



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

Zoning Map Amendment

A-10031

Application	General Data	
Project Name: Amber Ridge Location: On the west side of Robert Crain Highway (US 301), approximately 1,200 feet south of its intersection with Mitchellville Road and 500 feet north of Pointer Ridge Drive. Applicant/Address: RWSC, LLC. 8405 Greensboro Drive, 8 th floor McLean, VA 22102 Property Owner: Same as applicant	Planning Board Hearing Date:	04/24/14
	Staff Report Date:	04/09/14
	Date Accepted:	12/13/13
	Planning Board Action Limit	N/A
	Plan Acreage:	19 acres
	Zone:	C-S-C
	Gross Floor Area:	N/A
	Lots:	N/A
	Parcels:	1
	Planning Area:	74B
	Tier:	Developing
	Council District:	04
	Election District	07
	Municipality:	N/A
	200-Scale Base Map:	203NE14

Purpose of Application	Notice Dates	
Rezoning from the C-S-C Zone to the M-X-T Zone.	Informational Mailing	11/06/13
	Acceptance Mailing:	12/11/13
	Sign Posting Deadline:	N/A

Staff Recommendation		Staff Reviewer: Tom Lockard Phone Number: 301-952-3410 E-mail: Thomas.Lockard@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

TECHNICAL STAFF REPORT

TO: The Prince George's County Planning Board
The Prince George's County District Council

VIA: Jimi Jones, Zoning Supervisor

FROM: Tom Lockard, Planner Coordinator

SUBJECT: **Zoning Application A-10031**

REQUEST: **Rezoning from the C-S-C Zone to the M-X-T Zone**

RECOMMENDATION: **APPROVAL, with conditions**

NOTE:

The Planning Board has scheduled this application to be reviewed on the agenda date of April 24, 2014. If the Planning Board decides to hear the application, it will be placed on a future agenda.

Any person may request the Planning Board to schedule a public hearing. The request may be made in writing prior to the agenda date or in person on the agenda date. All requests must specify the reasons for the public hearing. All parties will be notified of the Planning Board's decision.

You are encouraged to become a person of record in this application. The request must be made in writing and sent to the Office of the Zoning Hearing Examiner at the address indicated above. Questions about becoming a person of record should be directed to the Hearing Examiner at 301-952-3644. All other questions should be directed to the Development Review Division at 301-952-3530.

FINDINGS

- A. **Location and Field Inspection:** This 19 +/- acre site is located on the west side of Robert Crain Highway (US 301), approximately 1,200 feet south of its intersection with Mitchellville Road and 500 feet north of Pointer Ridge Drive. It comprises one parcel (Amber Ridge Shopping Center, Parcel A) in the C-S-C Zone, which was the subject of Preliminary Plan of Subdivision 4-98006 (PGCPB Resolution No. 98-165). The site has been graded but is otherwise undeveloped, with the exception of two stormwater management ponds in the northwest and northeast corners of the property. The northeast section of the site also appears to have a wetland area; a smaller wetland is found in the southwest corner of the site. Two existing right-in, right-out access points along US 301 are shown. Secondary circulation is shown to an easement connecting to Pointer Ridge Place. Truck traffic from the site was prohibited from using Pointer Ridge Place by the Planning Board in their approval of 4-98006. Plans for a proposed half-signal and median crossover at the main site access from the northbound lanes of US 301 have apparently been abandoned.

- B. **History:** The subject property has a long zoning history:

May 27, 1976—The subject property was subdivided into a single parcel (Mitchellville Plaza, Parcel A) via Preliminary Plan of Subdivision 4-76002. The parcel was recorded later that year in the Land Records of Prince George's County at Liber 95, folio 21. This plat was eventually abandoned, years later, by Equity Case No. E-4793.

Early 1990—The entire site was graded pursuant to permit number 3800-89-G.

February 18, 1991—A construction, grading and use and occupancy permit (11523-90-CGU) was issued for a 3,000 square foot pad site on a portion of the property. This permit was litigated and was suspended and reinstated numerous times over a six-year period.

