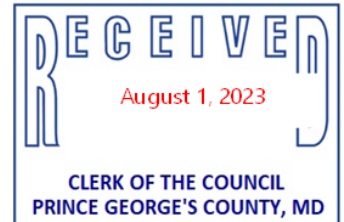


August 1, 2023

WS Woodmore, LLC  
11 North Washington Street, Suite 320  
Rockville, MD 20850



Re: Notification of Planning Board Action on  
**Departure from Design Standards DDS-22002**  
**Atla Woodmore**

Dear Applicant:

This is to advise you that, on July 27, 2023, the above-referenced Departure from Design Standards was acted upon by the Prince George's County Planning Board, pursuant to the Transitional Provisions of Section 27-1700 of the Prince George's County Zoning Ordinance and in accordance with the attached Resolution.

Pursuant to Section 27-239.01 of the prior Zoning Ordinance, the Planning Board's decision will become final 30 calendar days after the date of this final notice (**August 1, 2023**) of the Planning Board's decision, unless:

1. Within the 30 days, a written appeal has been filed with the District Council by the applicant or by an aggrieved person that appeared at the hearing before the Planning Board in person, by an attorney, or in writing and the review is expressly authorized in accordance with Section 25-212 of the Land Use Article of the Annotated Code of Maryland
2. Within the 30 days (or other period specified by Section 27-291 of the prior Zoning Ordinance), the District Council decides, on its own motion, to review the action of the Planning Board.

(You should be aware that you will have to reactivate any permits pending the outcome of this case. If the approved plans differ from the ones originally submitted with your permit, you are required to amend the permit by submitting copies of the approved plans. For information regarding reactivating permits, you should call the County's Permit Office at 301-636-2050.)

Please direct any future communication or inquiries regarding this matter to Ms. Donna J. Brown, Clerk of the County Council, at 301-952-3600.

Sincerely,  
James R. Hunt, Chief  
Development Review Division

By: Andrew Shelly  
Reviewer

Attachment: PGCPB Resolution No. **2023-86**

cc: Donna J. Brown, Clerk of the County Council  
Persons of Record

RESOLUTION

WHEREAS, a new Zoning Ordinance, Subtitle 27, Prince George’s County Code went into effect on April 1, 2022; and

WHEREAS, the applicant, WS Woodmore, LLC, submitted an application for approval of a detailed site plan for the subject property under the procedures of the prior Zoning Ordinance; and

WHEREAS, the subject property is within the Town Activity Center–Edge (TAC-E) Zone; and

WHEREAS, pursuant to Section 27-1704(a) of the Zoning Ordinance, except for a zoning map amendment (ZMA) of any type, development approvals of any type approved under the Zoning Ordinance prior to April 1, 2022 remain valid for the period of time specified in the zoning ordinance or subdivision regulations under which the project was approved and if the approval is for a conceptual site plan, such approval shall remain valid for twenty years from April 1, 2022; and

WHEREAS, pursuant to Section 27-1704(b) of the Zoning Ordinance, until and unless the period of time under which a conceptual site plan expires, the project may proceed to the next steps in the approval process (including any subdivision steps that may be necessary) and continue to be reviewed and decided under the zoning ordinance and subdivision regulations under which it was approved; and

WHEREAS, a Conceptual Site Plan (CSP-03006) for the subject property was approved by the District Council on January 23, 2006; and

WHEREAS, the subject property was in the Mixed Use-Transportation Oriented (M-X-T) Zone under the prior Zoning Ordinance; and

WHEREAS, pursuant to Section 27-1704(l) of the Zoning Ordinance, property which was in the M-X-T Zone may proceed to develop in accordance with the standards and procedures of the prior Zoning Ordinance and this Section, subject to the terms and conditions of the development approvals it has received; and

WHEREAS, therefore, the Prince George’s County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed this application under the Zoning Ordinance in existence prior to April 1, 2022; and

WHEREAS, in consideration of evidence presented at a public hearing on July 6, 2023, regarding Detailed Site Plan DSP-22034 for ALTA Woodmore, Planning Board finds:

1. **Request:** This detailed site plan (DSP) approves development of 284 multifamily dwelling units in two, 5-story buildings. The dwellings units will consist of a mixture of 10 studio units, 150 one-bedroom units, 116 two-bedroom units, and 8 three-bedroom units. Building 1 will contain 129 dwelling units, closest to Ruby Lockhart Boulevard, and 155 dwelling units will be

located in Building 2. The 284 dwelling units will be located on a portion of Outlot A, which will be known as Lot 28. Another portion of Outlot A will be utilized for proposed commercial development, which will be evaluated in a separate DSP request, and will be known as Outlot E, with frontage on Ruby Lockhart Boulevard. In addition, the applicant requests a departure from design standards (DDS) for a reduction in the standard parking space size. The applicant also requests alternative compliance from the requirements of Section 4.3, Parking Lot Requirements, of the 2010 *Prince George's County Landscape Manual* (Landscape Manual).

2. **Development Data Summary:**

|                               | <b>EXISTING</b>        | <b>APPROVED</b>            |
|-------------------------------|------------------------|----------------------------|
| Zone                          | TAC-E<br>(prior M-X-T) | TAC-E<br>(prior M-X-T)     |
| Use                           | Vacant                 | Multifamily dwelling units |
| Lot(s)                        | 1                      | 2<br>(Lot 28 & Outlot E)   |
| Total Gross Acreage           | 20.28                  | 20.28                      |
| Floor Area Ratio (FAR)*       | 0                      | 0.08                       |
| <b>Total Dwelling Units**</b> | <b>0</b>               | <b>284</b>                 |
| Studio Dwelling Units         | -                      | 10                         |
| One-Bedroom Dwelling Units    | -                      | 150                        |
| Two-Bedroom Dwelling Units    | -                      | 116                        |
| Three-Bedroom Dwelling Units  | -                      | 8                          |

|   | <b>EXISTING</b> | <b>APPROVED</b> |
|---|-----------------|-----------------|
| <b>Total Parking Spaces Provided***</b> | 0               | 493             |
| Garage Parking                          | -               | 35              |
| Off-Street Parking                      | -               | 458<br>(18 ADA) |
| <b>Loading Spaces****</b>               | 1               | 1               |
| <b>Bicycle Spaces Provided*****</b>     | -               | 121             |

**Notes:** \*Per Section 27-548 of the prior Zoning Ordinance, the base floor area ratio (FAR) of 0.4 in the M-X-T Zone may be increased utilizing the optional method of development in Section 27-545 of the prior Zoning Ordinance. See Finding 7 for a discussion of the FAR optional development method.

\*\*A condition has been provided herein, requiring the applicant to provide a dwelling unit breakdown by building number, including the different types of units in each building, within General Note 11 on the DSP coversheet.

\*\*\*Pursuant to Part 11 (Off-Street Parking and Loading), Section 27-568 of the prior Zoning Ordinance, the number of parking spaces required for the multifamily dwelling units is 634. However, the parking space requirement for developments in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval, at the time of DSP, as stated in Section 27-574 of the prior Zoning Ordinance. As discussed in Finding 7, the Planning Board finds that the provided parking is sufficient for the development.

A Departure from Design Standards DDS-22002 has also been requested for a reduction in the standard parking space size.

\*\*\*\*A condition has been provided herein, requiring the applicant to revise one of the provided loading space sizes on the DSP coversheet and Sheet 4, to conform with the minimum dimensional requirement in Section 27-578(a) of the prior Prince George's County Zoning Ordinance or, in the alternative, provide an additional external on-site loading space which conforms with said minimum requirements.

\*\*\*\*\*Conditions have been provided herein, requiring the applicant to revise the DSP coversheet to state that bicycle parking requirements are not applicable and to provide a revised bicycle parking space total, based on the combined number of indoor and outdoor spaces.

3. **Location:** The overall Woodmore Towne Centre site is in Planning Area 73, in Council District 5, on the north side of MD 202 (Landover Road), approximately 550 feet northwest of its intersection with St. Joseph's Drive, immediately adjacent to and east of I-95/495 (Capital Beltway). The subject property is in the southern portion of the overall Woodmore Town Centre site. Specifically, the property is on the west side of Ruby Lockhart Boulevard, approximately 312 feet north of its intersection with St Joseph's Drive. The site consists of 20.28 acres and is within the Town Activity Center-Edge (TAC-E) Zone, but is being reviewed under the prior Mixed Use-Transportation Oriented (M-X-T) Zone of the prior Prince George's County Zoning Ordinance.
4. **Surrounding Uses:** The subject property is bounded to the north by woodlands, part of the overall Woodmore Towne Center site; to the south by a place of worship (known as Saint Joseph Catholic Church); to the west by MD 202 and the I-95/495 northbound ramp; and to the east by Ruby Lockhart Boulevard and commercial/residential uses beyond.
5. **Previous Approvals:** On March 14, 1988, the Prince George's County District Council approved Zoning Map Amendment A-9613-C, rezoning the subject property from the Rural Residential (R-R) Zone to the M-X-T Zone, subject to 11 conditions. Subsequently, the applicant filed to amend the conditions and the District Council reapproved A-9613-C on July 23, 2007, subject to six conditions. The applicable conditions of approval are analyzed in Finding 8 of this resolution.

On January 23, 2006, the District Council approved Conceptual Site Plan CSP-03006, which proposed 900–1,100 residential units, including single-family detached units, single-family attached units (townhouses), multifamily units, and stacked condominiums (stacked townhouses); 400,000–1,000,000 square feet of retail; and 550,000–1,000,000 square feet of office, subject to 25 conditions and one consideration. An amendment, CSP-03006-01, was approved at the Planning Director level, to allow retail and service uses in the Outlot B area of the site, instead of the originally approved office uses. A second amendment, CSP-03006-02, was approved by the District Council on October 18, 2016, with 25 conditions, including revisions to Conditions 1(a)(iii) and 18(i). The applicable conditions of approval are analyzed in Finding 9 of this resolution.

Preliminary Plan of Subdivision (PPS) 4-06016 was originally approved by the Prince George's County Planning Board on October 26, 2006, subject to 40 conditions. Subsequently, the applicant requested a waiver and reconsideration of the PPS, which the Planning Board granted. The amended resolution of approval (PGCPB Resolution No. 06-212(A)) was adopted by the Planning Board on July 12, 2012, with 40 conditions. In accordance with Section 27-548(g) of the prior Zoning Ordinance, all lots 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 the Prince George's County Code. Approval for the use of an access easement for this development area was approved with PPS 4-06016. The applicant obtained a variation from Section 24-128(a) of the prior Prince George's County Subdivision Regulations with PPS 4-06016, to allow an access easement to serve commercial lots. This can be found in Finding 16 of the PPS resolution. However, because this development area now includes residential development, full access from the residential development to the public street shall be provided on Lot 28, in accordance with Section 24-128(c)(7)(A) of the Subdivision Regulations, which precludes multifamily development from the use of private streets.

Outlot E does not have direct vehicular access to a public road. As such, a private access easement will be provided on Lot 28 to serve Outlot E, in accordance with the PPS approval. This private access and easement should be clearly shown on the DSP to be wholly within Lot 28. The easement shall be established at the time of final plat to ensure future access rights and shared maintenance with Outlot E. Applicable conditions have been provided herein, and an analysis of prior conditions of approval can be found in Finding 10.

On September 24, 2007, the District Council reviewed and approved Detailed Site Plan DSP-07011 for infrastructure, subject to 27 conditions. The first revision (DSP-07011-01) was for a 705,227-square-foot integrated shopping center with 108 multifamily dwellings and 24,854 square feet of office space, which was reviewed and approved by the District Council on April 21, 2009, subject to 29 conditions. The project has been constructed, in conformance with the DSP, except for the 108 multifamily units shown to be located above the retail buildings. An analysis of the applicable conditions of approval can be found in Finding 11. All DSPs approved after this date, within the Woodmore Town Centre property, do not have any conditions of approval applicable to this subject site.

Subsequent minor revisions (-02, -03, -05, -06, -07, and -08) were approved by the Planning Director from 2010 to 2021. The District Council approved 49,768 square feet of commercial space on DSP-07011-04, including a health club, a fast-food restaurant, and general retail within Outlot B, located on the northwest corner of the intersection of St. Joseph's Drive and Ruby Lockhart Boulevard.

Detailed Site Plan DSP-07057, for the residential component of Woodmore Towne Centre, was approved by the District Council in 2009, with 32 conditions. DSP-07057 was amended administratively three times (-01, -02, -03, and -05), to revise the lot layout and for architectural elevations. DSP-07057-06 revised the parking lot layout for the retail store.

