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CONCEPTUAL SITE PLAN

CSP-02004

Application	General Data	
Project Name Karington Location Southwest quadrant of the intersection of MD 214 (Central Avenue) and US 301 (Crain Highway) Applicant/Address The Michael Companies, Inc. 4390 Parliament Place, Suite A Lanham, MD 20706	Date Accepted	09/20/2002
	Planning Board Action Limit	Waived
	Plan Acreage	361.53 acres
	Zone	E-I-A
	Dwelling Units	N/A
	Square Footage	N/A
	Planning Area	74A
	Council District	4
	Municipality	N/A
	200-Scale Base Map	201NE14

Purpose of Application	Notice Dates	
Mixed-Use Planned Community (per CB-13-2002)	Adjoining Property Owners (CB-15-1998)	10/18/02
	Previous Parties of Record (CB-13-1997)	N/A
	Sign(s) Posted on Site	05/28/03
	Variance(s): Adjoining Property Owners	N/A

Staff Recommendation			Staff Reviewer: Gary Wagner
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

May 28, 2003

MEMORANDUM

TO: Prince George's County Planning Board

VIA: Steve Adams, Urban Design Supervisor

FROM: Gary Wagner, Planner Coordinator

SUBJECT: Conceptual Site Plan, CSP-02004, Karington
Type I Tree Conservation Plan, TCPI/48/02

The Urban Design staff has reviewed the Conceptual Site Plan for the subject property and presents the following evaluation and findings leading to a recommendation of Approval with conditions.

EVALUATION

The Conceptual Site Plan was reviewed and evaluated for conformance with the following criteria:

- a. Conformance to the requirements for Mixed-Use Planned Communities in the M-X-T Zone, Section 27-544(c) of the Prince George's County Zoning Ordinance.
- b. Section 27-274 of the Zoning Ordinance for conformance to the site design guidelines.
- c. Conformance to the requirements of the *Landscape Manual*.
- d. Conformance to the requirements of the Woodland Conservation and Tree Preservation Ordinance.
- e. Referrals.

FINDINGS

Based upon the analysis of the subject application, the Urban Design staff recommends the following findings:

1. The site consists of 361.53± acres in the E-I-A Zone and is located in the southwest quadrant of the intersection of US 301 and MD 214. The site is bounded on the west by the Collington Branch; to the north by MD 214; to the east by US 301; and to the south by Collington Center, an employment park in the E-I-A Zone. The applicant is requesting approval of a Mixed-Use Planned Community in accordance with the provisions of CB-13-2002, adopted by the County Council on May 21, 2002.

The property was formerly known as Collington Corporate Center and has an approved Basic Plan and Comprehensive Design Plan with a maximum of 4.5 million square feet of development; however, no development has occurred on the property.

The Conceptual Site Plan proposal is for residential, retail and office uses and other uses, such as restaurants, two hotels and a school. In general, the retail, office and hotel uses are located on the eastern half of the development, along US 301 and the ramp from MD 214 to US 301. A large 25-acre lake, central to the development, is a main open-space focal point of the development. Higher-density residential dwelling units, a hotel and restaurants front on the lake to the north, east and south. The lake will also serve as the primary stormwater management facility for the development. Residential densities are lower moving west toward the Collington Branch. The site has a single vehicular access point from MD 214 and four vehicular access points from US 301. A modified grid street pattern is utilized for on-site vehicular and pedestrian traffic. A master planned trail has been provided along the Collington Branch with several feeder trails connecting to the development.

2. **Development Data Summary**

	EXISTING	PROPOSED
Zone(s)	E-I-A	E-I-A
Use(s)	Vacant	Mixed-Use
Acreage	381.52	361.53
Lots	0	*
Parcels	0	*
Square Footage/GFA	0	3.6 MSF to 3.8 MSF
Residential	0	2 MSF to 2.3 MSF
Retail	0	300,000 to 320,000 SF
Office	0	680,000 to 700,000 SF
School	0	25,000 SF
Hotel(s)	0	600,000 SF
Floor Area Ratio (FAR)	0	0.18 to 0.20
Dwelling Units:	0	1,294
Attached	0	272
Detached	0	170
Multifamily (Rental)	0	600
Condominium	0	112
High-Rise Units	0	120
Live/Work Units	0	20

* To be determined at the time of Preliminary Plan of Subdivision.

Section 27-272. Purpose of Conceptual Site Plan

3. **Section 27-272 (a)(1)** states that *“There is often a need for approval of a very general concept for developing a parcel of land before subdivision plans or final engineering designs are begun.”*

Section 27-272 (c) (1) Specific Purposes of Conceptual Site Plans are as follows:

- a. To explain the relationships among proposed uses on the subject site and between the uses on the site and adjacent uses;*
- b. To illustrate approximate locations where the buildings, parking lots, streets, green areas, and other similar features may be placed in the final design of the site;*
- c. To illustrate general grading, woodland preservation areas, planting, sediment control, and stormwater management concepts to be employed in any final design for the site; and*
- d. To describe, generally, the recreational facilities, architectural form of buildings, and street furniture (such as lamps, signs, and benches) to be used on the final plan.*

The applicant has submitted the following plans that generally show how the above purposes have been met:

- Illustrative Plan (to illustrate the approximate locations of buildings, streets, green areas, and other similar features).
- Land Use Plan (to illustrate the relationships among proposed uses on the site and between uses on the site and adjacent uses).
- Opportunities and Constraints Plan (also to illustrate the relationships among proposed uses on the site and between uses on the site and adjacent uses).
- Open Space Plan (to illustrate specific open space areas of the plan, such as park dedication areas, common open space, private open space, landscape buffers, the lake and other open space features).
- Entry Feature Plans and Sections (to illustrate entry features, signage location and landscape concepts along the frontage of US 301).
- Phasing Diagram (to illustrate the proposed phasing of the development).
- Street Diagram (to illustrate the hierarchy and location of streets and traffic-calming devices within the development).
- Street Sections (to illustrate street widths, green area and sidewalk dimensions, and setbacks to various structures).
- Pedestrian Path Diagram (to illustrate the hierarchy of pedestrian walkways and their locations).
- Conceptual Grading Plan, Forest Stand Delineation Plan and Type I Tree Conservation Plan (to illustrate general grading, woodland preservation areas, and proposed stormwater management facilities on the site).

In general, the plans provided by the applicant have addressed the specific purposes of Conceptual Site Plans. Where there are deficiencies, conditions have been added in the Recommendation section so that the specific purposes will be met.

Required Findings, Sections 27-276(b) & 27-546(d)

4. *The Plan represents a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.*

In general, the plan meets the above requirement. The following site design guidelines warrant discussion:

(4) **Views.**

- (A) *Site design techniques should be used to preserve, create, or emphasize scenic views from public areas.*

(7) **Grading.**

- (A) *Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts. To fulfill this goal, the following guidelines should be observed:*
- (i) *Slopes and berms visible from streets and other public areas should appear as naturalistic forms. Slope ratios and the length of slopes should be varied if necessary to increase visual interest and relate manmade landforms to the shape of the natural terrain;*
 - (ii) *Excessive grading of hilltops and slopes should be avoided where there are reasonable alternatives that will preserve a site's natural landforms;*
 - (iii) *Grading and other methods should be considered to buffer incompatible land uses from each other;*
 - (iv) *Where steep slopes cannot be avoided, plant materials of varying forms and densities should be arranged to soften the appearance of the slope; and*
 - (v) *Drainage devices should be located and designed so as to minimize the view from public areas.*

Along the entrance road from MD 214, a large wooded area on the south side of the road will be cleared to accommodate approximately 20 townhouses. The Illustrative Plan incorrectly shows the area between the townhouses and the road as wooded. The extensive grading for these townhouses causes a natural wooded ravine, going down to the stream valley, and a steep wooded knoll (to be cleared) behind the townhouses. The situation is exacerbated by the need for a large stormwater management pond at the end of the driveway for the townhouses.