Later 1991—The 1991 *Approved Master Plan and Adopted Sectional Map Amendment (SMA) for Bowie-Collington-Mitchellville and Vicinity, Planning Areas 71A, 71B, 74A and 74B* recommended the property for retail commercial development. Accordingly, the subsequent sectional map amendment rezoned the property from the C-O and C-2 Zones to the C-S-C Zone.

April 11, 1997—The Principal Counsel to the District Council, Joyce B. Nichols, wrote a legal opinion advising that Amber Ridge must obtain a new subdivision approval by the Planning Board since the 1976 preliminary plan cannot be grandfathered by any of the provisions of County Council Bill CB -100-89.

June 18, 1998—The Planning Board approved Preliminary Plan of Subdivision 4-98006 via PGCPB Resolution No. 98-165. The resulting parcel was subsequently recorded in the Land Records of Prince George's County at Liber 193, folio 32 on January 24, 2002.

Because the applicant proposes now residential development on Parcel A, a new preliminary plan of subdivision will be required.

- C. **Master Plan Recommendation:**

2002 Prince George's County Approved General Plan: The subject property is located in the Developing Tier. 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.

Master Plan: The 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A and 74B*, 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 Master Plan describes, on pages 28-29, the Pointer Ridge Mixed-Use Activity Center.

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:

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

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

Strategies:

1. Recommend and support future rezoning to an L-A-C (Local Activity Center) Village Comprehensive Design Zone or a suitable Mixed-Use Zone at the time of development and/or redevelopment to allow for an appropriate mix of uses and intensity.
2. Plan successful development and/or redevelopment of the Pointer Ridge Mixed-Use Activity Center in light of L-A-C mixed-use development at Hall Road/Central Avenue and the proposed Karington development in the southwest quadrant of Central Avenue and U.S. 301.
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.

Staff believes that the application generally meets the visions, goals, policies, strategies of the Pointer Ridge Mixed-Use Activity Center. However, the applicant should pay particular heed to Policy 1, Strategy 5.

Future site plan applications for the subject property should be evaluated with the following Master Plan recommendations on pages 29-30 in mind:

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 US 301 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.

D. **Request:** The applicant seeks a rezoning of the site from the C-S-C Zone to the M-X-T Zone. The applicant proposes a mix of development including 320 apartment units and three retail pad sites totaling 19,000 square feet. The apartments are shown to the rear of the site, with the retail fronting on US 301. Access to the site is proposed to be from both US 301 and Pointer Ridge Place. Two points of access are shown along US 301; both are existing right-in, right-out curb cuts, one at the center of the site's frontage, the other farther south towards the intersection with Pointer Ridge Drive.

E. **Surrounding Uses:**

North— Single-family residences and the South Bowie Community Center and Park in the R-R (Rural-Residential) and O-S (Open Space) Zones, respectively.

East— The southbound lanes of US 301.

South— A bank, offices and a post office in the C-O (Commercial Office) Zone, a gas station in the C-S-C Zone and a fire station and single-family residences in the R-R Zone.

West— Single-family residences in the R-R Zone.

F. **Zoning Requirements:**

Section 27-213(a) Criteria for approval of the M-X-T Zone.

(1) **The District Council shall only place land in the M-X-T Zone if at least one (1) of the following two (2) criteria is met:**

(A) **Criterion 1. The entire tract is located within the vicinity of either:**

(i) **A major intersection or major interchange (being an intersection or**

interchange in which at least two (2) of the streets forming the intersection or interchange are classified in the Master Plan as an arterial or higher classified street reasonably expected to be in place within the foreseeable future); or

Comment: The subject property is located near the intersection of Robert Crain Highway (US 301) and Pointer Ridge Drive. Only one of these roads (US 301) is classified as an arterial. The site does not meet this locational standard.

(ii) A major transit stop or station (reasonably expected to be in place within the foreseeable future).

Comment: There are no major transit stops or stations either existing or expected to be in place within the foreseeable future within the vicinity of this property. The site does not meet this locational standard.

