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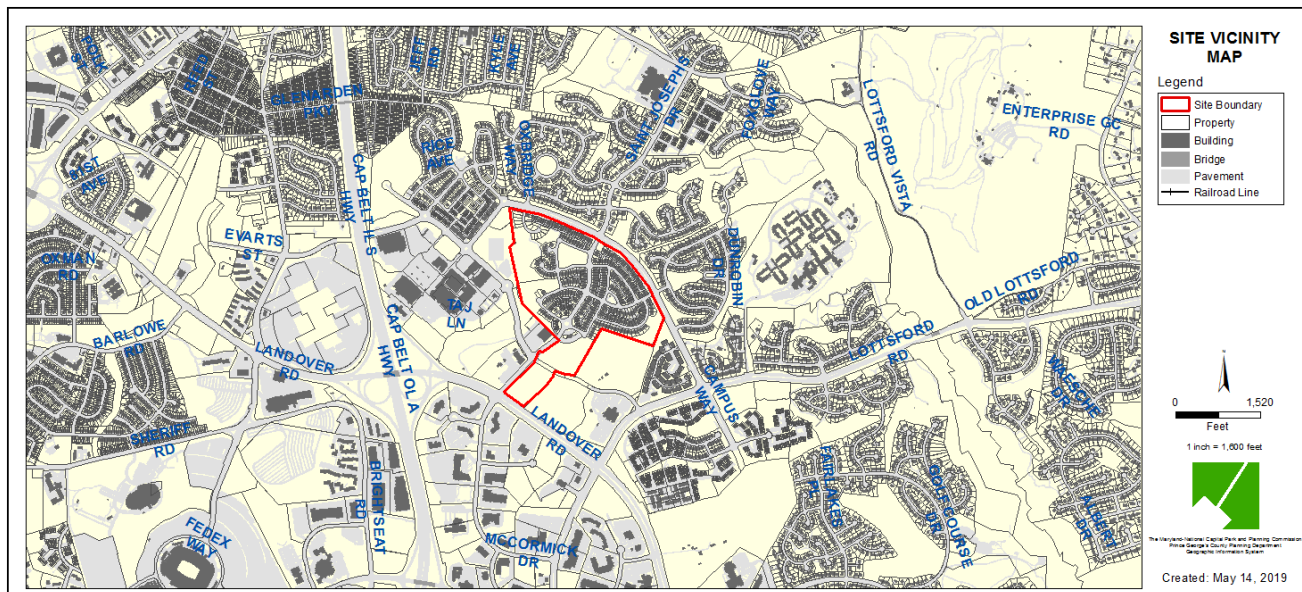
Conceptual Site Plan

CSP-03001-01

Application	General Data	
Project Name: Balk Hill Centre Location: In the northeast quadrant of the intersection of MD 202 (Landover Road) and St. Joseph's Drive. Applicant/Address: Balk Hill Ventures 1919 West Street Annapolis, MD 21035	Planning Board Hearing Date:	05/30/19
	Staff Report Date:	05/14/19
	Date Accepted:	03/26/19
	Planning Board Action Limit:	06/04/19
	Plan Acreage:	125.4
	Zone:	M-X-T
	Dwelling Units:	677
	Gross Floor Area:	1,700,000 sq. ft.
	Planning Area:	73
	Council District:	05
	Election District:	13
	Municipality:	N/A
	200-Scale Base Map:	203NE08

Purpose of Application	Notice Dates	
Revise uses on Parcels 1 and 2 to reduce the commercial square footage to 65,000–100,000 square feet and add 284 multifamily dwelling units.	Informational Mailing:	10/18/18
	Acceptance Mailing:	03/25/19
	Sign Posting Deadline:	04/29/19

Staff Recommendation		Staff Reviewer: Jeremy Hurlbutt Phone Number: 301-952-4277 Email: Jeremy.Hurlbutt@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Conceptual Site Plan CSP-03001-01
Type 1 Tree Conservation Plan TCP1 019-03-02
Balk Hill Centre

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

EVALUATION

This conceptual site plan application was reviewed and evaluated for compliance with the following criteria:

- a. The requirements of the Prince George's County Zoning Ordinance in the Mixed Use-Transportation Oriented (M-X-T) Zone and the site design guidelines;
- b. The requirements of Zoning Map Amendment A-9956;
- c. The requirements of Conceptual Site Plan CSP-03001;
- d. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- e. The requirements of other site-related regulations; and
- f. Referral comments.