The design would be far superior if this area were left undeveloped. The benefits of preserving this wooded ravine greatly outweigh what would be gained by clearing of this area. First, preserving the trees in this area would emphasize the scenic views into the development. For approximately 1,000 feet of roadway there could be existing woods on both sides of the road. Second, the wooded ravine would make a much better trailhead for the master-planned trail. The current plan has the trail starting in the back of the proposed northern hotel site, running along the bottom of the graded entrance road bed, crossing the entrance road, running through the parking lot of the townhouses and up steeply graded slopes behind the townhouses. The location of this important master plan trail is more of an afterthought than an integral part of the plan. A trailhead in this location would be ideal because it could start directly across from the five-acre park, linking the two open spaces. A small parking lot could be provided at the top of the ravine if needed. The plan should be revised to eliminate the townhouses in this area, preserve the wooded ravine, and provide a trailhead for the master-planned trail. In so doing, the plan would fully satisfy the site design guidelines.

5. *The property and the Plan satisfy all criteria for M-X-T Zone approval in Part 3, Division 2; the Plan and proposed development meet the purposes and applicable requirements of the M-X-T Zone; the Plan meets all requirements stated in the definition of the use; and the Plan shows a reasonable alternative for satisfying, in a high-quality, well-integrated mixed-use community, all applicable site design guidelines.*

The Conceptual Site Plan is in conformance with the above required finding as detailed in Findings 6-8.

6. **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*
- (ii) *A major transit stop or station (reasonably expected to be in place within the foreseeable future).*

The Conceptual Site Plan site meets this criterion. The entire tract is located within the vicinity of a major intersection, being the interchange of MD 214 and US 301, roads that are classified in the master plan as an arterial or higher.

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

The Conceptual Site Plan is consistent with this criterion. In a memorandum dated April 11, 2003, the Community Planning Division offered the following analysis with regard to the Bowie-Collington-Mitchellville & Vicinity master plan:

“The Bowie-Collington-Mitchellville & Vicinity Master Plan (1991) recommends employment land use for the subject property. Approval of the 2002 General Plan amended the Bowie-Collington Master Plan with respect to countywide goals, objectives, policies and strategies (CB-47-2002). The proposed conceptual site plan for the Karington mixed-use, planned community development is generally consistent with these countywide goals, objectives, policies and strategies. As such, the proposed Karington conceptual site plan will not impair the integrity of master plan recommendations for this part of the Collington employment area.”

(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 Conceptual Site Plan meets this criterion. In approving CB-13-2002, the District Council did include guidelines to the Planning Board for its review of the Conceptual Site Plan. In a memorandum dated April 11, 2003, the Community Planning Division offered the following analysis with regard to the approved 2002 General Plan. The Bowie-Collington-Mitchellville and Vicinity master plan was discussed above.

“The submitted application is located in the Developing Tier as defined by the 2002 General Plan. One of the challenges cited for future development in the Developing Tier is ‘to direct growth in order to encourage design of new communities and neighborhoods, and existing communities to be more land efficient, more environmentally sensitive, and more transit supporting than conventional subdivisions.... 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.’ Goals for the Developing Tier (p. 30, February 2002 Plan text as approved October 2002) that are relevant to the review of development applications include:

- “Maintain low- to moderate-density land uses (except in Center and Corridors).”
- “Develop compact, planned employment centers.”
- “Reinforce existing suburban residential neighborhoods.”
- “Preserve and enhance environmentally sensitive areas.”
- “Balance the pace of development with the ability of the private sector to provide adequate transportation and public facilities.”
- “Encourage contiguous expansion of development where public facilities and services can be more efficiently provided.”

“Development Pattern policies and strategies for the Developing Tier do not specifically address applications in industrially zoned planned employment areas that are not in designated Centers or Corridors. Land use policies for these areas will need to be clarified as future master plans are

updated and development regulations revised. However, the provisions of CB-13-2002, defining and allowing a mixed-use planned community in the E-I-A Zone, are consistent with the development concepts cited in the General Plan. As such, this conceptual site plan for a mixed-used planned community is generally consistent with the Developing Tier policies for land use and will not impair the integrity of the 2002 General Plan.”

With regard to the retail component, the Urban Design staff was concerned that the original application provided an unreasonable amount of retail and requested that the Research Section comment on the original proposal. There are no requirements in CB-13-2002 that would have required the applicant to submit a market analysis for review, and there are no required findings of need for the Conceptual Site Plan. The original application was for a range of 400,000 square feet to 600,000 square feet of retail. In response to comments made in a memorandum dated December 10, 2002, from Joseph Valenza, Acting Supervisor of the Research Section, the applicant reduced the amount of retail to 10 percent of the total gross floor area of the development, the minimum amount allowed by CB-13-2002. Since there was no market study to evaluate, Mr. Valenza’s memorandum was based on figures obtained from the master plan and population figures from the 2000 census. The analysis section of the master plan anticipated that the demand for retail space in the areas south of US 50 would range between 320,000 and 370,000 square feet by 2010. The census indicates that the population is growing more slowly than anticipated in the master plan. The implication is that there is no market for new retail, at least not in excess of 370,000 square feet. However, more than 700,000 square feet of retail has been constructed in Bowie Town Center alone since the master plan was adopted, plus many thousands more square feet in the WalMart and Gateway Center stores. Although the older, more obsolete centers are experiencing vacancies, the new retail has been extremely successful. In addition, there is retail on the east side of MD 301 that was not anticipated in the master plan. It appears that the nature of the retail is significantly different than what was anticipated, and that the new retail along MD 301 has become a regional destination for shoppers.

(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, or will be provided by the applicant, will be adequate to carry anticipated traffic for the proposed development.*

The Conceptual Site Plan meets this criterion. In a memorandum dated June 2, 2003, the Transportation Planning Section offered the following analysis:

The Transportation Planning Section has reviewed the subdivision application referenced above. The subject property consists of approximately 361.53 acres of land in the E-I-A Zone. The property is located on the southwest corner of the intersection of US 301 and MD 214. The applicant proposes a mixed-use planned community in accordance with CB-13-2002. This planned community is subject to review standards which are similar to those applied to development in the M-X-T Zone. The community is proposed to include 1,294 residences, 700,000 square feet of employment space, and 300,000 square feet of retail space (these quantities are those which are analyzed in the traffic study).

The transportation staff determined that a traffic study detailing weekday analyses was needed. In response, the applicant submitted a traffic study dated March 2003. The findings and

recommendations outlined below are based upon a review of these materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*. Comments from the county Department of Public Works and Transportation (DPW&T) and the State Highway Administration (SHA) are attached. The City of Bowie concerns regarding transportation are also addressed herein.

Growth Policy - Service Level Standards

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

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

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

Analysis of Traffic Impacts

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

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

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

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

The existing conditions at the study intersections are summarized below:

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

The area of background development includes approximately 2.7 million square feet of nonretail space as well as over 1,500 residences. Background conditions also assume the widening of US 301 between MD 214 and MD 4, which is shown in the current county Capital Improvement Program (CIP) with 100 percent funding within six years. Full funding in this circumstance includes an assumption that the majority of funding would come from developer contributions and from the state. The widening of US 301 is assumed with the provision that area developments would contribute to the funding of the improvements.

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

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

The site is proposed for development as a mixed-use community. The proposal is as follows:

Phase I/Phase II/Total (2009/2013)
 110/60/170 single-family detached residences
 177/95/272 townhouse residences
 554/298/852 high-rise apartment/condo residences
 200,000/100,000/300,000 square feet retail
 455,000/245,000/700,000 square feet "office"
 200/100/300 hotel rooms
 0/250/250 student school

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

- a. The assignment did not specifically include the assignment of pass-by trips. While these types of trips do not have an impact on intersections far away from the site, they could have a significant impact on intersections adjacent to the site.
- b. The retail assignment used the same trip distribution as was used for office. This is not appropriate, as the potential retail market is within the immediate area, while employees are likely to come from farther away. A greater portion of the retail assignment should have been directed toward Hall Road and toward Church Road, with less from the south and east of the site.

- c. A portion of potential employees on the site and potential students on the site could come from south Bowie via Hall Road. Similarly, there are services in south Bowie that residents within the community would access via Hall Road. There is a strong justification for a small assignment of three percent of site trips for these uses to be oriented toward Hall Road to the north of the site.