(B) Criterion 2. The applicable Master Plan recommends mixed land uses similar to those permitted in the M-X-T Zone.

Comment: The 2006 *Approved Bowie and Vicinity Master Plan and Sectional Map Amendment for Planning Areas 71A, 71B, 74A and 74B*, 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 plan envisions the Pointer Ridge Mixed-Use Activity Center as 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. The plan map shows a striped coloration for the site which is identified in the legend as mixed-use.

The proposal satisfies this criterion.

(2) Prior to approval, the Council shall find that the proposed location will not substantially impair the integrity of an approved General Plan, Area Master Plan, or Functional Master Plan and is in keeping with the purposes of the M-X-T Zone. In approving the M-X-T Zone, the District Council may include guidelines to the Planning Board for its review of the Conceptual Site Plan.

The 2002 *Approved Prince George’s County General Plan* placed the subject property in the Developing Tier corridor. This application is generally consistent with the Development Pattern policies for the Developing Tier. The 2006 approved Bowie and Vicinity master plan recommends creating a mixed-use center. As such, this request furthers the integrity of those two plans rather than impairing them. The 2006 *Approved Bowie and Vicinity Master Plan and Sectional Map Amendment for Planning Areas 71A, 71B, 74A and 74B* also contains a Natural Resources/ Environment chapter which contains goals, policies and strategies, as does the June 2005 *Approved Countywide Green Infrastructure Plan*. The following guidelines have been determined to be applicable to the current project. The text in **BOLD** is the text from these plans and the plain text provides comments on plan conformance.

Goals: Preserve, enhance, and where appropriate, restore environmentally sensitive features through the identification of a green infrastructure network of local significant and local and countywide SCA's.

- **Implement the master plan's desired development pattern while protecting sensitive environmental features and meeting the full intent of environmental policies and regulations.**
- **Restore and enhance water quality in areas that have been degraded and preserve water quality in areas not degraded.**
- **Address through appropriate measures issues of energy consumption, light pollution, and noise impacts.**

Policy 1: Protect, preserve and enhance the identified green infrastructure network within the master plan.

The site does not contain any designated Regulated Areas, Evaluation Areas, and Network Gap Areas within the network of the Green Infrastructure Plan.

Policy 2: Restore and enhance water quality in areas that have been degraded and preserve water quality in areas not degraded.

Currently, there are no structures on-site. The site is characterized as a fallow field with pioneering woody plants. The submitted unapproved stormwater management plan shows 22 buildings with surface parking and 43 micro-bio-retention areas.

Policy 3: Protect and enhance tree cover within the master plan area.

This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO). The site has an approved WCO exemption letter, which exempts the development from doing a Type 1 or 2 Tree Conservation Plan. A Natural Resource Equivalence Letter (NRI-196-13) was approved for this site which identifies less than 10,000 square feet of woodlands on-site.

Policy 4: Reduce overall energy consumption and implement more environmentally sensitive building techniques.

The use of green building techniques and energy conservation techniques should be used as appropriate for all buildings. LEED certification should be demonstrated for all buildings to the extent practicable.

Policy 5: Reduce light pollution and intrusion into residential, rural, and environmentally sensitive areas.

The minimization of light intrusion from this site onto the adjacent residential properties is a concern. The use of alternative lighting technologies and the limiting of total light output should be demonstrated. Full cut-off optic light fixtures should be used to reduce sky glow for all outdoor fixtures; especially in close proximity to the sensitive adjacent existing single family homes.

Policy 6: Reduce adverse noise impacts to meet State of Maryland noise standards.

As a mixed-use development, noise impacts from the adjacent arterial roadway (US 301) must be considered in the site design. All residential type uses must be located outside of any areas designated as 65 dBA Ldn, or mitigation must be demonstrated such that all outdoor activity areas are below 65 dBA Ldn and all interior residential noise levels are below 45 dBA Ldn.

Policy 7: Protect wellhead areas of public wells.