FINDINGS

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

1. **Request:** The subject application proposes a conceptual site plan (CSP) amendment for Balk Hill Centre to revise the uses on Parcels 1 and 2 to reduce the commercial square footage to 65,000 to 100,000 square feet and add 284 multifamily dwelling units.

2. **Development Data Summary:**

Zone(s) Use(s)	APPROVED M-X-T Commercial; Single-family detached and attached residential	PROPOSED M-X-T Single-family detached and attached, and multifamily residential; Commercial/Retail
Acreage	125.4	125.4
Total Gross Floor Area (GFA) (sq. ft.)	1,549,480	1,365,000–1,700,000
Commercial GFA	349,480	65,000–100,000
Residential GFA	1,200,000	1,300,000–1,600,000
Dwelling Units Total	393	677
Single-Family Detached	283	283
Triplex & Quadplex	60	60
Manor Homes	50	50
Multifamily	0	284

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

Base Density Allowed:	0.40 FAR
Residential Optional Method:	1.00 FAR
Total FAR Permitted:	1.40 FAR*
Total FAR Proposed:	0.25–0.31 FAR

Note: *Additional density is allowed in accordance with Section 27-545(b)(4) of the Zoning Ordinance, Optional method of development, for providing 20 or more dwelling units.

3. **Location:** The subject property is located in the northeast corner of the intersection of MD 202 (Landover Road) and Saint Joseph's Drive, in Planning Area 73, Council District 5. The subject amendment is focused on two parcels, which are located on Tax Map 60 in Grid E3, and are known as part of Parcel 1 and Parcel 2, recorded in Liber 33973 folio 99, and a plat for Balk Hill Village Subdivision recorded in Plat Book PM 217-92 on March 2, 2007, respectively.
4. **Surrounding Uses:** To the north, beyond North Campus Way, are single-family detached residential uses in the Residential Suburban Development Zone. To the east of the property is the proposed Woodmore Overlook development, which is zoned Mixed Use-Transportation Oriented (M-X-T) and currently vacant, but proposed to be improved with commercial and residential uses. Beyond MD 202 to the south are commercial/office uses in the Commercial Office Zone. To the west, beyond Saint Joseph's Drive, are commercial/retail uses in the M-X-T Zone and a church in the Rural Residential Zone.
5. **Previous Approvals:** In 2002, the subject property was rezoned from the Planned Industrial/Employment Park Zone to the M-X-T Zone by the District Council through Zoning Map Amendment (ZMA) A-9956-C. The Prince George's County Planning Board approved CSP-03001, which included 393 residential units, 20,000 square feet of commercial/retail space, and 329,480 square feet of commercial/office space. On March 22, 2018, the District Council adopted an ordinance to amend conditions 5 and 10 of A-9956-C.

The Planning Board approved Preliminary Plan of Subdivision (PPS) 4-03094 on February 19, 2004. The Detailed Site Plan, DSP-04067 was approved by the Planning Board on September 29, 2005. A number of amendments have been made to the DSP for the existing residential uses within the northern portion of the CSP.

On June 20, 2012, D.R. Horton, Inc. conveyed Parcels 1 and 2 to the Revenue Authority of Prince George's County. On October 20, 2014 the Revenue Authority issued a request for qualifications, soliciting interested purchasers of both parcels. The applicant, Petrie Richardson, was the only potential purchaser to submit a response and executed a contract of sale.

6. **Design Features:** The CSP encompasses a significant residential component that is largely developed, with approximately 393 units, in the northern portion of the property, and a mixed-use component in the southern portion near the intersection of St. Joseph's Drive and Ruby Lockhart Boulevard that has not been developed. No changes are proposed for the existing residential component.

The mixed-use component consists of Parcels 1 and 2, which are currently wooded and unimproved. They are located on the east side of Saint Joseph's Drive, in the northeast and southeast corners of its intersection with the newly constructed Ruby Lockhart Boulevard.

On Parcel 1, the applicant proposes to construct approximately 6,000 square feet of service commercial uses along the west side, and 284 multifamily residential units on the east side. Parcel 1 is proposed to have access from Saint Joseph's Drive and Ruby Lockhart Boulevard, where joint access will be provided to the commercial and residential area.