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

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

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

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

MD 214/Church Road

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

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

Each element of that requirement is discussed below:

- a. The development is in an area where public water and sewer is currently available. This is clear from all information provided.
- b. In accordance with the District Council’s action on CDP-9902 and CDP-9903 approving Oak Creek Club, it was determined that the acceptance by an applicant of conditions that would provide adequacy for public facilities was an acceptable basis for approving the use of mitigation. Therefore, regardless of any determination of the adequacy of schools for the subject case, as long as appropriate conditions for adequacy are imposed, mitigation can be employed.

- c. The entire site must be within ½ mile of bus services having quality and capacity. The quality of service is defined by a 15-minute headway—in other words, a bus must operate every 15 minutes during peak hours. Also, the bus service must operate with a load factor of 100 percent or less, wherein a load factor of exactly 100 percent means that every seat on the bus, on average, is full (which leaves all standing room available for additional patrons). In this case, the applicant has provided a statement of intent to (a) seek service of the site by existing public bus services that currently operate at the periphery of the site; or (b) to provide services that will meet the requirements to utilize mitigation. This is somewhat similar to Oak Creek Club, and District Council’s action on CDP-9902 and CDP-9903 approving Oak Creek Club serves as a determination that this type of proffer is an acceptable basis for approving the use of mitigation.

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

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

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

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

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

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

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

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

The mitigation plan was reviewed by DPW&T and SHA. DPW&T had no comments. SHA did review these improvements in connection with a previous application, and deemed them to be acceptable. SHA raised some concerns about the applicability that are discussed further below under a separate heading.

This is a very preliminary approval for the subject plan. If the Oak Creek Club were to bond the mitigation improvements prior to the subject property receiving subdivision approval, in accordance with the guidelines the mitigation improvements would become part of background traffic, and the subject property would be required to recommend a new set of improvements at this location which would meet the adequacy requirements.

MD 214/Hall Road and site entrance

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

US 301/Old Central Avenue

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

US 301/site entrance

The traffic study proffers signalization at this location, which is actually two separate intersections along the northbound and southbound lanes of US 301. The analysis also assumes a three-lane eastbound approach from the site, with one lane turning southbound along US 301 and the remaining

two lanes continuing across southbound US 301 and continuing to dual northbound left-turn lanes at northbound US 301. With a signal in place, the southbound US 301 intersection would operate at LOS D, with a CLV of 1,307 during the AM peak hour. Similarly, the intersection would operate at LOS C, with a CLV of 1,267 during the PM peak hour. With a signal in place at the intersection along northbound US 301, the intersection would operate at LOS B, with a CLV of 1,030 during the AM peak hour. Similarly, the intersection would operate at LOS D, with a CLV of 1,418 during the PM peak hour. This is acceptable.

Merge of ramp from MD 214 eastbound onto US 301 northbound

Under Phase II total traffic, the Highway Capacity Manual analysis indicates that this merge would operate at LOS E during the PM peak hour. The length of this merge lane is severely constrained by existing right-of-way to the north of the merge point. However, there may be additional right-of-way on the east side of northbound US 301 that could allow some additional pavement and restriping, which would in turn allow the merge lane to be extended. It is currently a length of 200 feet and must be lengthened to 400 feet, or a length deemed necessary by the State Highway Administration, to operate acceptably given future traffic volumes.

US 301 between MD 214 and MD 725

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

CIP Project FD669161 (US 301 Improvements) provides that \$21,500,000 in construction funds will be provided by developer contributions and the State of Maryland. In 1995, when another development in the area (Villages of Belmont, CDP-9404) was under review, the project justification that fiscal year identified \$2.5 million of the \$24 million as the portion to be used as the basis for developer contributions. The current CIP makes no reference regarding what portion of the \$21.5 million will come from the State of Maryland and the development community. However, in a February 1998 letter to the Planning Board, the Deputy Chief Administrative Officer of Prince George's County has advised that it is still the intent of the county to obtain \$2.5 million in developer contribution. The cost estimate used for this project was based on second quarter 1989 data. Based on the county's letter, staff has identified participating developments and the associated share of project contributions along the US 301 corridor. To date, the following developments have made financial commitments toward the aforementioned CIP improvements through Planning Board resolutions:

Collington South	4-97044	PB 97-214(C)	\$456,000.00
Marlboro Square	4-96084	PB 96-342	\$30,880.00
Meadowbrook	4-89227	PB 90-102	\$106,948.31
Beech Tree	CDP-9706	PB 98-50	\$1,194,805.08
TOTAL			\$1,788,633.39

In a June 12, 1995, letter from the director of DPW&T, additional details concerning the scope of the improvements in the CIP project were provided. The project would provide a third through lane in each direction between MD 214 and MD 725 and further widening as needed. In the June 12 letter, DPW&T determined that this project also encompasses construction of an additional fourth lane on US 301 at Trade Zone Avenue, MD 725 and MD 214.

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

The subject application would generate an average of 971 vehicle trips per peak hour along US 301. In a similar way, this property should be required to pay \$725,094.25 toward the CIP project.

Comments—Operating Agencies

Both DPW&T and SHA have provided referrals on the traffic study. Also, the City of Bowie has expressed several concerns that will also be addressed.

DPW&T had no comments.

SHA has several comments:

- a. SHA recommends that specific site access design requirements be coordinated with them, and this is appropriate.
- b. SHA indicates a concern with the US 301 CIP project and recommends that the applicant be required to construct actual roadway improvements along US 301 and not just pay money toward the CIP project. This project will require considerable improvements for access, and they will be recommended as conditions. However, the SHA referral is somewhat misleading. The county CIP shows this project to be fully funded within six years, and by that criterion it is eligible to form the basis for reviewing a development application.
- c. SHA raises an important point concerning the proposed mitigation at MD 214/Church Road by noting that the proposal in the traffic study is only sufficient to mitigate the impact of the Oak Creek Club. However, that set of improvements is not yet in place nor are they bonded or otherwise funded. The Oak Creek Club is fully considered in background traffic; still, the set of improvements shown in the traffic study mitigates the impact of the subject property. It is an appropriate application of the guidelines as well as the mitigation requirements.

The City of Bowie has informally offered a number of comments. These comments are briefly summarized as follows:

- a. There was concern that mitigation at the MD 214/Church Road intersection was not justifiable. With statements provided by the applicant along with past determinations by the District Council in another nearby case, the use of mitigation is justified.
- b. There was concern about the operation of the left-hand merge from eastbound MD 214 onto northbound US 301. This merge was found to be operating unacceptably under Phase II development and has been addressed with a condition.
- c. There was concern that not enough traffic was distributed onto Hall Road to the north of the subject property. The staff analysis did assign some trips to the north of the site on Hall

Road and determined that the geometric improvements recommended in the traffic study would be acceptable.

- d. The city has significant concerns about the US 301 CIP project and the appropriateness of using this project as the basis in a traffic analysis. The staff's analysis does require a cash payment by the applicant toward the construction of this project. However, the required finding regarding a funded CIP project is that "one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program...." The length of time a project has appeared in the CIP or the status of the authorization of funding is not cited in the ordinance, and for that reason, the CIP project can serve as the basis for reviewing the subject application.

Plan Comments

The conceptual site plan does not provide large-scale plans on which future rights-of-way can be noted and determined. MD 214 is a master plan expressway, and existing southbound US 301 is a master plan arterial facility. While it appears that the existing right-of-way along the through lanes of MD 214 is sufficient to accommodate future recommendations, it also appears that the right-of-way of 60 feet from the existing center line of pavement along southbound US 301 will be required. Also, the master plan recommends a future interchange at MD 214 and Hall Road, and the conceptual site plan makes no provision for right-of-way for the ramps and overpass associated with this interchange. The area where the interchange is planned is shown on the plan as green space adjacent to a possible hotel site, however, and so location of the future right-of-way and its designation must be addressed at the time of preliminary plan.

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

The general circulation plan is mostly acceptable. The two sheets labeled "Street Sections" must be reviewed with regard to specific adjacent development proposals. All typical sections must conform to the requirements of the appropriate operating agency, and any deviations from the typical section must have the approval of the director of that agency. There are two minor items regarding circulation that require further attention:

- a. On the north side of the lake, the road system is discontinuous south of the proposed townhouse and multifamily use. A street of type "E" should be extended all the way across the north side of the lake.