This site is not located within a wellhead protection area. The surrounding properties are located in a community water system with the land on the east side of Maryland 301 located within the individual water well system. The site's topography slopes to the northeast towards an adjacent off-site stream system. The subject property drains away from the eastern parcels that are in the individual well system. No community well systems are located near the site.

Conformance with the Green Infrastructure Plan

The site does not contain any designated Regulated Areas, Evaluation Areas, and Network Gap Areas within the network of the Green Infrastructure Plan.

(3) Adequate transportation facilities.

- (A) Prior to approval, the Council shall find that transportation facilities that are existing, are under construction, or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, will be funded by a specific public facilities financing and implementation program established for the area, or provided by the applicant, will be adequate to carry anticipated traffic for the proposed development.**

Pursuant to PGCPB Resolution No. 98-165, the subject property was an approved Preliminary Plat of Subdivision on May 18, 1998. The property was approved with seven conditions, including the following that pertain to transportation:

- 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.**
- 5. 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 by the appropriate agency and/or**

jurisdiction, and (c) have a timetable for construction with the appropriate agency and/or jurisdiction:

a. Intersection of US 301 and Pointer Ridge Drive:

- (1) Construct an exclusive eastbound right-turn lane along Pointer Ridge Drive between Pointer Ridge Place and US 301.**
- (2) Widen the median crossover between the northbound and southbound lanes of US 301 in order to allow a double left-turn lane from eastbound Pointer Ridge Drive onto northbound US 301.**

b. Intersection of US 301 and Mitchellville Road:

- (1) Construct a second northbound left-turn lane along US 301 at Mitchellville Road, and provide an additional receiving lane along westbound Mitchellville Road as it leave the intersection. The length of this receiving lane shall be reasonably determined by the appropriate operating agency.**

Trip Generation and Impacts

The table below shows a comparison between the existing and proposed zoning. Since the subject property is currently approved for 200,000 square feet of retail, the table was prepared with the approved uses as the existing condition.

Zoning or Use	Units or Square Feet	AM Peak Trips			PM Peak Trips			Weekday Trips (ADT)
		In	Out	Total	In	Out	Total	
Existing Zoning								
C-S-C	200,000 sq. ft. retail	148	90	238	457	496	953	10,656
	<i>less 40% pass by</i>	-59	-36	-95	-183	-198	-381	-4262
Total		89	54	143	274	298	572	6,394
Proposed Zoning								
M-X-T (residential)	320 units	33	133	166	125	67	192	2,080
M-X-T (bank)	8,000 sq. ft.	55	42	97	97	97	194	1,185
	<i>less pass by (40% AM, 47% PM)</i>	-22	-17	-39	-46	-46	-92	-474
M-X-T (pharmacy)	14,000 sq. ft. drug store	25	23	48	69	70	139	1,357
	<i>less pass by (40% AM, 49% PM)</i>	-10	-9	-19	-34	-34	-68	-543
Total		81	172	253	211	154	366	3,605
Net change due to rezoning		-8	118	110	-63	-144	-206	-2,789

The comparison of estimated site trip generation indicates that the proposed rezoning could have an impact on the critical intersections of 110 more trips during the AM peak hour, 206 fewer trips during the PM peak hour and an average decrease of weekday travel by about 2,789 daily trips. With an exception for outgoing traffic during the AM peak period, all other vehicular movements will experience a reduction in traffic, compared to what could be allowed under existing zoning.

Traffic Analyses

The applicant provided staff with a December 2013 traffic study (later revised on March 2014) as part of the application documentation. The purpose of the traffic study is to identify and evaluate the critical intersections, in order to determine the impact of the proposed zone changes on the performance of these intersections. The analyses in the traffic study were based on the following uses:

- 320 garden apartments
- Two Drive-in banks, 8,000 sq. feet (total)
- Drive-through pharmacy, 14,000 sq. feet

The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by staff of the Transportation Planning Section, consistent with the "Transportation Review Guidelines, Part 1." The following intersections were deemed critical for the subject application:

