

R E S O L U T I O N

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

WHEREAS, in consideration of evidence presented at a public hearing on March 23, 2017 regarding Conceptual Site Plan CSP-16007 for Amber Ridge, the Planning Board finds:

1. **Request:** The subject application proposes a conceptual site plan (CSP) for the property which includes a mix of 150–200 front-loaded and rear-loaded townhouses and 10,000–20,000 square feet of commercial uses.

2. **Development Data Summary:**

|         | <b>EXISTING</b> | <b>APPROVED</b>  |
|---------|-----------------|--|
| Zone(s) | M-X-T           | M-X-T  |
| Use(s)  | Vacant          | Single-family attached residential;<br>Commercial/Retail |
| Acreage | 19.04           | 19.04  |

|                                      | <b>Proposed<br/>CSP-07001-02</b> |
|--------------------------------------|----------------------------------|
| Dwelling Units Total                 | 150 – 200                        |
| Townhouses                           | 150 – 200                        |
| Three-Family Dwellings (Triplexes)   | 0                                |
| Multifamily                          | 0                                |
| Commercial – Office/Retail (sq. ft.) | 10,000 – 20,000                  |
| Floor Area Ratio (FAR)               | 0.43 – 0.56                      |

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

|                      |           |
|----------------------|-----------|
| Base Density Allowed | 0.40 FAR  |
| Residential          | 1.00 FAR  |
| Total FAR Permitted: | 1.40 FAR* |
| Total FAR Proposed:  | 0.90 FAR  |

Note: \* Additional density was previously approved in accordance with Section 27-545 of the Zoning Ordinance, Optional method of development.

3. **Location:** The subject property, identified as Parcel A on the Amber Ridge Shopping Center plat, is located on the western side of Robert S. Crain Highway (US 301), approximately 1,200 feet south of its intersection with Mitchellville Road and approximately 500 feet north of its

intersection with Pointer Ridge Drive. The property is bounded to the east by US 301, with residential, office, and recreational land use beyond; to the north by the Maryland-National Capital Park and Planning Commission (M-NCPPC) owned Open Space-zoned land developed with the South Bowie Community Center; to the south by office and commercial land use in the Commercial Office (C-O) Zone; and to the west by lots developed with single-family detached residences in the Pointer Ridge at Collington Subdivision in the Rural Residential (R-R) Zone.

4. **Previous Approvals:** On September 8, 2014, the District Council granted approval of Zoning Map Amendment A-10031-C, for the rezoning application for the subject property from the C-S-C (Commercial Shopping Center) Zone to the M-X-T (Mixed Use Transportation-Oriented) Zone. The 2006 *Approved Master Plan and Sectional Map Amendment for Bowie and Vicinity* designates the subject property as part of the Pointer Ridge Mixed-Use Activity Center “intended for future planned residential and commercial development as cohesive pedestrian-oriented mixed-use communities.” The site also has an approved Stormwater Management Concept Plan, 8005300-1985-05, which is valid through January 25, 2020.
5. **Design Features:** The applicant proposes a mixed-used development consisting of 150–200 single-family attached residential units and approximately 20,000 square feet of commercial/retail use. The illustrative plan shows two distinct portions of development, including a residential and commercial component, which will be developed in two phases.

Phase I will include 150-200 townhouses, which are located at the far western side of site behind the commercial portion of the development to be constructed in Phase II. The townhouses are proposed on fee-simple lots, which are organized around a series of courtyards, open spaces, and a spine road, which provide a looped circulation pattern. Of these townhouse units, the majority are rear-alley loaded units, while approximately 65 are front-loaded units laid out along the perimeter of the site adjacent to the existing single-family homes.

Along the eastern edge of the site is Phase II of the project, which includes retail and commercial space. Two pad sites are being proposed on the eastern edge of the property, closest to the Robert S. Crain Highway (US 301), with approximately 10,000 - 20,000-square-foot commercial building space. The commercial/retail space will be more likely to attract neighborhood-serving tenants, and be served by surface parking lots located around the perimeter of the buildings.

The access points to the property come from two existing right-in right-out intersections along US 301. The commercial buildings provide a buffer for the residential uses at the rear of the site from US 301, and are separated from the townhome development using open space and landscaping between the residential and commercial uses.

The applicant proposes to provide a mix of outdoor recreational facilities including active and passive opportunities for the future residents. Multiple passive recreational areas, sitting areas with benches, and pedestrian trails are proposed throughout the entire site. Additionally, two outdoor activity areas have also been proposed that allow active outdoor play areas with play equipment for children.

The site is adjacent to the South Bowie Community Center, a public facility owned by M-NCPPC located to the north of the site including a playground, community gardens, and community building with conference facilities, basketball courts, and a fitness room. The CSP is proposing a pedestrian connection to this facility and can be used by the residents of Amber Ridge.

Stormwater for this site is being treated on-site using environmental site design (ESD) techniques. The CSP proposes a series of bioretention facilities located throughout the site. A conceptual design has been provided and approved by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE).

The CSP includes an illustrative plan that shows the general layout of the development for illustration purposes only. The specific lotting pattern and street circulation will be approved by the Planning Board at the time of preliminary plan of subdivision.

#### COMPLIANCE WITH EVALUATION CRITERIA

6. **The requirements of the Zoning Ordinance:** The Planning Board has reviewed the subject application for compliance with the following Zoning Ordinance requirements:
  - a. The subject application is in conformance with the requirements of Section 27-547, which governs uses in all Mixed-Use Zones.
    - (1) The proposed residential and commercial/retail uses are permitted uses in the M-X-T Zone.
    - (2) Section 27-547(d) provides standards for the required mix of uses for sites in the M-X-T Zone as follows:
      - (d) **At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, the Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:**

- (1) Retail businesses;**
- (2) Office, research, or industrial uses;**
- (3) Dwellings, hotel, or motel.**

The Planning Board notes that the submitted CSP proposes approximately 20,000 square feet of new commercial/retail space, and 150–200 residential single-family attached dwelling units and therefore meets the requirement for uses.