- b. The plan indicates five access points onto the site from southbound US 301. Any access point must be approved by SHA. Furthermore, given the speed of traffic along US 301, so many access points could become a safety issue. The plan should delete the northernmost access point along US 301 given the potential conflicts with traffic turning south onto US 301 from MD 214. Of the remaining four access points, at least one additional access point should be deleted. It is not realistic to assume that SHA will approve all four.

Transportation Staff Conclusions

Based on the preceding findings, the Transportation Planning Section concludes that adequate transportation facilities would exist to serve the proposed development as required under Section 27-546 of the Prince George's County Code if the application is approved with Conditions 3-13 in the Recommendation section below.

Section 27-542. Purposes of the M-X-T Zone

(a) *The purposes of the M-X-T Zone are:*

- (1) *To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, and major transit stops, so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;*
- (2) *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;*
- (3) *To promote the effective and optimum use of transit and other major transportation systems;*
- (4) *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;*
- (5) *To encourage diverse land uses which blend together harmoniously;*
- (6) *To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;*
- (7) *To promote optimum land planning with greater efficiency through the use of economies of scale and savings in energy beyond the scope of single-purpose projects;*
- (8) *To permit a flexible response to the market; and*
- (9) *To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.*

The Conceptual Site Plan proposes a mixed-use development that meets the above purposes of the M-X-T Zone. The proposed mix of uses includes a variety of residential types, retail, office/employment, restaurants, hotels and an institutional use (high-tech school). The mixed-use development is located at a major intersection in the county where the office, retail, hotel and restaurant components will provide for an expanding source of desirable employment while also providing for an assortment of living opportunities for its citizens. A mixed-use development at this location maximizes the development potential inherent in the location of the zone and promotes the effective use of major transportation systems. The hotel, restaurant and office components have the ability to facilitate and encourage a 24-hour environment.

The plan provides for a variety of residential opportunities in different settings that offer choices for the consumer. Single-family detached lots are located on the western portion of the site, away from the activity of the commercial areas along the wooded bluffs of the Collington Branch. Townhouses are interspersed with the single-family detached lots and also provide for a transition in density to the luxury apartments that interface with the office and retail components. Live-work units are proposed in the center of the village, close to shops and restaurants. A grid street pattern with a hierarchy of street widths, buildings sited close to the street, pedestrian sidewalks and street trees will provide for animated streetscapes throughout the development. An open space system is evenly dispersed throughout the development, consisting of parkland with a master plan trail system along the Collington Branch to be dedicated to M-NCPPC; a centrally located 25-acre public open space with a lake with trails and benches; a private park of approximately five acres with a soccer field, basketball court, tennis courts, tot lot and parking lot; several village greens with landscaping and benches; private clubhouses with private pools, weight rooms, social rooms and kitchenettes. The open space system is linked with trails and sidewalks so that it is convenient to the community. These features, connected together with a grid street pattern, create dynamic, functional relationships among individual uses within a distinctive visual character and identity. The Conceptual Site Plan for Karington, with its mix of uses on a grid street pattern, promotes optimum land planning at this location with greater efficiency through the use of economies of scale and savings in energy beyond the scope of a single-purpose project. People who live and work in the community will also be able to shop and eat in a community that is walkable. The layout, with its diversity of uses and building types, will permit a flexible response to the market, and freedom of architectural design will be allowed within the framework of the Conceptual Site Plan.

7. **Applicable Requirements, Section 27-544 (c), Mixed-Use Planned Community regulations in the M-X-T Zone:**

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

	<i>Min.</i>	<i>Max.</i>
<i>Residential (at least two different types)</i>	<i>50%</i>	<i>70%</i>
<i>Retail</i>	<i>10%</i>	<i>20%</i>
<i>Office/Employment</i>	<i>20%</i>	<i>40%</i>

The Conceptual Site Plan meets the above requirement. Based on the information provided in Finding 2, the residential ranges from 67 percent to 69 percent; the retail at 10 percent for both the minimum and maximum; and the office/employment 23 percent to 21 percent. See Finding 2 for the gross floor areas of the individual uses.

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

Two hotel sites are proposed on the Conceptual Site Plan. Hotels have not been included in the residential, retail or office/employment categories for purposes of calculating gross floor area for percentages of use.

- *It shall provide at least one institutional or civic use, shall have an integrated network of streets, sidewalks, and open space, public or private, and shall give priority to public space and appropriate placement of institutional and civic uses.*

The Conceptual Site Plan provides for one institutional use, a high tech school which is proposed as a satellite campus of Prince George's Community College. The area where the school is located is at the end of a multifamily residential block, across from office uses. It is also adjacent to the five-acre park in the northern area of the development. Staff is concerned that the placement of the school is not appropriate and that there is not room for expansion at the location shown. It is recommended that the school be placed at a prominent intersection on a site that has the ability for future expansion. The plan has an integrated network of streets, sidewalks and open space. Priority has been given to the public spaces. A 25-acre central open space area with a lake is adjacent to the downtown area. A hotel, restaurants and residential uses overlook the lake. The lake will be accessible to the residents of the community and to the public as a whole.

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

There do not appear to be any conflicts between the E-I-A Zone requirements and the M-X-T Zone requirements at this time.

- *The community shall be focused on a central public space that is surrounded by a combination of commercial, civic, cultural or recreational facilities.*
- *The space shall be a minimum of twenty-five (25) acres, and may include a lake.*
- *It shall be designed with adequate amenities to function as a fully shared space for the entire community.*

A 25-acre central public open space with a lake has been provided and is surrounded by residential, restaurants, a hotel, and trails with benches. More recreational facilities and cultural uses should be provided around the lake and a civic use such as an amphitheater, or other equal feature in close proximity to the restaurants.

- *The community shall contain additional, linked open space in the form of squares, greens and parks that are accessible, visible, safe and comfortable.*
- *The open spaces should provide a variety of visual and physical experiences*

- *Some of these open spaces should be bordered by buildings and be visible from streets and buildings.*

Some additional, linked open space has been provided in the form of two greens in the downtown area, a green in each of the single-family areas, and a five-acre park in the northern area of the development. All are accessible and visible. The open space areas provide a variety of visual and physical experiences, such as soccer fields, basketball courts, tennis courts, tot lots and passive sitting areas. Most are visible from either residential homes or commercial areas, which is very important for security reasons. Future design will ensure that they are safe and comfortable.

- *The retail uses shall be designed to:*

Create a sense of place by: creating a design that is preferably a village or main street theme; providing amenities such as plazas, parks, recreational opportunities, entertainment and cultural activities, public services and dining; and providing attractive project gateways and public spaces.

In general, the above has been met. A village/main street theme has been employed for Karington. Amenities such as plazas, parks, recreational opportunities and dining areas have been provided. As mentioned above, additional recreational facilities should be added along the trail around the lake and a cultural feature such as an amphitheater should be provided in close proximity to the lake and restaurants. Attractive project gateways have been provided at all entrances to the development. Brick entry features with brick towers, brick walls, attractive metal fencing and landscaping will be employed at the entrances off of MD 214 and US 301.

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

The applicant has not addressed the above with the Conceptual Site Plan. At the time of the first Detailed Site Plan, details of outdoor amenities such as brick pavers, tree grates, decorative lighting, signs, banners and high quality street furniture should be provided for the entire development. However, the location of brick walks should be determined at the Conceptual Site Plan level. Therefore the Conceptual Site Plan Pedestrian Path Diagram should be revised to provide the location of all walkways that are intended to be brick. At a minimum, brick walkways should be provided along streets with retail shops, hotels, restaurants and along all village greens.

- *Create attractive architecture by: using high quality building materials such as stone, brick or split-face block, and providing architectural elements such as façade articulation in fifty (50) foot to seventy-five (75) foot increments, second floor levels, dormer windows, canopies, arcades, varied roofscapes and customized shopfronts to create a street-like rhythm.*
- *Promote attractiveness by doing things such as surrounding "big box" stores with "sleeves" of retail and service uses to minimize blank walls and dead spaces; designing attractive, quality façades of all commercial buildings on all four sides where the façade is visible from public space; and completely screening loading, service, trash, HVAC and other unsightly functions.*
- *Creating a retail area where: pedestrians may travel with ease, with attractive walkways and continuous street front experiences to maximize the quality of the pedestrian*

environment; all uses are connected by sidewalks; crosswalks run through and across the parking lots and drive aisles to connect all buildings and uses; sidewalks are wide, appealing, shaded and configured for safe and comfortable travel; pedestrian walkways are separated from vehicular circulation by planting beds, raised planters, seating walls, on-street parallel parking and/or structures; walking distances through parking lots are minimized and located to form logical and safe pedestrian crossings, and walkways are made more pedestrian-friendly through the use of arcades, canopies, street trees, benches and tables and chairs.