On March 19, 2015, the Planning Board approved Detailed Site Plan DSP-14027 (PGCPB Resolution No. 15-22), with five conditions, for a 65,051-square-foot hotel, the Hampton Inn, including 106 rooms. The hotel is in the southwest corner of the overall Woodmore Town Centre site and has frontage on I-95/495.

On September 19, 2016, the District Council approved Detailed Site Plan DSP-16011 for two lots for retail use, including the 59,607-square-foot Nordstrom Rack store. Subsequent minor revisions (-01, -02, and -03) were approved by the Planning Director from 2018 to 2021, which included the addition of two commercial restaurants on Lot 2.

On June 4, 2018, the District Council approved Detailed Site Plan DSP-17030 for development of one lot for a 60,450-square-foot medical office building.

The final plat for this property was recorded on Record Plat PM 231 at 30 amongst the Prince George's County Land Records on August 7, 2009.

The subject property was rezoned TAC-E through the approved Countywide Sectional Map Amendment via Council Resolution CR-136-2021, effective April 1, 2022. The approved stormwater management (SWM) concept plan shows the use of 12 micro-bioretenion facilities and one underground storage facility, to meet the current requirements of environmental site design, to the maximum extent practicable.

6. **Design Features:** The subject DSP approves development of 284 multifamily dwelling units in two, 5-story buildings on a lot located on the west side of Ruby Lockhart Boulevard, approximately 312 feet north of its intersection with St Joseph's Drive. The dwellings units will consist of a mixture of 10 studio units, 150 one-bedroom units, 116 two-bedroom units, and 8 three-bedroom units. Building 1 will contain 129 dwelling units, closest to Ruby Lockhart Boulevard, and 155 dwelling units will be located in Building 2. The subject DSP is located on one lot, known as Outlot A. The development will rename Outlot A to Lot 28, with a portion of the lot becoming Outlot E, which proposes a future commercial/retail use on a pad site fronting Ruby Lockhart Boulevard. Both buildings will be U-shaped, with the larger building (Building 1) being further from Ruby Lockhart Boulevard, which provides the site's single access point. A secondary access point to the St. Joseph Catholic Church property to the south will also be provided. Off-street parking will be provided with a combination of surface parking and parking

garages. Recreation facilities are provided within and surrounding both buildings. Facilities include a fitness center, a pool, a playground, and residential lounges and courtyards for both buildings. The applicant also provides a car wash station for residents of the multifamily development.

### **Architecture**

The two, 5-story buildings are U-shaped and designed in a contemporary architectural style. The buildings have flat roofs; a mixture of windows, including storefront windows on the first floor; and balconies with railings, and are constructed of brick and fiber cement in a variety of colors. These include white, different shades of gray, and an accent blue color. Each building has a defining corner element, along the main internal driveway, with a raised cornice and top-floor units with transom windows. This corner also includes building-mounted signage displaying the name of the development, "ALTA Woodmore." A condition has been included herein, requiring the applicant to provide full brick for the first floor of each building elevation, except for courtyards and recessed balcony areas. In addition, the applicant shall provide 60 percent brick for all façades of street-facing elevations, in accordance with Condition 20 of CSP-03006-02; revise the location map on the maintenance shed architectural elevation to conform with the DSP; and dimension all architectural elevations for the two multifamily buildings, accordingly.

The development provides 35 single-level garages surrounding the perimeter of the property. These garages feature single-sloped roofs constructed of asphalt shingles with cement paneling and brick on the front elevations. The rear elevations feature only cement paneling. The color of the materials range from a blue accent to light or dark gray. Conditions have been included herein, requiring the applicant to incorporate white coloring into the front and rear elevations of the garages and offer a brick feature on the top of Garage Blocks 3 and 4, to incorporate the existing Woodmore signage into the design.

A 300-square-foot maintenance shed is also provided, which will be constructed of gray fiber cement with an asphalt shingle roof, thereby being consistent with the materials and colors of the two multifamily buildings.

### **Recreation Facilities**

In accordance with the current formula for calculating the value of recreation facilities, for a development of 284 multifamily dwelling units in Planning Area 73, a recreation facility package worth approximately \$238,761.60 is needed to serve this development. This DSP provides on-site recreation sites that are spread throughout the community. These include a children's playground, a pool and pool deck, a fitness center, two residential lounges, and two courtyards. The timing for completion and installation of the recreation facilities is shown on the DSP coversheet. A condition has been included herein requiring the applicant to provide a detailed cost estimate of the values of the planned recreation facilities. The recreation facility prices provided appear inaccurate, based on the general guidance from the *Park and Recreation Facilities Guidelines*.

While not recreation facilities, the Planning Board finds that the provided dog park, dog waste stations, and pet grooming spa are unique amenities for the site. However, a condition has been included herein, requiring the applicant to provide at least a 6-foot-high sight-tight fence along

the eastern perimeter boundary of the dog park where it abuts Outlot E, to separate the dog park from the proposed commercial/retail use.

### **Lighting**

The applicant provides lighting in open spaces and along streetscapes, to promote safe vehicular and pedestrian movements. However, the applicant did not provide a photometric plan in the submittal package to demonstrate appropriate lighting levels along streetscapes, with minimal spillover into adjacent properties. A condition has been included herein, requiring the applicant to provide a photometric plan demonstrating that the development will not provide spillover exterior lighting levels, prior to the certification of this DSP, and that all exterior lighting will utilize full cut-off fixtures.

### **Signage**

This DSP provides one freestanding sign, two building-mounted signs, and two address signs. The freestanding sign will be 6 feet high by 13 feet wide on a stone stand, fronting Ruby Lockhart Boulevard. The total signage area is 124.4 square feet, and illustrates the name of the residential property, “ALTA Woodmore,” which is illuminated. Building-mounted and address signs are provided on each multifamily residential building. Both address signs are 12 square feet, whilst the building-mounted sign on Building 1 is 76 square feet and the signage on Building 2 is 82.3 square feet. Conditions have been provided herein, requiring the applicant to provide a signage schedule on the DSP coversheet, demonstrating conformance to Part 12 of the prior Zoning Ordinance, and revise the freestanding sign stand material to brick, to be consistent with the material of the multifamily buildings. In addition, the applicant shall provide attractive understory landscaping surrounding the proposed freestanding signage along Ruby Lockhart Boulevard.

## **COMPLIANCE WITH EVALUATION CRITERIA**

7. **Prince George’s County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-X-T Zone of the prior Zoning Ordinance.
  - a. The subject application is in conformance with the applicable requirements of the Zoning Ordinance, including the design requirements associated with uses proposed in the M-X-T Zone. This includes conformance with Sections 27-542, 27-544, and 27-547 of the prior Zoning Ordinance. The 284 multifamily dwelling units are permitted in the M-X-T Zone, as Footnote 7 of Section 27-547 allows the maximum number and type of dwelling units to be determined at the time of CSP, which was 1,100 residential dwelling units. The DSP will provide 766 residential dwelling units for the Woodmore Town Centre property, which is 344 less units than that of the approved CSP. The DSP also conforms with Section 27-547(d), which requires that all development in the M-X-T Zone provide a mixture of retail, office, or dwelling/hotel uses. The Woodmore Town Centre property provides all three categories.



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

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

- (1) Without the use of the optional method of development—0.40 FAR;  
and**
- (2) With the use of the optional method of development—8.00 FAR.**

The entire Woodmore Towne Center development utilizes the optional method of development, and specifically utilizes one bonus incentive in Section 27-545(b), as follows:

**(b) Bonus incentives.**

**(4) Residential use.**

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

This DSP provides 284 multifamily residential dwelling units, for a floor area ratio (FAR) of 0.083. The FAR for the entire Woodmore Towne Center is a range of 0.33 to 0.38, per the approved square footages noted in CSP-03006-02. Utilizing the optional method of development allows the entire Woodmore Towne Center to have an FAR of 1.40.

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

The 284 multifamily dwelling units are located within two buildings on one lot. Further, there are numerous other buildings located on multiple lots within the entire Woodmore Town Centre property.

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

The site plan provides the location, coverage, and height of all improvements, in accordance with this requirement.

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

This DSP conforms with the requirements of the Landscape Manual, as demonstrated in Finding 12, apart from the alternative compliance request from Section 4.3, Parking Lot Requirements. The DSP also conforms with all the requirements of the Prince George's County Tree Canopy Coverage Ordinance, as demonstrated in Finding 14.

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

The FAR for the entire Woodmore Towne Center is a range of 0.33 to 0.38, per the approved square footages noted in CSP-03006-02.

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

This requirement is not applicable to this development, as this application does not provide private structures within the air space above, or in the ground below, public rights-of-way.

- (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.**

This DSP application provides each lot with access to an adjacent private street or alley, in accordance with Subtitle 24 of the County Code and as further approved with PPS 4-06016. This requirement was reviewed and approved by the Planning Board on October 26, 2006. Lot 28 fronts on and has direct vehicular access to Ruby Lockhart Boulevard.

- (h) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand two hundred (1,200) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages may be incorporated into

**the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.**

This requirement is not applicable to this development application, as no single-family attached (townhouse) dwelling units are provided.

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

The two multifamily buildings are both five stories tall. Building 1 has a maximum height of approximately 60 feet and Building 2 has a maximum height of approximately 58 feet, conforming to this requirement.

- (j) As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance). Notwithstanding any other provision of this Code, this regulation shall not apply to property subject to the provisions of Section 27-544(f)(2)(I), above.**

Woodmore Town Centre was rezoned M-X-T by Zoning Map Amendment A-9613-C and not by a sectional map amendment.

- c. In accordance with Section 27-574 of the prior Zoning Ordinance, 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 applicant has submitted a parking analysis detailing on-site parking. The applicant provides a total of 493 parking spaces, of which 35 are garage rental spaces and 18 are Americans with Disabilities Act (ADA) spaces for the 284 multifamily dwelling units shown on this DSP. The parking analysis does not consider the future commercial portion of the site. A standard development with 284 mid-rise multifamily dwelling units would require 634 parking spaces, per the requirements of section 27-568 of the prior Zoning Ordinance. Section 27-574 allows applicants to develop a criterion, specific to the proposed development, for developing parking standards in the M-X-T zone.

Section 27-574(b)(4)(B) allows the applicant to determine the number of parking spaces, which will not be needed due to mass transit, bus networks, rapid rail, and other developer-provided services. The applicant's parking analysis illustrates that the site is less than a 10-minute walk to bus stops served by The Bus routes 28 and 21, both of which provide drop-offs and pick-ups at the Downtown Largo Metrorail Station. In addition, expanded bicycle networks along Ruby Lockhart Drive, MD 202, and Lottsford Road all provide additional nonmotorized movement to the Downtown Largo Metrorail Station as well as nearby employment centers and commercial developments. The applicant's submission includes a 23 percent non-auto mode reduction, based on the site's access to transit, improved bicycle facilities, and the provision of ample bicycle parking on-site. The Planning Board finds this to be a suitable methodology, to determine a sufficient number of parking spaces, to serve the development. Based on this methodology, a 23 percent reduction of the 634 spaces, which would be required in a traditional zone, results in a total of 488 spaces. As discussed above, the applicant provides a total of 493 spaces. Further, the provided parking will not offset any future parking demands for the commercial portion, and solely supports the uses associated with the multifamily buildings. The Planning Board finds 493 parking spaces to be suitable for the development, within the M-X-T Zone.

The applicant provides one point of vehicle entry along Ruby Lockhart Boulevard. The internal road network is laid out in a largely continuous loop surrounding the two buildings, which allows vehicles to easily enter and exit the site and provides adequate circulation to the proposed buildings. A series of stop signs and crosswalks have been strategically placed throughout the site; thereby, keeping vehicle speeds to a minimum. The applicant has also provided truck turning plans displaying heavy vehicle movement throughout the site. The truck turning plans indicate that a standard-size fire truck (40 feet in length), an SU-40 delivery truck, and a rear-load garbage truck can all safely navigate throughout the site, without causing any vehicular conflicts.