- b. Section 27-548, M-X-T Zone regulations, establishes additional standards for the development in this zone. The CSP's conformance with the applicable provisions is discussed as follows:

**(a) Maximum floor area ratio (FAR):**

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

The Planning Board finds that this development will use the optional method of development, as detailed in Section 27-545(b):

**(b) Bonus incentives.**

**(4) Residential use.**

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

The Planning Board finds that the proposed floor area ratio (FAR) is provided on the CSP. The overall FAR for the site is 0.90, which is below the maximum FAR that is allowed on the site. However, it should be noted that the mix of uses including residential uses allows the applicant to increase the FAR to a maximum of 1.4.

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

The Planning Board finds that the illustrative plan shows that the commercial uses included in this CSP will be located in multiple buildings and on several lots/parcels.

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

The Planning Board finds that this requirement is not applicable since this application is for a CSP. Subsequent detailed site plan (DSP) approvals will provide regulations for the development on this property. However, it is noted that the plan as proposed, indicates that the size of the townhouse lots and other dimensions are not proposed at this time.

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

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

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

The Planning Board notes that the FAR for the proposed development is calculated in accordance with the requirement.

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

The Planning Board finds that there are no private structures within the air space above, or in the ground below, public rights-of-way as part of this project. Therefore, this requirement is not applicable to the subject case.

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

The Planning Board notes that, while the overall development is accessed by public streets, including the proposed commercial parcel, the individual townhouse lots will be served by private streets and alleys. At the time of preliminary plan for the townhomes included in this CSP, appropriate frontage and direct vehicular access for the townhouse lots, and the commercial parcel must be properly addressed.

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

**The minimum building width in any continuous, attached group shall be twenty-two (22) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages are preferred to be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the District Council may approve a request to substitute townhouses, proposed for development as condominiums, for multifamily dwellings that were required as a condition of approval in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, such townhouses are subject to all other requirements of the Zoning Ordinance.**

The Planning Board finds that the townhouses proposed in this CSP be further reviewed at the time of preliminary plan with respect to the requirements above, including minimum lot size, interior building width, end unit building width, and the number of building groups with over six units.

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

The Planning Board notes that the plan does not propose any residential multifamily buildings.

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

**October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance).**

The Planning Board finds that this requirement does not apply to this CSP. This property was rezoned to the M-X-T Zone through Zoning Map Amendment (A-10031-C) application.

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

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

The Planning Board finds that the proposed development is in conformance with this requirement and serves the purposes of the M-X-T Zone. In accordance with Section 27-542(a)(2), the proposed CSP will implement the recommendation of the 2006 *Approved Master Plan for Bowie and Vicinity* by contributing to the creation of a compact, mixed-use community. The walkable, mixed-use development proposed on the site takes advantage of the transportation links available using the existing access to the site and provides pedestrian access to the adjacent South Bowie Community Center, all of which allow for a reduction of the number and distance of automobile trips by improving pedestrian mobility and constructing residential and nonresidential uses in close proximity to each other.

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

The Planning Board finds that the above finding is not applicable because the subject application was not placed in the M-X-T Zone through a Sectional Map Amendment. The property was rezoned from the C-S-C Zone to the M-X-T Zone through Zoning Map Amendment A-10031-C.

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

The Planning Board finds that the proposed development will be outwardly oriented. Commercial buildings form the edge of the site and front onto Robert S. Crain Highway (US 301) buffering the residential homes at the rear of the property. Although the

residential design forms an internal design component, a series of trails and open spaces are proposed to provide inter-parcel pedestrian connections to the surrounding community.

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

The Planning Board finds that the most intensive use, the commercial building, is located on the edge of the site, adjacent to the state highway and buffers the single-family attached units occupying the rear of the site. The single-family attached townhomes provide a transition to the lower-density single family residential uses at the periphery of the site.

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

The Planning Board finds that the mix of uses, arrangement of buildings, other improvements, and amenities proposed on the site transition from the high intensity in the commercial area near US 301 to the single family attached homes and open space at the rear of the site. The development will reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability, including pedestrian and vehicular connections to the surrounding properties.

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

The Planning Board finds that the development is comprised of two phases. Phase I consists of multiple commercial buildings as well as infrastructure. Phase II is proposed to consist of fee simple townhouse buildings. Each building phase has been designed as a self-sufficient entity, while allowing for effective integration of subsequent phase.

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

The Planning Board finds that this requirement will be evaluated in detail at the time of DSP. The CSP shows sidewalks along all public and private roads, forming a pedestrian network throughout the site. Pedestrian routes have not been proposed and are not deemed necessary within the private alleyways.

**(8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other**

**amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and**

The Planning Board finds that the above finding is not applicable because the subject application is a CSP. Further attention should be paid to the design of pedestrian spaces and public spaces at the time of DSP.

- (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.**

The Planning Board notes that the subject property was rezoned to the M-X-T Zone through Zoning Map Amendment A-10031-C, and therefore this requirement will not apply to the subject application.

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

The Planning Board notes that this finding pertains to DSPs and is not applicable to this CSP.

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

The Planning Board notes that the development site is not proposed to be a Mixed-Use Planned Community.