These items will be addressed at the time of Detailed Site Plan review.

- *Shield and enhance the surrounding view through techniques such as screening views of parking lots along the main frontal streets with fifty (50) to one hundred (100) foot wide green bermed and landscaped strips, or a low brick (or other quality material) wall, in order to screen parking from the public frontage streets, and ensuring that attractive buildings and limited signage are to be visible from the public frontage streets.*

The plans show a 50- to 100-foot-wide landscaped area with berms, brick walls and landscaping along the entire frontage of US 301 in order to screen parking. This will be reviewed more in detail at the time of Detailed Site Plan review.

- *Minimize expanse of parking lots through the use of shared parking, structured parking or decks, landscape islands or the location of buildings and streets.*
- *Provide a hierarchy of pedestrian-scaled, direct and indirect, high quality, energy efficient lighting that illuminates walkways, ensures safety, highlights buildings and landmark elements, and provides sight lines to other retail uses.*
- *Create a signage package for high quality signs and sign standards and requirements for all retail and office tenants and owners, which shall address size, location, square footage, materials, logos, colors and lighting. For office and retail uses, a Conceptual Site Plan for Signage shall be approved prior to release of any sign permits. All sign permits shall conform to the approved Conceptual Site Plan for Signage.*
- *Enhance retail pad sites designs to be compatible with the main retail component. If the retail pad sites are located along the public frontage streets, parking shall be located to the rear and sides of the pad sites.*
- *Green areas should be provided between pad sites.*
- *Restaurants should have attractive outdoor seating areas with views of the central public space/lake or other natural features.*

These requirements are applicable at the time of Detailed Site Plan review.

- *Residential uses shall meet the following design standards:*
- *Single family detached.*

- (i) *There shall be a range of lot sizes, with a minimum square footage on any lot of two thousand, two hundred (2,200) square feet of finished living space.*
- (ii) *At least twenty percent (20%) of the houses shall be a minimum of two thousand, six hundred (2,600) square feet finished living space.*
- (iii) *Garages may not dominate the streetscape, and all garages shall either be detached, located in the rear (accessible by alleys or front street), attached and set back a minimum of eight (8) feet from the front façade, or attached and side entry.*
- (iv) *All streets, whether public or private, shall have sidewalks.*

Most of these requirements will have to be met at Detailed Site Plan review. Some of the requirements have been met at this time, e.g., there are a range of lot sizes, alleys have been provided, and all street sections provide for sidewalks.

- *Multifamily.*

- (i) *Building materials shall be high quality, enduring and distinctive.*
- (ii) *Use of siding should be limited.*
- (iii) *A significant number of amenities such as are typically provided for luxury rental and condo projects shall be provided.*

These requirements will have to be met at Detailed Site Plan review.

8. The definition of the use (Section 27-107.01 (151.1)) is as follows:

“Mixed-Use Planned Community: A contiguous land assemblage of 250 or more acres in the E-I-A or M-X-T Zone at the intersection of two State highways classified as expressways or freeways, land which meets the criteria in Part 3, Division 2, for classification in the M-X-T Zone and which is developed or to be developed as follows: mixing residential, employment, commercial retail, commercial office, hotel or lodging, civic buildings, parks, or recreational uses; creating a self-sustaining neighborhood with a balanced mix of residential, commercial, public, institutional, and recreational uses; providing uses which are physically and functionally coordinated, with a network of streets and sidewalks forming an integrated circulation system; giving priority in use placement and site design to public spaces, civic uses, recreational uses, and institutional buildings; and exhibiting throughout a high quality of architecture, site design and landscaping, and placement of different uses. If on January 1, 2002, any part of the property covered by an approved E-I-A Basic Plan is partially or fully built on or developed under the Basic Plan regime, then no part of the property may be approved as a Mixed-Use Planned Community.”

The Conceptual Site Plan consists of 361.53 acres in the E-I-A Zone and is located at the southwest quadrant of the intersection of MD 214 and US 301, two highways classified as expressways or freeways, and therefore meets the definition in terms of the size of the property and location. For conformance to the criteria in Part 3, Division 2, for classification in the M-X-T Zone, see Finding 5.

As a Conceptual Site Plan, the Karington development proposal generally meets the above definition for Mixed-Used Planned Community. The plan contains all of the uses mentioned above, and the uses are fairly balanced, physically and functionally coordinated with a network of streets and sidewalks forming an integrated circulation system.

Required Findings in the M-X-T Zone:

9. *The proposed development is in conformance with the purposes and other provisions of this Division.*

For a discussion of the above finding, see Findings 5 and 6.

10. *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 proposed development will provide a positive outward image by the provision of a 50- to 100-foot-wide landscaped berm with brick walls and landscaping to screen the view of parked cars in the retail areas. The development will also have the potential to catalyze adjacent community improvement and rejuvenation along the US 301 corridor.

11. *The proposed development is compatible with existing and proposed development in the vicinity.*

To the west of the subject site is Collington Station, a residential community that will be buffered from the site by the Collington Branch floodplain. To the north and across MD 214 is Ternberry, another residential development that will be shielded from the development by the preservation of a wooded wetland area between the subject site and MD 214. To the east and across US 301 is an existing WAWA gas station, which will be compatible with the proposed retail and office in the development. There are also some large residential lots between the northbound and southbound travel lanes of US 301 that have homes that are set back from the southbound travel lanes by a minimum of 200 feet. Along the southern property line, a wooded swale that averages over 100 feet wide will screen the development from the industrial development to the south.

12. *The mix of uses, and the arrangement and design of buildings and other improvements, reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability.*

The Conceptual Site Plan is for a Mixed-Use Planned Community with a grid street pattern. The uses are provided in an arrangement that reflects a cohesive development. The uses are carefully placed so that they are compatible with one another, yet some uses are mixed together: townhouses with single-family detached, or townhouses and multifamily, or multifamily with retail. All uses have been carefully placed so that they are capable of sustaining an independent environment of continuing quality and stability.

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

The Conceptual Site Plan provides a Phasing Plan that shows the following four phases:

Phase I 800 dwelling units

Phase II	375 dwelling units, 300,000 SF Retail
Phase III	270,000 SF Office
Phase IV	430,000 SF Office, 120 dwelling units, hotels, school

The Phasing Plan should be revised to include 50,000 to 75,000 SF of retail in Phase I. This would improve the ability of Phase I to function as a self-sufficient entity.

14. *The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development.*

An extensive pedestrian system has been provided for the development. The pedestrian system is comprehensively designed in that there is a hierarchy of trails and sidewalks throughout the development. The applicant has provided a Pedestrian Path Diagram as part of the Conceptual Site Plan that shows all trails and sidewalks proposed in the development. The extensive system will encourage pedestrian activity within the development.

15. *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.*

As evidenced by the Findings above, the Conceptual Site Plan meets the requirements of the M-X-T Zone and the regulations of Section 27-548 of the Zoning Ordinance.

Referrals

16. In a memorandum dated May 27, 2003, the Environmental Planning Section offered the following comments: The plans as submitted have been found to address the environmental constraints for the site and the requirements of the Woodland Conservation Ordinance. Conceptual Site Plan CSP-02004 and Type I Tree Conservation Plan TCPI/48/02 are recommended for approval subject to the conditions found in this memorandum. This memorandum supercedes all previous memos from this section.

Background

This site was previously reviewed by the Environmental Planning Section in conjunction with Basic Plan A-9397 and Preliminary Plan of Subdivision 4-89051, which were approved. In addition, CB-13-2002 allows for the site to be developed as if zoned M-X-T as long as no part of the property has been developed in accordance with the requirements of the E-I-A Zone.