EXISTING CONDITIONS		
Intersection	AM	PM
	(LOS/CLV/Delay)	(LOS/CLV/Delay)
Pointer Ridge Drive & Pointer Ridge Place *	11.9 seconds	13.5 seconds
US 301 & Pointer Ridge Drive	C/1267	D/1433
US 301 (SB) & Mitchellville Road	C/1154	D/1443
US 301 (NB) & Queen Anne Bridge Drive	C/1240	B/1003
* Unsignalized intersections are analyzed using the Highway Capacity Software (HCS). The results show the intersection delay measured in seconds/vehicle. A delay of 50 seconds/car is deemed acceptable. For signalized intersections, a CLV of 1450 or less is deemed acceptable as per the <i>Guidelines</i> .		

Based on information provided on the Planning Department's PGATLAS.COM website, no additional background developments were identified that would have an impact on the critical intersections identified in the table above. However, because there is a valid preliminary plat of subdivision for the subject property, the associated use (200,000 square feet shopping) and transportation improvements for this plat are being evaluated as part of the background analysis. Additionally, a growth rate of one percent for the through traffic along US 301 for a six-year period is being assumed. It is worth noting that among the improvements associated with the approved preliminary plat is the creation of a "T" intersection at the proposed site access. This intersection, upon its completion, will necessitate a reassigning of trips to and from the other critical intersections. With all of these assumptions being considered, an analysis under background conditions was done with the following results:

BACKGROUND CONDITIONS		
Intersection	AM	PM
	(LOS/CLV/Delay)	(LOS/CLV/Delay)
Pointer Ridge Drive & Pointer Ridge Place *	11.0 seconds	12.8 seconds
US 301 & Pointer Ridge Drive	D/1345	E/1521
US 301 (SB) & Mitchellville Road	C/1225	E/1533
US 301 (NB) & Queen Anne Bridge Drive	D/1316	B/1064
* Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A delay of 50 seconds is deemed acceptable. For signalized intersections, a CLV of 1450 or less is deemed acceptable as per the <i>Guidelines</i> .		

A third and final analysis was done to evaluate the levels of service based on the new uses proposed in the rezoning application. It is worth noting that for this scenario, the traffic being analyzed reflected the trip differential between the approved development cap versus the development being proposed. The projected turning movements were adjusted commensurately. The results of this analysis are as follows:

TOTAL CONDITIONS			
Intersection	AM	PM	
	(LOS/CLV/Delay)	(LOS/CLV/Delay)	CLV change **
Pointer Ridge Drive & Pointer Ridge Place *	12.5 seconds	16.7 seconds	
US 301 & Pointer Ridge Drive <i>with mitigation improvement</i>	E/1457 D/1392	E/1595 E/1484	-111 150%
US 301 (SB) & Site Access *	47.4 seconds	198.4 seconds	
US 301 (SB) & Mitchellville Road <i>with mitigation improvement</i>	C/1254 C/1190	F/1608 E/1488	-120 160%
US 301 (NB) & Queen Anne Bridge Drive	D/1378	C/1119	
* Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A delay of 50 seconds is deemed acceptable. For signalized intersections, a CLV of 1450 or less is deemed acceptable as per the <i>Guidelines</i> . ** Negative change in the total CLV suggests operational improvement under the mitigation scenario.			

The results from the table above show that under total traffic, three of the critical intersections will operate unacceptably during the evening peak hours. Having met the criteria for the use of mitigation as provided for in Section 24-124(a) (6) of the county code, an analysis involving the mitigation procedures was presented in the applicant's traffic study. The results of that analysis showed that with some proffered improvements, at least 150 percent the site traffic will be mitigated at the two failing signalized intersections. The third intersection (the site access) did show a delay of 198.4 seconds. Pursuant to the "*Guidelines*", a delay in excess of 50 seconds triggers the need for a CLV analysis of that intersection. When such an evaluation was done by staff, a result of B/1147 and D/1400 for the AM and PM peak hours respectively was determined. Under this scenario, and pursuant to the "*Guidelines*", 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 proposed right-in/right-out site access to southbound US 301 will be channelized. This type of design allows for much safer maneuvers of vehicles entering and leaving the site. The traffic study did indicate that the HCS software is not very effective tool in evaluating these types of intersections and the built-in safety features. Similarly, because of the nature of the movements at this intersection, the CLV methodology is also not a