Parcel 2 will be developed with approximately 70,000 square feet of commercial/retail/office uses. Access is proposed to Parcel 2 by a single access from Ruby Lockhart Boulevard on the north side of the parcel. The applicant shows a corner feature along the MD 202 frontage.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject CSP has been reviewed for compliance with the requirements of the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance.
 - a. The subject application is in conformance with the requirements of Section 27-547, which governs uses in all mixed-use zones.
 - (1) The proposed multifamily, one-family attached, and two-family attached residential and commercial/retail uses are permitted in the M-X-T Zone. Per Footnote 7 of the Table of Uses, the maximum number and type of dwelling units should be determined at the time of CSP approval. Therefore, this property would be limited to the numbers as proposed in this CSP.
 - (2) Section 27-547(d) provides standards for the required mix of uses for sites in the M-X-T Zone, as follows:

(d) At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:

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

The subject CSP proposes two types of uses, as required; including a residential component with a total of 677 dwelling units, as well as a commercial/retail/office component with a maximum of 100,000 square feet of gross floor area. These proposed uses satisfy the mixed-use requirement of Section 27-547(d).

b. The CSP is consistent with Section 27-548, Regulations, of the Zoning Ordinance. The following discussion is offered:

(1) The maximum proposed floor area ratio (FAR) for the site is 0.31, as provided on the CSP. This is below the maximum allowed FAR of 1.40, which is allowed by using the optional method of development. An increase of 1.0 FAR is allowed for providing more than 20 dwelling units.

(2) Developments in the M-X-T Zone are required to have vehicular access to a public street, in accordance with Section 27-548(g), noted below.

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

The overall development has frontage on, and access to, public streets. At the time of PPS, appropriate frontage and vehicular access for all lots and parcels must be properly addressed. The plan provides lots and access easements that staff has asked to be removed from the CSP, as this will be determined at time of PPS.

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

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

The proposed development, if revised as conditioned, is in conformance with the purposes of the M-X-T Zone. For example, one purpose of the M-X-T Zone is to promote orderly development of land in the vicinity of major intersections to enhance the economic status of Prince George's County. The proposed development, consisting of residential and commercial/retail/office uses, will provide increased economic activity proximate to the intersection of MD 202 and Saint Joseph's Drive. It also allows for reduction of the number and distance of automobile trips by constructing residential and nonresidential uses in close proximity to each other. In addition, the proposed multifamily and commercial uses will allow increased hours of activity in an area that is just outside the Largo Town Center. This CSP promotes the many purposes of the M-X-T Zone and contributes to the orderly implementation of the 1990 *Approved Master Plan Amendment and Adopted Sectional Map Amendment for Largo-Lottsford, Planning Area 73* (Largo-Lottsford Master Plan and SMA).

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

The site attained its current zoning pursuant to a ZMA approval, A-9956-C, approved by the District Council on July 23, 2002. Therefore, this requirement does not apply.

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

The proposed development will be outwardly oriented. The development will address the major roadways and the proposed public street internal to the site. How buildings relate to the street and other urban design considerations must be addressed at the time of DSP to ensure continued conformance with this finding.

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

The proposed commercial and multifamily buildings, which are the most intensive uses, are located in the southern end of the CSP. The northern part of the CSP is primarily residential. One-family attached dwellings are adjacent to Parcel 1 where the applicant proposes commercial and multifamily uses. The multifamily use will help to transition from proposed commercial uses in the development toward the existing lower-density residential uses to the north and those proposed to the east of the site in the Woodmore Overlook development. Commercial uses will front, or be adjacent to, other commercial uses. The exception is in the southwestern most section of the development where the commercial uses will be located across from Saint Joseph's Church.

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

The mix of uses, arrangement of buildings, and other improvements and amenities will relate to the surrounding development and produce a cohesive development capable of sustaining an independent environment of continuing quality and stability.

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

The applicant originally proposed five phases with the original CSP, and all phases of the development have been constructed, with the exception of these two parcels. The applicant is not proposing any phasing for the remaining parcels.

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

This requirement will be evaluated in detail at the time of DSP. The CSP shows sidewalks along all public roads, but does not specify the pedestrian system within the proposed commercial and multifamily developments. Therefore, further detail will need to be provided at the time of PPS and DSP to ensure continued conformance with this finding.

