

The Maryland-National Capital Park and Planning Commission  
 Prince George's County Planning Department  
 Development Review Division  
 301-952-3530



*Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>*

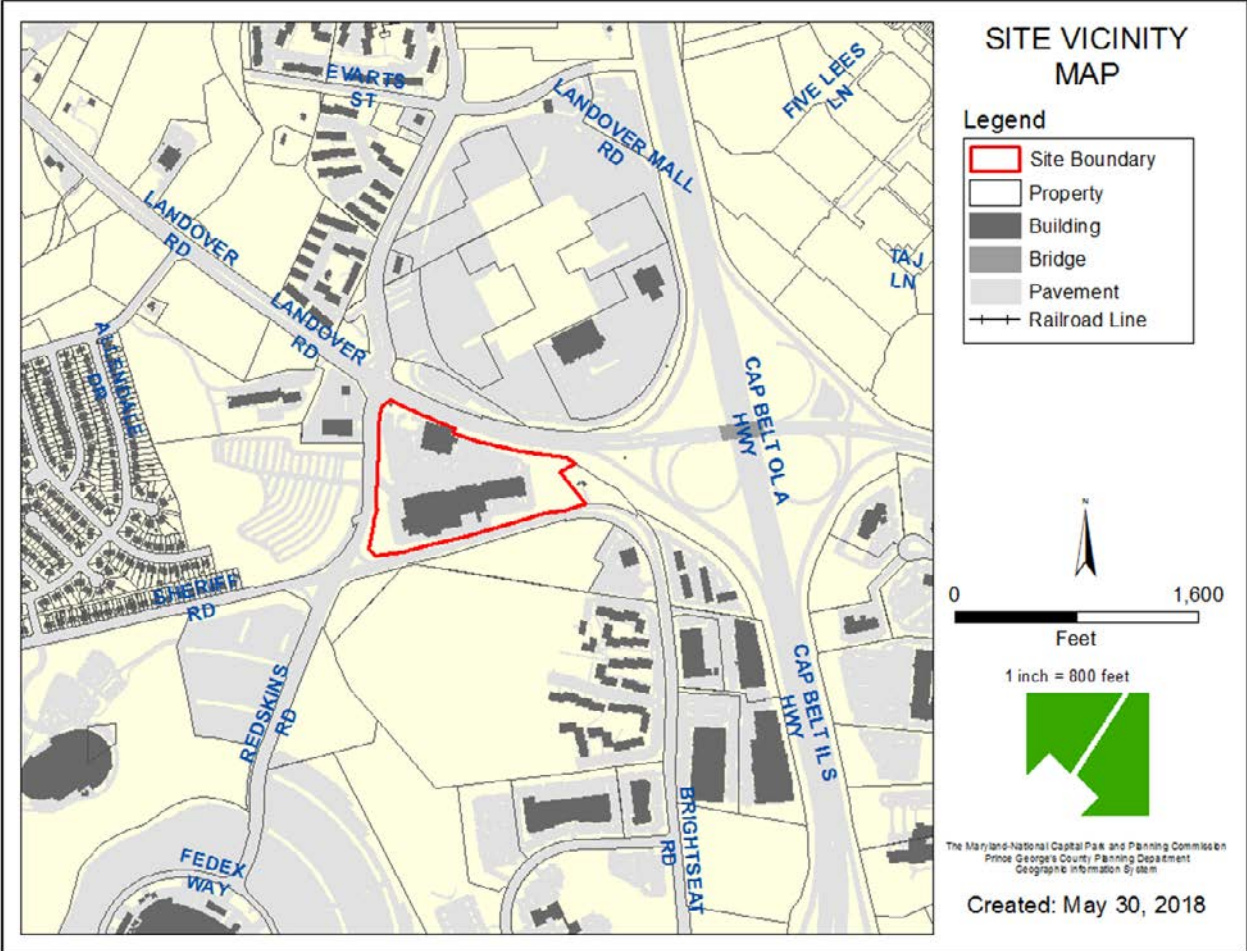
**Conceptual Site Plan**  
**Detailed Site Plan**

**CSP-18009**  
**DSP-18032**

Application	General Data	
<b>Project Name:</b> Landover Crossing Shopping Center  <b>Location:</b> In the southeast quadrant of the intersection of MD 202 (Landover Road) and Brightseat Road.  <b>Applicant/Address:</b> Landover (Landover Crossing), LLC 8816 Six Forks Road, Suite 201 Raleigh, NC 27615	Planning Board Hearing Date:	03/28/19
	Staff Report Date:	03/12/19
	Date Accepted:	01/28/19
	Planning Board Action Limit:	04/08/19
	Plan Acreage:	19.61
	Zone:	M-X-T
	Dwelling Units:	N/A
	Gross Floor Area:	177,125 sq. ft
	Planning Area:	72
	Council District:	05
	Election District:	13
	Municipality:	N/A
	200-Scale Base Map:	203NE08

Purpose of Application	Notice Dates	
Approval for the number of parking spaces provided for an existing commercial shopping center, in accordance with Section 27-574 for the Mixed Use-Transportation Oriented (M-X-T) Zone, and validation of the existing building-mounted and freestanding signage in accordance with Sections 27-613(f) and 27-614(e).	Informational Mailing:	06/12/18
	Acceptance Mailing:	01/10/19
	Sign Posting Deadline:	02/26/19

<b>Staff Recommendation</b>		<b>Staff Reviewer:</b> Andrew Bishop <b>Phone Number:</b> 301-952-4897 <b>Email:</b> Andrew.Bishop@ppd.mncppc.org	
<b>APPROVAL</b>	<b>APPROVAL WITH CONDITIONS</b>	<b>DISAPPROVAL</b>	<b>DISCUSSION</b>
	X		



THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Conceptual Site Plan CSP-18009  
Detailed Site Plan DSP-18032  
Landover Crossing Shopping Center

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

EVALUATION

The conceptual and detailed site plans have been reviewed and evaluated for compliance with the following criteria:

- a. The requirements of the Prince George's County Zoning Ordinance in the Mixed Use-Transportation Oriented (M-X-T) Zone and the site design guidelines;
- b. The requirements of the 2010 *Prince George's County Landscape Manual*;
- c. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- d. The requirements of the Prince George's County Tree Canopy Coverage Ordinance;
- e. Referral Comments.

FINDINGS

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

1. **Request:** The conceptual site plan (CSP) and detailed site plan (DSP) request validation of the number of parking spaces provided on an existing commercial property, in accordance with Section 27-574 of the Prince George's County Zoning Ordinance, and validation of the existing building-mounted and freestanding signage in accordance with Sections 27-613(f) and 27-614(e), respectively.

2. **Development Data Summary:**

	<b>EXISTING</b>	<b>PROPOSED</b>
<b>Zone</b>	M-X-T	M-X-T
<b>Use</b>	Integrated shopping center	Integrated shopping center
<b>Gross Acreage</b>	19.61	19.61
<b>100-Year Floodplain</b>	N/A	N/A
<b>Lots/Parcels</b>	1	1
<b>Gross Floor Area (GFA)</b>	177,125 sq. ft.*	177,125 sq. ft.*
<b>Parking Spaces</b>	<b>REQUIRED**</b>	<b>PROPOSED</b>
<b>Integrated Shopping Center</b>		
177,125 sq. ft. @ 1 space per 250 sq. ft.	709***	728
<b>Standard Spaces (9.5 ft. x 19 ft.)</b>	-	565
<b>Compact Spaces (8.5 ft. x 16 ft.)</b>	-	163
<b>Total Number of Parking Spaces</b>	709	728****
Handicapped Accessible @ 2% of total	15	19
<b>Loading Spaces (12 ft. x 33 ft.)</b>	4***	7****
3 for 100,000 sq. ft., plus 1 for each additional 100,000 sq. ft.		

**Notes:** \*The total square footage is shown incorrectly on the plan as 206,537 and the applicant indicated the correct number for the overall integrated shopping center is 177,125, consistent with the prior use and occupancy permit. Therefore, a condition has been included in the Recommendation section of this report to provide the correct GFA of the overall integrated shopping center in the general notes and on the plan where appropriate. In addition, it is noted that the plan does not provide a schedule showing a breakdown of the tenant spaces and uses and their square footages which should be provided for future permitting. Therefore, a condition has been included in the Recommendation section of this report to provide a schedule of tenant uses with their square footage.

\*\*Per Sections 27-574 and 27-583 of the Prince George’s County Zoning Ordinance, there is no specific required number of parking or loading spaces in the M-X-T Zone. The applicant has included an analysis to be approved by the Prince George’s County Planning Board. See Finding 7 for a discussion of the parking analysis.

\*\*\*Total number of parking and loading spaces required by Sections 27-568 and 27-582 of the Prince George’s County Zoning Ordinance, respectively.

\*\*\*\*The DSP shows 728 parking spaces and 7 loading spaces; however, a parking and loading schedule has not been provided showing the type and number of spaces proposed. A condition has been added to the Recommendation section of this report requiring the applicant to revise the DSP to provide a parking and loading schedule to show the type and number of parking spaces proposed.



3. **Location:** The subject property is located in the southeast quadrant of the intersection of MD 202 (Landover Road) and Brightseat Road, in Planning Area 72, Council District 5. More specifically, the property is located at 8585 Landover Road in Landover, Maryland.
4. **Surroundings and Use:** The subject property is bounded to the north by the public right-of-way of MD 202, with vacant property in the Mixed Use-Transportation Oriented (M-X-T) Zone beyond; to the south and west by the public rights-of-way of Brightseat Road with satellite parking compounds for FedExField located beyond; and to the east by a monopole located on Parcel 30 in the Commercial Shopping Center (C-S-C) Zone, with the on-ramp for I-495/I-95 (Capital Beltway) beyond.
5. **Previous Approvals:** The subject property is known as Lot 1, of Landover Road K-Mart, recorded in Prince George's County Land Records in Plat Book NLP-145-90, as approved in 1989.

A review of aerial photographs of the site indicate that the existing commercial shopping center on Lot 1 was constructed in approximately 1975. Additionally, it is noted that this property was rezoned from C-S-C to M-X-T by the 2009 *Approved Landover Gateway Sector Plan and Sectional Map Amendment* (Landover Gateway Sector Plan and SMA) approved by the Prince George's County District Council in May 2009.

6. **Design Features:** The subject applications are not proposing any site improvements on the subject property, but instead request validation of the existing parking and signage for the commercial shopping center, in conformance with Section 27-574 and Sections 27-613(f) and Section 27-614(e) of the Zoning Ordinance, which require parking and signage in mixed-use zones to be approved by the Planning Board at the time of DSP review. The M-X-T Zone requires the approval of a CSP and DSP for all uses and improvements per Section 27-546(a) of the Zoning Ordinance, and these applications have been submitted to satisfy this requirement. The existing development on Lot 1, including signage, parking, and lot configuration, was legal at the time of rezoning to M-X-T.