- d. The Planning Board has reviewed the subject application for conformance with the applicable CSP site design guidelines contained in Section 27-274, as follows:

- (1) **Section 27-274(a)(2), Parking, loading, and circulation, provides guidelines for the design of surface parking facilities. Surface parking lots are encouraged to be located to the rear or side of structures to minimize the visual impact of cars on the site. Surface parking is provided for the commercial sites and is generally designed to minimize the visual impact of cars on the site by providing planting islands. Specific layout of buildings and parking will be further reviewed at the time of DSP.**

The Planning Board finds that the surface parking lots proposed on the site are included in the commercial portion of the design in what is described as Phase II. The parking lots proposed have been designed to minimize the visual impact of cars, include planting areas to avoid large expanses of pavement and increase the amount of greenspace provided on the site.

- (2) **In accordance with Section 27-274(a)(2)(B), loading areas should be visually unobtrusive. The development scheme should minimize the impact of loading and trash facilities on the existing residential properties at the time of DSP review. Facilities should be placed within structures where possible and set back a minimum of 50 feet from residentially zoned land or land proposed for residential uses.**

The Planning Board finds that, at the time of DSP, the loading spaces and trash facilities should be shown on the project site and located to avoid conflicts with vehicles and pedestrians. These areas should be clearly marked and separated from parking and residential areas for safety.

- (3) **In accordance with Section 27-274(a)(2)(C), vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers, and parking areas should be designed to discourage their use as through-access drives. The simplified concept plan submitted with this application shows a vehicular access driveway which is required by Subtitle 24 to access the commercial parcels. However, this driveway is not shown on the illustrative or CSP plans. The plans should be revised to provide a defined vehicular access driveway with streetscape elements for the commercial uses in the development.**

The Planning Board finds that the surface parking lots proposed on the site have been designed to provide safe and efficient vehicular and pedestrian circulation within the site, and have been provided nearest to the use that it serves, with parking aisles oriented and designed to minimize the number of parking lanes crossed by pedestrians.

- (4) In accordance with Section 27-274(a)(6)(i), site and streetscape amenities, coordination of the design of light fixtures, benches, trash receptacles, bicycle racks, and other street furniture will be required. A comprehensive review of streetscape amenities will occur at the time of DSP.**

The Planning Board finds that a comprehensive review of streetscape amenities will occur at the time of DSP, including lighting, street furniture, and other streetscape amenities. Light fixtures should be designed to enhance the site's design character with the luminosity and placement of exterior fixtures located to enhance user safety and minimize vehicular/pedestrian conflicts. Special attention should be given to lighting designed to enhance the building entrances and pedestrian pathways, so that the lighting pattern directed is not directed off-site.

- (5) A comprehensive and connected pedestrian system including seating elements should be provided to enhance the commercial and residential areas in accordance with Section 27-274(a)(9), Public Spaces. Public spaces should incorporate high-quality design details and be integrated into the site design by a well-designed pedestrian system and continuous streetscape. An attractive mix of design features including seating areas, specialty landscaping, and specialty paving materials should be demonstrated at the time of DSP.**

The Planning Board finds that public amenities, including outdoor seating, bike racks, benches, etc., should be proposed with the DSP, with both active and passive recreational areas and open spaces proposed on the site. These public spaces should incorporate high quality design details and comply with the requirements of the Landscape Manual at the time of DSP, or seek alternative compliance for any requirements that cannot be met by proposing landscaping that is equal to or better than what would be required.

- (6) To convey the individuality of each townhouse unit, the design of abutting units should avoid the use of repetitive architectural elements and should employ a variety of architectural features and designs such as roofline, window and door treatments, projections, colors, and materials in accordance with Section 27-274(a)(11)(D). Conformance with this design guideline will be addressed at the time of DSP.**

The Planning Board recommends that, in order to convey the individuality of each townhouse unit, the design of abutting units should avoid the use of repetitive architectural elements and should employ a variety of architectural features and designs such as

roofline, window and door treatments, projections, colors and materials. Conformance with this design guideline will be addressed at the time of DSP.

- e. In accordance with Section 27-574, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval at the time of DSP. Detailed information regarding the methodology and procedures to be used in determining the parking ratio is outlined in Section 27 574(b). The CSP is not required to include detailed parking information. When the parking calculations are made, they should demonstrate 2.04 off-street parking spaces provided per townhouse unit. Additional parking for guests and visitors should also be provided. At the time of DSP review, adequate parking and loading will be evaluated for both the residential and commercial components.

- 7. **Zoning Map Amendment A-10031-C:** On September 8, 2014, the District Council granted approval of Zoning Map Amendment A-10031-C for the rezoning application for the subject property from the C-S-C (Commercial Shopping Center) Zone to the M-X-T (Mixed Use Transportation–Oriented) Zone subject to the conditions and guidelines that are relevant to the review of this CSP as follows:

**Conditions**

- 1. **At a time to be determined at preliminary plat of subdivision and subject to the concurrence of the Planning Board and State Highway Administration, the following road improvements identified in the Applicant’s traffic impact study shall be under construction, one hundred percent (100%) funded within the adopted County “Capital Improvement Program,” funded within the current State “Consolidated Transportation program,” funded by a specific public facilities financing and implementation program established for the area, or provided by the Applicant:**
  - a. **US 301 and Pointer Ridge Drive intersection:**
    - (1) **Provide a second left turn lane at the northbound approach, with a length to be determined by SHA**
    - (2) **Provide a second left turn lane on the eastbound approach, with a length to be determined by SHA.**
  - b. **US 301 and Mitchellville Road intersection:**
    - (1) **Provide a free right-turn lane at the eastbound approach with a 560-foot acceleration lane on southbound US 301.**

The Planning Board finds that this requirement will be evaluated in detail at the time of preliminary plan review.

**Guidelines**

**The following GUIDELINES should be observed during the preparation and review of the Conceptual Site Plan (CSP), Specific Design Plan (SDP) and Preliminary Plan of Subdivision:**

- 1. A vertical mix of uses should be considered especially along the western side of the extension of Pointer Ridge Place, perhaps on the first story of the proposed multifamily development. This could provide a mix of commercial uses for the residents of the development and encourage a more genuinely mixed use, walkable and economically vital community.**

A vertical mix of uses is not proposed along Pointer Ridge Place with Conceptual Site Plan CSP-16007, but the Planning Board notes that it will be further evaluated at the time of preliminary plan and DSP review.