Site Description

This 361.53-acre site in the E-I-A Zone is located in the southwest quadrant of the intersection of US 301 and MD 214. A review of the available information indicates that streams, wetlands, 100-year floodplain, severe slopes, and areas of steep slopes with highly erodible soils are found to occur on the property. Transportation-related noise impacts have been found to impact this site. The soils found to occur according to the Prince George's County Soil Survey include Adelphia fine sandy loams, Bibb silt loam, Keyport silt loam, Sandy land steep, and Westphalia fine sandy loams. Some of these existing soils have limitations that will have an impact during the building phase of the development. According to available information, Marlboro clay is found to occur on this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program publication titled "Ecologically Significant Areas in Anne Arundel and Prince

George's Counties," December 1997, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. There are no designated scenic and historic roads in the vicinity of this property. This property is located in the Collington Branch watershed of the Patuxent River basin and in the Developing Tier as reflected in the adopted General Plan.

Environmental Review

As revisions are made to the plans, the revision boxes on each plan sheet shall be used to describe the changes, the date made, and by whom.

- a. The Detailed Forest Stand Delineation (FSD) submitted to the Environmental Planning Section on May 23, 2003, was found to address the requirements for a Detailed Forest Stand Delineation.

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

- b. This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract area is in excess of 40,000 square feet; there are more than 10,000 square feet of existing woodland on-site; and there are no previously Tree Conservation Plans. A Type I Tree Conservation Plan, TCPI/48/02, has been reviewed and was generally found to address the requirements of the Prince George's County Woodland Conservation Ordinance.

This 361.53-acre property in the E-I-A Zone has a 15 percent Woodland Conservation Threshold of 47.52 acres. In addition, there is a ¼:1 replacement requirement of approximately 47 acres due to the proposed clearing of approximately 188 acres of existing woodland and a 1:1 replacement requirement of 2.26 acres due to the proposed clearing of forested floodplain. The 96.78-acre requirement is proposed to be satisfied by the preservation of 50.85 acres of priority woodlands with the remainder of the requirement being off-site mitigation at a location to be determined prior to the issuance of any permits. TCPI/48/02 is recommended for approval subject to the conditions in the Recommendation section below.

- c. This site is located at the headwaters of Collington Branch, a tributary to the Patuxent River. The Patuxent River Primary Management Area (PMA) is defined by Section 24-101 of the Subdivision Ordinance to include streams, a 50-foot stream buffer, wetlands, a 25-foot wetland buffer, the 100-year floodplain, steep slopes (15 to 25 percent) with highly erodible soils and severe slopes of 25 percent or greater. Section 24-130 of the Subdivision Ordinance mandates that these features be protected to the greatest extent possible.

The location of the PMA has been evaluated during the review this application on a conceptual level that will be further expanded during the review of the Preliminary Plan of Subdivision. At that time the plans will be prepared at a scale of 1" = 100' or larger to clearly identify each component of the PMA and the ultimate limit of the PMA. In addition, a Letter of Justification shall be submitted to address each of the proposed PMA impacts and to provide justification for those proposed impacts. It should be noted that PMA impacts associated with the infrastructure necessary to develop a site are generally supported, while impacts necessary to gain additional development density are not supported.

- d. Because Marlboro clay is found to occur throughout much of this site it is not possible to fully evaluate the proposed development without detailed information on the exact location and elevation of the clay. This evaluation requires the preparation of a Marlboro Clay Geotechnical Report prepared in accordance with the Prince George's County "Criteria for Soil Investigations and Reports on the Presence and Affect of Marlboro Clay upon Proposed Developments" as attached to this memorandum.

It must be noted that the proposed layout as reflected by this application could be significantly altered by the findings of a Marlboro Clay Geotechnical Report because the setbacks necessary to provide the required 1.5 safety factor limits could potentially reduce the limits of the developable area on this site.

- e. This site is bounded on the north by MD 214 and the east by US 301, major roadways that are known transportation-related noise generators. Based on current traffic volume (Average Daily Traffic or ADT) data supplied by the State of Maryland, the Environmental Planning Section Noise Model projected the 65 dBA Ldn noise contour for MD 214 to be 212 feet from the centerline of the roadway and for US 301 to be 409 feet from the centerline of the roadway. The current ADT for MD 214 is significantly lower than the projected ADT based on the 2025 projections used for the General Plan. Based on the 2025 projections, the 65 dBA Ldn is projected to extend 311 feet from the centerline of MD 214.
17. In a memorandum dated June 3, 2003, the Department of Parks and Recreation offered the following comments: The staff of the Department of Parks and Recreation has reviewed the above referenced Conceptual Site Plan. The plans are in general conformance with the requirements of Zoning Bill CB-13-2002, the Adopted and Approved Bowie-Collington-Mitchellville Master Plan for Planning Area 75A, the Land Preservation and Recreation Program for Prince George's County, and current zoning and subdivision regulations as they pertain to public parks and recreation.

FINDINGS

The Bowie-Collington-Mitchellville Master Plan for Planning Area 75A recommends a hiker/biker trail along the stream and trail connector to the community. The applicant proposes a combination of private and public recreation facilities to meet master plan recommendations for this area and to construct the master plan hiker/biker trail along the Collington Branch with trail connectors to the community.

The applicant proposes to dedicate approximately 60 acres of property to The Maryland-National Capital Park and Planning Commission for Collington Branch Stream Valley Park. The dedicated parkland consists of the 100-year floodplain and the adjoining floodplain buffer. The Department of Parks and Recreation (DPR) staff recommends that the area of parkland dedication be extended to Central Avenue to include the entire floodplain and to provide parkland frontage on the main access road from the north.

Based on a discussion with Urban Design Section staff it was determined that they recommend removing a row of townhouses located on the south side of the entrance road from MD 214 to preserve a large wooded area and to eliminate extensive grading at this location. DPR staff believes that it would be appropriate to dedicate this area for inclusion in the Collington Branch Stream Valley Park. Prior approvals for the development of this area discussed the construction of the master planned trail and trailhead facilities at this location. DPR staff believes that a trailhead in this location would be still desirable, because it would be directly across from a five-acre recreational

area and would link the two open spaces. A small parking lot across from the private park would provide convenient parking for trail users and would enhance the recreational opportunities in the development.

17. In a memorandum dated April 21, 2003, the trails planner of the Transportation Planning Section offered the following comments: One master plan trail impacts the subject site. The Adopted and Approved Bowie-Collington-Mitchellville and Vicinity Master Plan recommends that a multiuse trail be constructed along the length of the subject property's frontage of Collington Branch. The Department of Parks and Recreation has acquired land for the construction of this trail in other segments of the stream valley and a portion of the trail has been approved for construction as part of the Beech Tree subdivision to the south of the subject site. A path is reflected on the submitted site plans along most of the length of the Collington Branch, with numerous connections into the community.

It is also recommended that subject site be developed in a manner that is pedestrian and bicycle compatible. This can be accomplished through a comprehensive network of sidewalks and trails linking all portions of the development to the master plan trail, recreation facilities, retail areas, and the lake. Pedestrian and bike access to the public open space around the lake is also desirable. The revised plans show a continuous path around the pond. Roadways that safely accommodate cyclists should also be an important component of the subject application.

Wide sidewalks, pedestrian amenities, and pedestrian scale lighting is also encouraged along the proposed Main Street and Restaurant Row. In-road bicycle facilities (such as designated bicycle lanes or wide outside curb lanes) may be appropriate along the site's primary loop road, per the concurrence of DPW&T.

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

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

In-road bicycle facilities are also appropriate along some of the major streets within the subdivision. Staff recommends that in-road bicycle facilities be provided along the four-lane, divided roads entering the site from MD 214 and US 301, as well as along the main loop road (two-way street) through the subject site in conformance with the 1999 AASHTO Guide for the Development of Bicycle Facilities, per the concurrence of DPW&T. The exact nature of the facility should be determined at the time of Detailed Site Plan, but it is recommended that some space be allocated for bicycles within the roadway, either with a designated bicycle lane or wide curb lanes.