**Building-Mounted Signage**—Seven existing building-mounted signs were previously permitted for existing tenants and are not proposed to change but are being validated within the M-X-T Zone with this application. Previous permits were approved allowing these signs, but the permit numbers are not reflected on the DSP and should be noted for clarification. Therefore, a condition has been added to this approval requiring the applicant to revise the DSP to reflect the permit numbers for the existing signs. Building-mounted signage standards, such as maximum square footage, have been shown with this application and will be used to review future proposed signs, as tenants change in the integrated shopping center.

**Freestanding Signage**—The DSP includes two existing, externally-illuminated, freestanding entrance signs on Brightseat Road, which are 27 square feet and approximately 3 feet in height, featuring the name of the shopping center. One existing 31-foot-high monument sign is shown at the intersection of Brightseat Road and MD 202 near the northern access to the property. The square sign features a flagpole on top and an illuminated cabinet with changeable panels for tenants on three sides, which total 579 square feet. Details of the freestanding and monument signs have been provided and found to be appropriate in size, type, and design, given the proposed location at a major intersection and the shopping center use to be served.

## CONFORMANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance.

a. Conformance with the M-X-T Zone requirements, as follows:

### **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 subject limited applications are in conformance with the purposes of the M-X-T Zone, as the parking is appropriately designed, with respect to size and location, promoting the orderly redevelopment of properties within the area. The existing signage is made of high-quality materials and is appropriately designed for the proposed retail tenants and institutional uses with respect to size, location, materials, colors, and lighting.

Additionally, it is noted that the subject property is designed in accordance with the vision of the Landover Gateway Sector Plan and SMA. The property is developed with mixed commercial and institutional uses, and the approval of these applications will enhance the economic status of the County and provide an expanding source of desirable employment opportunities and retail options for its citizens by allowing the property to continue to obtain new tenants.

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

The subject site was placed in the M-X-T Zone through an SMA approved after October 1, 2006, specifically on May 19, 2009, through the approval of the Landover Gateway Sector Plan and SMA by the Prince George's County District Council. The site was developed in its current configuration prior to rezoning the property. The validation of the parking and signage on-site does not change the configuration or design of the property. Signage design guidelines and standards have been prescribed for the property, however no new signage is proposed at this time, and the applicant does not propose redevelopment at this time. Future redevelopment will be in accordance with the Sector Plan and

M-X-T Zone, as recommended.

- (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 submitted applications are for validation of the on-site parking and existing signage and will not affect the property's existing physical integration with the adjacent development. It is noted that existing sidewalks are provided on most of the street frontage around the shopping center and create a more urban and pedestrian-friendly streetscape.

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

The existing commercial development is compatible with the surrounding M-X-T zoned property, which is currently mostly vacant, but would be required to develop in conformance with the zone.

- (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 submitted applications are for validation of existing parking and signage on-site and do not propose any changes to uses, buildings, or other improvements. It is noted that the existing tenant mix includes retail, commercial, and institutional uses, which has operated independently and demonstrated the ability to sustain 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;**

This requirement does not apply to this application because it is existing, and staging is not required as there are no proposed site improvements.

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

The submitted applications are for validation of existing parking; however, there is an existing sidewalk along the majority of Brightseat Road. The pedestrian system will encourage pedestrian activity and provide connections to the surrounding community.

- (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**

This DSP is for validation of existing parking and signage on the property, and no new pedestrian improvements or gathering places are proposed.

- (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, or will be provided by the applicant, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

The subject property was placed in the M-X-T Zone by an SMA, but no new development is proposed.

- (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.**

The DSP is for validation of existing parking and signage on the property, and no new development is proposed.

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

The overall site plan contains less than 250 acres; therefore, this application is not subject to this requirement.

- b. The DSP application is also in conformance with additional regulations of the M-X-T Zone, as follows:

**Section 27-544. Regulations.**

- (a) **Except as provided in Subsection (b), additional regulations concerning the**

**location, size, and other provisions for all buildings and structures in the M-X-T Zone are as provided for in Divisions 3 and 4 of this Part, General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.**

The existing buildings are in conformance with the regulations of the C-S-C Zone, as were applied with the construction of the buildings in approximately 1975. No changes to site improvements are proposed with these applications.

Section 27-548. M-X-T Zone.

**(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 FAR information is not shown and should be added to the general notes on the CSP/DSP, as conditioned herein. The FAR of the existing buildings are 0.20 based on the GFA of 177,125 square feet. However, as stated previously, this should be confirmed and should exclude basement storage areas and mechanical element areas. The existing buildings are legal, and were developed prior to the property being zoned M-X-T.

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

The proposed uses are located on one lot and in more than one building.

**(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 DSP shows the required information for the existing development, which is to remain unchanged.

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

The landscaping, screening, and buffering were reviewed prior to the adoption of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), and the on-site landscaping is not being revised. See Finding 10 for further discussion.

**(g) Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way**

**have been authorized pursuant to Subtitle 24 of this Code.**

The subject site has frontage on, and direct vehicular access to, Brightseat Road.

- c. **Site Design Guidelines:** The findings of approval regarding conformance with Section 27-283, Site design guidelines, of the Zoning Ordinance, that further cross-references the same guidelines as stated in Section 27-274 of the Zoning Ordinance, are limited due to the nature of this CSP/DSP.

The site design guidelines address general matters such as parking, loading and circulation, lighting, views, green area, site and streetscape amenities, grading, service areas, public spaces, architecture, and townhouses. The buildings and parking are existing, and no new improvements are being proposed. The buildings were constructed under prior regulations, and many guidelines are not applicable to these applications. The following guidelines warrant discussion, as follows:

- (1) Section 27-274(a)(2), Parking, loading, and circulation, provides guidelines for the design of surface parking facilities. Surface parking lots are encouraged to be located to the rear, or side, of structures to minimize the visual impact of cars on the site. Surface parking is provided to the interior of the site for the existing commercial shopping center and in convenient locations for the retail, commercial, and institutional uses on the site.

The dimensions of the parking spaces and drive aisle width meet the current requirements of the Zoning Ordinance and propose a minimum size of 9.5 by 19 feet for standard parking spaces and 8.5 by 16 feet for compact spaces, with a minimum drive aisle width of at least 22 feet.

- (2) In accordance with Section 27-274(a)(2)(B), loading areas should be visually unobtrusive, and loading should also be located to the side or rear of the building and be visually screened from public roadways. Seven loading spaces are provided and are located to the rear of the buildings and in areas away from public view. However, it is noted that the plan does not provide a loading schedule. Therefore, a loading schedule should be provided to show the required and provided number of loading spaces for the integrated shopping center, as conditioned herein.

- (3) In accordance with Section 27-274(a)(8)(A), Service areas, these areas are encouraged to be located away from primary roads, effectively screened or enclosed, and not visible from public view.

Trash facilities appear to be shown on the southern and western sides of the site and are appropriately screened. However, these are not clearly labeled on the plan. Therefore, a condition has been included in the Recommendation section of this report requiring the applicant to clearly label these locations on the plan, and screen or enclose them with an evergreen screen, or sight-tight fence, that is compatible with the building.

- d. In accordance with Section 27-574, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval at the time of DSP. Detailed information regarding the methodology and

procedures to be used in determining the parking ratio is outlined in Section 27-574(b). The DSP proposes 728 parking spaces for the existing integrated shopping center. Under Part II, Off-street Parking and Loading, of the Zoning Ordinance, a total of 709 spaces is usually required for this type of development in conventional zones and the existing parking on-site exceeds this.

In a memorandum dated December 5, 2018, Lenhart Traffic Consulting Inc., provided the required parking analysis for this development. The submitted parking analysis evaluated parking utilization on the site on weekday and weekends based on the existing uses on the site and determined that the base requirement for the uses on-site is 608 parking spaces. The memorandum provided on March 4, 2019 by the Transportation Planning Section noted that the submitted parking analysis is based on 206,537 square feet, which is incorrect. However, the actual square footage, as being approved herein, is lower, which would result in a lower parking requirement. Therefore, the submitted methodology and assumptions are still valid.

Based on the number of existing parking spaces on the property exceeding the normal requirements of the Zoning Ordinance, the Transportation Planning Section believes that the site has adequate parking.

- e. Section 27-583, Number of spaces required in M-X-T Zone, of the Zoning Ordinance contains requirements for determining the total number of loading spaces, as follows:
  - (a) **The number of off-street loading spaces required in the M-X-T Zone are to be calculated by the applicant and submitted to the Planning Board for approval at the time of Detailed Site Plan approval. Prior to approval, the applicant shall submit the methodology, assumptions, and data used in performing the calculations.**
  - (b) **The number of off-street loading spaces required shall be calculated using the following procedures:**
    - (1) **Determine the number of loading spaces normally required under Section 27-582.**
    - (2) **Determine the number of loading spaces that may be readily shared by two (2) or more uses, taking into account the location of the spaces, the uses they will serve, and the number of hours and when during the day the spaces will be occupied.**
    - (3) **The number of loading spaces normally required (paragraph (1)) may be reduced by the number of spaces determined to be unnecessary through the use of shared loading spaces (paragraph (2)).**

The DSP proposes a mix of commercial, retail, and institutional uses within the existing buildings and proposes seven loading spaces, which exceeds the requirement of four spaces, under Section 27-582.

8. **2010 Prince George’s County Landscape Manual:** This CSP/DSP is for validation of existing parking and signage on the property, and no revisions to site improvements are proposed. Therefore, conformance to the Landscape Manual is not required per Section 1.1(b).
9. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** The subject CSP/DSP are for validation of parking and signage only and do not affect previous findings of conformance with the Woodland and Wildlife Habitat Conservation Ordinance (WCO), as demonstrated by the approved Type 2 Tree Conservation Plan TCP2-140-03.
10. **Prince George’s County Tree Canopy Coverage Ordinance:** This CSP/DSP is for validation of existing parking and signage on the property and does not propose any site disturbance or change in GFA. Therefore, the Tree Canopy Coverage Ordinance is not applicable, per Section 25-127(a)(1) of the WCO.
11. **Referral Comments:** The subject application was referred to the following concerned agencies and divisions. The referral comments are summarized, as follows:
  - a. **Community Planning**—In a memorandum dated February 27, 2019 (Wooden to Bishop), incorporated herein by reference, the Community Planning Division provided an analysis of the General Plan, master plan, and SMA and noted that master plan conformance is not required.
  - b. **Transportation Planning**—In a memorandum dated March 4, 2019 (Thompson to Bishop), incorporated herein by reference, the Transportation Planning Section noted that no new construction is proposed, and that access and circulation would remain the same and are acceptable. The transportation-related findings of adequacy are met because there is no development proposed at this time. In addition, an in-depth discussion of the DSP’s conformance to the parking requirements of the M-X-T Zone was provided as discussed in Finding 7 above. The Transportation Planning Section determined that the plan is acceptable and meets the findings required for a CSP and DSP.
  - c. **Subdivision**— In an email dated March 8, 2019 (Davis to Bishop), incorporated herein by reference, the Subdivision and Zoning Section noted that the application is in compliance with the record plat, and provided minor technical revisions, which have been incorporated into the Recommendation section of this report, as appropriate.
  - d. **Permit Review**—In a memorandum dated February 28, 2019 (Linkins to Bishop), incorporated herein by reference, the Permit Review Section offered comments that are addressed, as necessary, by conditions in the Recommendation section of this report.
  - e. **Environmental Review**—In an email dated February 6, 2019 (Schneider to Bishop), incorporated herein by reference, the Environmental Planning Section noted that this case has an approved TCP2-140-03 and has no comments at this time.
13. As required by Section 27-276(b)(1) and Section 27-285(b)(1) of the Zoning Ordinance, this CSP and DSP, if approved with the conditions below, represent a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George’s County Code, without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.