- 2. Walkability is encouraged by the provision of a street grid enhanced by the provision of sidewalks on both sides of the roadways, specialty paving, sitting areas, plazas, open space and landscaping.**

The Planning Board finds that Conceptual Site Plan CSP-16007 proposes sidewalks along both sides of streets, with a connection to the South Bowie Community Center to the north of the property, and has included proposed features such as benches with sitting areas, and active and passive open space areas. These areas will be further analyzed at the time of preliminary plan and DSP review.

- 3. Building placement should reinforce the street grid. The establishment of build-to-line (BTL) along internal streets should be considered.**

The Planning Board finds that the general layout proposed with the CSP reinforces the street grid; however, building placement will be further evaluated at the time of DSP review.

- 4. Additional pedestrian and vehicular connections should be provided, as should access to Pointer Ridge Place and the South Bowie Community Center.**

The Planning Board notes that pedestrian connections have been provided to the South Bowie Community Center, however, the vehicular connections have not been proposed. The applicant has stated that there is not sufficient right-of-way to the north to accommodate a vehicular connection to Pointer Ridge Place. The Planning Board finds that the proposed pedestrian connection to the Bowie Community Center is sufficient.

- 5. The architecture for the mixed-use development on the subject site should be well coordinated. The buildings should create visual interest by their form, massing, fenestration and architectural detail. Durable, high quality materials should be utilized as finish materials on the elevations.**

The Planning Board finds that this requirement regarding architecture will be reviewed in detail at the time of DSP.

- 6. Standard sidewalk shall be provided along both sides of Pointer Ridge Place extended, unless modified by Department of Public Works and Transportation (DPW&T) or the City of Bowie.**

The Planning Board finds that the applicant must coordinate with the Prince George's County Department of Public Works and Transportation (DPW&T) and the City of Bowie regarding sidewalks extended to Pointer Ridge Place. The issue will be further evaluated at the time of DSP review.

- 7. Standard sidewalks shall be provided along both sides of all internal roads, unless modified by DPW&T or the City of Bowie.**

The Planning Board notes that standard sidewalks have been proposed along both sides of all internal roads, unless modified by DPW&T or the City of Bowie. The issue will be further evaluated at the time of DSP review.

- 8. Bicycle parking shall be provided on-site, with the number and locations(s) to be determined at the time of SDP.**

The Planning Board finds that this requirement will be evaluated at the time of preliminary plan and DSP review.

- 9. The provision of a trail connection from the proposed multi-family dwelling units to the existing M-NCPPC Community Center shall be considered at the time of SDP.**

The Planning Board notes that Conceptual Site Plan CSP-16007 does not propose a multifamily use, but continues to propose a connection to the South Bowie Community Center, north of the property

- 10. The site and landscape plan shall demonstrate the use of full-cut off optic light fixtures to the extent practicable.**

The Planning Board finds that the use of lighting will be evaluated at the time of DSP for each phase of the development.

11. **The Preliminary Plan Application package shall contain a Phase I noise study, certified by a professional acoustical engineer, which delineates the location of the unmitigated upper and lower level 65 dBA Ldn noise contours associated with Robert Crain Highway (US 301).**

The Planning Board notes that this is a requirement of the preliminary plan and the applicant has stated that it will be addressed at the time of preliminary plan review.

12. **Buffering in the form of landscaping, open space, berming, attractive fencing, and/or other creative site planning techniques should be utilized to protect existing residential areas.**

The Planning Board finds that Conceptual Site Plan CSP-16007 proposes areas for landscaping and buffering, which should be further evaluated in detail at the time of DSP review.

8. **2010 Prince George's County Landscape Manual:** Per Section 27-548 of the Zoning Ordinance, landscaping, screening, and buffering within the M-X-T Zone should be provided pursuant to the provisions of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Conformance with the requirements of the Landscape Manual should be determined when a more finalized plan of development is submitted for review. The following discussion is offered for informational purposes regarding the applicable provisions of the Landscape Manual, which will be reviewed at the time of DSP review.
  - a. **Section 4.1, Residential Requirements**—This section requires a certain number of plants to be provided for residential lots depending on their size and type. The subject development will be evaluated for conformance with Section 4.1 at the time of DSP review when a final lot number is established.
  - b. **Section 4.6, Buffering Development from Streets**—Compliance with Section 4.6, Buffering Development from Special Roadways, is required along Robert S. Crain Highway (US 301), which is a designated expressway. Therefore, a 75-foot-wide planting strip is required. The CSP does not illustrate this width of strip along the roadway frontage within the area, but will be evaluated for conformance with Section 4.6 at the time of DSP review.
  - c. **Section 4.7, Buffering Incompatible Uses**—This site will be subject to Section 4.7, Buffering Incompatible Uses. While this section does not apply to the interior property lines of unified developments, some amount and types of buffering may be appropriate between moderately incompatible uses within the development. More specific information regarding bufferyard requirements along exterior property lines will be evaluated at the time of DSP.