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

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

- (9) **On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club), or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

The property was placed in the M-X-T Zone by A-9956-C, approved by the District Council on July 23, 2002. Adequate public facilities will be reviewed at the time of PPS.

- (10) **On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club).**

The above finding is not applicable because the subject application is a CSP. This requirement will be evaluated at the time of DSP for this project.

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

The subject property measures 125.4 acres and does not meet the above acreage requirement. Furthermore, it is not being developed as a mixed-use planned community. Therefore, this requirement is not relevant to the subject project.

- d. The CSP has been reviewed for conformance with the applicable site design guidelines contained in Section 27-274, as follows:
- (1) Section 27-274(a)(2), Parking, loading, and circulation, provides guidelines for the design of surface parking facilities. Surface parking lots are encouraged to be located to the rear, or side, of structures to minimize the visual impact of cars on the site. Surface parking will be provided for the commercial and multifamily residential land uses of this project.
 - (2) In accordance with Section 27-274(a)(2)(B), loading areas should be visually unobtrusive, and loading for the commercial use should also be located to the side of the building and be visually screened from public roadways. This issue will be reviewed at the time of DSP.
 - (3) In accordance with Section 27-274(a)(6)(i), Site and streetscape amenities, coordination of the design of light fixtures, benches, trash receptacles, bicycle racks, and other street furniture will be required. A comprehensive review of streetscape amenities will occur at the time of DSP.
 - (4) A comprehensive and connected public space system should be provided to enhance the commercial and multifamily areas, in accordance with Section 27-274(a)(9), Public spaces. These public spaces (plazas) should

incorporate high-quality design details and be integrated into the site design by a well-designed pedestrian system and continuous streetscape. An attractive mix of design features, including focal points, seating areas, specialty landscaping, and specialty paving materials, should be demonstrated at the time of DSP.

- e. In accordance with Section 27-574, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval at the time of DSP. Detailed information regarding the methodology and procedures to be used in determining the parking ratio is outlined in Section 27-574(b). The CSP is not required to include detailed parking information. At the time of DSP review, adequate parking and loading will be required for the proposal.
8. **Zoning Map Amendment A-9956-C:** A-9956-C was originally approved by the District Council on July 23, 2002, with fourteen conditions. Subsequently, the District Council approved a request to amend Conditions 5 and 10 on February 26, 2018. The majority of the conditions have been addressed through previous approvals and development on the property. The following conditions are pertinent to the current application and warrant discussion:
5. **The development of the subject property shall be limited to the prior approved 393 residences plus additional permitted uses under the M-X-T Zone which generate no more than 1,013 AM and 1,058 PM peak hour vehicle trips.**

This condition caps the peak-hour trips for the property at 1,013 AM peak-hour trips and 1,058 peak-hour trips. In the Transportation Planning referral, incorporated into Finding 12 below, staff found that the proposal in the subject CSP amendment is consistent with the trip cap established by the rezoning. A trip generation analysis will be required at the time of PPS to confirm that the trip cap is not exceeded.
 7. **The Conceptual Site Plan shall include a tree stand delineation plan. Where possible, major stands of trees shall be preserved, especially along streams and where they serve as buffer between the subject property and adjacent land.**

An approved Natural Resources Inventory, NRI-151-2018, was submitted with the application. The conceptual limits of disturbance are consistent with a previously approved Type 2 tree conservation plan (TCP2) for this site.
 8. **At the time of Conceptual Site Plan, TCPI/05/97 shall be revised as required if areas along St. Joseph's Drive and Campus Way North are not proposed for woodland reforestation or preservation.**

A Type 1 Tree Conservation Plan, TCP1-019-03-02, was submitted with the application. Saint Joseph's Drive and Campus Way North have been constructed and all clearing associated with their construction was previously approved.
 10. **Prior to the acceptance of a detailed site plan for development of the twenty (20) acres (Parcels 1 and 2), the Applicant shall provide written confirmation that it has held a community meeting with stakeholders which shall include an invitation to at least representatives from St. Joseph's parish and Balk Hill Homeowners association.**

The applicant will be required to provide documentation of the required notice prior to acceptance of a DSP for Parcels 1 and 2.