14. As required by Section 27-276(b)(4) and Section 27-285(b)(4), for approval of a CSP and a DSP, respectively, there are no environmental features on-site and the application does not propose any new development. Therefore, the regulated environmental features on-site have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-130(b)(5) of the Subdivision Regulations.

## RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report, as follows:

- A. APPROVE Conceptual Site Plan CSP-18009 for Landover Crossing Shopping Center.
- B. APPROVE Detailed Site Plan DSP-18032 for Landover Crossing Shopping Center, subject to the following conditions:
  - 1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made to the plan or the following information shall be provided:
    - a. Provide the existing floor area ratio information in the general notes on the DSP.
    - b. Provide the correct square footage of the integrated shopping center on the DSP where appropriate.
    - c. Provide a parking and loading schedule to show the type and number of required and proposed parking and loading spaces, in accordance with Sections 27-574 and 27-583 of the Prince George's County Zoning Ordinance.
    - d. Provide a schedule of tenant spaces and uses including their square footage, which should exclude those portions of the basement that are used exclusively for storage or other areas used exclusively for mechanical elements.
    - e. Clearly label the trash facilities on the DSP, and screen or enclose them with a sight-tight fence or evergreen screen.
    - f. Note the permit numbers for the existing signs on the DSP.
    - g. Provide the plan's applicable record plat reference, NLP 145-90, in the general notes.

ITEM: 5 & 6

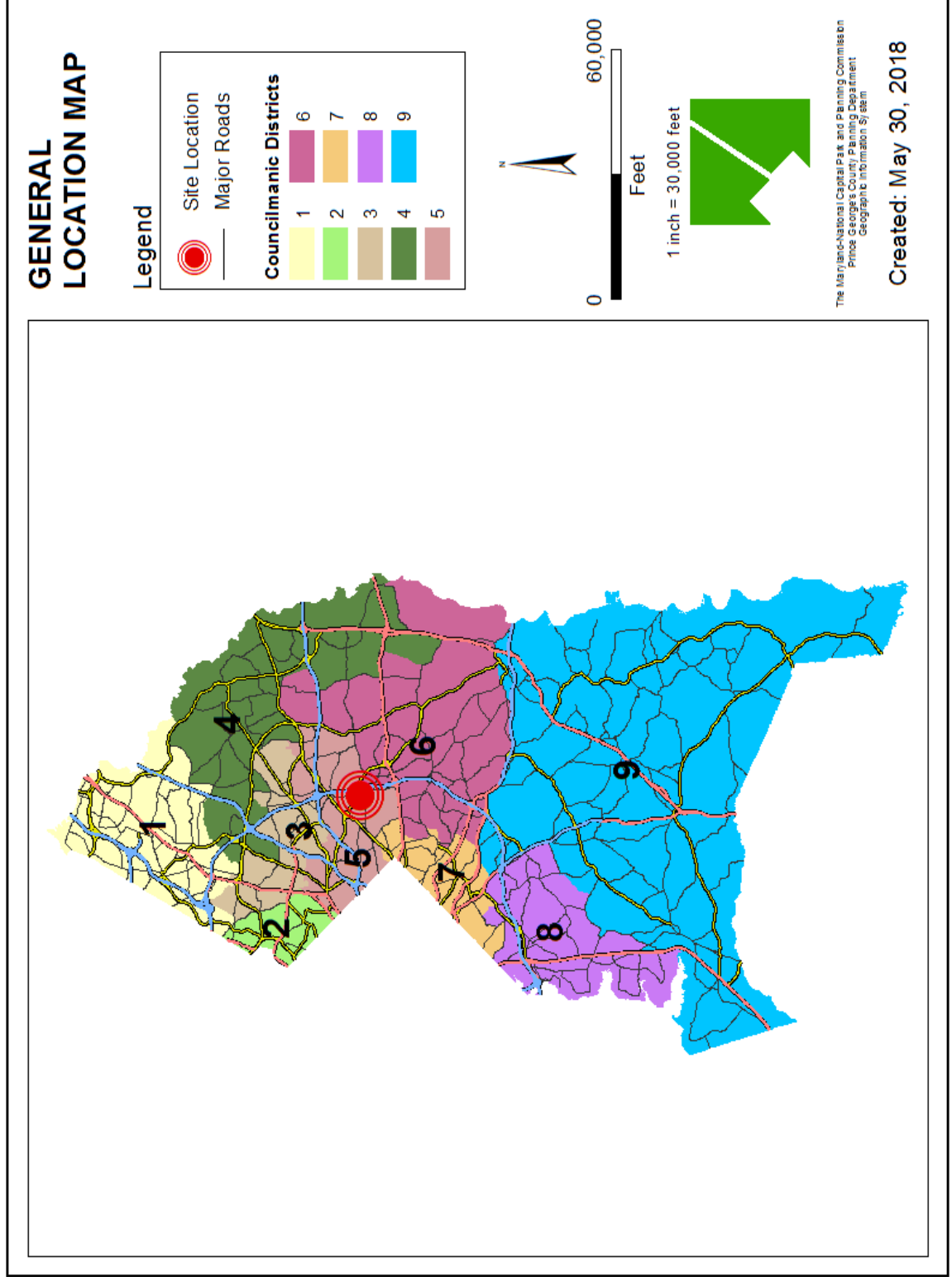
CASE: CSP-18009 & DSP-18032

# LANDOVER CROSSING SHOPPING CENTER

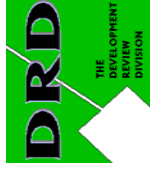
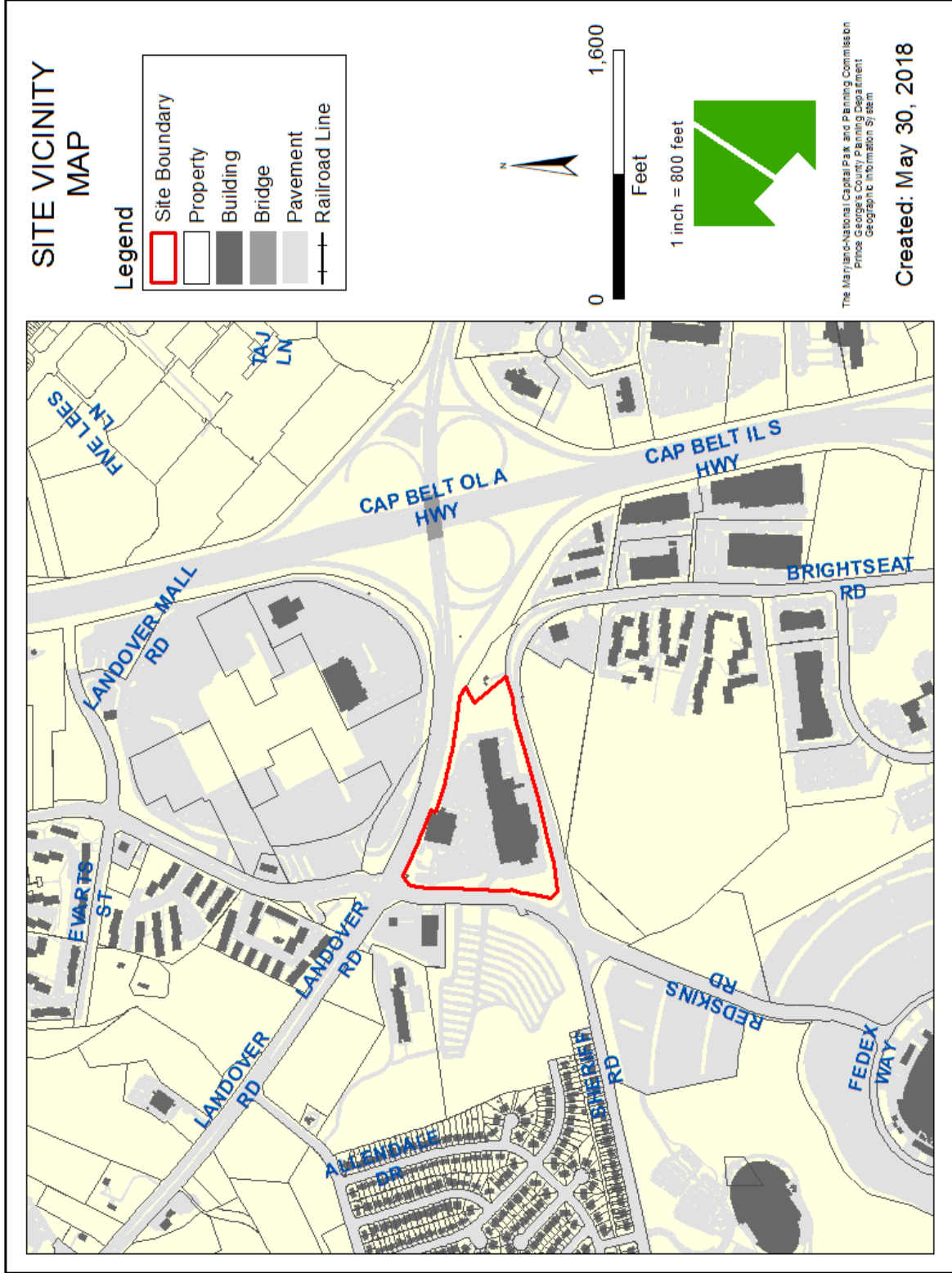
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