- d. **Section 4.9, Sustainable Landscaping Requirements**—This site will be subject to Section 4.9, which requires that a percentage of the proposed plant materials be native plants, along with other sustainable practices. Conformance with this requirement will be assessed at the time of DSP review.
  - e. **Section 4.10, Street Trees Along Private Streets**—This site will be subject to Section 4.10, which requires street trees along private streets. Conformance with these requirements will be evaluated further at the time of DSP review.
9. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** The Planning Board notes that this property is subject to the provisions of the Prince George’s County Woodland Conservation Ordinance because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of the existing woodland. The Planning Board finds that this application meets the requirements of the ordinance.
10. **Prince George’s County Tree Canopy Coverage Ordinance:** The Planning Board notes that Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage on projects that require a grading permit. Properties that are zoned M-X-T are required to provide a minimum of ten percent of the gross tract area in tree canopy. The subject property is 19.03 acres in size, resulting in a tree canopy coverage requirement of 1.90 acres. Compliance with this requirement will be evaluated at the time of DSP review.
11. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
- a. **Community Planning**— The Planning Board found the following:
    - (1) This application is consistent with Plan Prince George’s 2035 Approved General Plan policies for an Established Community, and with the 2006 Bowie and Vicinity Master Plan’s policies for the Pointer-Ridge Mixed-Use Activity Center.
    - (2) This site is located within a designated Established Community growth policy area. Plan Prince George’s 2035 describes Established Communities as areas appropriate for context-sensitive infill and low- to medium-density development and recommends maintaining and enhancing existing public services, facilities, and infrastructure to ensure that the needs of existing residents are met.
    - (3) This application is consistent with the *2006 Approved Bowie and Vicinity Master Plan and Sectional Map Amendment*. The land-use map shows a striping pattern over this property indicating that the property is designated as part of the Pointer Ridge Mixed-Use Activity center “intended for future planned residential and commercial development as cohesive pedestrian-oriented mixed-use communities.”

**Planning Issues:**

There are no General Plan or master plan issues raised by this application. This development application is located in the Pointer Ridge Mixed-Use Activity Center. The master plan describes the Pointer Ridge Mixed-Use Activity Center on pages 28–29. The following recommendations are pertinent to the review of this application:

**Vision: The Pointer Ridge Mixed-Use Activity Center is a community-scale area that supports the adjacent suburban residential neighborhoods by providing locally-serving retail, office, and public uses closely integrated with residential development.**

**Goals:**

- **Reinforce the Pointer Ridge mixed-use activity center as a community focal point.**
- **Give top priority to traffic concerns and conflicts when determining how to provide adequate vehicular access to development sites where it is needed.**
- **Preserve and enhance the suburban residential character of the Pointer Ridge and Ridgeview Estates neighborhoods.**

**Policy 1: Encourage low- to moderate-density, pedestrian-oriented mixed-use development.**

**Strategies:**

3. **Encourage public agencies to locate public facilities to help create a civic core and provide a focal point for the Pointer Ridge Mixed-Use Activity Center.**
4. **Coordinate with the City of Bowie, appropriate public agencies, and private developers to provide clearly delineated pedestrian paths between civic/ public uses and the adjacent residential neighborhoods.**
5. **Encourage the provision of public and private open space, parkland, and plazas to complement the community- oriented nature of the Pointer Ridge Mixed-Use Activity Center.**
6. **Explore the provision of quality senior housing within the Pointer Ridge Mixed-Use Activity Center. This senior housing should be attractive to current and future residents of nearby neighborhoods and accessible to these neighborhoods and Pointer Ridge mixed-use activity center services via**

**pedestrian-friendly facilities. To accomplish this strategy, such senior housing is encouraged on the undeveloped Amber Ridge site.**

**Policy 2: Reduce traffic conflicts, provide multimodal options, and ensure that the traffic pattern of new development does not overwhelm local street capacity.**

**Strategies:**

- 1. Emphasize right-turn only ingress and egress to the Amber Ridge site along Pointer Ridge Place from Pointer Ridge Drive to help alleviate congestion at the existing traffic signal at the intersection of Pointer Ridge Drive and US 301.**
- 2. Consider access to the Amber Ridge site through a portion of the South Bowie Community Center property from Pittsfield Lane. Work with the Department of Parks and Recreation and the City of Bowie to improve vehicular and pedestrian safety and access within the Pointer Ridge Center.**
- 4. Development on the Amber Ridge (C-S-C-zoned) property should not include discount or “big-box” commercial activities. No individual retail use, other than food or beverage stores (grocery store) shall exceed 75,000 square feet in size. Retail sales of alcoholic beverages in a food or beverage store are limited to 5,000 square feet or less.**

**Policy 3: Ensure that design is high quality and conforms to form-based design recommendations to create a sense of place and a pedestrian-oriented environment.**

**Strategies:**

- 1. Encourage the highest quality of urban design through the application of design recommendations that:**
  - a. Create a consistent build-to-line along all streets (other than US 301) to frame the streets and provide a pedestrian-friendly environment. Ensure that pedestrians are sufficiently buffered from US301 and other streets by providing a landscaped strip with trees between street and sidewalk.**
  - b. Provide quality visual and audio screening between existing residential neighborhoods and all commercial developments.**
  - c. Provide wide sidewalks with room for café seating (where appropriate), bike racks, and other street furniture.**

- d. **Use high-quality paving materials and continue sidewalk materials across crosswalks to signify their presence and importance.**
- e. **Provide buildings that are appropriately sized for the mixed-use activity center, conform to the proposed land-use density, and recognize the adjacent land uses and development.**
- f. **Provide high-quality materials and architectural detailing in the design of all buildings. Incorporate pedestrian-scaled features such as awnings arcades, display windows, and balconies to relate to human activity at the street level.**
- g. **Ensure that ample amenities such as plazas, public open space, public art, and civic uses are provided.**
- h. **Provide high-quality, durable, and attractive signage, pedestrian-scaled lighting, and street furniture such as benches and decorative trash receptacles to contribute to a pedestrian-friendly environment.**
- i. **Encourage shared parking facilities and ensure that parking structures are unobtrusive and do not dominate the visual environment.**
- j. **Provide attractive landscaping to enhance the development and the streetscape.**
- k. **Screen unsightly service areas from the public realm.**
- l. **Locate utility lines underground whenever possible.**

The CSP has been reviewed for conformance with all applicable guidelines. The application is in general compliance with the applicable strategies.