As discussed above, a sidewalk and bicycle lane have already been constructed along the site's frontage. A series of crosswalks are also provided within the parking area, to provide safe pedestrian crossing locations throughout the site. An additional crosswalk has been provided at the site entrance; thereby, connecting the sidewalk network along both sides of the vehicle access point. The DSP also features an extensive sidewalk network throughout the site, providing a continuous path along the frontage of both buildings. A total of 121 bicycle parking spaces are provided. Bicycle parking is displayed throughout the site, both indoor and outdoor, providing residents and visitors with sufficient bicycle parking. The Planning Board finds that the site access and circulation are sufficient and meet the required findings of Section 27-274(a)(2)(c) of the prior Zoning Ordinance, which examines vehicular and pedestrian circulation as part of a DSP.

- d. The criteria for approval of a DSP is set forth in Section 27-285(b) of the prior Zoning Ordinance. Additional findings are required for the Planning Board to approve a DSP in the M-X-T Zone, and these are discussed in Section 27-546(d) of the prior Zoning Ordinance. The Planning Board finds that the development fulfills the purpose of a DSP, as established in Section 27-281 and is in general conformance with the site design guidelines, as shown in Section 27-283 of the prior Zoning Ordinance.

The subject site was previously graded, in accordance with the infrastructure DSP-07011. The site plan does not change the access points of the approved lot. The Planning Board finds that the DSP is in conformance with the applicable site design guidelines, as contained in Section 27-274, subject to the conditions included herein.

**Section 27-546. – Site plans.**

- (d) **In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:**

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

The DSP is in conformance with the provided regulations of the M-X-T Zone, as demonstrated herein. A discussion of the purposes of the M-X-T Zone, as described in Section 27-542(a), is described below.

**Section 27-542. – Purposes.**

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

- (1) **To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections,**

**major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;**

The multifamily residential dwelling units on Lot 28 are part of the residential component of the larger development known as Woodmore Town Centre, which was approved under a uniform Conceptual Site Plan, CSP-03006, and subsequent revisions. The multifamily residential dwelling units are a new addition to the mixed-use center. The DSP will provide more desirable living opportunities for residents of Prince George's County.

- (2) **To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;**

The development site is located in an existing commercial area. The *Plan Prince George's 2035 Approved General Plan* (Plan 2035) locates the site in a designated employment area and recommends that future reinvestment and growth be limited to designated centers and existing commercial areas (Policy 9, page 86). In 2007, the Woodmore Towne Centre at Glenarden mixed-use development was approved to include up to 1,100 residential units; up to 1,000,000 square feet of retail space; up to 1,000,000 square feet of commercial office space; and up to 360 hotel rooms. The overall development site includes a major shopping center with single-family residential units in the eastern portion of the Woodmore Towne Centre at Glenarden site. In 2009, the *Approved Landover Gateway Sector Plan and Sectional Map Amendment*

incorporated Woodmore Towne Centre, as approved, with no land use policy changes.

- (3) **To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;**

Woodmore Towne Centre has a substantial mix of uses including approximately 700,000 square feet of commercial retail uses, a hotel, and a medical office building. It also includes a range of residential uses, consisting of single-family detached, townhomes, and two-over-two dwellings. This mix of uses maximizes private development potential inherent in the location of this zone, at the strategic intersection of the Capital Beltway and MD 202. Concentrating this mix of uses in a single location and providing internal pedestrian connections, through the use of an extensive sidewalk system, creates a centralized mixed-use development and thus avoids the possibility of otherwise scattered development throughout the County.

- (4) **To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;**

The location of the property, in the vicinity of institutional and other commercial uses, with sidewalks serving as connectors, helps to reduce automobile use. The applicant also provides 121 bicycle parking spaces throughout the development, which will further reduce the development's reliance on automobiles.

- (5) **To facilitate and encourage a twenty-four (24) hour environment to ensure continuing**



**functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;**

The multifamily residential dwelling units, in conjunction with the remainder of Woodmore Towne Centre, will facilitate a 24-hour environment with a mix of uses including residential development, restaurants, and retail. The distance, from the entrance of the multifamily development to the core of the retail town center, is approximately 1,500 linear feet. As the District Council found in CSP-03006-02, it is reasonable to conclude that residents of the subject DSP will walk this distance, especially since a clearly defined pedestrian path is available along public streets. The District Council expressly found that residents of these multifamily units will still walk to the Towne Centre and enjoy retail shopping opportunities; thus, promoting a 24-hour environment.

**(6) To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;**

The original CSP-03006 proposed multifamily residential uses, which were always envisioned to be an appropriate part of the horizontal and vertical mix of land use within Woodmore Towne Centre. The multifamily residential component, shown in this DSP, rounds out the full range of residential uses always intended to be a part of Woodmore Towne Centre.

**(7) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;**

The multifamily dwelling units will maintain the visual character of the Woodmore Towne Centre development, while creating a functional relationship by putting these uses

with extended operating hours at a major intersection. The multifamily dwelling units in this DSP will provide the final residential development type originally approved for Woodmore Town Centre, with distinctive contemporary architecture.

- (8) To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;**

The multifamily dwelling units, in conjunction with the remainder of Woodmore Towne Centre, promotes optimum land planning by consolidating necessary public facilities and infrastructure at an existing major intersection, on a major interstate.

Further, development of the multifamily component will have no adverse impact on the environment. An SWM concept plan has been approved, which ensures that runoff will be treated, in accordance with all applicable Zoning Ordinance requirements. The project will be subject to all environmental regulations, including the 1991 Prince George's County Woodland Conservation and Tree Preservation Ordinance. A Type 2 tree conservation plan (TCP2) is also approved, as described in Finding 13, subject to the conditions provided herein.

- (9) To permit a flexible response to the market and promote economic vitality and investment; and**

The subject DSP incorporates a flexible response to the market by proposing a multifamily residential use, where the illustrative CSP anticipated such a use on Pod B.

As the property attempted to develop in accordance with the approved CSP to attract a vertically integrated multifamily use on Lots 1 and 2, support for the project did not occur. Later, a revision to the Conceptual Site Plan (CSP-03006-02) was approved for construction of a multifamily development as a freestanding project, on what will be Lot 28, which clearly represents a flexible response to market demand. In addition, it will, therefore, promote economic vitality and investment in Prince George's County.

- (10) **To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.**

The subject application provides high-quality architectural design, utilizing design techniques and product information to achieve excellence in physical, social, and economic planning. The applicant intends to pursue National Green Building Standard silver for the project.

Woodmore Towne Centre has developed with high-quality architectural and landscaping throughout both its commercial and residential components. The ALTA Woodmore multifamily development provides an innovative and high-quality architectural design, which incorporates colors and architectural materials prevalently found on contemporary multifamily buildings throughout the Washington Metropolitan Area. Generally, this DSP represents a high-quality architectural offering, which also encourages freedom of architectural design which meets the desires of the ultimate consumers. Conditions regarding materials have been included herein, to allow the design to integrate into the adjacent town center.

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

**center which is consistent with the economic development strategies of the Sector Plan or General Plan;**

This criterion does not apply to this DSP, as Woodmore Towne Centre was placed in the M-X-T Zone through a Zoning Map Amendment, A-9613-C.

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

The multifamily use in this DSP will be oriented to Ruby Lockhart Boulevard via the access driveway. Woodmore Towne Centre will continue as a major mixed-use development at the intersection of the Capital Beltway and MD 202. The project will continue to promote the effective and optimum use of all major transportation roadways, including the Capital Beltway and MD 202. It will also continue to draw patrons, not just from within Prince George's County, but from neighboring counties.

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

The multifamily use in this DSP will be compatible with the existing development within Woodmore Towne Centre, which presently consists of retail commercial uses, a hotel, and an office building. It will likewise be compatible with other residential uses already constructed within Woodmore Towne Centre, which includes single-family detached and single-family attached (townhouse) units. Multifamily residential uses were always recommended to be part of the development concept for Woodmore Towne Centre, and this multifamily use will further synergize the overall development. Conditions have been included herein, that will further compatibility with the existing Woodmore Town Centre.

**(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 residential dwelling units will add to the diverse mix of land uses in the town center, and the arrangement and design of the buildings are cohesive with the adjacent proposed and existing development, creating 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 development will be constructed as one continuous phase.

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

The provided pedestrian network, as illustrated on the DSP, demonstrates that sidewalks will be provided internal to the site and connect to the external network, allowing access to the entire Woodmore Town Centre development.

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

High-quality urban design is provided along the streetscapes and in the recreation facilities on-site. Benches, bicycle racks, a playground, a dog park, a fitness center, multiple residential lounges, and a pool area provide amenities to integrate into the community.

- (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.**

PPS 4-06016 is subject to a certificate of adequacy. The project does not require an amendment to the certificate and, therefore, the project is supported by adequate transportation facilities.

A review of adequate public facilities occurred at the time of approval of the zoning map amendment and the PPS, and the Planning Board found that transportation facilities will be adequate. The multifamily residential dwelling units are the first to be constructed at Woodmore Towne Centre and is within the development cap of the prior approvals.

- (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 Transportation Planning Section noted that the most recent adequacy finding for the overall M-X-T site was made in 2006 for PPS 4-06016. This finding requires that, if more than six years have elapsed since a finding of adequacy was made, then a new finding of adequacy is required. The development will be adequately served, within a reasonable period of time, with existing public facilities. Given that the review of conformance to this finding focuses on the period of time required for implementation of any needed transportation facilities, the following is noted:

- (1) All transportation facilities deemed necessary for adequacy by the PPS have been constructed and opened to traffic. The exception is the Evarts Street connection across the Capital Beltway, which is required with the later stages of the office component of this development.
- (2) The opening of the Capital Beltway/Arena Drive interchange to full-time operations has been completed.
- (3) There are no facilities which were assumed to be part of background development, during the review of transportation adequacy, that have been deferred due to either a loss of funding or bonding.

Given that all required transportation improvements, as set forth in the PPS (with the exception of the Evarts Street bridge), have been constructed, it is determined that all transportation facilities needed to serve the multifamily dwelling units will be available within a reasonable period of time, as required by this finding.

- (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.**

This provision does not apply to the subject property, as it does not exceed 250 acres and was not approved as a mixed-use planned community.

- e. **Departure from Design Standards DDS-22002:** The applicant requires a departure from Section 27-558(a) of the Zoning Ordinance, which requires nonparallel standard parking spaces to be 9.5 feet by 19 feet, but allows up to one-third of the required spaces to be compact, measuring 8 feet by 16.5 feet. The applicant is providing 458 parking spaces on the site measuring 9.5 feet by 18 feet, except for the required parking spaces for the physically handicapped. The 35 garage rental parking spaces are also not included in this request. No compact parking spaces are provided with this DSP.

Section 27-239.01(b)(7) of the Zoning Ordinance contains the following required findings for the Planning Board to grant the departure:

- (A) In order for the Planning Board to grant the departure, it shall make the following findings:**

- (i) The purposes of this Subtitle will be equally well or better served by the applicant's proposal;**

The development is in conformance with this requirement and serves several 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 transit centers and designated General Plan centers. The Woodmore Towne Centre was envisioned as a mixed-use area consisting of both residential and commercial components that have been largely developed. The multifamily residential buildings are the first provided under CSP-03006. The remaining components are within easy walking distance of the site. This DSP continues to implement the land use vision for the area by reducing automobile use, locating a mix of residential and nonresidential uses in proximity to one another, encouraging a 24-hour

environment, and creating functional relationships among individual uses, with a distinctive visual character and identity.

The traffic impact study, associated with PPS 4-06016, found that transportation facilities will be adequate to handle all traffic generated by the proposed development. All transportation improvements required, to this point, have been constructed (with the exception of the Evarts Street bridge). Public safety services will also be adequate and school adequacy is determined, based upon payment of the school facility surcharge. Water and sewer is available to the subject property and the property is in water and sewer Category 3.

From the perspective of the parking regulations, the purpose of those regulations is to provide adequate safe parking for patrons to particular uses. The applicant provides more than a sufficient number of parking spaces, in accordance with Section 27-574(b). From a design perspective, the applicant submits that parking spaces, which are 9 feet by 18 feet, are more than sufficient to allow patrons and employees to safely park and exit their cars.

The Planning Board finds that this modification will foster the purpose of the Zoning Ordinance to promote health, safety, convenience, and welfare. In addition, development of Woodmore Towne Centre at Glenarden constitutes a vibrant mixed-use development, which has created vitality and has brought opportunities for housing, shopping, and work to County residents. In a broader context, approval of this departure facilitates construction of the ALTA Woodmore project, by permitting a larger amount of on-site parking spaces. Its construction will contribute substantially to the success of Woodmore Towne Centre. Therefore, approval of this departure will promote this purpose of the ordinance.