9. **Conceptual Site Plan CSP-03001:** CSP-03001 was approved by the Planning Board on September 25, 2003 (PGCPB Resolution No. 03-176), with 11 conditions. Most of these conditions have been addressed by subsequent approvals for the phases of the development that are built, or by amendments to the plans, as required. The remainder involve requirements that will be enforced at subsequent stages of review for the remaining proposed development and are therefore not carried forward in this approval. Staff recommends that the conditions of the subject approval are to be read in conjunction with those contained in CSP-03001.
10. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The property is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because there are approved TCPs for the property, TCP1-019-03 and TCP2-082-05.

The woodland conservation threshold for the overall 125.40 acre property is 15 percent of the net tract area or 18.80 acres. The current application proposes to clear all of the remaining woodland within Parcels 1 and 2 and to meet the requirement generated by this clearing entirely off-site. The worksheet shown on the plan has been based on the previously approved TCP1 and has been phased to account for the clearing that has been done to-date and the proposed clearing for the current application; however, the worksheet must be revised to match the most recently approved TCP2-082-05-04 because this plan has been used for permitting purposes and is more accurate. The worksheet must be further revised to remove Parcels 1 and 2 from the previously approved Phase 1. The final worksheet to be shown on the TCP1 must contain at least 3 phases; Phase 1 with Parcels 1 and 2 removed, Phase 2, and a new Phase 3 for Parcels 1 and 2.

The plan requires technical corrections to be in conformance with the WCO, which have been included in the Recommendation section of this report.

11. **Other site-related regulations:** Additional regulations are applicable to site plan review that usually require detailed information, which can only be provided at the time of DSP. The discussion provided below is for information only:
 - a. **2010 Prince George's County Landscape Manual**—This development in the M-X-T Zone will be subject to the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) at the time of DSP. Specifically, the site is subject to Section 4.2, Requirements from Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual.
 - b. **Prince George's County Tree Canopy Coverage Ordinance**—Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties zoned M-X-T are required to provide a minimum of 10 percent of the gross tract area covered by tree canopy. The subject site is 125.40 acres in size and the required TCC is 12.54 acres. Conformance with the requirements of the Tree Canopy Coverage Ordinance will be ensured at the time of approval of DSP.

12. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:

- a. **Community Planning**—In a memorandum dated April 29, 2019 (Umeozulu to Hurlbutt), the Community Planning Division provided comment on the submitted CSP, adopted herein by reference and summarized, as follows:

The Largo-Lottsford Master Plan and SMA recommends employment land use and land use alternatives on the subject property. In addition, the plan recognizes:

Many areas within the Planning Area face current and potential development problems that necessitate careful site planning. Successful site planning must include: (1) adequate sound mitigation measures to ameliorate intrusions from noise generated by traffic on major roadways; (2) provision of buffers from incompatible uses in the form of landscaping, berming, open space, fences, and other appropriate measures in the design of residential projects; (3) preservation of historic assets; and (4) cohesive pedestrian connections that link community facilities, employment areas, and residential areas. (page 58)

- b. **Transportation Planning**—In a memorandum dated April 29, 2019 (Masog to Hurlbutt), the Transportation Planning Section provided comment on the submitted CSP, adopted herein by reference and summarized, as follows:

The table below summarizes trip generation in each peak-hour that will be used in reviewing conformance with the trip cap for the site:

Trip Generation Summary: CSP-03001-01: Balk Hill Village								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Existing Development								
Residential – Detached plus Manor Residences	333	units	50	200	250	197	103	300
Residential – Attached	60	units	8	34	42	31	17	48
Specialty Retail/Live-Work	20,000	square feet	0	0	0	26	26	52
Total Trips Existing			58	234	292	254	146	400
Proposed Development								
Multifamily Residences	284	units	29	119	148	111	59	170
Retail	70,000	square feet	116	71	187	200	217	417
Less Pass-By (40 percent per Guidelines)			-47	-28	-75	-80	-87	-167
Net Trips for Retail			69	43	112	120	130	250
Super Gas Station and Convenience Store	5,000	square feet	225	224	449	183	184	367
Less Pass-By (63/66 percent of net AM/PM)			-142	-141	-283	-121	-121	-242
Net Trips for Super Gas Station/Store			83	83	166	62	63	125
Total Proposed Trips			181	245	426	293	252	545
Total Existing Plus Proposed			239	479	718	547	398	945
Trip Cap – A-9956					1013			1058

The applicant provided a trip generation memorandum as a part of the submittal, and the numbers in the table above differ slightly from that submittal. The retail space in the submittal was analyzed using the 9th Edition of *Trip Generation* (Institute of Transportation Engineers), and in the table above the 10th Edition of the same publication was used. Also, the submittal used a pass-by rate of 76 percent for the gas station, and the table above uses pass-by rates of 63 percent and 66 percent in the AM and PM peak-hours respectively. These differences do not alter the conclusion that the proposal is consistent with the trip cap established by the rezoning.