- b. **Transportation Planning**— The Planning Board found the following:

**Review Comments**

The proposal is a CSP for M-X-T property that was rezoned through a zoning map amendment (A-10031-C) approved in 2014. As such, findings of transportation adequacy were made at the time of rezoning. There are a number of transportation-related conditions that have been recommended with regard to the rezoning. Condition 1 of the council order approving the rezoning requires several intersection improvements subject to concurrence of the Planning Board and the Maryland State Highway Administration of new adequacy

findings required for a subsequent preliminary plan. As part of this later review additional improvements may also be required.

All site access is directed toward Robert S. Crain Highway (US 301) by utilizing two existing right-in and right-out access points along southbound lanes of US 301. As also required by the rezoning approval order, the submitted revised plan shows additional connections to Pointer Ridge Place and the South Bowie Community Center. This is acceptable.

Crain Highway (US 301) is a master plan freeway facility; per the master plan, the right-of-way varies. Additional right-of-way dedication, if needed, will be established at the time of preliminary plan review.

c. **Subdivision Review**—The Planning Board provided an analysis of the CSP as follows:

The property is known as Parcel B, is located on Tax Map 63 in Grid D-4, and consists of approximately 19.04 acres in the M-X-T (Mixed Use Transportation Oriented) Zone. This property was the subject of Preliminary Plan of Subdivision 4-98006, which was approved by the Planning Board on June 18, 1998, (PGCPB Resolution No. 98-165), for 200,000 square feet of retail space. Final Plat of Subdivision REP 193@32 was approved for the property on January 24, 2002. A subsequent Final Plat of Subdivision, SJH 245@6 was approved for the property on June 14, 2016 for the purpose of establishing two ownership parcels on the subject property. The submitted plans refer to the property as being “Parcel A,” and incorrectly reference Final Plat of Subdivision REP 193@32 as being the underlying plat for the property. The subsequent Final Plat of Subdivision, SJH 245@6, changed the parcel designation of the 19.04-acre property to Parcel B. Therefore, the parcel designation and plat references provided on the submitted CSP should be updated accordingly.

Prior approved PPS 4-98006 was approved for 200,000 square feet of retail space. Condition 4 of the adopted resolution for PPS 4-98006 (PGCPB Resolution No. 98-165) states the following:

4. **Total development within the subject property shall be limited to 200,000 square feet of retail space; or different uses generating no more than the number of new peak hour trips (121 AM peak hour trips and 640 PM peak hour trips) generated by the above development. Any development other than that identified herein above shall require an additional Preliminary Plat of Subdivision with a new determination of the adequacy of transportation facilities.**

The prior approved PPS did not propose any residential development on the property, and was therefore, not tested for the adequate public facilities requirements that would apply to residential uses. Since the applicant is now proposing a mixed-use development consistent

of 183 single-family attached dwelling units and approximately 19,000 square feet of commercial uses the approval of a new PPS will be required prior to the approval of a DSP application.

On October 7, 2014, the District Council approved Zoning Map Amendment A-10031-C with conditions which rezoned the subject property from the C-S-C (Commercial Shopping Center) Zone to the M-X-T (Mixed Use Transportation Oriented) Zone. The applicant should be aware that the District Council's approval of A-10031-C, (contained in Zoning Ordinance No. 12-2014), includes transportation conditions that will be reviewed at the time of PPS.

#### **Plan Comments**

The submitted plans show a possible future trail connection to the abutting M-NCPPC-owned parkland to the north. The applicant is proposing private streets to serve the proposed subdivision. If the public will be invited onto the property for the purposes of utilizing a trail then public use easements should be provided to ensure the ownership and maintenance responsibilities do not fall on the subdivision's future homeowners association (HOA). The ownership and maintenance responsibilities of the public use easement will need to be determined at the time of PPS.

There are no other subdivision issues at this time.

- d. **Trails**—The Planning Board reviewed the CSP application referenced above for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the applicable area master plan in order to implement planned trails, bikeways, and pedestrian improvements, and found the following:

The subject application is located on the west side of Robert S. Crain Highway (US 301) just north of Pointer Ridge Drive. The property is adjacent to the South Bowie Community Center. The application is zoned M-X-T and proposes 150 to 200 townhouses and 10,000 to 20,000 square feet of commercial space. The site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2006 *Approved Master Plan and Sectional Map Amendment for Bowie and Vicinity* (area master plan).

No master plan trail/bikeway issues impact the application. Although the area master plan recommended a trail along US 301, this proposal was master plan networked by the MPOT (see MPOT map). However, sidewalks and internal trails may be appropriate for the subject site.

The Complete Streets element of the MPOT reinforces the need for these recommendations and 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.**

Sidewalks are recommended along both sides of all internal roads consistent with these policies. After discussions with the City of Bowie, it was determined that an internal trail around the perimeter of the subject site may be appropriate to serve as an on-site recreational facility. The provision of this trail (or alternative trail network) will be considered at the time of preliminary plan and DSP. Pedestrian access to the adjacent community center should also be accommodated.

#### **Conclusion**

A detailed analysis of the internal sidewalk and trail network will be made at the time of preliminary plan and DSP. The following issues will be evaluated at that time:

- (1) Sidewalks shall be provided along both sides of all internal roads, consistent with the Complete Streets Policies of the MPOT.
- (2) Internal trails should be incorporated into the layout of the site. Connectivity to the commercial space, the adjacent community center and an internal loop trail should be considered.
- (3) A small amount of bicycle parking should be provided at the commercial space.

The trails-related findings applicable to the subject review have been included as conditions of this approval.