**(ii) The departure is the minimum necessary, given the specific circumstances of the request;**

The minimum dimensions of standard parking spaces, in the current Zoning Ordinance, are 9.5 feet by 19 feet. The applicant requested to reduce the size of all standard parking spaces to 9.5 feet by 18 feet. The applicant presents several reasons why this request is being made, primarily that other jurisdictions permit minimum parking space sizes similar to those being requested by the applicant, in their respective zoning ordinances.

For example, the Charles County, Maryland; the Calvert County, Maryland; and the Frederick County, Maryland Zoning Ordinances specify that parking spaces shall be 9 feet by 18 feet. The Montgomery



County, Maryland, Zoning Ordinance specifies that standard-size parking spaces shall be 8.5 feet by 18 feet. The applicant also notes that the departure will promote more efficient on-site circulation. In addition, while the application is being processed under the prior Zoning Ordinance, as a point of comparison, the applicant states that the current Zoning Ordinance permits 90-degree parking spaces to have minimum dimensions of 9 feet wide by 18 feet long, which is smaller than the spaces provided in this subject application.

For those reasons, the Planning Board finds that the departure is the minimum necessary, given the specific circumstances of this request.

- (iii) The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in older areas of the County which were predominantly developed prior to November 29, 1949;**

Woodmore Towne Centre at Glenarden is indeed a unique site. It has a prominent location at the intersection of the Capital Beltway and MD 202. It also provides for a unique mix of retail and office uses. This multifamily use is expressly authorized by the approved PPS and CSP. Allowing spaces to be provided at 9.5 feet by 18 feet will allow more spaces to be provided and, thus, allow development at a density expressly authorized by the Zoning Ordinance. Further, spaces dimensioned at 9.5 feet by 18 feet will promote better on-site circulation for vehicles. As was noted earlier, the Charles County standard is 9 feet by 18 feet, the Frederick County standard is 9 feet by 18 feet, the Calvert County standard is 9 feet by 18 feet, and the Montgomery County standard is 8.5 feet by 18 feet. The applicant believes that these varying standards, in other jurisdictions, reflect an accurate realization of the fact that most cars today are smaller than in prior years. The Planning Board finds that the departure is necessary, in order to alleviate circumstances which are special to the subject use.

- (iv) The departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood.**

As can be seen from a review of DSP-22034, all 458 parking spaces, minus the provided ADA spaces, will be 9.5 feet by 18 feet. As such, the visual appearance of the parking compound will be uniform. The location of these spaces, coupled with the fact that the requested departure is so minimal (one-half-foot in width and one foot in length), granting this request will in no way impair the visual or environmental

quality or integrity of the site or the surrounding neighborhood. Further, since most motor vehicles are smaller than in prior years and given the fact that surrounding jurisdictions have provided for a smaller dimensional standard for parking spaces, the Planning Board finds that allowing these spaces to be dimensioned, as requested, will in no way impair the function of the parking for the development or Woodmore Towne Centre, in general.

Based on the analysis above, the Planning Board approves the Departure from Design Standards (DDS-22002) request to reduce the dimensions of the standard parking spaces from 9.5 feet by 19 feet to 9.5 feet by 18 feet.

8. **Zoning Map Amendment A-9613-C, as amended:** The DSP is in general conformance with Zoning Map Amendment A-9613-C, which became effective on September 5, 2007. The following conditions, included in the District Council's Order, relate to the subject DSP and warrant discussion:
  1. **Development within the retail town center should be oriented inward with access primarily from internal streets. Offices and hotels located along the site's frontage on the Capital Beltway and at its entrance from St. Joseph's Drive may be oriented toward the Capital Beltway and the project entrance, respectively. A connection shall be made from the single-family detached component to Glenarden Parkway. Individual building sites shall minimize access to Campus Way and St. Joseph's Drive. The Planning Board or District Council, as appropriate, shall approve access points onto these thoroughfares at the time of detailed site plan approval.**

This condition requires that development located along the Capital Beltway be generally oriented inward toward internal streets, rather than towards North Campus Way and St. Joseph's Drive. The overall development was planned at the CSP and PPS stages to have no access oriented directly onto the Capital Beltway and limited access directly onto primary streets traversing the site. The development will be on a single existing outlot (Outlot A), with frontage along the Capital Beltway and Ruby Lockhart Boulevard. Therefore, access onto the throughfare will be necessary for this development, as no internal streets are viable options.
  2. **Where possible, major stands of trees shall be preserved, especially along streams and where they serve as a buffer between the subject property and adjacent residentially zoned land.**

This condition has been addressed. The subject property is isolated and does not abut any residentially zoned land, other than St. Joseph Catholic Church, which is fully developed to the south of the property. Existing trees are preserved via woodland conservation, along the property's northern and western boundaries, and no primary management area (PMA) impacts are approved which would result in degradation of regulated environmental features.

- 3. Development of the site shall be in accordance with parameters provided in the approved Conceptual Site Plan (CSP-03006) (Exhibits 6(b) and 23 herein), as revised from time to time.**

Exhibits 6(b) and 23 are the District Council Order affirming the Planning Board's decision (with modifications) dated January 23, 2006, for A-9613-C and CSP-03006, respectively. The DSP is in conformance with both exhibits, as revised. The DSP is also consistent with approved CSP-03006-02.

- 4. All buildings shall be fully equipped with automatic fire suppression systems in accordance with applicable National Fire Protection Association standards and all applicable County laws.**

A condition has been provided herein, requiring the applicant to provide this statement as a general note on the DSP coversheet.

- 5. Each Detailed Site Plan shall include a status report identifying the amount of approved development and the status of corresponding required highway improvements, including the proposed bridge crossing the Capital Beltway. In approving a Detailed Site Plan, the Planning Board shall find that the Plan conforms with approved staging requirements. The applicant shall design the highway improvements, in consultation with DPW&T, to minimize the addition of traffic loads onto Lottsford Road.**

This condition requires a status report of the amount of approved development, which can be found in Finding 10 below, under the discussion of Condition 8. The condition also requires that the status of the corresponding transportation conditions be provided. At this time, all transportation improvements have been constructed, except the Evarts Street bridge over the Capital Beltway. The Evarts Street bridge construction has been deferred, subject to a reconsideration of approved PPS 4-06016, until development of the final 103,000 square feet of the commercial office component of the site. The multifamily use was approved as part of CSP-03006, CSP-03006-02, and PPS 4-06016. In a memorandum dated November 21, 2017 (Gibbs to Masog), the applicant reported that all of the improvements, apart from the Evarts Street bridge, have been completed and concluded that this condition had been fulfilled. The Transportation Planning Section agrees with the applicant's conclusion, as supported by previous DSPs, which included DSP-16011 and DSP-17030.

- 6. The District Council shall review for approval the Conceptual Site Plan, the Detailed Site Plans, and the Preliminary Plan of Subdivision for the subject property.**

The District Council will review this DSP and all future DSPs.

9. **Conceptual Site Plan CSP-03006 and its subsequent revisions:** The DSP is in general conformance with CSP-03006 and the applicable conditions of approval. The original CSP approval designated this area of the site as office use. The District Council approved CSP-03006, subject to 25 conditions and one consideration. CSP-03006-01 amended Pod A to include retail and service commercial uses and was approved administratively, and has no impact on the review of this DSP. CSP-03006-02 was approved by the Planning Board to relocate the hotel and conference center from Pod B to Pod E, the multifamily from Pod D to Pod B, and add an institutional use to Pod E. The District Council approved CSP-03006-02 with updated conditions that supersede all conditions attached to CSP-03006.

The following conditions attached to CSP-03006-02 are relevant to the review of this DSP:

1. **Prior to Certificate Approval of the conceptual site plans, the plans shall be revised as follows, or the indicated information shall be provided on the plans:**

**Approved development for CSP-03006-01 is subject to the original minimum-maximum ranges of uses plus the addition of an institutional use and the associated 50-500 rooms not to exceed 500,000 square feet:**

- **900 to 1,100 residential units.**
- **400,000 to 1,000,000 square feet of retail.**
- **550,000 to 1,000,000 square feet of office (subject to waiver provisions in Condition 1(a) of the approval of CSP-03006.**
- **A maximum of 500,000 square feet of institutional uses.**
- **400,000 square feet of retail and 550,000 square feet of office are required minimum amounts for the two uses. Applicant shall endeavor to achieve the permitted maximum amount of office use.**
- **No more than 2,000,000 square feet of retail, office, and institutional uses combined are permitted.**
- **Hotel uses consisting of 360 rooms and conference center between 6,000 and 45,000 square feet. The-square-footage included in the construction of any hotel space and/or conference center may be credited against any minimum requirement of commercial office space.**

**In addition to these basic development parameters, all future development shall be in substantial conformance with the Illustrative Plan dated September 21, 2005, as revised pursuant to CSP-03006 /01, CSP-03006/02, as to site layout, development pattern, and the intended relative amounts of development of different types and their relationships and design.**

This DSP permits development of 284 multifamily dwelling units. To date, approximately 482 residential units have been constructed by D.R. Horton. Therefore, construction of 284 additional dwelling units will not result in residential development over 1,100 units. All development at Woodmore Town Centre has been in substantial conformance with the illustrative plan, originally dated September 21, 2005, and modified as a result of the approval of CSP-03006-02.

**a. Phasing lines and the phasing schedule shall be shown on the plan. A stipulation shall be added to the phasing schedule as follows:**

- i. Prior to release of the 151<sup>st</sup> residential permit in Pod F, permits for 100,000 sq. ft. of retail space in Pod D shall have been issued. Of these 100,000 sq. ft. of retail space, at least one third shall be for tenants occupying space consisting of 30,000 sq. ft. or less.**

This condition has been fulfilled, as more than 700,000 square feet of commercial retail space has been constructed in Pod D.

- ii. Prior to the release of the 301<sup>st</sup> residential permit in Pod F, permits for an additional 100,000 sq. ft. of retail space in Pod D shall have been issued.**

This condition has been fulfilled, as more than 700,000 square feet of commercial retail space has been constructed in Pod D.

- iii. Of the first 500 residential permits, at least 108 shall be in Pod D or Pod B.**

At the time of the writing of this resolution, approximately 482 residential dwelling units have been constructed in Pod F. This DSP permits construction of 284 residential dwelling units in Pod B, which fulfills this condition. This portion of the phasing schedule was modified by virtue of the approval of CSP-03006-02, which relocated up to 360 multifamily residential dwelling units from Pod D to Pod B.

- iv. Prior to the release of the 701<sup>st</sup> residential permit, permits for an additional 150,000 sq. ft. of retail space in Pod D shall have been issued, and a permit shall have been issued for one of the hotel sites.**

This condition is fulfilled, in regard to the minimum amount of retail space, and the previously approved DSP-14027 constitutes the first hotel for the overall project.

- v. **Permits for at least 150,000 square feet of office space shall have been issued, prior to release of the 500<sup>th</sup> residential permit.**

This condition is fulfilled as, to date, over 150,355 square feet of office space has been approved and constructed. This calculation includes the square footage of the hotel, which is permitted under Condition 1 of CSP-03006. A memorandum dated December 28, 2022 (Duffy to Gibbs), has been provided demonstrating conformance to this criterion, and is incorporated herein. The applicant is utilizing the hotel as office space, but notes challenges regarding development of commercial office space within the Woodmore Town Centre property.

- vi. **Permits for at least 400,000 square feet of office space shall have been issued, prior to release of the 900th residential permit.**

The proposed gross floor area (GFA) of the office space, for the overall development, is still below the trigger in this condition.

- vii. **The Conditions requiring building permits for office use may be waived or modified if the applicant demonstrates to the satisfaction of the Planning Board and the District Council that insufficient market demand exists for said office use. If the applicant demonstrates that it has graded pad sites for 150,000 square feet of office space and stubbed utilities to those pad sites and the applicant has continuously in good faith marketed those pad sites for a period of one-hundred-eighty days through an exclusive listing agent, and has been unable to obtain a user, said effort shall constitute a satisfactory demonstration to justify waiver or modification of said office permitting requirement. The Planning Board's and District Council's waiver of the office space permitting requirements will not be unreasonably withheld, conditioned, or delayed.**

**This waiver provision is intended solely to provide an opportunity for the applicant to proceed with the construction of residential units based upon satisfying the above criteria. It does not authorize the applicant to convert commercial office space to residential use. This conceptual site plan requires a minimum of 550,000 square feet of commercial office. At no time may the residential maximum exceed 1,110 units. At no time may the minimum and/or maximum office ranges or the hotel space allocations of 360 rooms be converted to residential uses.**

This condition allows the applicant to provide information that may release residential building permits beyond the 500th residential permit, if the minimum threshold of 150,000 square feet of commercial office

has not yet been reached. As established above, a memorandum dated December 28, 2022 (Duffy to Gibbs), was provided stating that there has been a constant and consistent effort made to attract commercial office space, but little interest has resulted, given current economic factors. Utilities have also been extended to all remaining undeveloped pad sites within the Woodmore Town Centre property. Therefore, this condition is satisfied, without considering the hotel use being permitted to count for the minimum commercial office requirements, as permitted by Condition 1 of CSP-23006.

