design Section, M-NCPPC
Mr. Arthur J. Horne, Jr., Shipley and Horne, P.A.
Mr. Charlie Howe, P.E. Senior Team Engineer, Rodgers Consulting
Mr. Kevin Kennedy, NAI Michael
Ms. Jill Kosack, Urban Design Section, M-NCPPC
Mr. Jonathan Mayers, Chesapeake Realty Partners
Mr. Scott Rouk, Chesapeake Partners Realty
Mr. Matthew C. Tedesco, McNamee, Hosea, Jernigan, Kim, Greenan and Lynch, P.A.
Mr. Paul Woodburn, Ben Dyer and Associates
Mr. Henry Zhang, AICP, LEED AP, Urban Design Section, M-NCPPC

t:/bccletter>plgbd.doc

**SOUTH LAKE
DSP-19024**

Applicant's Proposed Amended Findings:

Revised Finding 12, page 15

12. Referral Comments: Given the limited scope of this DSP, the subject application was referred only to the City of Bowie. ~~At time of the writing of this staff report, the City of Bowie did not respond to the referral request.~~ In a letter dated March 4, 2020 (Adams to Hewlett), incorporated herein by reference, the Bowie City Council recommended approval of this DSP, subject to three conditions relative to the single family detached architecture, single family attached architecture, and two-family attached architecture.

* * * * *

Applicant's Proposed Amended Findings and Conditions:

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-19024 for South Lake-Umbrella Architecture, subject to the following condition:

1. Prior to certification approval of this DSP, the applicant shall provide revisions as noted or notes on the relevant template sheets and elevations as follows:
 - a. Provide Single Family Attached and Detached Model Unit Tracking Sheets to the DSP plan set.
 - ~~a.b.~~ Provide/designate elevations for use on highly visible lots for all models.
 - ~~b.c.~~ Provide the following notes on the cover sheet, template sheets and ~~elevations of all single-family detached models~~ the Single Family Detached Model Unit Tracking Sheet:

“At least 20 percent of the single-family detached units, or 69, shall be a minimum of 2,600 square feet of finished living space, and a maximum of 20 percent of the single-family detached units, or 69, may be less than 2,200 square feet of finished living space.”

“Single-family detached units on corner lots and other lots whose side elevation is highly visible shall have a minimum of three architectural features, such as windows, doors, and masonry fireplace chimneys, in a balanced and harmonious composition and a brick watertable.”

“No two houses directly adjacent to each other or across the street from one another shall have the same elevation.”

e.d. Provide the following notes on the cover sheet, template sheets and ~~elevations of all single-family and two-family attached models~~ the Single Family Attached Model Unit Tracking Sheet:

“All highly-visible single-family attached (townhouse) and two-family attached (~~townhouse and~~ 2-over-2) end units shall have, at a minimum, the first floor be finished with brick, or other masonry, with three architectural features in a balanced and harmonious composition. Where a brick or masonry end wall is required, the front façade shall also be brick or other masonry.”

“A minimum of sixty percent (60%) of all single- and two-family attached buildings shall have a full front facade (excluding gables, bay windows, trim, and doors) constructed of brick, stone, or stucco.”

“A rear deck or balcony shall be a standard feature for all two-family attached units. A four-foot deep, ~~cantilever, rear balcony shall be a standard feature for all two-family attached units~~ cantilevered deck shall be provided on all Matisse (lower level) and an eight-foot four-inch deep “Sky Lanai” shall be provided on all Picasso (upper level) models.”

KEY:

Underscoring indicates language added to conditions.

~~Strikethrough~~ indicates language deleted from conditions.

Asterisks *** indicate intervening existing conditions that remain unchanged.