- e. **Prince George's County Department of Parks and Recreation (DPR)**—DPR did not provide comments on the subject application.
- f. **Environmental Planning**—The Planning Board has reviewed the above referenced CSP and a Type 1 tree conservation plan (TCP1) stamped as received on January 17, 2017.

### Background

| Development Review Case # | Associated Tree Conservation Plan # | Authority         | Status   | Action Date | Resolution Number |
|---------------------------|-------------------------------------|-------------------|----------|-------------|-------------------|
| 4-98006                   | N/A                                 | Planning Board    | Approved | 6/18/1998   | PGCPB No. 98-165  |
| 5-01160                   | N/A                                 | Planning Board    | Approved | 1/03/2002   | N/A               |
| A-10031                   | N/A                                 | District Council  | Approved | 10/07/2014  | N/A               |
| 5-16040                   | N/A                                 | Planning Director | Approved | 6/07/2016   | N/A               |
| NRI-196-13-01             | N/A                                 | Staff             | Approved | 3/3/2017    | N/A               |
| CSP-16007                 | TCP1-196-13-01                      | Planning Board    | Pending  | Pending     | Pending           |

### Proposed Activity

The applicant is requesting approval of a CSP and a TCP1 for the construction of a mixed-use development consisting of townhouse units and retail commercial space.

### Grandfathering

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

### Site Description

This 19.04-acre site is located on the west side of Robert S. Crain Highway (US 301) approximately 1,260 feet south of the intersection with Mitchellville Road, in Bowie. The site is currently vacant. A review of the available information indicates that there are no streams located on the site. The site is within the Patuxent River watershed and drains toward the Middle Patuxent to the north and the Western Branch, a Maryland Stronghold Watershed, to the south. No streams, wetlands or floodplains are mapped on this property. The Sensitive Species Project Review Area (SSPRA) map received from the Maryland Department of Natural Resources Natural Heritage Program shows no rare, threatened, or endangered species found to occur on, or near this property. No Forest Interior Dwelling Species (FIDS) habitat or FIDS buffer are mapped on-site. The site is located within the Environmental Strategy Area 2 of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan*. The 2005 *Approved Countywide Green Infrastructure Plan* shows that none of the three network features (Regulated, Evaluation or Network Gap areas) are present on the property.

### Environmental Review

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

### **Natural Resources Inventory Plan/Existing Features**

The application has an approved Natural Resources Inventory NRI-196-13-01(NRI). The TCP1 and the CSP show all the required information correctly in conformance with the NRI. No revisions are required for conformance to the NRI.

### **Woodland Conservation**

This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 1 Tree Conservation Plan (TCP1-001-2017) was submitted with the CSP application.

The plan proposes to remove all 2.08 acres of existing woodlands and meet the woodland conservation requirement of 4.93 acres with off-site woodland conservation credits. Most of this woodland is located along the rear boundary of the site, adjacent to existing single family lots. At the time of DSP review, buffering opportunities should be explored to screen and buffer the existing single-family residential dwellings to the north, west, and south of the proposed development, which may include woodland conservation, landscaping, open space, berming, attractive fencing, or other creative site planning techniques.

### **Recommended Conditions**

Prior to certification of the CSP, the TCP1 shall be revised as follows:

- (1) Add "TCP1-001-2017" to the title and to the approval block.
- (2) Revise Tree Conservation Plan Note 7 to Environmental Strategy Area "Two."
- (3) Correct the stormwater management concept plan extension to "-05."
- (4) Have the revise plan signed and dated by the qualified professional preparing the plan.

### **Specimen Trees**

No specimen trees were identified on this property.

### **Noise**

The site has frontage on southbound Robert S. Crain Highway (US 301), which is classified as an arterial roadway and identified as a roadway with enough traffic to produce noise levels above 65 dBA Ldn. The project proposes to construct commercial units along the frontage of US 301, with townhouses behind.

The preliminary plan application package shall contain a Phase I noise study, certified by a professional acoustical engineer, which delineates the location of the unmitigated upper and lower level 65 dBA Ldn noise contours associated with US 301. A Phase II noise study may be required with a DSP for any residential units or outdoor activity areas within the unmitigated contour.

**Preservation of Regulated Environmental Features (Primary Management Area)**

The site does not contain any regulated environmental features.

**Soils**

The predominant soils found to occur according to the United States Department of Agriculture, Natural Resources Conservation Service (USDA NRCS), Web Soil Survey are the Collington-Wist-Urban land complex (5-15 percent slopes) and Widewater and Issue Soils (frequently flooded).

A study conducted in 1989 for WSSC revealed that a band of Marlboro Clay was found along the eastern perimeter of the property. In 1993, a storm drain system was installed in the Marlboro Clay outcrop area and subsequently backfilled with structural fill. Further, all potential problem slopes greater than 3:1 were graded to more level terrain. However, a geotechnical report and/or soils report may be required with the development of this property.

**Stormwater Management**

An approved Stormwater Management Concept approval letter was submitted with the subject application. Stormwater Concept Plan No. 8005300-1985-05 was approved on January 25, 2017, with conditions of approval requiring the use of the existing pond, providing micro-bioretenion, and analysis and upgrade of downstream culverts. ESD practices are not preferred within the Marlboro Clay limits. The concept approval expires January 25, 2020.

The environmental-related findings applicable to the review of CSP-16007 and TCP1-001-2017 have been included as conditions of this approval.

- g. **Prince George's County Fire/EMS Department**—The Fire/EMS Department did not offer comments on the subject application.
- h. **Department of Permitting, Inspections and Enforcement (DPIE)**—DPIE did not offer comments on the subject application.
- i. **Prince George's County Police Department**—The Police Department did not offer comments on the subject application.