very effective tool in measuring capacity at right-in/right-out intersections. One variable that could affect the effectiveness (safety) of this type of access is the lengths of both the deceleration and the acceleration lanes that are an integral part of any right-in/ right-out design. To that end, staff is concluding that the proposed site access will be sufficient to meet the needs of this proposed development, provided the lengths of the accel/decel lanes are compatible with the standards of the State Highway Administration (SHA).

Transportation Staff Findings

The subject property is located within the Developing Tier, as defined in the 2002 *Prince George's County Approved General Plan*. As such, the subject property is evaluated according to 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 at signalized intersections subject to meeting the geographical criteria in 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, and (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the 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, and (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 following critical intersections identified above, when analyzed with existing traffic and existing lane configurations, operate as follows:

EXISTING CONDITIONS		
Intersection	AM	PM
	(LOS/CLV/Delay)	(LOS/CLV/Delay)
Pointer Ridge Drive & Pointer Ridge Place *	11.9 seconds	13.5 seconds
US 301 & Pointer Ridge Drive	C/1267	D/1433
US 301 (SB) & Mitchellville Road	C/1154	D/1443
US 301 (NB) & Queen Anne Bridge Drive	C/1240	B/1003
* Unsignalized intersections are analyzed using the Highway Capacity Software (HCS). The results show the intersection delay measured in seconds/vehicle. A delay of 50 seconds/car is deemed acceptable. For signalized intersections, a CLV of 1450 or less is deemed acceptable as per the <i>Guidelines</i> .		

The critical intersections identified above are not programmed for improvements with 100 percent construction funding within the next six years in the current Maryland Department of Transportation “Consolidated Transportation Program” or the Prince George's County “Capital Improvement Program.”

Under existing conditions all of the intersections are operating at acceptable levels of service and/or intersection delay as defined by the “*Guidelines*”.

For background traffic conditions a growth rate of 1.0 percent per year was used. The growth rate was projected for six years, the expected build-out date for the site. Background conditions are shown in the chart below:

BACKGROUND CONDITIONS		
Intersection	AM	PM
	(LOS/CLV/Delay)	(LOS/CLV/Delay)
Pointer Ridge Drive & Pointer Ridge Place *	11.0 seconds	12.8 seconds
US 301 & Pointer Ridge Drive	D/1345	E/1521
US 301 (SB) & Mitchellville Road	C/1225	E/1533
US 301 (NB) & Queen Anne Bridge Drive	D/1316	B/1064
* Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A delay of 50 seconds is deemed acceptable. For signalized intersections, a CLV of 1450 or less is deemed acceptable as per the <i>Guidelines</i> .		

Under background conditions, the results show that two of the five critical intersections are projected to operate at unacceptable levels of service. A third analysis based on total traffic was evaluated with the following results:

TOTAL CONDITIONS			
Intersection	AM	PM	
	(LOS/CLV/Delay)	(LOS/CLV/Delay)	CLV change **
Pointer Ridge Drive & Pointer Ridge Place *	12.5 seconds	16.7 seconds	
US 301 & Pointer Ridge Drive <i>with mitigation improvement</i>	E/1457 D/1392	E/1595 E/1484	-111 150%
US 301 (SB) & Site Access *	47.4 seconds	198.4 seconds	
US 301 (SB) & Mitchellville Road <i>with mitigation improvement</i>	C/1254 C/1190	F/1608 E/1488	-120 160%
US 301 (NB) & Queen Anne Bridge Drive	D/1378	C/1119	
<p>* Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A delay of 50 seconds is deemed acceptable. For signalized intersections, a CLV of 1,450 or less is deemed acceptable as per the <i>Guidelines</i>.</p> <p>** Negative change in the total CLV suggests operational improvement under the mitigation scenario.</p>			

The results (see above table) of the analyses show that without the use of mitigation, the intersections of Pointer Ridge Drive and Mitchellville Road with US 301 will operate inadequately. However, with the inclusion of improvements allowed under the use of mitigation, both intersections will operate within acceptable levels permitted under Section 24-124(a)(6) of the Subdivision Regulations.