Staff is particularly concerned about some of the road cross sections reflecting on-street parking. Street Sections C and E both reflect 36 feet of pavement for two travel lanes (one each way) and on-street parking on both sides. Assuming that 11-foot-wide travel lanes are used, this only allows

seven feet of space for the parked vehicles and bicycle traffic. Similarly, Street Section D (a two-way street with parking on one side) appears to allow for only six feet for the parking lane. The 1999 AASHTO Guide for the Development of Bicycle Facilities recommends a minimum of 11 feet for on-street parking with bicycle traffic. This allows for sufficient space for bicycle movement outside of the travel lane, while minimizing conflict with people getting into and out of the parked cars. Street Section I allows an additional four feet for outside curb lane (or parking lane), which appears to be more adequate to accommodate all users and allows for an 11-foot-wide parking lane.

18. In a memorandum dated February 28, 2003, the Historic Preservation and Public Facilities Planning Section offered the following comments. There is no required finding of adequacy for public facilities, other than traffic at the time of Conceptual Site Plan. The following is for informational purposes only.

Fire and Rescue—Commercial

- a. The existing fire engine at Bowie Fire Station, Company 43, located at 16400 Pointer Ridge Drive, has a service travel time of 2.17 minutes, which is within the 3.25-minute travel time guideline.
- b. The existing ambulance at Bowie Fire Station, Company 43, located at 16400 Pointer Ridge Drive, has a service travel time of 2.17 minutes, which is within the 4.25-minute travel time guideline.
- c. The existing paramedic at Bowie Fire Station, Company 43, located at 16400 Pointer Ridge Drive, has a service travel time of 2.17 minutes, which is within the 7.25-minute travel time guideline.
- d. The existing ladder truck at Bowie Fire Station, Company 39, located at 15454 Annapolis Road, has a service travel time of 11.55 minutes, which is beyond the 4.25-minute travel time guideline.

The above findings are in conformance with the *Adopted and Approved Public Safety Master Plan 1990* and the *Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities*.

Fire and Rescue—Residential

- a. The existing fire engine at Bowie Fire Station, Company 43, located at 16400 Pointer Ridge Drive, has a service travel time of 2.44 minutes, which is within the 5.25-minute travel time guideline.
- b. The existing ambulance at Bowie Fire Station, Company 43, located at 16400 Pointer Ridge Drive, has a service travel time of 2.44 minutes, which is within the 6.25-minute travel time guideline.
- c. The existing paramedic at Bowie Fire Station, Company 43, located at 16400 Pointer Ridge Drive, has a service travel time of 2.44 minutes, which is within the 7.25-minute travel time guideline.

The above findings are in conformance with the Adopted and Approved Public Safety Master Plan 1990 and the Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities.

This proposal will be within the adequate coverage area of the nearest existing fire/rescue facilities for fire engine, ambulance, and paramedic service.

Police

The proposed development is within the service area for Police District II-Bowie. This police facility will adequately serve the population generated by the proposed development.

School

The staff concluded that using the criteria contained CR-23-2001 and CR 38-2002, Adequate Public Facilities Regulations for Schools, this project is located in Elementary School Cluster 3, Middle School Cluster 2 and High School Cluster 2. A test for adequacy of school facilities will be given at the time of preliminary plan of subdivision. At this time, if this proposal were submitted as a preliminary plan of subdivision, it would be subject to a six-year waiting period before building permits would be issued.

19. The City of Bowie will hold a public hearing on the application on June 9, 2003. The city's position will be presented at the Planning Board hearing on June 12, 2003.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE CSP-02004 and TCPI/48/02, subject to the following conditions:

1. Prior to certification of the Conceptual Site Plan:
 - a. Ten (10) exercise stations or other acceptable recreational facilities shall be provided along the trail around the lake.
 - b. A civic use such as an amphitheater or other equal feature shall be provided in close proximity to the lake and restaurants.
 - c. The Conceptual Site Plan Pedestrian Path Diagram shall be revised to provide the location of all walkways that are intended to be brick. At a minimum, brick walkways shall be provided along streets with retail shops, hotels, restaurants and around all village greens.
 - d. The plan shall be revised to eliminate the finger of townhouses in the northwest corner of the development near the entrance road off of MD 214. The wooded ravine in this area shall be preserved and a trailhead shall be provided in this location, connecting to the master plan trail in the stream valley. The trail behind the proposed northern hotel site shall be deleted.
 - e. Relocate the school site to a prominent intersection on a site that has the ability for future expansion.

- f. The Phasing Plan shall be revised to include 50,000 to 75,000 square feet of retail in Phase I.
- 2. At the time of the first Detailed Site Plan, details of outdoor amenities such as brick pavers, tree grates, decorative lighting, signs, banners and high quality street furniture shall be approved by the Prince George's County Planning Board for the entire development.
- 3. At the time of preliminary plan approval, right-of-way requirements consistent with master plan recommendations shall be determined along the following facilities:
 - a. US 301 southbound
 - b. MD 214
 - c. The MD 214/Hall Road intersection
- 4. **MD 214 at Church Road:** Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. The addition of a northbound left-turn lane along Church Road.
 - b. The addition of a eastbound left-turn lane along MD 214.
 - c. The addition of a westbound left-turn lane along MD 214.
 - d. Restriping the eastbound right-turn lane along MD 214 to operate as a shared through/right-turn lane, thereby resulting in a third eastbound through lane.
- 5. **MD 214 at Hall Road/site access:** Prior to the approval of the first Detailed Site Plan for the subject property other than a Detailed Site Plan for infrastructure only, the applicant shall submit an acceptable traffic signal warrant study to SHA and, if necessary, DPW&T for a possible signal at the intersection of MD 214 and Hall Road/site access. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of the responsible agency. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits within the subject property and install it at a time when directed by the responsible permitting agency. Also, prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. The addition of a eastbound exclusive right-turn lane along MD 214.
 - b. The addition of a westbound left-turn lane along MD 214.
 - c. The construction of the northbound approach to include two left-turn lanes and a shared through/right-turn lane.

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

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

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

8. **Merge of ramp from eastbound MD 214 onto US 301:** Prior to the issuance of any building permits within Phase II, as defined in Condition 10, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency: extension of the northbound merge lane to a length of no less than 400 feet.
9. At the time of building permit, the applicant shall pay to Prince George's County a sum calculated as $\$725,094.25 \times (\text{FHWA Construction Cost Index at time of payment})/(\text{FHWA Construction Cost$

Index for 2nd quarter, 1989). This fee may be assessed on a pro rata basis, with a pro rata schedule to be determined at the time of preliminary plan.

10. Total development within the subject property shall be limited to uses which generate no more than 1,313 AM and 1,925 PM peak hour vehicle trips, in consideration of the rates of trip generation, internal satisfaction, and pass-by that are consistent with assumptions in the traffic study. Phase I shall be identified as any development which generates up to 774 AM and 1,242 PM peak hour trips, subject to reasonable assumptions made on the basis of site development proposals. Phase II shall be identified as any development which generates more than 774 AM and 1,242 PM peak hour trips. Rates of internal trip satisfaction may be modified by staff in consultation with the applicant in the event that a greater or lesser degree of mixed-use development actually occurs, but any modifications shall fully consider the assumptions made in the traffic study.
11. At the time of Preliminary Plan review, all proposed "Street Sections" will be further reviewed with regard to specific development proposals of adjacent properties and compatibility with bicycle use. All typical sections along public streets must conform to the requirements of the appropriate operating agency, and any deviations from the typical section of a public street must have the approval of the director of that agency.
12. The plan shall be revised as follows:
 - a. On the north side of the lake, a street of type "E" should be extended all the way across the north side of the lake.
 - b. Along US 301, delete the northernmost access point into the site, and of the remaining four access points, at least one additional access point should be deleted.
13. Prior to preliminary plan approval, the applicant, his successors and/or assigns shall provide additional documentary evidence that the subject property is (or will be) served by public transportation through local (county Department of Public Works and Transportation) or regional (Washington Metropolitan Area Transit Authority) bus system routes and stops that are located within and in proximity to the development. This provision shall be in keeping with the requirement of the fifth criterion, establishing geographic applicability of mitigation, in the Guidelines for Mitigation Action (as established by CR-29-1994). This requirement may also be satisfied through the provision of privately funded shuttle bus service to supplement available public transportation service, in order to achieve the headway and walking distance requirement stipulated as a requirement for the use of mitigation. At the time of Detailed Site Plan, transportation planning and DPW&T staff shall review bus routing plans, as well as the need for bus shelters, benches and other amenities, which may serve to promote transit usage and consequently reduce personal vehicle trip generation by the subject development.
14. All future plan submittals shall include a single tree line as shown on the FSD revision stamped as received by the Environmental Planning Section on May 23, 2003.
15. Prior to certification of the Conceptual Site Plan, TCPI/48/02 shall be revised as follows:
 - a. The Worksheet shall be revised as follows:
 - (1) Reflect the correct area of existing woodland on the "Net Tract" not the total woodland on the property.