- j. **Maryland State Highway Administration (SHA)**—In an e-mail dated January 17, 2017, SHA indicated an access permit from SHA will be required for the right-in/right-out access on Robert S. Crain Highway (US 301). The traffic impact study was already approved and the applicant will be required to submit design plans for the proposed access for review.
- k. **City of Bowie**—In a memorandum dated March 09, 2017, The City of Bowie provided the following comments on the subject application:

On March 6, 2017, the Bowie City Council conducted a public hearing on the above referenced case. The subject site, which contains 19.03 acres, is located on the western side of Robert S. Crain Highway (US 301) southbound. RWSC, LLC, the applicant, is proposing to construct 150–200 attached residential dwelling units and approximately 20,000 square feet of commercial/retail space on the site. The subject property is zoned M-X-T (Mixed Use Transportation–Oriented).

During the public hearing, the City Council focused its attention on traffic safety, vehicular ingress/egress to/from the property, and the installation of a traffic signal at the site's main access point along US 301, including a median break opposite that access, buffering and the future installation of a fence along the residential properties abutting the subject site, and the proposed commercial/retail uses competing with those existing at Pointer Ridge Shopping Center.

At the conclusion of the public hearing, the Council voted to recommend **APPROVAL** of **Conceptual Site Plan CSP-16007** for the Amber Ridge mixed-use development with the following conditions, which are intended to improve traffic safety, pedestrian connectivity, and on-site amenities and buffering:

- (1) To improve site ingress and egress, the applicant shall design and construct a median break to allow traffic exiting the site at the northern access point to go north on US 301, and traffic heading north on US 301 to enter the site, subject to the approval of the State Highway Administration.
- (2) A harmonious blending of the uses and buildings within the development shall be achieved through architectural design and the utilization of similar and compatible high-quality building materials and colors, subject to DSP approval.
- (3) The trail connection on the subject site, which leads to the adjacent community center property, shall be a hard surface facility with a minimum width of six feet from the street within the site it intersects to the northern property line of the site, subject to DSP approval.

- (4) The front-loaded townhouse buildings shall be set back far enough from the sidewalk so it is not blocked or obstructed by a motor vehicle parked in the driveway.
- (5) A gazebo and one tot lot shall be provided on the property, subject to DSP approval.
- (6) Passive recreational features, such as benches, bike racks, trash cans, and other types of street furniture shall be provided within the community, subject to DSP approval.
- (7) At the time of preliminary plan, the applicant's bicycle and pedestrian impact study, unless otherwise exempt from the requirements of Section 24-124.01 of the Subdivision Regulations, shall explore the possibility to provide sidewalk connections on the east side of Pointer Ridge Place from the southern property line of the Old Line Bank building (Parcel E) to Pointer Ridge Drive, and on the western side of Pointer Ridge Place from the site property line to meet the current sidewalk on the office condominium property, subject to approval of the City of Bowie.
- (8) Adequate buffering and a board-on-board fence shall be installed along the existing single-family residential properties that abut the development's property, subject to DSP approval.

The Planning Board finds that Conditions 2, 3, 4, 5, 6, and 8 will be reviewed at the time of DSP, and those conditions have been included as conditions of this approval. Conditions 1 and 7 will be evaluated at the time of preliminary plan of subdivision and are also included as conditions of this approval.

- 12. Based on the foregoing and as required by Section 27-276(b)(1) of the Zoning Ordinance, the CSP, if approved with the proposed conditions below, represents a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
- 13. Section 27-276(b)(4) of the Zoning Ordinance provides the following required finding for approval of a CSP:

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

According to the review of the Planning Board, this requirement has been met.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type 1 Tree Conservation Plan (TCP1-196-13-01), and further APPROVED Conceptual Site Plan CSP-16007 for the above-described land, subject to the following conditions:

1. Prior to certificate of approval of the conceptual site plan (CSP), the following revisions shall be made to the plan, or information shall be provided:
  - a. Revise the Type 1 tree conservation plan to add "TCP1-001-2017" to the title and to the approval block.
  - b. Revise tree conservation plan Note 7 to Environmental Strategy Area Two.
  - c. Correct the stormwater management concept plan extension to "-05"
  - d. Have the revised plan signed and dated by the qualified professional preparing the plan.
2. Prior to approval of the preliminary plan of subdivision, the following information shall be provided:
  - a. Additional pedestrian and vehicular connections should be evaluated, including access to Pointer Ridge Place and the South Bowie Community Center.
  - b. A Phase I noise study, which delineates the location of the unmitigated upper and lower level 65 dBA Ldn noise contours associated with Robert S. Crain Highway (US 301).
3. Prior to approval of the detailed site plan (DSP), the following information shall be provided:
  - a. A vertical mix of uses will be further evaluated.
  - b. Details for the proposed open spaces and site amenities.
  - c. The building massing and building placement will be further evaluated.
  - d. The architectural detail including durable high-quality materials utilized as finish materials on the elevations.
  - e. Bicycle parking on-site, including the number and locations of facilities.
  - f. The site and landscape plans shall demonstrate the use of full cut-off optic light fixtures, to the extent practicable.

- g. Buffering in the form of landscaping, open space, berming, attractive fencing, and/or other creative site planning techniques shall be utilized to protect existing residential areas.
- h. Internal trails should be incorporated into the layout of the site. Connectivity to the commercial space, the adjacent community center, and an internal loop trail should be considered.
- i. Sidewalks shall be provided along both sides of all internal roads, consistent with the Complete Streets policies of the 2009 *Approved Countywide Master Plan of Transportation*

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 Doerner, seconded by Commissioner Geraldo, with Commissioners Doerner, Geraldo, and Hewlett voting in favor of the motion, and with Commissioners Bailey and Washington absent at its regular meeting held on Thursday, March 23, 2017, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 20th day of April 2017.

Patricia Colihan Barney  
Executive Director

By Jessica Jones  
Planning Board Administrator

PCB:JJ:NAB:rpg