- b. In order to expedite the construction of office uses, within 60 days from the final approval of the conceptual site plan by the District Council, the applicant shall enter into an agreement with a nationally recognized brokerage firm having expertise in the marketing of commercial office space. The applicant shall consult with and consider recommendations from local civic associations along the MD 202 corridor, as well as the City of Glenarden, in identifying and selecting this broker, although the final decision concerning which broker will be retained shall be exclusively a determination of the applicant. Once retained, the selected broker shall focus on attracting quality office users to the project. The broker shall provide monthly progress reports to the Prince George's County Economic Development Corporation, the City of Glenarden, and the District Council. The applicant shall also meet monthly with an advisory panel comprised of up to four designated representatives from the City of Glenarden, as well as up to four designated representatives from the civic associations along the MD 202 corridor in order to provide progress reports on marketing efforts and solicit input and suggestions concerning office marketing strategies. The brokerage agreement, reporting requirement and monthly meeting requirement shall remain in force and effect until no less than 250,000 square feet of office space is purchased and/ or leased by an office developer. In lieu of entering into a brokerage agreement, within sixty days from the final approval of the conceptual site plan by the CSP-03006-02- 6 -District Council, the applicant may directly enter into an exclusive agreement with an office developer in order to provide for construction of office uses within the project.**

Pursuant to a memorandum dated October 21, 2008 (Duffy to Lareuse), this phasing requirement was satisfied.

- c. This development shall be required to provide retail uses, office uses and residential uses. This requirement shall supersede the provisions of Section 27-547 (d) of the Zoning Ordinance which requires that at least two of the three categories listed therein be included in the development.**

This condition requires that all three of the uses above be developed, within the overall Woodmore Towne Centre project. This DSP provides for a residential use, adding to the existing uses of retail and office, consistent with the CSP.

2. **Prior to or concurrent with the submission of any detailed site plan for any development parcel, the applicant and the applicants' heirs, successors and/or assignees shall submit for approval by the Planning Board a detailed site plan for signage to provide the Planning Board and the community with a concrete idea of the exact quantity, location and appearance of all the signs in the development. This signage plan shall not be required to be submitted prior to or concurrent with a detailed site plan for infrastructure only. At the time of submitting said signage plan to staff of M-NCPPC, the applicant shall also submit a copy of said signage plan to the City of Glenarden and community stakeholders.**

This application provides signage for the subject site, not for the overall development contained in the CSP. The signage provided for Lot 28 includes a single freestanding sign, two building-mounted signs, and two address signs. Each multifamily residential building has one address sign and one building-mounted sign, displaying the name of the residential property, "ALTA Woodmore."

Section 27-613(f) of the Zoning Ordinance states the following for the review and approval of signage in the M-X-T Zone:

**(f) Mixed-Use Zones.**

- (1) In the Mixed-Use Zones, the design standards for all signs attached to a building shall be determined by the Planning Board for each individual development at the time of Detailed Site Plan review. Each Detailed Site Plan shall be accompanied by plans, sketches, or photographs indicating the design, size, methods of sign attachment, and other information the Planning Board requires. In approving these signs, the Planning Board shall find that the proposed signs are appropriate in size, type, and design, given the proposed location and the uses to be served, and are in keeping with the remainder of the Mixed-Use Zone development and, in the M-X-C Zone, are in conformance with the sign program as set forth in Section 27-546.04(j).**

The applicant has provided signage for this multifamily residential project. The Planning Board has reviewed the signage, as it relates to other commercial zones within the County. When compared to the Commercial Shopping Center (C-S-C) Zone, the Zoning Ordinance allows for "two (2) square feet for each one (1) lineal-foot of width along the front of the building (measured along the wall facing the front of the lot or the wall containing the principal entrance to the building, whichever is greater), to a maximum of



four hundred (400) square feet.” The application provides approximately 182 square feet of building-mounted signage that falls within the maximum square footage allowed under the C-S-C Zone and, therefore, the application is found to be reasonable and consistent with signage in other commercial zones throughout the County. As referenced earlier, conditions have been included herein, requiring the applicant to provide a signage schedule on the DSP coversheet, to revise the freestanding sign stand material from stone to brick, and provide attractive understory landscaping for the freestanding sign.

The signage included in the DSP package was referred to the City of Glenarden. The City of Glenarden did not offer any referral comments on this subject application, but provided input at the Planning Board hearing, as discussed herein.

- 12. At the time of detailed site plan review, if residential uses are proposed within the 65 dBA Ldn noise contour, noise mitigation measures shall be provided for outdoor activity areas and interior living areas to meet the state noise standards.**

A noise study has been submitted with the provided application, demonstrating that this condition is met and satisfied. Since providing the noise study, the applicant has relocated the dog park to the eastern portion of the site and mitigation is no longer required.

- 14. At the time of detailed site plan, the following standards shall be observed:**

- c. Lighting fixtures throughout the development shall be coordinated in design. Such fixtures shall be reviewed and approved by Department of Public Works and Transportation (DPW&T) and/or the City of Glenarden as appropriate prior to or by the time of approval of the appropriate detailed site plan.**

The lighting associated with this DSP is similar to the lighting provided in the parking areas of the remainder of the site. The details and specifications for public roads were approved with the DSP for infrastructure (DSP-07011) and were approved by the Prince George’s County Department of Public Works and Transportation (DPW&T) and the City of Glenarden. A condition has been included herein, requiring the applicant to demonstrate that all exterior lighting fixtures are full cut-off appliances and provide a photometric plan demonstrating that the development will not provide spillover exterior lighting levels.

- d. Special paving materials shall be provided in appropriate access areas, such as, central recreation area, the entrance to the multifamily development, and the office/retail development.**

The applicant has provided decorative concrete pavers around the recreation facilities on the property, satisfying a portion of this condition. Therefore, a condition has been included herein, requiring the applicant to add decorative

pavers at the entrance of each multifamily residential building and on the portion of the sidewalk adjacent to proposed Outlot E.

- g. The location of future pedestrian connections, crosswalks, and proposed locations for bus stops, shall be shown on the plans.**

Pedestrian connections and sidewalks are shown on the subject property, connecting the site to Ruby Lockhart Boulevard and the existing Woodmore Town Centre property.

- 17. In conformance with the Adopted and Approved Largo-Lottsford Master Plan, the applicant and the applicant's heirs, successors and/or assignees shall provide the following:**

- c. Provide sidewalks or wide sidewalks along both sides of all internal roads.**

The subject DSP does not propose internal roads.

- e. A more specific analysis of all trail and sidewalk connections will be made at the time of detailed site plan. Additional segments of trail or sidewalk may be recommended at that time.**

Sidewalk facilities have been fully evaluated during the prior reviews of the other parts of the Woodmore Towne Centre, to provide a safe and recognizable pedestrian system throughout the larger development site.

- 20. A minimum of 60% of all facades of street facing elevations of multifamily units shall be brick.**

The applicant responded to this condition in a memorandum dated June 1, 2023 (Gibbs to Shelly), stating that the multifamily units shown in this DSP do not include street-facing façades. Outlot A has frontage on both Ruby Lockhart Boulevard and MD 202. However, MD 202 is located in the rear of the property, with no access point, and Building 1 is shielded by existing and proposed vegetation. Building 2 no longer has direct street facing frontage, as it is shielded by Outlot E, which proposes a commercial/retail use that will be evaluated with a future DSP. However, the Planning Board finds that the applicant should demonstrate conformance to this condition, based on its written language. The western elevation of Building 1 and the eastern elevation of Building 2 both face a street, and the development type is multifamily. While these elevations are or will be partially screened by either future buildings or existing vegetation, the height of these buildings will make them increasingly visible to the adjacent streets. Regarding Building 1, there is also no guarantee that the off-site vegetation, located within the right-of-way, will continue to be maintained to offer additional screening for the building. In examining Building 2, there is no evidence on the record regarding a building footprint for the future commercial/retail parcel along Ruby Lockhart Boulevard. Therefore, the

Planning Board cannot determine the extent to which Building 2 will be screened by this development. Thus, a condition is included herein, requiring the applicant to demonstrate conformance to Condition 20 of CSP-03006-02. The Planning Board finds that the applicant shall provide a minimum of 60 percent brick on the façades of Building 1 and 2 shown in Applicant Exhibit 1, which is in conformance to Condition 20 of CSP-03006-02.

- 21. Prior to approval of the applicable detailed site plan, relocate office building parking structure at Ruby Lockhart Boulevard entrance from close proximity to the northeast property line adjacent to proposed single-family dwelling units. Alternatively, the applicant may be relieved of this requirement upon demonstrating to the Planning Board that the parking structure has been attractively finished and sensitively designed so as to be compatible with the adjoining office building.**

The DSP is located on Lot 28, which is a former outlot that is away from the roadway stated in this condition. The parking provided in this DSP is surface parking, with additional one-car garages that are available for rent.

- 23. Prior to the approval of building permits, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that building shells of residential structures within the 65 dBA Ldn noise corridors have been designed to reduce interior noise levels to 45 dBA (Ldn) or less.**

The noise study filed with this DSP application indicates that additional analysis will be needed, to determine what construction materials will be required, such as increased window and door Sound Transmission Class (STC) ratings and/or wall construction, to reduce interior noise levels to 45 dBA Ldn or less.

- 25. No pole signs shall be erected in the development. Freestanding pylon signs will be allowed.**

This application provides for construction of one freestanding sign, but does not permit construction of a pole sign.

10. **Preliminary Plan of Subdivision 4-06016:** PPS 4-06016, was originally approved, subject to 40 conditions, on September 21, 2006. Subsequently, the applicant requested a waiver and reconsideration of the PPS, which the Planning Board granted. The amended resolution of approval (PGCPB Resolution No. 06-212(A)), with 40 conditions, was approved by the Planning Board on July 12, 2012, for 375 residential lots, 39 commercial lots, and 17 parcels for the anticipated development of 750,000 square feet of retail use; 1,000,000 square feet of office use; a 360-room hotel; and 1,079 dwelling units, which includes 450 multifamily dwelling units. The PPS encompassed a larger area, than the area included in this DSP. The following conditions of approval of the PPS relate to the review of this DSP:

3. **Prior to the issuance of any building permits for uses generating more than 876 AM and 1,397 PM peak hour trips within the subject property, as defined in the March 2006 traffic study as Phases II and III with trip generation determined in a consistent manner with the same traffic study, improvements to the I-95/I-495/Arena Drive interchange shall be under construction which, when completed, will allow said interchange to be open for full-time usage.**
8. **Total development within the subject property shall be limited to uses which generate no more than 3,112 AM and 3,789 PM peak-hour vehicle trips, with trip generation determined in a consistent manner with the March 2006 traffic study. Any development generating an impact greater than that identified hereinabove shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

This condition establishes an overall trip cap for the subject property of 3,112 AM and 3,789 PM peak-hour trips. Pursuant to DSP-17030 (the most recent site plan proposing new structures on the site that falls under 4-06016), the total trips of the site are 988 AM and 2,333 PM. According to the review by the Transportation Planning Section, dated June 7, 2023 (Ryan to Shelly), this development will add 113 AM and 111 PM trips and brings the total trips for the site to 1,111 AM and 2,444 PM trips. Therefore, the Planning Board concludes that this site will not exceed the total trip cap identified in Conditions 3 and 8.

9. **A Type II tree conservation plan shall be approved at the time of approval of the DSP.**

Type 2 Tree Conservation Plan TCP2-053-07-06 was submitted for review with this application and is further analyzed in Finding 13.

10. **Development of this site shall be in conformance with Stormwater Management Concept Plan 20908-2003-02, and any subsequent revisions.**

SWM Concept Plan 20908-2003-01 expired on April 18, 2008, and was replaced with SWM Concept Plan 34077-2022 for this DSP. The site is in conformance with SWM Concept Plan 34077-2022, which was approved on February 13, 2023, and expires on February 13, 2026.