It is worth mentioning the following requirement pursuant to the rules in the “Guidelines for Mitigation Actions” (page 84) regarding the use of mitigation:

“If the applicant recommends a geometric improvement strategy as part of the TFMP, the proposed geometric improvements must be in accordance with the standards or requirements established by the appropriate operating agency.

The TFMP and the comments received from the appropriate operating agencies (or municipalities) must be included in the TPS staff report and will form the basis of the staff findings and recommendations to the Planning Board”

On March 5, 2014, an electronic copy of the applicant’s revised traffic study (including a TFMP) along with a request for review and comment was sent to both operating agencies (SHA and DPW&T). As of this writing, no response from SHA has been received by staff. Without a response from SHA, staff is not able to establish conformity of the proposed improvements with the standards or requirements of SHA.

While it is accepted that operating agency comments must form a basis for the staff's recommendation regarding mitigation actions, the recommendations made herein will not be the last word regarding transportation improvements associated with this development. At the time of preliminary plan of subdivision, the operating agencies will have an additional opportunity to comment on these or other improvements. Therefore, it is determined that the mitigation improvements shown in the traffic study are satisfactory in satisfying the requirements of mitigation as outlined in Section 24-124(a)(6) of the Subdivision Regulations.

Notwithstanding the lack of concurrence from SHA to this point, it is conceded the finding required by Section 27-213(a)(3) has been met. At the time of Preliminary Plan of Subdivision, however, this applicant will be held to the requirements of Section 24-124(a)(6). This part of the law specifically cites the "Guidelines for Mitigation Actions," and all requirements therein will need to be met.

Department of Public Works and Transportation (DPW&T) Comments

In a letter dated March 24, 2014 to staff (Issayans to Masog); DPW&T stated the following:

Improvements to the site entrance, Northbound US 301 at Mitchellville Road and Northbound US 301 at Pointer Ridge Drive were recommended in this TIA. However, for the Full Built-Out (Total) condition, Exhibit 10 documents a level of service (LOS) F for Southbound US 301 at Mitchellville Road during the evening (PM) peak period. Additionally, the critical lane volume (CLV) analysis was a LOS F during the PM period with the introduction of a new signal at Southbound US 301 and the Site Entrance. We recommend providing mitigation measures to alleviate the failing level LOS during the PM peak periods at the above mentioned intersections.

While staff generally agrees with the differences between the various tools for evaluating traffic, The CLV methodology is the preferred methodology recommended in the "Guidelines." With the application of the mitigation rules, the applicant was able to demonstrate that the site-generated trips will be mitigated to satisfactory levels.

Master Plan Roads

The site fronts on US 301, which is recommended for upgrade to a freeway (F-10). Associated with this planned upgrade will be the conversion of the current southbound lanes of US 301 to a planned arterial (A-61). No additional right of way will be needed to facilitate this conversion. Access, parking, and circulation patterns will be reviewed at the conceptual and detailed site plan stages.

Conclusions

Based on the preceding findings, the Transportation Planning Section would conclude that existing transportation facilities in combination with additional improvements to be provided by the applicant as part of their mitigation plan will be adequate to carry the anticipated traffic generated by the development based on the uses proposed as required by Section 27-213(a)(3). This conclusion by staff is conditional on full approval of the applicant's improvements by SHA. The Transportation Planning Section does not oppose the rezoning request provided that the approval is conditional on the improvements

shown in the traffic impact study.