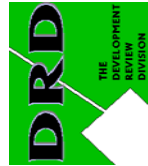
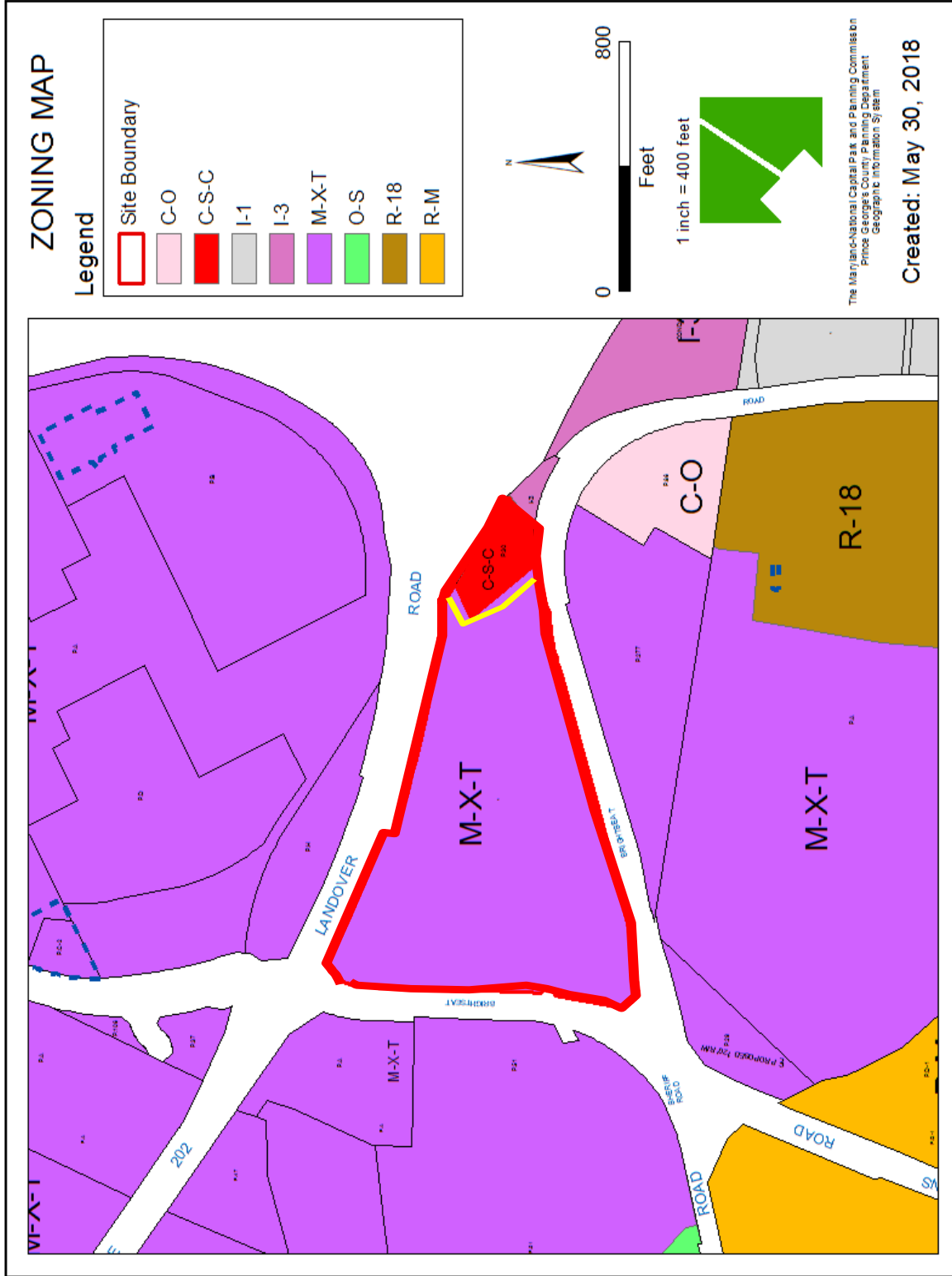
# GENERAL LOCATION MAP



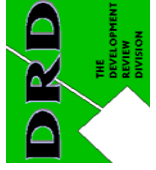
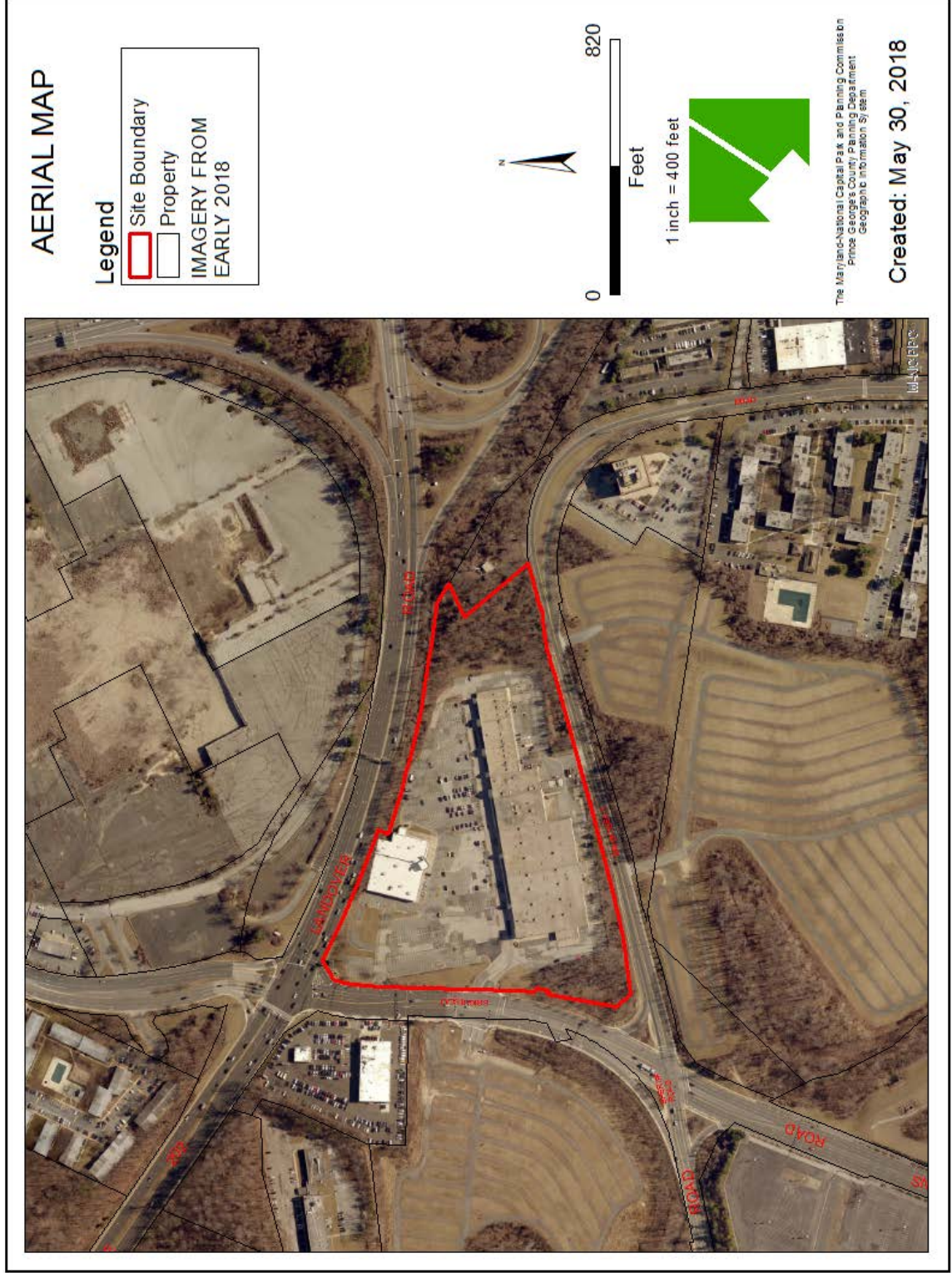
# SITE VICINITY