- (2) Show the correct area of proposed woodland clearing based on this conceptual plan.
 - b. Delete the TCPII notes from the plan and add the correct TCPI Notes.
 - c. Add the following notes to the TCPI in large bold type.
 - (1) "This TCPI is a conceptual plan associated with the Conceptual Site Plan only and does not approve the locations of roads, lots or utilities."
 - (2) "TCPI/48/02 shall be revised with the Preliminary Plan of Subdivision and the proposed PMA impacts will be evaluated at that time. The PMA impacts shown on this plan are not considered approved with this plan."
 - (3) "Conceptual grading, conceptual structure locations and a realistic limit of disturbance will be evaluated with the revised TCPI during the review of the Preliminary Plan of Subdivision."
 - d. The plans shall be sealed, signed and dated by the Licensed Landscape Architect, Licensed Forester or other Qualified Professional who prepared the plans.
16. The Woodland Conservation Threshold portion of the requirement (47.52 acres) shall be satisfied as on-site preservation of priority woodlands. The balance of the requirements may be satisfied by additional on-site preservation, on-site reforestation, or at an approved off-site mitigation bank in the Developing Tier.
17. The revised TCPI submitted with the Preliminary Plan of Subdivision shall include the following:
- a. Show conceptual grading, structure locations, and a realistic limit of disturbance.
 - b. Eliminate isolated Woodland Conservation Areas by adjusting the layout and providing larger contiguous forest areas in the vicinity of the PMA and thus further minimizing proposed PMA impacts.
 - c. Show the location of all stormdrain, sewer and water outfalls including those connecting to existing facilities located outside the limits of this application.
 - d. Any clearing for off-site infrastructure connections shall be mitigated at a 1:1 ratio for all woodlands cleared as part of TCPI/48/02.
18. The Preliminary Plan of Subdivision and the revised Type I Tree Conservation Plan shall be prepared at a scale of no less than 1"=100'. Those plans shall clearly identify each component of the PMA and the ultimate limit of the PMA. In the event the various features cannot be distinguished at that scale the plan shall be prepared at a scale of 1"=50'.
19. The Preliminary Plan of Subdivision shall be designed to preserve the PMA to the fullest extent possible. If impacts are proposed a Letter of Justification shall be submitted with the Preliminary Plan application. It shall include a description and justification of each proposed area of impact. The impacts to each feature of the PMA shall be quantified and shown on 8½- x 11-inch sheets.

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

"This plan provides a conceptual layout for the proposed development of this site that has not considered the presence of Marlboro clay. The location and characteristics of this clay could significantly reduce the developable area of this site resulting in a loss of residential and/or commercial density."
24. The projected 65 dBA Ldn noise contours for MD 214 and US 301 shall be shown on the Conceptual Site Plan, the Preliminary Plan of Subdivision and the Detailed Site Plans for this site at 311 feet and 409 feet from the centerline, respectively. In the event the Environmental Planning Section noise projections are not used, a Phase I Noise Report shall be prepared and submitted with the Preliminary Plan of Subdivision. If residential lots are located within the limits of the 65 dBA Ldn noise contour appropriate mitigation measures shall be identified by a Phase II Noise Study at the time of Detailed Site Plan.
25. The Conceptual Site Plan shall be revised to show dedication of 88± acres to M-NCPPC as shown on the Department of Parks and Recreation (DPR) Exhibit "A." The exact acreage and timing of dedication shall be determined at the time of Preliminary Plan.
26. The applicant shall construct an eight-foot-wide asphalt hiker/biker trail along the Collington Branch as shown on DPR Exhibit "A."
27. The applicant shall construct six-foot-wide asphalt trail connectors providing access to the Collington Branch Stream Valley from the proposed community as shown on DPR Exhibit "A."
28. Prior to certification of the Conceptual Site Plan, the plans shall be revised to show extension of the master plan trail north to Central Avenue (MD 214) and south to the southern property boundary.
29. The applicant shall construct the master plan eight-foot-wide asphalt trail connector from the stream valley trail to the planned trailhead parking lot across from the private park, as shown on DPR Exhibit "A."
30. Prior to submission of the first Detailed Site Plan for residential development, the applicant shall confer with the DPR concerning the exact alignment of the master plan trail along the Collington Branch and of connecting trails from the residential area. The alignment shall be approved by DPR.
31. Submission of three original, executed Recreational Facilities Agreements (RFA) for trail construction to DPR for their approval, three weeks prior to a submission of a final plat of

subdivision. Upon approval by DPR, the RFA shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland.

32. Submission to the DPR of a performance bond, letter of credit or other suitable financial guarantee, in an amount to be determined by DPR, within at least two weeks prior to applying for building permits.
33. The location of the trail shall be staked in the field and approved by DPR prior to construction.
34. The applicant, his successors, and/or assignees shall construct the trail in phase with development. No building permit shall be issued for the lots directly adjacent to the trail until the trail is under construction. Prior to issuance of the 600th residential building permit, the trail construction shall be completed.
35. Prior to submission of the first Detailed Site Plan for residential development, the applicant shall submit detailed construction drawings for trail construction to DPR for review and approval. The trail shall be designed in accordance with the applicable standards in the *Parks and Recreation Facilities Guidelines*.
36. All trails shall be constructed to assure dry passage. If wet areas must be traversed, suitable structures shall be constructed. Designs for any needed structures shall be reviewed by DPR.
37. The handicapped accessibility of all trails shall be reviewed during the review of the Detailed Site Plan.
38. In-road bicycle facilities shall be provided along the four-lane, divided roads entering the site from MD 214 and US 301, as well as along the main loop road (two-way street) through the subject site in conformance with the 1999 AASHTO Guide for the Development of Bicycle Facilities, per the concurrence of DPW&T. The exact nature of the facility should be determined at the time of Detailed Site Plan, but it is recommended that some space be allocated for bicycles within the roadway, either with a designated bicycle lane or wide curb lanes.
39. The exact location, surface type, and width of all trails shall be indicated at the time of Detailed Site Plan. Additional pedestrian safety measures such as pavement markings, signage, raised crosswalks, and curb bump-outs shall be considered.
40. The applicant, his successors, and/or assignees shall provide adequate, private recreational facilities in accordance with the standards outlined in the Parks and Recreation Facilities Guidelines. A complete recreational package shall be provided at the time of the first Detailed Site Plan and shall, at a minimum, include facilities provided for on the Conceptual Site Plan.
41. The private recreational facilities shall be reviewed by the Urban Design Review Section of Development Review Division (DRD) for adequacy and proper siting, prior to approval of a Detailed Site Plan by the Planning Board.
42. The developer, his successors, and/or assignees shall satisfy the Planning Board that there are adequate provisions to assure retention and a future maintenance of the proposed recreational facilities.

43. Submission of three original, executed Private Recreational Facilities Agreements (RFA) or similar alternative to DRD for their approval, three weeks prior to a submission of a grading permit for each development parcel controlled by one entity. Upon approval by DRD, the RFA or alternative instrument shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland.
44. Submission to DRD of a performance bond, letter of credit or other suitable financial guarantee, in an amount to be determined by DRD, for all private recreational facilities, within at least two weeks prior to applying for building permits for each RFA as noted.
45. Each Detailed Site Plan shall specify that all tree pits along the streets that have shops, restaurants, plazas, and/or other uses shall be connected with a continuous noncompacted soil volume under the sidewalk. Details of how this will be accomplished shall be included on the plans and shall be agreed upon by the Planning Board or its designee. The use of "CU-Soil" as a "structural soil" or other equal product for shade trees planted in tree pits is strongly encouraged.