This site was the subject of PPS 4-03094. It has been established that this site will undergo a new PPS. It needs to be noted that PPS 4-03094 does not contain an explicit trip cap condition. In the process of reviewing this plan against that underlying PPS, it was noted that the adequacy determination was consistent with the trip cap in the ZMA. The resolution attempted to show that the development proposed was consistent with the zoning trip cap with a table (page 14 of PGCPB Resolution No. 04-33). The following is observed:

- (1) The PPS trip cap, if it had been written, should have never exceeded trips allowed by the rezoning.
- (2) The number of trips shown in that table for the AM peak-hour is misleading because the zoning trip cap was tested all through the approval process.

For these reasons, it is anticipated that the upcoming PPS will not require a new traffic study but will simply provide a trip generation report as a means of substantiating compliance with prior trip caps.

Ruby Lockhart Boulevard is a master plan commercial/industrial roadway with a proposed width of 70 feet. The current right-of-way is adequate, and no additional dedication is required from this plan. St. Joseph's Drive is a master plan collector roadway as well with a proposed width of 80 feet. The current right-of-way is adequate, and no additional dedication is required from this plan. MD 202 is a master plan expressway with a variable right-of-way. The current right-of-way is adequate, and no additional dedication is required from this plan.

For a variety of reasons, the Transportation Planning Section recommends that access between the subject site and the Woodmore Overlook Commercial property be shown on the CSP. As a part of the recommendation for Woodmore Overlook Commercial, staff has recommended a driveway connection be constructed to the property line with no retaining wall at the end. This is located approximately 460 feet south of the right-of-way line for Ruby Lockhart Boulevard. This will provide a connection between the subject property and the adjacent M-X-T-zoned property. This connection is recommended for the following reasons:

- (1) This potential access will eliminate turning movements along Ruby Lockhart Boulevard and relieve traffic at MD 202 and St. Joseph's Drive. With two M-X-T developments operating with their own access points along Ruby Lockhart Boulevard, that situation could create congestion by drivers traveling between the two developments. Furthermore, the access to/from MD 202 via the

proposed Grand Way Boulevard would provide an additional ingress/egress for patrons of the subject site.

- (2) This access would enhance pedestrian access from the residential uses on the adjacent site to commercial uses on the subject site, and generally improve accessibility for commercial uses on both sites. Improved accessibility should improve the long-term sustainability of development on both properties.
- (3) Such access between these two adjacent M-X-T sites is fully consistent with purposes of the M-X-T Zone, and particularly the first and fifth purposes. It is believed that an additional connection is a means of promoting orderly development in the vicinity of the MD 202/St. Joseph's intersection and enhancing the economic status of the County by improving the long-term sustainability of the uses on both sites.

With the potential presence of residences, restaurants, and late-night services on both properties, a connection will enhance the use of the services during extended hours in an area that is on the fringe of one of the County's future "downtowns."

At this point, the applicant indicates that there is a sizable elevation change between the two properties, but evidence has not been provided regarding the elevation change. The site is reasonably flat in the area where access is proposed, and no grading plans have been approved to date. And while it has been stated that the CSP for Woodmore Overlook Commercial shows no indication of potential access at staff's recommended location, CSP-10004 places a master plan roadway along the common property line. By virtue of that street being a public street, access could have been presumed at any location along it. As currently approved, the master plan street has been moved and dedicated wholly within Woodmore Overlook Commercial.

Based on the preceding findings, and with one condition to address the issue of access between this site and the property to the east, the Transportation Planning Section determines that, pursuant to Section 27-546, the plan conforms to the required findings for approval of the CSP from the standpoint of transportation. Further, the Transportation Planning Section recommends approval of this CSP, with one condition that has been included in the Recommendation section of this report.