# ZONING MAP

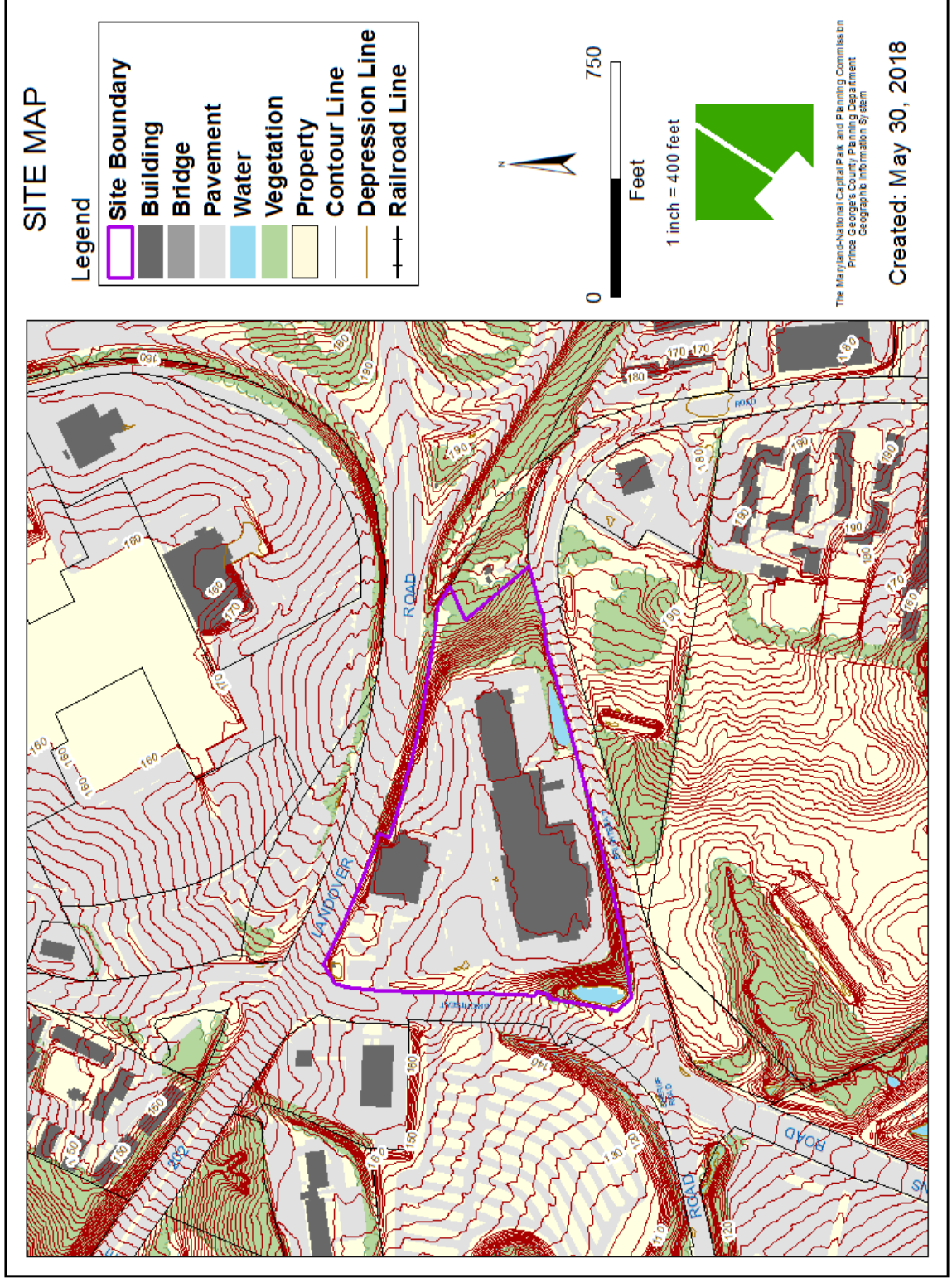


# AERIAL MAP

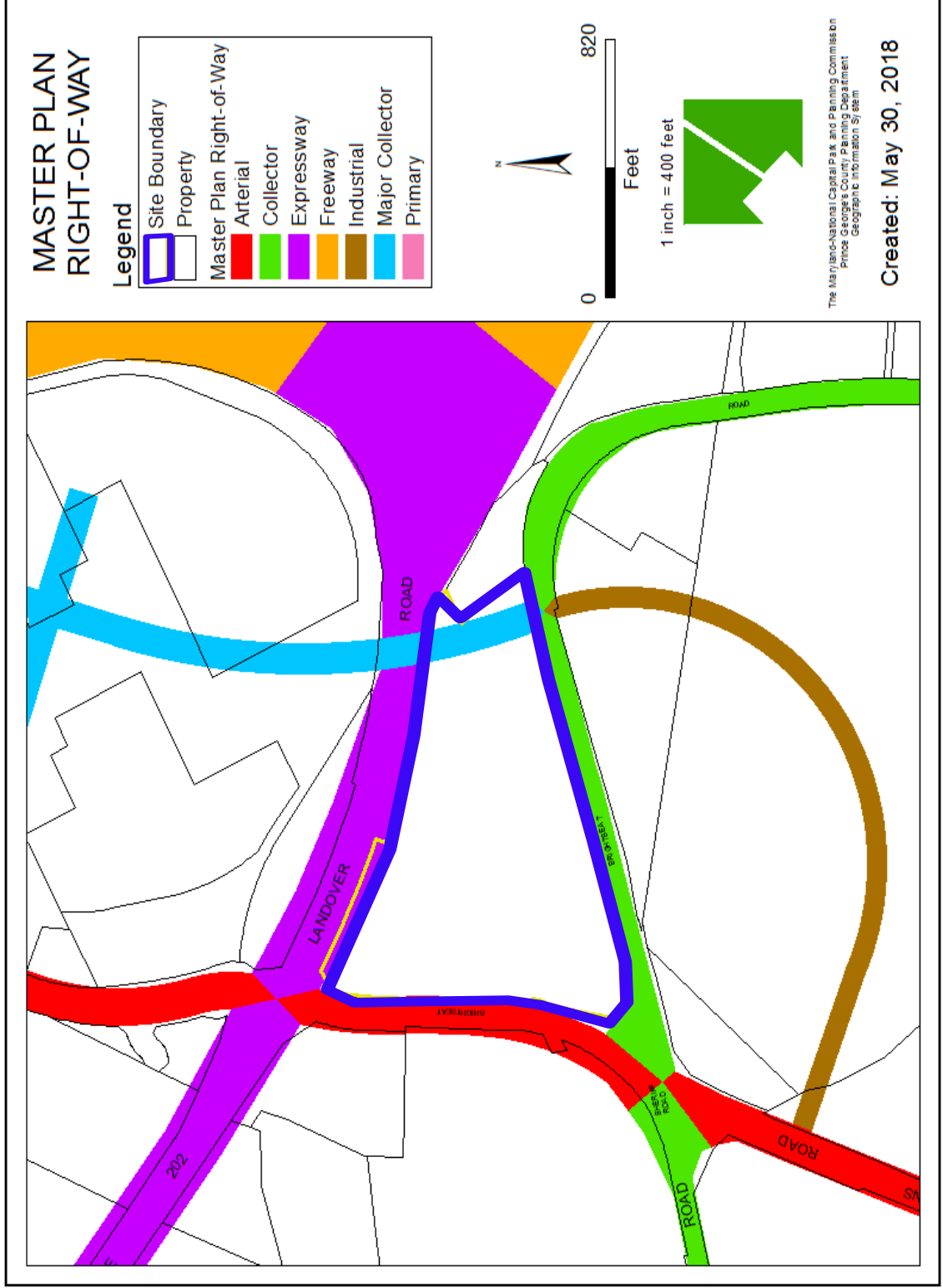




# SITE MAP



# MASTER PLAN RIGHT-OF-WAY MAP





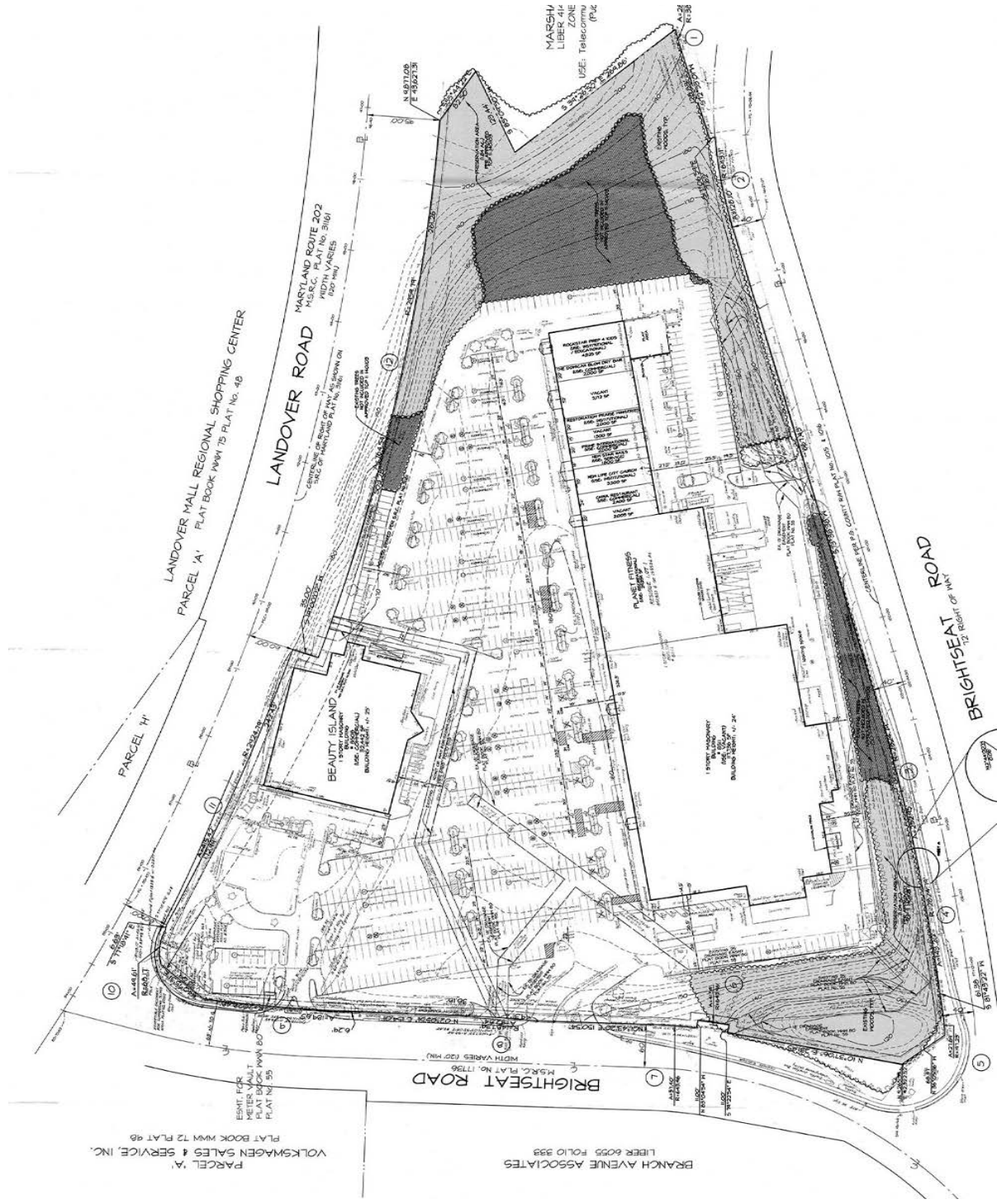
BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED







# OVERALL DETAILED SITE PLAN







# SIGNAGE





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department  
Community Planning Division

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
www.pgplanning.org

301-952-3972

February 27, 2019

MEMORANDUM

TO: Andrew Bishop, Senior Planner, Development Review Division

VIA: Scott Rowe, AICP, CNU-A, Long Range Planning Section, Community Planning Division *fs*  
David A. Green, MBA, Master Planner, Community Planning Division *D*

FROM: John Wooden, Planner Coordinator, Long Range Planning Section, Community Planning Division *JW*

SUBJECT: CSP-18009/DSP-18032 Landover Crossing Shopping Center

FINDINGS

Pursuant to Part 3, Division 9, Subdivision 2 of the Zoning Ordinance, Master Plan conformance is not required for this application.

BACKGROUND

Application Type: Conceptual Site Plan outside of an overlay zone.

Location: 8585 Landover Road

Size: 19.61 acres

Existing Uses: Shopping center and associated parking

Proposal: The applicant proposes to ensure that the existing tenant signage and parking for the shopping center follows the mixed-use town center zone requirements. No new development is proposed in this conceptual site plan

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is located in the Landover Gateway Town Center. The vision for the Local Town Center is to establish focal points of concentrated residential development and limited commercial activity serving our Established Communities (Plan Prince George's 2035 p. 106).

CSP-18009/DSP-18032 Landover Crossing Shopping Center

**Master Plan:** The 2009 *Approved Landover Gateway Sector Plan* recommends mixed-use commercial-land uses on the subject property.

In addition, the Sector Plan also makes the following recommendations that affect the subject property:

*Policy 7: Create signage for marketing services and ensure that all signage does not compromise aesthetics or safety. (p.33)*

*Strategies*

- o Provide signs only to advertise a service, product, or business on the site where the sign is located or to provide, as a public service, directional guidance to nearby public destinations.
- Design signs to be compatible in style or character with the primary structure.
- Discourage large wall signs.
- Encourage appropriately scaled monument signs.
- Prohibit pole signs, except as directional signs.
- Discourage fluorescent, reflective, neon, blinking, animated, and flashing rotating signs that may compromise motorists' safety.
- Prohibit roof signs.
- Encourage appropriate blade and awning signs, and use windows to display merchandise
- Encourage distinct lettering styles, artwork, and logos in legible type fonts and colors.
- Ensure that signs are mounted no more than one story above the sidewalk level within internal streets and higher in the Landover civic area.

Planning Area: 72

Community: Landover and Vicinity

**Aviation/MIOZ:** This application is not located within an Aviation Policy Area or the Military Installation Overlay Zone.