12. **In conformance with the Adopted and Approved Largo-Lottsford Master Plan and approved CSP-03006, the applicant and the applicant's heirs, successors and/or assignees shall provide the following:**

- b. **Provide the urban pedestrian walkways on both sides of Ruby Lockhart Drive within the town center.**

Existing walkways are provided along the frontage of Ruby Lockhart Drive.

- c. Provide sidewalks or wide sidewalks, as shown on the preliminary plan, along both sides of all internal roads.**

The access driveway to the multifamily development abuts the property boundary on the south side, while all development is provided on the north side of the driveway. This access driveway will also be shared with future development on proposed Outlot E. A sidewalk has been provided along the north side of the access drive and provides connectivity, for the future users of this development area, to the sidewalks along Ruby Lockhart Boulevard.

- d. At the time of detailed site plan, provide specifications and graphics of the planned pedestrian crossings of Ruby Lockhart Drive between the residential component of the development and the town center. These graphics should address the location and design of the crossings, as well as surface materials, lighting, signage, pedestrian refuges, and other pedestrian safety features. These crossings should be approved by the Planning Department and the Department of Public Works and Transportation. If necessary, additional crossing options may be considered to ensure safe pedestrian access between the residential development and the town center.**

This development area is on the same side (southwest) of Ruby Lockhart Boulevard as the town center, with pedestrian connections provided via the sidewalk along Ruby Lockhart Boulevard. Pedestrian crossings to residential areas northeast of Ruby Lockhart Boulevard were addressed with prior DSP approvals. The Transportation Planning Section noted that the above-referenced improvements, associated with Condition 12, have already been constructed.

- 13. An automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.**

A condition has been included herein, requiring the applicant to provide a general note indicating that a fire suppression system is required for all new buildings, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate. Conformance to this condition will be further reviewed at the time of permitting.

- 16. The applicant, his successors, and/or assigns, shall provide adequate, private recreational facilities on site on the Home Owners Association (HOA) land in accordance with the standards outlined in the *Parks and Recreation Facilities Guidelines*.**

The applicant has provided a recreation facilities calculation table, which provides the proposed recreation facilities with associated costs. The facilities include a fitness center, a resident lounge, a courtyard, a pool/pool area, and a children's playground. The recreation facilities provided are appropriate, but a condition has been included herein, requiring the applicant to provide a detailed cost estimate of the values of the planned recreation facilities, as some values appear significantly higher than what would be standard in the *Park and Recreation Facilities Guidelines*.

- 17. A Detailed Site Plan review by the Planning Board is required for the proposed siting of private recreation facilities.**

This DSP being filed has met the requirements of the above condition.

- 29. Prior to the issuance of any permits which impact jurisdictional wetlands, wetland buffers, streams or Waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.**

This condition will be reviewed at the time of permitting.

- 30. All future tree conservation plans shall show woodland conservation on-site to be no less than 10 percent of the net tract area.**

Type 2 Tree Conservation Plan TCP2-053-07-06 has been submitted with this DSP, in conformance with this requirement. This requirement was addressed in the first phase of the Woodmore Town Centre project.

- 32. Development of this subdivision shall be in conformance with an approved Type I Tree Conservation Plan (TCPI/013/05-01). The following note shall be placed on the Final Plat of Subdivision:**

**“This development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/013/05-01), or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005.”**

The above note will be required on the final plat.

- 34. Prior to the approval of building permits for residential buildings and the hotel, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that building shells of structures within**

**prescribed noise corridors have been designed to reduce interior noise levels to 45 dBA (Ldn) or less.**

The subject site is impacted by noise levels exceeding 65 dBA Ldn, which is proposed to be mitigated by the location of noise walls and shielding provided by Building 1. The mitigated +/-65 dBA contours, however, will affect proposed Building 1 on the south, southeast, and inner courtyard facing elevations. The applicant provided a noise study dated October 24, 2022, which indicates that additional analysis will be needed to determine what construction materials will be required, such as increased window and door STC ratings and/or wall construction, to reduce interior noise levels to 45 dBA Ldn or less. A condition has been included herein, requiring the applicant to update the general notes on the DSP coversheet indicating that mitigation will be needed for Building 1, to reduce interior noise levels to 45 dBA or less. A certification by a professional engineer will be required, at the building permit stage, in accordance with the above condition. No outdoor activity areas are affected by noise levels above 65 dBA Ldn.

**36. The DSP and TCPII shall show all required landscape buffers between stormwater management ponds as required in the stormwater concept approval.**

The updated SWM Concept Plan, 34077-2022, does not contain this condition. There are no ponds on-site, only 12 micro-bioretenention facilities and one underground storage facility.

**11. Detailed Site Plan DSP-07011 and its subsequent revisions:** DSP-07011 is an infrastructure plan for the entire Woodmore Towne Centre and has been revised seven times, since its initial approval. Of the nine revisions, the most recent action applicable to the subject lot is DSP-07011-01, which was amended by the District Council on October 18, 2016. The following conditions of approval of DSP-07011-01 warrant discussion:

**3. All buildings shall be fully equipped with automatic fire suppression systems in accordance with applicable National Fire Protection Association standards and all applicable County laws.**

Both provided multifamily buildings will be equipped with automatic fire suppression systems. A condition has been included herein, requiring the applicant to provide a general note indicating that a fire suppression system is required for all new buildings, unless the Fire/EMS Department determines that an alternative method of fire suppression is appropriate. Conformance to this condition will be further reviewed at the time of permitting.

**4. The following phasing schedule shall apply to the development of the subject site:**

**a. Prior to the release of the 151<sup>st</sup> residential building permit for Pod F as shown on the CSP-03006 , permits for 100,000 square feet of retail space**

**within the land area of the subject DSP shall have been issued. Of this 100,000 square feet of retail space, at least one-third shall be for tenants occupying space consisting of 30,000 square feet or less.**

- b. Prior to the release of the 301<sup>st</sup> residential building permit for Pod F as shown on the CSP-03006, permits for an additional 100,000 square feet of retail space within the land area of the subject DSP shall have been issued.**
- c. Fee simple title of Lots 1 and 2 shall be transferred to the commercial developer Woodmore Towne Centre (i.e., evidence that the towne centre retail density will proceed as contemplated by the currently approved CSP as amended, CSP-03006/02).**
- d. Prior to the release of building permits for the 701<sup>st</sup> residential unit for the overall site (the entire 244.67-acre Woodmore Towne Centre site), permits for an additional 150,000 square feet of retail space within the land area of the subject DSP shall have been issued, and a permit shall have been issued for one of the hotel sites.**
- e. Prior to the release of building permits for the 500<sup>th</sup> residential unit for the overall site (the entire 244.67-acre Woodmore Towne Centre site), permits for at least 150,000 square feet of office space shall have been issued.**
- f. Prior to the release of building permits for the 900<sup>th</sup> residential unit for the overall site (the entire 244.67-acre Woodmore Towne Centre site), permits for at least 400,000 square feet of office space shall have been issued.**

**Conditions (e) and (f) above, requiring building permits for office use at certain thresholds, may be waived or modified if the applicant demonstrates to the satisfaction of the Planning Board and District Council that insufficient market demand exists for said office use. If the applicant demonstrates that it has graded pad sites for 150,000 square feet of office space, stubbed utilities to those pad sites, has continuously, in good faith, marketed those pad sites for a period of one hundred and eighty days through an exclusive listing agent, and has been unable to obtain a user, said effort shall constitute a satisfactory demonstration to justify waiver or modification of said office permitting requirements. The Planning Board and District Council's waiver of the office space permitting requirements will not be unreasonably withheld, conditioned, or delayed.**

**This waiver provision is intended solely to provide an opportunity for the applicant to proceed with the construction of residential units based upon satisfying the above criteria. It does not authorize the applicant to convert commercial office space to residential use. At no time may the minimum and/or maximum office space ranges or the hotel space allocations of 360 rooms be converted to residential uses.**



This condition restates the phasing schedule provided for Woodmore Town Centre, as included in CSP-03006 and CSP-03006-02. Conformance to the phasing schedule was shown in Finding 9.

- 9. Prior to the release of building permits for residential buildings located within the 65 dBA Ldn noise contour, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permit stating that building shells of structures within the prescribed noise contour have been designed to reduce interior noise levels to 45 dBA Ldn or less.**

The applicant provided a noise study dated October 24, 2022, which indicates that additional analysis will be needed to determine what construction materials will be required, such as increased window and door STC ratings and/or wall construction, to reduce interior noise levels to 45 dBA Ldn or less. A condition has been included herein, requiring the applicant to update the general notes on the DSP coversheet indicating that mitigation will be needed for Building 1, to reduce interior noise levels to 45 dBA or less.

12. **2010 Prince George's County Landscape Manual:** The application is subject to the requirements of Section 4.1, Residential Requirements; Section 4.3, Parking Lot 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.

The landscape plan provided with the subject DSP contains the required schedules, demonstrating that the requirements have been met, apart from Section 4.3, from which the applicant has requested alternative compliance. A diverse set of trees and shrubs have been provided to meet the landscaping requirements, along with preserved existing trees in the northern portion of the site. Technical corrections to the landscape plan and schedules have been conditioned herein. These conditions include removal of the Section 4.2-1 landscape schedule and alternative compliance request from the landscape plans. The DSP does not request a nonresidential use and, therefore, the requirements of Section 4.2-1 are not applicable, until such use is proposed on Outlot E. The Planning Board also found that the native species percentage of evergreens and shrubs should be increased to at least 50 percent and have provided a condition, accordingly.

In reviewing the landscape plan, the Planning Board found that the provided fence for the Section 4.6-1 buffer is inadequate. The fence runs parallel to the place of worship's property line to the south, but does not screen the property boundary that faces MD 202. Therefore, a condition has been provided for the applicant to revise the Section 4.6-1 schedule to provide the necessary plant material, to conform to Section 4.6 of the Landscape Manual. Emphasis shall be placed on providing the plant material behind the garages fronting MD 202, to enhance their screening from the roadway.

Alternative compliance is requested from Section 4.3, Parking Lot Requirements, of the Landscape Manual for the interior planting requirements, as follows:

**REQUIRED: Section 4.3-2 Interior Planting for Parking Lots 7,000 Square Feet or Larger**

|   |                 |
|---|-----------------|
| Total Parking Lot Area                                | 212,372 sq. ft. |
| Interior Landscape Area (15% of Parking Lot Area)     | 31,856 sq. ft.  |
| Shade trees (1 per 300 square feet of landscape area) | 107             |

**PROVIDED: Section 4.3-2 Interior Planting for Parking Lots 7,000 Square Feet or Larger**

|   |                 |
|---|-----------------|
| Total Parking Lot Area                            | 212,372 sq. ft. |
| Interior Landscape Area (16% of Parking Lot Area) | 34,288 sq. ft.  |
| Shade trees (1/300 sq. ft. = 115 required)        | 49              |

**Justification of Recommendation**

The applicant requests alternative compliance from the requirements of Section 4.3-2 of the Landscape Manual. Per Section 4.3-2, an applicant shall provide 1 shade tree per 300 square feet of interior landscape area provided. The applicant has provided 34,288 square feet of landscape area, which requires a total of 115 shade trees. Due to the unusual shape of the property, primary management area on the site, stormwater management facilities, and parking needed to support the 284 dwelling units, the space for trees within the interior of the parking lot is limited. As a result, the applicant provides only 49 shade trees within the interior of the parking lot.

To mitigate the lack of interior shade trees, the applicant has provided 16 percent landscape area, instead of the required 15 percent which increases the amount by 2,432 square feet. In addition, the applicant provides an additional 70 shade trees along the parking lot perimeter. However, this does not adequately address the lack of interior shade trees, as there is additional space that has not been utilized internally to the parking lot. Therefore, the Planning Board recommends that, at least 9 additional interior shade trees be provided to reach half of the requirement internally, bringing the total to 58 shade trees. In addition, the Planning Board found that all internal shade trees be planted at a minimum of 3- to 3.5-inch caliper to provide more immediate shade and visual relief. These revisions should be provided, prior to signature approval of the DSP. With these revisions, the Planning Board believes that the provided alternative design will be equally effective as normal compliance with Section 4.3-2 of the Landscape Manual, due to the increased landscape area, increased tree size, and perimeter shade trees.