- (B) The finding by the Council of adequate transportation facilities at this time shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

G. Conformance with the Purposes of the Zone:

Section 27-542(a) Purposes of the M-X-T Zone

- (1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;**
- (2) To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;**
- (3) To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;**
- (4) To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;**
- (5) To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;**
- (6) To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;**
- (7) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;**
- (8) To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;**
- (9) To permit a flexible response to the market and promote economic vitality and investment; and**
- (10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.**

Staff makes the following findings relative to the purposes of the M-X-T Zone (some of the findings apply to more than one purpose):

1. The variety of the proposed residential and commercial uses will generate increased tax revenues for the County and promote orderly development by locating development at an area recognized as appropriate for mixed-use development.
2. The master plan designation of the subject property and the Pointer Ridge Commercial Area to the south as a mixed-use activity center directs this property to be developed in the manner herein described. Focusing such a mixed-use community within an area recommended by the master plan maximizes the development potential of the property.
3. The proposed community will provide retail and residential uses in close proximity to each other, promoting a pedestrian-oriented mode of transport.
4. The concentration of development and mix of uses on a single site will reduce sprawl. Walkways will be designed to facilitate access around and through the property. Connections to nearby properties will be required and analyzed at later stages of the review process
5. The visual character and identity of the project will be an element of the architecture of the buildings, entrance features, and landscape plantings. The orientation of the buildings and their relationship with open spaces and the pedestrian system will be important aspects of the final design. Buildings will be required to be designed with high-quality detailing and design variation, and will be appropriate in scale with their location. The architecture, street furniture, landscape treatment, signage, and other elements will be coordinated to give the development a distinctive visual character. These will be further analyzed during the site plan review processes.
6. A number of factors help make this design a multipurpose energy-efficient plan. The mixture of uses proposed could provide employment opportunities to nearby residents and help reduce travel to work. The retail opportunities will be available in close proximity to the large residential areas to the west.
7. The project is responsive to the existing market and needs of county residents and to the goals of the county. The master plan recommends a mixed-use for this site in recognition of the fact that a mix of uses helps make the Activity Center more viable.
8. The development is intended to be compatible with and an integral part of existing neighborhoods. Linkages to adjacent employment areas, neighborhoods and activity centers will be provided so that pedestrians have safe and efficient access into and out of the site. High-quality architecture and resource- and energy-efficient building design, materials, and practices will be required. This development will seek to achieve excellence in planning and design so that the health, safety, and welfare of workers and residents in the region are improved.

H. **Historic Preservation:** The Historic Preservation Section review found the subject application would have no effect on identified Historic Sites, Resources or Districts.

CONCLUSION

The requested M-X-T Zone conforms to the land use recommendations of the 2006 master plan for mixed-use development for the site as part of the Pointer Ridge Activity Center, as well as, the 2002 *Prince Georges County Approved General Plan* for the Developing Tier, generally. However, the development of these uses will require close attention to be paid to buffering and screening at later stages of development review to ensure compatibility with the adjoining residences to the north, west and south. Also, close attention will need to be paid to ensure that the development becomes a truly integrated mixed-use and not just an apartment complex on the edge of a commercial area. In addition, conditions and considerations have been recommended to ensure that the conceptual site plan review takes into account important transportation and environmental issues as raised in the referral from the Transportation and Environmental Planning Sections.

In order to provide flexibility to design a mix of uses as advocated by plan policies, the M-X-T Zone is appropriate for this property. Staff therefore recommends **APPROVAL** of the M-X-T Zone, subject to the following conditions and considerations:

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.

CONSIDERATIONS

The following considerations 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.
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.

3. Building placement should reinforce the street grid. The establishment of a build-to line (BTL) along internal streets should be considered.
4. Additional pedestrian and vehicular connections should be provided, as should access to Pointer Ridge Place and the South Bowie Community Center.
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.
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.
7. Standard sidewalk shall be provided along both sides of all internal roads, unless modified by DPW&T or the City of Bowie.
8. Bicycle parking shall be provided on-site, with the number and location(s) to be determined at the time of SDP.
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.
10. The site and landscape plan shall demonstrate the use of full-cut off optic light fixtures to the extent practicable.
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).
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.