**SMA/Zoning:** The 2009 *Approved Landover Gateway Sectional Map Amendment* reclassified the subject property into the M-X-T (Mixed-Use Transportation-Oriented) zone.

c: Long-range Agenda Notebook



## **Bishop, Andrew**

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**From:** Davis, Christopher  
**Sent:** Friday, March 08, 2019 9:04 AM  
**To:** Bishop, Andrew; PGReferrals  
**Cc:** Conner, Sherri  
**Subject:** Subdivision Referral: CSP-18009 & DSP-18032, Landover Crossing Shopping Center

Andrew,

Regarding the subject CSP-18009 and DSP-18032, the subject property of consideration for these two applications was the subject of PPS 4-02080 which has expired, approved by the Planning Board on November 14, 2002 (PGCPB Resolution No. 02-235). Though the PPS was approved, the property was never platted pursuant to the PPS and a previous plat, NLP 145-90, recorded on April 21, 1989 remains legally valid for the property.

The subject CSP and DSP applications are found to be in compliance with the applicable record plat, however the TCP II submitted reflects the three lots which were approved with PPS 4-02080. As stated, this PPS has expired. Therefore, the TCP II should be revised to show Lot 1, in accordance with the record plat. In addition, the CSP and DSP should be revised to include in the plan's general notes a reference to the applicable record plat, NLP 145-90, for the property.

There are no other subdivision issues at this time. This email shall represent the Subdivision Section's referral for these cases.

Thank you,

**Christopher Davis**

Senior Planner, Subdivision and Zoning

301-952-4487 | [christopher.davis@ppd.mncppc.org](mailto:christopher.davis@ppd.mncppc.org)



The Maryland-National Capital Park and Planning Commission  
Prince George's County Planning Department  
[pgplanning.org](http://pgplanning.org)







March 4, 2019

**MEMORANDUM**

TO: Andrew Brishop, Urban Design Section, Development Review Division

VIA:  Tom Masog, Supervisor, Transportation Planning Section, Countywide Planning Division

FROM:  Iftin Thompson, Transportation Planning Section, Countywide Planning Division

**SUBJECT: CSP-18009/DSP-18032 Landover Shopping Center**

The applicant is requesting approval of signage design standards and parking standards for the existing shopping center. No development is proposed with this application.

**Background**

Pursuant to the *2009 Approved Landover Gateway Sector Plan and Sectional Map Amendment*, the site was rezoned from the C-S-C Zone to the M-X-T Zone. With the rezoning, the site is subject to a conceptual site plan (CSP) and detailed site plan (DSP) requirement.

**Review Comments**

The applicant is proposing to validate the existing signage on-site and approve the parking calculation for the existing shopping center. The Transportation Planning staff offers no objection to the signage. For parking, Section 27-574 of the Zoning Ordinance provides that “the number of parking spaces required in the M-X-T Zone are to be calculated by the applicant and submitted for Planning Board approval at the time of detailed site plan approval”. The number of parking spaces required was determined by calculating the peak parking demand using Land Use Code 20 from the *Parking Generation Manual* (Institute of Transportation Engineers). In the course of reviewing the application, however, it was determined that the site contains 177, 125 square feet served by a total of 728 existing parking spaces (the submitted parking analysis is based on 206,537 square feet). Based on existing parking exceeding the requirements of Subtitle 27, transportation staff finds that the site has adequate parking. Given that the submitted parking analysis is based on an erroneous square footage, it is requested that the applicant submit a revised parking analysis based on 177,125 square feet prior to certification of the detailed site plan.

**Site Access Evaluation**

The site currently has two access points located on Brightseat Road. No changes to access are proposed with this application. Access and circulation are acceptable.

**Master Plan Roads**

Brightseat Road is a master plan arterial facility with a proposed right-of-way of 120 feet and six lanes. Landover Road (MD 202) is a master plan expressway facility with a proposed right-of-way of 150 to 200 feet and four to eight lanes. There are no structures proposed within the ultimate planned right-of-way. No future dedication will be required.

**Conclusion**

Overall from the standpoint of transportation, it is determined that this plan is acceptable with the following conditions:

1. Prior to certification of the detailed site plan, revise the parking analysis to reflect the accurate square footage

## Bishop, Andrew

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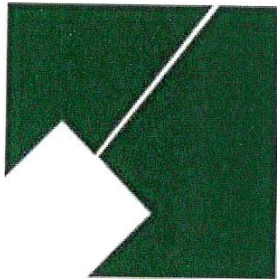
**From:** Schneider, Alwin  
**Sent:** Wednesday, February 06, 2019 9:57 AM  
**To:** Bishop, Andrew  
**Cc:** Kosack, Jill; Shoulars, Katina  
**Subject:** FW: EPlan ACCEPTANCE Referral for DSP-18032 & CSP-18009, LANDOVER CROSSING SHOPPING CENTER via DROPBOX  
**Attachments:** DSP-18032 & CSP-18009 Referral Cover.pdf; DAMS DSP-18032.pdf; DAMS CSP-18009.pdf

Andrew,

Since this case has an approved TCP2 (TCP2-140-03) and the subject CSP (CSP-18009) and DSP (DSP-18032) are for changes for parking and sign standards, the Environmental Planning Section has no comments at this time.

What are you looking for in these two cases a short NO issue memo?

Chuck Schneider  
Senior Environmental Planner  
9400 Peppercorn Place, Suite 230  
Largo, Maryland 20774  
301-883-3240  
[Alwin.schneider@ppd.mncppc.org](mailto:Alwin.schneider@ppd.mncppc.org)  
[acschneider@co.pg.md.us](mailto:acschneider@co.pg.md.us)



The Maryland-  
National Capital  
Park and Planning  
Commission

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**From:** Reiser, Megan  
**Sent:** Monday, February 04, 2019 3:42 PM  
**To:** Schneider, Alwin <[Alwin.Schneider@ppd.mncppc.org](mailto:Alwin.Schneider@ppd.mncppc.org)>  
**Cc:** Fields, Ernest <[Ernest.Fields@ppd.mncppc.org](mailto:Ernest.Fields@ppd.mncppc.org)>  
**Subject:** FW: EPlan ACCEPTANCE Referral for DSP-18032 & CSP-18009, LANDOVER CROSSING SHOPPING CENTER via DROPBOX



February 28, 2019

MEMORANDUM

TO: Andrew Bishop, Urban Design Section

FROM: John Linkins, Permit Review Section

SUBJECT: Landover Crossing Shopping Center, DSP-18032 & CSP-18009

The existing freestanding main identification sign is not in conformance with the standards of Section 27-614. – Freestanding signs, as it exceeds the maximum sign area (200 square feet). A Departure from Sign Design Standards DSDS-524( c ) was approved for “Area of Building Signs” for the entire Landover Mall properties which included this property as well. No Departure was found for the Primary Identification Sign Tower. Two free-standing sign permits have been approved and issued 10165-1989-SG and 10168-1989-SG. Permit 471-1981-SG was approved and issued. Permit 4691-1986-SG was approved and issued which corresponds with aerial photos. The 1984 aerial shows no free-standing sign whereas the 1993 aerial clearly shows the existence of a free-standing sign, which is the Primary Identification Sign Tower. It should be noted that prior to the early 1990’s no records were kept by this Department for sign permits.

The total street frontage adds up to 3,726.5 linear feet, thus allowing 4 freestanding signs per the prior CSC regulations.



The most recent Parking schedule found with Permit 3972-2012-U lists a total of 177,234 square feet of leasable area, of which 133,599 square feet is retail use. The remainder are Church, daycare service, restaurant and recreational uses.

A total of 766 parking spaces and 14 loading spaces are shown on the most legible site plan found with Permit 1600 1988-CGU. The spaces break down as 15 handicapped accessible spaces, 565 standard spaces 9.5 x 19, and 186 compact spaces which totals 764, a discrepancy of 2 spaces. An abandoned permit 495-1995-CGU listed on the application 772 parking spaces.



**STATEMENT OF JUSTIFICATION  
CSP-18009/DSP-18032  
Landover Crossing Shopping Center  
Conceptual Site Plan and  
Detailed Site Plan for Signage and Parking**

**OWNER/APPLICANT:** Landover (Landover Crossing), LLC  
8816 Six Forks Road, Suite 201  
Raleigh, NC 27615

**ATTORNEY/  
CORRESPONDENT:** Matthew C. Tedesco, Esq.  
McNamee, Hosea, Jernigan, Kim, Greenan & Lynch, P.A.  
6411 Ivy Lane, Suite 200  
Greenbelt, Maryland 20770  
(301) 441-2420 Voice  
(301) 982-9450 Fax

**CIVIL ENGINEER:** Michael Novy, PE  
Ben Dyer Associates, Inc.  
11721 Woodmore Road, Suite 200  
Mitchellville, MD 20721  
(301) 430-2000

**REQUEST** Pursuant to Sections 27-276(b), 27-285(b), 27-546(d), 27-274, 27-613(f) and 27-614(e), a conceptual site plan and detailed site plan is hereby requested to establish signage and parking standards for an existing shopping center in the M-X-T Zone.

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**I. DESCRIPTION OF PROPERTY**

1. Address – 8585 Landover Road, Landover, Maryland 20785.
2. Existing Use – Existing Shopping Center. No development is proposed with this conceptual site plan or detailed site plan application.
3. Councilmanic District –5.
4. Lot – 1, Landover Road K-Mart Subdivision.
5. Total Area – Overall acreage for the shopping Center: 19.6192 acres.
6. Tax Map & Grid – 60/C-3.
7. Location –The southeast quadrant of the intersection of Landover Road (MD 202) and Brightseat Road.
8. Zone – M-X-T (Mixed Use Transportation Oriented) Zone.





9. WSSC 200 Sheet – 203NE08.
10. Archived 2002 General Plan Tier – Developed.
11. Sustainable Growth Act, *Plan Prince George's 2035* – Tier 1
12. Record Plat: NLP 145-90.

## II. APPLICANT'S PROPOSAL

Pursuant to Section 27-276(b), 27-285(b), 27-546(d), 27-274, 27-613(f) and 27-614(e), a conceptual site plan (CSP-18009) and detailed site plan (DSP-18032) are requested to approve signage associated with the existing shopping center and approve parking calculations for the M-X-T Zone. As shown on the site plan filed in conjunction with the application, the nature of the review is to document (i.e. approve) the existing signage for the shopping center, and to be able to propose new tenant signage in the future. Through a Parking Analysis provided by Lenhart Traffic Consulting, Inc., the applicant requests that the Planning Board find that Landover Crossing Shopping Center is adequately parked with the existing 728 parking spaces. No development is proposed with this detailed site plan application. The need for a conceptual site plan and a detailed site plan arose when the subject property was rezoned from the C-S-C Zone to the M-X-T Zone pursuant to the 2009 Approved Landover Gateway Sector Plan and Sectional Map Amendment, as Change Number LG-2 (Page 134-135.) That is, since the property was previously in the C-S-C Zone, a DSP was not required for tenant signage or parking regulations, and the applicant was able to obtain sign permits pursuant to the regulations provided for in Part 12 of the Zoning Ordinance. The same was true regarding parking pursuant to Part 11 of the Zoning Ordinance. The existing development is in conformance with the regulations for C-S-C Zone. There are no changes to the site improvements, except for signage proposed for a new tenant with this application. With the rezoning in 2009 to the M-X-T Zone, the Permit Review Section indicated that no new permits for new or existing tenants could be issued until a CSP and DSP are approved by the Planning Board. Consequently, the applicant is filing this CSP and DSP pursuant to the provisions of Sections 27-276(b), 27-285(b), 27-546(d), 27-274, 27-613(f) and 27-614(e), which will not only validate the existing signage on-site, but also accommodate future tenant signage with new fit outs. This review will also be to approve parking calculations for the existing shopping center in the M-X-T Zone.