The applicant also requested alternative compliance from Section 4.2-1, Requirements for Landscape Strips Along Streets and Section 4.6-1, Buffering Residential Development from Streets, of the Landscape Manual. However, the DSP does not provide a nonresidential use and, therefore, the requirements of Section 4.2-1 are not applicable to this development. In addition, the residential development is no longer abutting Ruby Lockhart Boulevard. Outlot E, which is a future commercial development pad, now separates the residential development from the street. As a result, neither alternative compliance is needed.

The Planning Board approved Alternative Compliance AC-23001, from the 2010 *Prince George's County Landscape Manual*, for Section 4.3-2, Interior Planting for Parking Lots 7,000 Square Feet or Larger, subject to two conditions, which have been included herein.

13. **1991 Prince George's County Woodland Conservation and Tree Preservation Ordinance:** This property is subject to the provisions of the Woodland Conservation and Tree Preservation Ordinance because there are previously approved tree conservation plans (TCP1-13-05 and TCP2-053-07-05). A sixth revision to TCP2-053-07 was submitted with this application.

The worksheet on the TCP2 is based on the original area of woodlands provided on-site with TCP2-053-07. According to the worksheet, the site's overall gross area is 244.63 acres. A total of 229.50 acres of existing woodlands are on the net tract, with 12.92 acres of woodlands in the floodplain, resulting in a woodland conservation threshold of 34.76 acres (15 percent). The Woodland Conservation Worksheet permits the removal of 195.80 acres of woodland in the net tract area and 0.97 acre of woodland in the floodplain, for a woodland conservation requirement of 85.87 acres. According to the worksheet, the requirement will be met with 23.79 acres of preservation and 45.40 acres in fee-in-lieu. This phase of the plan is showing 1.93 acres in fee-in-lieu to be paid. The Environmental Planning Section does not support the use of fee-in-lieu and recommends that the conservation requirement for this phase be met using off-site mitigation credits, or other suitable methods. The worksheet should be revised to reflect the use of off-site mitigation credits, or other suitable methods, to meet the woodland conservation requirement.

Technical revisions to the TCP2 are required and are included herein.

In accordance with the approved Natural Resources Inventory, NRI-021-06-06, 13 specimen trees have been identified on the subject property, along with a 100-year floodplain, wetlands, streams, and steep slopes that comprise the PMA. The TCP2 and the DSP show all required information correctly, in conformance with the NRI, and no specimen trees were identified for removal with this application.

The applicant submitted an approved SWM Concept Plan (34077-2022) showing no impacts to the PMA for the proposed SWM facilities. The SWM concept plan and letter were approved on February 16, 2023, and are valid until February 26, 2026. The approved SWM concept plan shows the use of 12 micro-bioretenion facilities and one underground storage facility, to meet the current requirements of environmental site design, to the maximum extent practicable. No further information is required regarding STM with this application.

14. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy, for any development projects that propose more than 5,000 square feet of gross floor area or disturbance and require a grading permit. The tree canopy coverage (TCC) is based on the gross tract area and is required to provide a minimum of 10 percent in the TAC-E Zone. The subject DSP provides the required schedule, demonstrating conformance to these requirements through existing trees and the provision of new plantings on the subject property. Conditions have been provided herein, requiring the applicant to revise line Items A and B on the TCC schedule, to match the TCP2 and have a qualified professional sign and date the provided schedule.

15. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The Planning Board has reviewed and adopts referral comments that are incorporated herein by reference and summarized, as follows:
- a. **Community Planning**—In a memorandum dated May 31, 2023 (Umeozulu to Shelly), it was stated that, pursuant to Part 3, Division 9, Subdivision 3, of the prior Zoning Ordinance, master plan conformance is not required for this application.
  - b. **Transportation Planning**—In a memorandum dated June 2, 2023 (Ryan to Shelly), it was noted that the plan is acceptable and meets the findings required for a DSP, as described in the prior Zoning Ordinance and the applicable prior conditions of approval associated with CSP-03006, CSP-03006-02, and PPS 4-06016.
  - c. **Environmental Planning**—In a memorandum dated June 6, 2023 (Rea to Shelly), it was noted that the provided TCP2 is acceptable, with technical corrections, as described in Finding 13 and as conditioned herein.

#### **Soils**

The predominant soils found to occur on-site, according to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, include Shrewsbury loam (0–2 percent slopes), Collington-Wist complex (2–15 percent slopes), and Adelphia-Holmdel complex (2–5 percent slopes). According to available information, the unsafe soils of Marlboro or Christiana clay do not exist on-site.

As part of the DSP review process, a geotechnical report, dated April 24, 2023, and revised on May 19, 2023, from Hillis-Carnes Engineering Associates, was submitted with the application. This report was reviewed by the staff geotechnical engineer, and it was determined that the global stability analysis has met the County requirements and is acceptable, subject to the conditions listed herein.

- d. **Subdivision**—In a memorandum dated June 2, 2023 (Heath to Shelly), it was noted that the DSP was found to be in conformance with the approved PPS, with conditions regarding technical corrections and the approval of an access agreement, prior to the platting of Lot 28 and Outlot E.
- e. **Historic Preservation**—In a memorandum dated May 16, 2023 (Stabler to Shelly), it was noted that a Phase I archeological survey was completed on the subject property in July and August 2006, under PPS 4-06016. The Historic Preservation Section received four copies of the final report, *Phase I Archeological Survey of the Woodmore Towne Centre at Glenarden Property, Prince George's County, Maryland, Preliminary Plan #4-06016*. All review comments were addressed. Two archeological sites were identified on the subject property, 18PR836 and 18PR837, both twentieth century farmsteads. No further work was recommended by the consultant archaeologists. The Planning Board concurs that no further archeological work is necessary on the subject property.

The subject property does not contain, and is not adjacent to, any designated Prince George's County historic sites or resources.

- f. **Permit Review**—In a memorandum dated May 30, 2023 (Glascoe to Shelly), it was noted that the DSP was required to conform to the applicable zoning, parking, and signage regulations for the M-X-T Zone of the prior Zoning Ordinance. The subject DSP conforms to these regulations, subject to a condition included herein, requiring the applicant to revise General Note 11 on the DSP and to provide a dwelling unit breakdown by building number, including the different types of units in each building.
- g. **Prince George's County Department of Parks and Recreation (DPR)**—In an email dated June 1, 2023 (Thompson to Shelly), it was noted that this application is required to provide on-site private recreation facilities. The provided on-site private recreation facilities including a fitness center, a resident lounge, a swimming pool and deck area, and a children's playground are deemed acceptable, subject to a condition included herein, requiring the applicant to provide the height and material of the fence, surrounding the playground, on the DSP and landscape plan.
- h. **Prince George's County Fire/EMS Department**—In an email dated June 5, 2023 (Reilly to Shelly), it was noted that all Fire/EMS Department comments provided via an email dated May 11, 2023, were addressed. However, it was noted that the fire department connections provided may not meet the requirements of Subtitle 4-167 of the Prince George's County Code, which requires fire department connections to be located on the "front, address side" of the buildings.
- i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated May 22, 2023 (Giles to Shelly), DPIE offered numerous comments that were provided to the applicant, which will be addressed in their separate permitting process.
- j. **Prince George's County Health Department**—In a memorandum dated May 10, 2023 (Adepoju to Shelly), the Health Department noted that a desktop health review of the DSP submission had been completed. Technical comments were provided and a condition has been included herein, requiring the applicant to add a general note on the DSP coversheet regarding noise levels.
- k. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated May 8, 2023 (Hall to Shelly), WSSC offered numerous comments that were provided to the applicant, which will be addressed in their separate permitting process.
- l. **City of Glenarden**—The City of Glenarden did not offer any comments on this subject application.

16. **Community Feedback:** The Prince George's County Planning Department received one written correspondence regarding this subject application on June 29, 2023, and this correspondence was included in the additional backup for the Planning Board hearing on July 6, 2023. The community member was concerned with the intensity of the use and the traffic impacts that this development will have on the surrounding area. The Planning Board analyzed these issues and notes that multifamily residential dwelling units are a permitted use within the prior M-X-T Zone. In addition, the use meets all requirements associated with the M-X-T Zone. The number of dwelling units provided is consistent with the previously approved Conceptual Site Plan, CSP-03006-02. The traffic impacts have been analyzed with previously approved PPS 4-06016, and are consistent with the approval.
17. As required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP approved with the conditions below, will represent a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the prior County Code, without requiring unreasonable costs and without detracting substantially from the utility of the development for its intended use.
18. As required by Section 27-285(b)(2) of the prior Zoning Ordinance, the DSP, as described above and if approved with the proposed conditions below, is in general conformance with requirements of the latest amended conceptual site plan for the property, CSP-03006-02.
19. Per Section 27-285(b)(4) of the prior Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a DSP is, as follows:

**(4) The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible.**

The site has an existing Natural Resources Inventory (NRI-021-06-06) that was approved on September 22, 2022. The site contains streams, 100-year floodplain, wetlands and associated buffers, and steep slopes that comprise the PMA. The NRI indicates that a majority of the site is an open field, with one forest stand along the edge at the PMA. Thirteen specimen trees were identified on-site, of which none were identified for removal. No impacts to the PMA were shown on the plans. In a memorandum dated June 6, 2023, the Environmental Planning Section found that the regulated environmental features have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirement of Section 27-285(b)(4).

20. **Planning Board:** The Planning Board held a public hearing on this application on July 6, 2023. At the hearing, and in rendering its decision, the Board considered all written and oral testimony, along with all exhibits submitted according to the Planning Board's procedures.

Prior to the hearing, and in accordance with the Planning Board's procedures, the applicant provided an exhibit, known as Applicant Exhibit 1, which proposed revisions to Conditions 1.h., 1.l(1), and 1.n. The revision to Condition 1h notes that only one loading space is required for the subject property and allows the applicant to revise the dimensions of one of the provided loading spaces to meet the requirements of Section 27-578(a). The applicant may also provide an external

loading space that meets the requirements of Section 27-578(a), in lieu of revising the two provided internal loading spaces. The revision to Condition 1.l(1) notes specifies that the applicant is to provide full brick for the first floor of each building elevation, except for the courtyards and recessed balcony areas. The revision to Condition 1n further clarifies the portion of the dog park fence that is required to be at least 6 feet high and sight-tight. In addition, while not a revised condition, the applicant provided an exhibit stating the building elevations that would be subject to conformance with Condition 20 of CSP-03006-02, which requires street-facing façades to contain at least 60 percent brick material. Staff were in agreement with the revised conditions, as presented by the applicant. The applicant also provided an additional exhibit, Applicant Exhibit 2, from the applicant's traffic expert, Mr. Mike Lenhart. The exhibit provides an overview of the current traffic conditions and how they meet the Maryland State Highway Administration (SHA) guidelines. Further traffic analysis is provided in the approved PPS 4-06016, which was the time at which adequacy of transportation was tested.

As discussed in Finding 16 above, staff also received an opposition exhibit, Opposition Exhibit 1, which expresses concern over the site's use and traffic implications. Staff evaluated these concerns and found that the use is permitted in the prior M-X-T Zone, and traffic impacts were evaluated with the prior approved PPS 4-06016.

The hearing began with a technical staff presentation, followed by the applicant. During the applicant's presentation, two conditions were offered as proffers. Firstly, the applicant proffered that the provided dog park would be constructed and available for use at the time of the first occupancy certificate for any dwelling unit. Secondly, the applicant proffered that electric vehicle charging stations would be provided on-site and shown on the DSP, prior to certification. Both proffers were accepted by staff and the Planning Board.

The two largest concerns presented by the testimony of the opposition were notification of the City of Glenarden and the ability of the current traffic infrastructure to accommodate this multifamily development.

Two members of the City Council of the City of Glenarden signed up to speak, in opposition to this development application. These members were Mr. Derek Curtis II and Ms. Erika Fareed. Mr. Curtis and Ms. Fareed testified that staff did not properly notify the City of this development application and that the applicant did not engage with the City, prior to filing the application.

The applicant responded that the following notices were sent to the City of Glenarden:

- Informational mailing—Per the applicant, the informational mailing list included the current mayor and the City generally. The record contains informational notice letters dated November 15, 2023 and December 2, 2023 and associated mailing lists confirming that informational mailings were sent to Mayor Cross and “Mayor – City of Glenarden.”
- Acceptance mailing—Per the applicant, the acceptance mailing list included the current mayor, Councilmember Erika Fareed, and the City generally. The record contains the acceptance letter dated April 25, 2023 and associated mailing list confirming that the

notice was sent to Mayor Cross, all seven current councilmembers (Fareed, Herring, Jones, Ferguson, Hairston, Guillaume, and Curtis), the acting city manager (Regis L. Bryant), and “Mayor – City of Glenarden.”