- c. **Subdivision Review**—In a memorandum dated April 30, 2019 (Davis to Hurlbutt), the Subdivision Review Section provided an analysis of the CSP, adopted herein by reference and summarized, as follows:

The further division of land and the addition of multifamily residential units proposed represents a significant change to the development previously considered on the subject site and affects adequacy findings of Subtitle 24 of the Subdivision Regulations. The development proposed in this CSP will require approval of a new PPS for the proposed development. The PPS application is currently pending acceptance.

The CSP shows several proposed parcels on the existing Parcel 2, which will have access via Ruby Lockhart Boulevard. The use of an access easement will be required to be shown on the PPS for further evaluation pursuant to Section 24-128 of the Subdivision Regulations. All access easements currently shown on the CSP should be removed.

The internal driveways into the site should reflect a boulevard type of treatment in keeping with the mixed-use development proposed and the zoning of the site as M-X-T. A cross-section exhibit of the driveways has been provided on the plan but does not adequately portray how the driveways will incorporate urban, pedestrian oriented amenities such as sidewalks, street trees, and landscaping in keeping with a mixed-use zone site. This exhibit will need to be updated and shown on the PPS in order to adequately evaluate the spatial relationships associated with the driveways, surrounding parcels proposed and any associated access easements.

The Subdivision Review Section recommends approval of this CSP, with three conditions that have been included in the Recommendation section of this report.

- d. **Trails**—In a memorandum dated April 26, 2019 (Shaffer to Hurlbutt), the trails planner reviewed the CSP application, adopted herein by reference, and summarized, as follows:

Staff is recommending a shared-use sidepath along the site's frontage of MD 202, unless modified by the Maryland State Highway Administration (SHA). Due to the proximity near the Largo Town Center and the need to safely accommodate pedestrians, staff believes that a separate, dedicated facility for bicyclists and pedestrians is warranted.

Internal sidewalks will be addressed at the time of PPS and DSP. However, all roads should include sidewalks along both sides, and walkways should be provided through large areas of surface parking. Crosswalks, pedestrian amenities, and bicycle parking will be addressed at the time of DSP.

Due to the concurrent development of commercial space on the Woodmore Overlook development, consideration of a vehicular and/or pedestrian connection between the subject site and the adjacent development should be reflected on the CSP and evaluated further at the time of PPS and DSP.

The basic plan for Woodmore Overlook included a condition that bike lanes and an 8-foot sidewalk be provided along Ruby Lockhart Boulevard. The recommendation for this section of Ruby Lockhart would be the same improvements as was constructed at Woodmore Town Center. However, it should be noted that the road classification changes from a major collector to an industrial road east of St. Joseph's Drive and the right-of-way is reduced by 20 feet. In an email dated April 25, 2019 from Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), Associate Director, Mary Giles, explained that DPIE and the Prince George's County Department of Public Works and Transportation are going to require the following improvements within the right-of-way of Ruby Lockhart Boulevard:

- parallel parking along one side of the road
- inroad bike lanes along both sides
- two travel lanes, and
- standard (5-foot) sidewalks along both sides

At a separate meeting on the evening of April 25, Mary Giles confirmed that these are the improvements that DPIE recommends and will be requiring along Ruby Lockhart Boulevard for both the Woodmore Overlook and Balk Hill developments.

Specifics regarding pedestrian improvements will be further reviewed and determined with the required PPS.

- e. **Environmental Planning**—In a memorandum dated May 2, 2019 (Reiser to Hurlbutt), the Environmental Planning Section provided the following summarized comments on the subject application, adopted herein by reference:

A Natural Resources Inventory (NRI-151-2018) was submitted with the review package, which was approved on November 13, 2018. The NRI shows no streams, wetlands, or floodplain are found to occur on the 17.20 acres that are the focus of this application. The forest stand delineation indicates the presence of one forest stand totaling 14.90 acres and no specimen trees.

The Environmental Planning Section recommends approval of CSP-03001-01 and TCP1-019-03-02, subject to two conditions that have been included in the Recommendation section of this report, as appropriate.

- f. **Prince George's County Department of Parks and Recreation (DPR)**—In a memorandum dated May 10, 2019 (Sun to Hurlbutt), the DPR provided the following summarized comments on the subject application, adopted herein by reference:

The residential units approved under CSP-03001 have been constructed, and as per PGCPB Resolution No. 04-33, the provision of private on-site recreational facilities was used to satisfy the requirement of mandatory dedication of parkland.