### Sign Design Standards

#### *Freestanding Sign*

There is one existing freestanding sign on the property, which is located on the southeast quadrant of the intersection of Landover Road and Brightseat Road, and is noted on the plan as "1 Landover Crossing Main Business Sign (Existing)." The freestanding sign was designed as a tower, 14.25 feet in width and length (square). The four posts that frame the freestanding sign are 2.5 feet square, and consist of EFIS over metal frame. The height varies with the slope of the land, but the portion of the sign that frames the individual signs is 24.25 feet in height. Above this frame is a triangular metal lattice decorative roof that is 6.80 feet high. On top of the metal lattice is a flag pole that is 8.75 feet in height. The tenant signage area on each side of the tower in the freestanding sign is 9.75 feet in width and 19.75 feet in height. The total display area for each side is 193 square feet. The tower has four sides. Currently, only three of the four sides of the tower have signage. The signage total for the four sides totals 772 square feet. The existing freestanding sign was previously permitted for existing tenants and is not proposed to change, but is being validated within the M-X-T Zone with the CSP and DSP applications.

*Site Identity Signage*

There are two site identity signs on the property. One sign is located at the southern side of the site's entrance onto Brightseat Road, and is noted on the plan as "2 Site Identity Sign 'A' (Existing)". The second is located at the western side of the site's entrance on the southern frontage of Brightseat Road, and is noted on the plan as "3 Site Identity Sign 'B' (Existing)". The posts of the sign vary in height due to the site topography, but it is 3 feet high at the maximum point. The black frame surrounding the signage area is 3 feet in height and 9 feet wide, and the top of these signs has a triangle on top that is similar to the metal lattice decoration on the top of the existing freestanding sign. The signage area is 2.33 feet in height and 7.67 feet in width with black lettering on a white background, and is externally illuminated. These existing site identity signs were previously permitted for existing tenants and are not proposed to change, but are being validated within the M-X-T Zone with the CSP and DSP applications.

*Building Mounted Signage*

There are several existing building mounted signs throughout the site. There is a table on Sheet C-7 of the DSP-18032 plan set labeled "Existing Building-Mounted Signs" which gives the location, size and description of the existing building mounted signage. Photographs of each sign described in the table are on Sheet C-7. "Proposed Standards for Future Building-Mounted Signs" are on Sheet C-7, which include the signage area for building #8511 which is currently vacant. In general, these existing building mounted signs were previously permitted for existing tenants and are not proposed to change but are being validated within the M-X-T Zone with the CSP and DSP applications.

III. COMMUNITY

The subject property is located in the Landover Crossing Shopping Center, which is an existing shopping center. The nature of the review for CSP-18009 and DSP-18032 is to ensure the existing signage and parking for the shopping center is in compliance with the M-X-T regulations, which requires the Planning Board to approve both. No development is proposed with this conceptual site plan or detailed site plan application.

*North:* Landover Road, and beyond, vacant land that used to be Landover Mall in the M-X-T Zone.

*South and East:* Axillary parking lots to accommodate patrons attending events at FedEx Field in the M-X-T Zone.

*West:* A telecommunications tower in the C-S-C Zone.

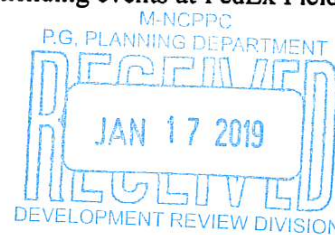
IV. CRITERIA FOR APPROVAL

**Sec. 27-276. - Planning Board procedures.**

**(b) Required findings.**

**(1) The Planning Board may approve a Conceptual Site Plan if it finds that the Plan represents a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. If it cannot make this finding, the Planning Board may disapprove the Plan.**

COMMENT: The need for a conceptual site plan arose when the subject property was rezoned from the C-S-C Zone to the M-X-T Zone pursuant to the 2009 Approved Landover Gateway Sector Plan and Sectional Map Amendment, as Change Number LG-2 (Page 134-135). That is, since the property was previously in the C-S-C Zone, neither a CSP nor a DSP were required for tenant signage, and the





applicant was able to obtain new signs (and permits) pursuant to the regulations provided for in Part 12 of the Zoning Ordinance. The existing development is in conformance with the regulations for the C-S-C Zone. There are no changes to the site improvements, except for signage proposed with this application for a new tenant. However, with the rezoning in 2009 to the M-X-T Zone, the Permit Review Section indicated that no new permits for new or existing tenants could be issued until a CSP and DSP were approved by the Planning Board. Consequently, the applicant is filing this CSP and DSP to not only accommodate the provisions of Sections 27-276(b), 27-285(b), 27-546(d), 27-274, 27-613(f) and 27-614(e), to validate the existing signage on-site, but also to obtain future tenant signage with new fit outs. This review also intends to include approval of a parking matrix for the existing shopping center in accordance the M-X-T Zone.

**(2) The Planning Board may approve a Conceptual Site Plan for a Mixed-Use Planned Community in the E-I-A or M-X-T Zone if it finds that the property and the Plan satisfy all criteria for M-X-T Zone approval in Part 3, Division 2; the Plan and proposed development meet the purposes and applicable requirements of the M-X-T Zone; the Plan meets all requirements stated in the definition of the use; and the Plan shows a reasonable alternative for satisfying, in a high-quality, well-integrated mixed-use community, all applicable site design guidelines.**

COMMENT: CSP-18009 is not for a mixed use community, this finding does not apply.

**(3) The Planning Board may approve a Conceptual Site Plan for a Regional Urban Community in the M-X-T Zone if it finds that proposed development meet the purposes and applicable requirements of the M-X-T Zone and the Plan meets all requirements stated in the definition of the use and Section 27-544 of this Code.**

COMMENT: CSP-18009 is not for a Regional Urban Community, this finding does not apply.

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

COMMENT: There are no changes to the site improvements, except for signage and parking standards are proposed with this application. Landover Crossing Shopping Center has an approved TCPII-140/03 for the property.

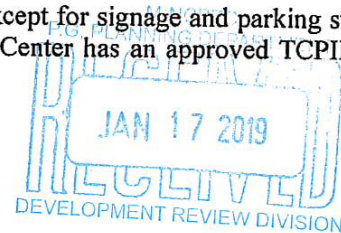
#### **Section 27-285. Planning Board Procedures.**

**(b) Required findings.**

**(1) The Planning Board may approve a Detailed Site Plan if it finds that the plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use;**

COMMENT: This detailed site plan is to validate the existing signage of the Landover Crossing Shopping Center, and to create signage design standards for a currently vacant space within the center. This review is also for the review and approval of parking calculations in accordance with the M-X-T Zone. No development is proposed with the CSP or DSP applications.

**(2) The Planning Board shall also find that the Detailed Site Plan is in general conformance with the approved Conceptual Site Plan (if one was required).**



COMMENT: Because Landover Crossing Shopping Center was rezoned from the C-S-C Zone to the M-X-T Zone pursuant to the 2009 Approved Landover Gateway Sector Plan and Sectional Map Amendment, Change Number LG-2 (Page 134-135), a conceptual site plan is now required for review and approval of both the signage regulations and the parking calculations of the existing Landover Crossing Shopping Center. CSP-18009 is filed in conjunction with the DSP-18032 application.

- (3) **The Planning Board may approve a Detailed Site Plan for Infrastructure if it finds that the plan satisfies the site design guidelines as contained in Section 27-274, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.**



COMMENT: Neither CSP-18009 nor DSP-18032 are detailed site plans for infrastructure, this finding does not apply.

- (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 in accordance with the requirement of Subtitle 24-130(b)(5).**

COMMENT: Regulated environmental features are not located within the boundary for DSP-18032, this finding does not apply.

#### 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;**

COMMENT: The proposed signage and parking are in conformance with the purposes of the M-X-T Zone. The signage proposed is made of high quality materials, and are appropriately designed for the proposed retail tenants with respect to size, location, materials, colors and lighting. The base parking requirement proposed is adequate to serve the existing and future tenants.

- (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;**

COMMENT: Landover Crossing Shopping Center was rezoned from the C-S-C Zone to the M-X-T Zone pursuant to the 2009 Approved Landover Gateway Sector Plan and Sectional Map Amendment, Change Number LG-2 (Page 134-135), a conceptual site plan is now required for review and approval of both the signage regulations and the parking calculations of the existing Landover Crossing Shopping Center. CSP-18009 is filed in conjunction with the DSP-18032 application.

- (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;**



COMMENT: The existing Landover Crossing Shopping Center is existing, no development is proposed with this application. This application is for signage and parking calculations, and will not affect the adjacent development.

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

COMMENT: The existing and future signage and parking generation will be compatible with nearby existing development, such as future redevelopment of Landover Mall and the satellite parking lots for FedEx Field.

- (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;**

COMMENT: The application does not propose any development, and is only for signage and parking calculations. This finding does not apply.

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

COMMENT: The Landover Crossing Shopping Center exists, no development is proposed with the CSP and DSP applications.

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

COMMENT: This application is for signage and parking calculations only. However, there is an existing sidewalk fronting on the majority of Brightseat Road. The existing pedestrian system encourages pedestrian activity and provides linkages to the surrounding community.

- (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**

COMMENT: The applications are for signage and parking calculations only, no new pedestrian improvements are proposed.

- (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.

COMMENT: No development is proposed with the CSP. Therefore, this finding does not apply.

- (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).

COMMENT: This DSP is for signage and parking calculations only, and findings of adequacy will not be changed with this application.

- (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.

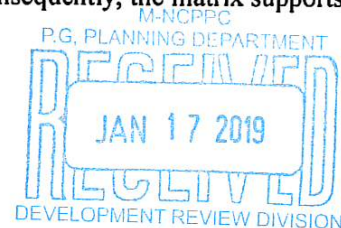
COMMENT: The overall property is less than 250 acres. This finding does not apply.

#### Part 11. Off-Street Parking and Loading

##### Section 27-574 Number of spaces required in the M-X-T Zone.

- (a) The number of parking spaces required in the M-X-T Zone and in a Metro Planned Community are to be calculated by the applicant and submitted for Planning Board approval at the time of Detailed Site Plan approval. Prior to approval, the applicant shall submit the methodology, assumptions, and data used in performing the calculations.