- Hearing Mailing—The record contains evidence of a hearing notice sent to all parties of record on June 6, 2023, 30 days before the July 6, 2023 hearing. Per the associated mailing list, the parties of record included all seven current council members (Fareed, Herring, Jones, Ferguson, Hairston, Guillaume, and Curtis) and the acting city manager (Regis L. Bryant).

Staff testified that the City of Glenarden also received a referral, at the time of acceptance of this application, which was on April 28, 2023. Two members of the City of Glenarden received the development application and were requested to provide a referral. However, the City Council members testified that these individuals (etobias@cityofglenarden.org and eestes@cityofglenarden.org) no longer work at the City of Glenarden and that staff should update the referral contact to the new city manager, Ms. Beverly Habada.

Staff testified that this contact information will be updated for all future referrals sent to the City of Glenarden. The applicant then provided testimony that the development application package was also made available to the City of Glenarden in three separate instances, prior to a City Council hearing.

- April 26, 2023: Mr. Gibbs spoke with Ms. Habada on the phone. He followed up and emailed Ms. Habada the application materials.
- May 16, 2023: Mr. Gibbs spoke with Mayor Cross. He forwarded Mayor Cross the email he had sent to Ms. Habada transmitting the application materials.
- Unknown Date (after May 16, 2023): Mr. Gibbs received a call from the City clerk requesting that the applicant team schedule a meeting with the City. Mr. Gibbs forwarded the application materials to the city clerk.
- June 21, 2023: The applicant team met with the City in advance of the Planning Board hearing.

The City of Glenarden testified this was accurate.

The Planning Board, therefore, finds the City was provided adequate notice of the hearing and that the City received timely opportunity to provide comments necessary for an adequate referral. The Board also notes that two members of the City Council testified at the hearing.

A robust discussion then began regarding the traffic impacts associated with the multifamily development, as discussed by several members of the opposition. The Planning Board then submitted several questions to staff and the applicant regarding these traffic impacts and considerations to increase connectivity to the central portion of the Woodmore Town Centre. The



primary question from the Planning Board to staff and the applicant was why only a right-in/right-out access point was permitted for this site. Staff noted that the access point was evaluated during the prior PPS approval and that right-in/right-out access on Ruby Lockhart Boulevard was the best option available. Staff also noted that, while the site has frontage on MD 202 to the west, it is not anticipated that SHA would grant access to the property along the expressway. Ruby Lockhart Boulevard has a median that runs from the intersection of Saint Joseph's Drive, pass the site's frontage, to the traffic circle to the north. Therefore, the applicant would be required to interrupt the median to permit vehicles to turn left into and out of the site, and this median is controlled by DPIE. The applicant also noted that DSP-07011-04 approved LA Fitness, across the street on Ruby Lockhart Boulevard, with right-in/right-out only access on the same street.

The applicant and staff testified that, if a future resident wanted to reach Woodmore Town Centre via a motor vehicle, they would take a right turn out of the subject site and move to the left lane. The vehicle would then perform a U-turn at the traffic light where Ruby Lockhart Boulevard and Saint Joseph's Drive intersect. Once the U-turn is made, the resident would then navigate to the north on Ruby Lokchart Boulevard to the traffic circle and into Woodmore Town Centre. This vehicular movement was found to be safer than permitting a break in the median along Ruby Lockhart Boulevard, to allow vehicles to turn left into and out of the subject property. The Planning Board found this analysis acceptable, but asked additional questions about whether traffic calming measures were necessary from the traffic circle, pass the subject property's frontage, to the intersection of Saint Joseph's Drive on Ruby Lockhart Boulevard. Staff and the applicant both testified that traffic calming measures were not necessary, with additional analysis provided in Applicant Exhibit 2.

The Planning Board then asked the applicant if existing bicycle infrastructure was present on the frontage of Ruby Lockhart Boulevard. The applicant and staff testified that a bicycle lane was present, but that cyclists looking to reach the central portion of the town center would have to make a U-turn at the intersection of Ruby Lockhart Boulevard and Saint Joseph's Drive, to avoid biking against traffic. This U-turn is again necessary because Ruby Lockhart Boulevard has a median that runs across the entire roadway, between the traffic circle to the north and the intersection of Saint Joseph's Drive to the south. The Planning Board found this explanation sufficient, but asked for further clarification about why the applicant was not providing a walking path or bicycle path to Woodmore Town Centre from within the subject property. The applicant testified that significant regulated environmental features exist on the northern portion of the property, along with severe slopes that would make construction of such trails a significant challenge. Staff provided concurring testimony and the Planning Board was satisfied with this explanation.

Following this discussion, the Board voted to approve Detailed Site Plan DSP-22034, Type 2 Tree Conservation Plan TCP2-053-07-06, Departure from Design Standards DDS-22002, and Alternative Compliance AC-23001, subject to the revised conditions provided by the applicant and agreed upon by staff in Applicant Exhibit 1.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the above-noted application, subject to the following conditions:

1. Prior to certification, the detailed site plan (DSP) shall be revised, or additional information shall be provided, as follows:
  - a. Revise General Note 11 to provide a dwelling unit breakdown by building number, including the different types of units in each building.
  - b. Add the following general notes to the DSP coversheet:
    - (1) "During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code."
    - (2) "All buildings shall be fully equipped with automatic fire suppression systems in accordance with applicable National Fire Protection Association standards and all applicable County laws."
    - (3) "Mitigation will be needed for Building 1 to reduce interior noise levels to 45 dBA or less."
  - c. Label the total area of Lot 28 on Sheet 4 of the DSP.
  - d. Label Outlot E as "proposed," instead of "future," on Sheet 4 of the DSP and provide the total area of Outlot E.
  - e. Clearly reflect the boundary between Lot 28 and Outlot E, adjusting the boundary so that the entirety of the access driveway is provided on Lot 28 on the DSP.
  - f. Clearly reflect the extent of the private access agreement needed to serve Outlot E on the DSP.
  - g. The applicant shall show, dimension, and label a private access easement encumbering that portion of Lot 28 and the access only necessary to serve Outlot E.
  - h. The site plan shows two internal loading spaces. One loading space is required. Revise one of the provided loading space size on the DSP coversheet and Sheet 4, to conform with the minimum dimensional requirement in Section 27-578(a) of the prior Prince George's County Zoning Ordinance or, in the alternative, provide an additional external on-site loading space which conforms with said minimum requirements.

- i. Revise the DSP coversheet to state that bicycle parking requirements are not applicable.
- j. Provide a revised bicycle parking space total, based on the combined number of indoor and outdoor bicycle spaces.
- k. Provide a separate label for Americans with Disabilities Act (ADA) parking on Sheet 4 of the DSP.
- l. Revise the provided architecture, as follows:
  - (1) With the exception of courtyards and recessed balcony areas, the first floor of each building elevation shall consist of full brick.
  - (2) Demonstrate conformance to Condition 20 of Conceptual Site Plan CSP-03006-02.
  - (3) Incorporate white coloring into the front and rear elevations of the garages.
  - (4) Offer a brick feature on the top of Garage Blocks 3 and 4, to incorporate the existing Woodmore signage into the design.
  - (5) Provide the dimensions for the two multifamily building elevations.
  - (6) Revise the location map of the maintenance shed architectural elevation, to conform with the DSP.
- m. Provide a detailed cost estimate of the values of the planned recreation facilities.
- n. Provide at least a 6-foot-high sight-tight fence along the eastern perimeter boundary of the dog park where it abuts Outlot E, to separate the dog park from the proposed commercial/retail use.
- o. Revise the exterior lighting fixtures to utilize full cut-off appliances.
- p. Provide a photometric plan demonstrating that the development will not provide spillover exterior lighting levels.
- q. Provide decorative pavers at the entrance of each multifamily residential building and the portion of the sidewalk adjacent to proposed Outlot E.
- r. Provide a signage schedule on the DSP coversheet, demonstrating conformance to Part 12 of the prior Prince George's County Zoning Ordinance.
- s. Revise the freestanding sign stand material from stone to brick, to be consistent with the multifamily buildings.

- t. Revise the landscape plan, as follows:
    - (1) Revise the overall landscape plan to provide labels for all on-site plant material, excluding the building courtyards.
    - (2) Provide the caliper for all plant material with each plant schedule.
    - (3) Revise the Section 4.3-2 schedule to provide nine additional shade trees within the interior parking lot landscape area.
    - (4) The applicant shall demonstrate that all interior parking lot shade trees are planted at a minimum of 3- to 3.5-inch caliper.
    - (5) Revise the Section 4.6-1 schedule to provide the necessary plant material, to conform to Section 4.6 of the 2010 *Prince George's County Landscape Manual*. Emphasis shall be placed on providing the plant material behind the garages fronting MD 202 (Landover Road), to enhance screening from the roadway.
    - (6) Revise the Section 4.7-1 schedule and label a "Church" as a medium impact use.
    - (7) Revise the Section 4.9-1 schedule and provide at least 50 percent native evergreen tree and shrub species.
    - (8) Revise line items A and B on the tree canopy coverage schedule, to match the Type 2 tree conservation plan, and have a qualified professional sign and date the provided schedule.
    - (9) Provide attractive understory landscaping surrounding the proposed freestanding signage along Ruby Lockhart Boulevard.
  - u. Provide electric vehicle charging stations on the DSP and revise the parking tabulation on the DSP coversheet.
2. Prior to certification, the Type 2 Tree Conservation Plan (TCP2-053-07-06) shall be revised, or additional information shall be provided, as follows:
- a. Update the worksheet to remove the use of fee-in-lieu, in this phase of development, and show other means of meeting the woodland conservation requirement.
  - b. Update the worksheet to reflect the woodland preservation in this phase of the site.
  - c. Add the specimen tree table.
  - d. The owner's awareness certificate shall be signed.

- e. Add the Forest Conservation Act reporting information table.
  - f. Standard Note 1 shall be corrected to the correct detailed site plan number, DSP-22034.
  - g. Standard Note 9 shall be corrected to reflect this plan as being grandfathered.
  - h. Show the locations of the woodland preservation signs.
  - i. Have the plans signed and dated by the qualified professional who prepared them.
3. Prior to issuance of any permits, which impact 100-year floodplain, wetlands, wetland buffers, streams, or waters of the United States, the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.
  4. The retaining walls shall be designed in accordance with the recommendations, as specified in the Hillis-Carnes Engineering Associates geotechnical report, dated April 24, 2023, and revised on May 19, 2023.
  5. The geotechnical report and the global stability analysis shall be reviewed and approved by the Prince George’s County Department of Permitting, Inspections and Enforcement, at the time of final grading permits.
  6. The design package of the retaining wall shall be reviewed and approved by the Prince George’s County Department of Permitting, Inspections and Enforcement, at the time of the retaining wall building permit.
  7. Prior to approval of a final plat for Lot 28 and Outlot E, the applicant and the applicant’s heirs, successor, and/or assignees shall provide a draft access easement agreement, to be reviewed and approved by the Subdivision Section of the Development Review Division of the Prince George’s County Planning Department. The documents shall set forth the rights, responsibilities, and liabilities of the parties and shall include the rights of the Maryland-National Capital Park and Planning Commission. The documents shall be recorded in the Prince George’s County Land Records, and the easement shall be delineated with the Liber/folio indicated on the final plat, prior to recordation.
  8. The dog park shall be constructed and available for use at the time of the first occupancy certificate for any dwelling unit.

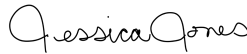
BE IT FURTHER RESOLVED, that an appeal of the Planning Board’s action must be filed with the District Council for Prince George’s County, Maryland within thirty (30) days of the final notice of the Planning Board’s decision.

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, and Shapiro voting in favor of the motion, and with Commissioner Doerner absent at its regular meeting held on Thursday, July 6, 2023, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 27th day of July 2023.

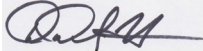
Peter A. Shapiro  
Chairman



By Jessica Jones  
Planning Board Administrator

PAS:JJ:AS:jah

APPROVED AS TO LEGAL SUFFICIENCY



David S. Warner  
M-NCPPC Legal Department  
Date: July 25, 2023