The proposed development for 284 new multifamily residential units is to be located on Parcel 1. DPR staff is of the opinion that the applicant should continue to provide private, on-site recreational facilities to meet the mandatory dedication of parkland requirement. However, this will be determined and conditioned accordingly at the time of PPS, in accordance with Section 24-135 of the Prince George's County Subdivision Ordinance.

At the time of DSP, the on-site private recreational facilities should be designed in accordance with the *Parks and Recreation Facilities Guidelines* in appropriate, developable areas within the common open space land. Guarantees will be needed to ensure the construction, retention, and future maintenance of the proposed on-site private recreational facilities and will be conditioned during either the PPS or DSP, as appropriate.

DPR staff has no other concerns with the proposed use changes.

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

- j. **Prince George’s County Health Department**—At the time of the writing of this technical staff report, the Health Department did not offer comments on the subject application.
 - k. **Maryland State Highway Administration (SHA)**—At the time of the writing of this technical staff report, SHA did not offer comments on the subject application.
13. Based on the foregoing and as required by Section 27-276(b)(1) of the Zoning Ordinance, the CSP, if approved with the proposed conditions below, represents a 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.
 14. As required by Section 27-276(b)(4) for approval of a CSP, the regulated environmental features on-site have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-130(b)(5) of the Subdivision Regulations, as the area of the CSP affected by this amendment does not contain any regulated environmental features.

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 Conceptual Site Plan CSP-03001-01 and Type 1 Tree Conservation Plan TCP1 019-03-02 for Balk Hill Centre, subject to the following conditions:

1. Prior to certificate approval of the conceptual site plan (CSP), the following revisions shall be made, or information shall be provided:
 - a. Revise the site plan to show potential access to the adjacent M-X-T-zoned property to the east, approximately 460 feet south of the right-of-way for Ruby Lockhart Boulevard (to correspond to a driveway between Parcels 1 and 3 as shown on Detailed Site Plan DSP-18024 for Woodmore Overlook Commercial).
 - b. Remove all access easements shown on Sheets 5–9.
 - c. Remove the project title “Woodmore Commons” from the coversheet and provide the correct project name of “Balk Hill Centre” in accordance with the filed application.
 - d. Include a potential location of a vehicular and/or pedestrian connection to the adjacent Woodmore Overlook development to the east.
 - e. Revise Note 12 on the overall conceptual site plan, site data table, to state commercial uses of 60,000 square feet–100,000 square feet.
 - f. Revise the Type 1 tree conservation plan (TCP1), as follows:
 - (1) The TCP1 approval block shall be filled-in with all previous approval information. The original plan was approved with Conceptual Site Plan CSP-03001, the -01 revision with Preliminary Plan of Subdivision 4-03094, and the current -02 revision for Conceptual Site Plan CSP-03001-01.

- (2) The existing treeline shall be revised to match approved Natural Resource Inventory NRI-151-2018.
- (3) A phase line shall be added to the plan to clearly differentiate between phases 1 and 2.
- (4) The limits of disturbance shall be shown on the plan.
- (5) A revision bubble shall be added to the Bohler Engineering information block.
- (6) The label for the site statistics table shall be revised to "Phase 2 site statistics."
- (7) The TCP approval block containing original approval signatures shall be crossed-out.
- (8) All proposed stormwater management features shall be labeled on the plan.
- (9) The general information table on the plan shall be revised to remove the yes/no labels for Planning Area, General Plan Tier, Traffic Analysis Zone (COG), and Traffic Analysis Zone (PG), and to enter the corrected information for each category.
- (10) The TCP1 notes shall be revised, as follows:
 - (a) Note 1 shall be revised to refer to the current Conceptual Site Plan, CSP-03001-01, as the associate plan upon which the TCP1 is based.
 - (b) Note 7 regarding the tier and zone shall be revised to match the standard note language found in the Environmental Technical Manual.
- (11) The woodland conservation worksheet shall be revised match the worksheet shown on the most recently approved TCP2 for the overall site (TCP2-082-05-04). The worksheet shall be further revised to provide a separate phase for Parcels 1 and 2.

2. At the time of preliminary plan of subdivision for Parcels 1 and 2, the applicant shall provide a cross-section exhibit demonstrating an internal driveway on the site, which reflects a boulevard type of treatment with pedestrian components including landscaping, street trees, sidewalks, and lighting in order to adequately evaluate the spatial relationships associated with the driveways, proposed parcels, and any associated access easements.