COMMENT: The Applicant submitted a Parking Analysis for Landover Crossing Shopping Center prepared by Lenhart Traffic Consulting, Inc. This parking analysis utilized the Institute of Transportation Engineers (ITE) Parking Generation Manual and its definition and parking generation for shopping centers. ITE defines Land Use 820 (Shopping Center) as an integrated group of commercial establishments that is planned, owned, and managed as a unit, and further states that a shopping center provides on-site parking facilities sufficient to serve its own parking demands. The ITE definition for shopping centers also states that some of these centers contained non-merchandising facilities such as office space, restaurants, banks, health clubs; and many shopping centers include outparcels or pad sites containing banks, retail stores, restaurants, or other uses. While the property is zoned M-X-T, it is the applicant's opinion that the use of ITE Land Use Code 820 is the most appropriate means of estimating parking demands because Land Use Code inherently calculates the interaction between the mix of uses that exist within the shopping center. As addressed in the Parking Analysis, utilizing the ITE Parking Generation Manual for parking generation, the peak parking demand (base requirement) for the Landover Crossing Shopping Center is 608 parking spaces. The center accommodates a total of 728 existing parking spaces, which exceeds the base requirement by 120 spaces. Consequently, the matrix supports the site's existing parking allocation.





- (b) **The number of off-street parking spaces required for development in the M-X-T Zone and in a Metro Planned Community shall be calculated using the following procedures:**
- (1) **Determine the number of parking spaces required for each use proposed, based on the requirements of Section 27-568. These parking spaces are to be considered as the greatest number of spaces which are occupied in any one (1) hour and are to known as the peak parking demand for each use. At less than this peak, the number of spaces being occupied is assumed to be directly proportionate to the number occupied during the peak (i.e., at eighty percent (80%) of the peak demand, eighty percent (80%) of the peak parking demand spaces are being occupied).**
  - (2) **For each hour of the day the number of parking spaces to be occupied by each use shall be calculated. These numbers are known as the hourly fluctuation pattern. For each use, at least one (1) hour shall represent the peak parking demand, and the remaining hours will represent a percentage of the peak. There may be more than one (1) hour at the peak level.**
  - (3) **The total number of parking spaces required for all uses proposed in the M-X-T Zone and in a Metro Planned Community shall be the greatest number of spaces in any one (1) hour for the combined total of all uses proposed, based on the calculations in paragraphs (1) and (2), above. This total is known as the base requirement.**

COMMENT: The procedures above are to determine the peak parking demand of the existing Landover Crossing Shopping Center, which becomes the base requirement. Based upon the (ITE) Parking Generation Manual, the peak parking demand for the Landover Crossing Shopping Center is 608 parking spaces. The existing shopping center provides a total of 728 parking spaces, which exceeds the requirement by 120 parking spaces.



- (4) **The base requirement may be reduced in the following manner:**
  - (A) **Conservatively determine the number of trips which are multipurpose. A multipurpose trip is one where a person parks his car and uses a number of facilities (i.e.; an office, eating or drinking establishment, and store) without moving the car. The number of spaces required for a multi-purpose trip shall be the greatest number of parking spaces required by Section 27-568 for any one (1) use within the multipurpose trip. The base requirement may be reduced by the number of parking spaces for the other uses involved in the multipurpose trip.**
  - (B) **Determine the number of parking spaces which will not be needed because of the provision of some form of mass transit, such as rapid rail, bus, forced carpool, van pool, and developer provided services. The base requirement may be reduced by this number.**

COMMENT: DSP-18032 does not request a reduction in the base requirement of the number of parking spaces required.

- (5) **In addition to the foregoing calculations, the Planning Board shall take the following into consideration:**
  - (A) **The number of off-street parking spaces which are to be held as exclusively reserved spaces for any period of time during the day. These parking spaces may not be made available for other uses during the time they are reserved; and**

- (B) **The location of parking spaces relative to the uses they serve. If the shared parking spaces are so remote that the walking distance is unacceptable for some uses, the effectiveness of shared parking will be reduced. The Planning Board may require a number of parking spaces (in addition to the base requirement) to be reserved for any specific use that is in need of spaces in the immediate vicinity of that use.**

COMMENT: DSP-18032 does not propose a use that would restrict parking or that is inaccessible during a portion of the day. This consideration is not applicable.

**Section 27-613. - Attached to a building or canopy.**

**(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).**

COMMENT: Section 27-613(f) of the Zoning Ordinance requires all signage attached to a building be determined by the Planning Board at the time of detailed site plan review. The plan filed in conjunction with DSP-18032 application includes photographs of all existing signage, indicating the design, size, method of attachment, and other information, to set the design standards for existing and future building mounted signage for this shopping center in the M-X-T Zone for both the current and future tenants.

**Section 27-614 – Freestanding signs**

**(f) Comprehensive Design Zones.**

- (1) **In the Comprehensive Design Zones, the Design Standards for all freestanding on-site signs shall be determined by the Planning Board for each individual development at the time of Specific Design Plan review. Each Specific Design Plan shall be accompanied by plans, sketches, or photographs indicating the design, size, methods of sign support, 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 development. As a guide, the Planning Board shall consider how on-site signs are regulated in the Commercial and Industrial Zones.**

COMMENT: Section 27-614(f) of the Zoning Ordinance requires all freestanding signage be determined by the Planning Board at the time of detailed site plan review. The plan filed in conjunction with DSP-18032 application includes photographs of all existing freestanding signage, indicating the design, size, method of illumination, and other information, to set the design standards for existing and future freestanding signage for this shopping center in the M-X-T Zone for both the current and future tenants.





V. PRIOR APPROVALS

Overall, the property is not subject to prior Development Review Division approvals. The Approved Landover Gateway Sector Plan and Sectional Map Amendment 2009 rezoned the property included in CSP-18009 and DSP-18032 to the M-X-T Zone with Zoning Change LG 2. Although the Landover Crossing Shopping Center was built circa 1975, the rezoning of the property to the M-X-T Zone in 2009 triggered the requirement for a conceptual site plan and a detailed site plan in order to establish the design standards for all signs and parking, as required in Zoning Ordinance Sections 27-276(b), 27-285(b), 27-546(d), 27-274, 27-613(f) and 27-614(e).

VI. CONCLUSION

Pursuant to Section 27-613(f), a conceptual site plan (CSP-18009) and a detailed site plan (DSP-18032) are requested to establish the signage and parking standards for an existing shopping center in the M-X-T Zone. As shown on the site plans filed in conjunction with the application, the nature of the review is to establish the existing signage of the shopping center, thereby facilitating the ability to obtain permits for future tenants, and to establish parking standards for the existing center. No development is proposed with this conceptual site plan and detailed site plan application.

Respectfully submitted,

**McNamee Hosea**

By:   
Matthew C. Tedesco, Esq.

Date: December 18, 2018



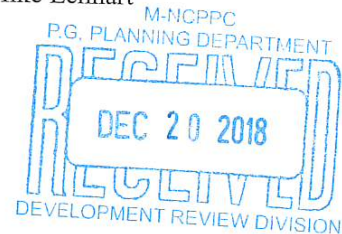
**Lenhart Traffic Consulting, Inc.**  
Transportation Planning & Traffic Engineering

**Memorandum:**

**Date:** December 5, 2018

**TO:** M-NCPPC - Development Review Division  
Room 4150  
14741 Governor Oden Bowie Drive  
Upper Marlboro, MD 20772

**FROM:** Mike Lenhart



**RE:** Parking Analysis for Landover Crossing Shopping Center (DSP 18032)

Section 27-574(a) of the Zoning Ordinance provides that “the number of parking spaces required in the M-X-T Zone are to be calculated by the applicant and submitted for Planning Board approval at the time of Detailed Site Plan approval. Prior to approval, the applicant shall submit the methodology, assumptions, and data used in performing the calculations.” This memorandum is to provide a parking assessment for the proposed development as required for the M-X-T zone in Section 27-574(a) of the Zoning Ordinance.

The number of parking spaces required is to be calculated in accordance with the methodology set forth in Section 27-574(b). The first step in determining the number of required spaces is to calculate the peak parking demand. In this regard, Section 27-574(b)(1) states as follows. “Determine the number of parking spaces required for each use proposed, based on the requirements of Section 27-568. These parking spaces are to be considered as the greatest number of spaces which are occupied in any one (1) hour and are to be known as the peak parking demand for each use. At less than this peak, the number of spaces being occupied is assumed to be directly proportionate to the number occupied during the peak (i.e., at eighty percent (80%) of the peak demand, eighty percent (80%) of the peak parking demand spaces are being occupied.” Section (b)(2) and (b)(3) go on to recommend an hourly distribution of each use within the M-X-T zone to determine the hourly fluctuation and the resulting peak parking demand for the overall site. However, the parking requirements set forth in the zoning ordinance is simply a parking schedule and does not translate to an actual peak parking demand. It may, in many cases, be appropriate to utilizing the minimum parking requirements set forth in Section 27-568 as the peak parking demand, but this is often not an accurate indicator of peak parking demand and may result in providing excess parking which increases impervious area, adds unnecessary development cost, and underutilizing land intended for more dense development. The subject property presents such a situation. In order to supplement the provisions of Section 27-568, we have considered the ITE Parking Generation Manual to determine the appropriate peak parking demand for the proposed development. The ITE Parking Generation Manual is based on empirical data and actually provides peak parking demand projections

The property in question is part of a previously approved plan which has been developed with 206,537 square feet of shopping center. Based on the Detailed Site Plan (DSP), approximately 126,411 square feet is currently vacant.

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It is our opinion that the peak parking demand for the fully occupied shopping center can be adequately accommodated and projected based upon the availability of existing parking which is provided for the development and using the ITE Parking Generation Manual as discussed below.

1. It is understood that the existing parking supply shown on the plans is a total of 728 parking spaces (this includes 19 handicap spaces) for the existing 206,537 square foot shopping center. ITE defines Land Use 820 (Shopping Center) as an integrated group of commercial establishments that is planned, owned, and managed as a unit, and further states that a shopping center provides on-site parking facilities sufficient to serve its own parking demands. The ITE definition for shopping centers also states that some of these centers contained non-merchandising facilities such as office space, restaurants, banks, health clubs; and many shopping centers include outparcels or pad sites containing banks, retail stores, restaurants, or other uses. While the property is zoned M-X-T, it is our opinion that the use of ITE Land Use Code 820 is the most appropriate means of estimating parking demands because Land Use Code inherently calculates the interaction between the mix of uses within the shopping center.
  - a. It should be noted that it would not be feasible to calculate parking demand or supply requirements by treating the site as a mix of individual uses because the site is currently over 50% vacant and therefore uses are not identified or available for parking demand and supply calculations.
  - b. Assuming that the entire area (206,537 sq ft) is evaluated as a shopping center, the code would require one space per 250 square feet, or a total of 827 parking spaces. The parking supply of 728 spaces for a 206,537 square foot retail center translates to a supply of 3.52 parking spaces per 1,000 square feet.
  - c. It is our opinion that neither method above adequately reflects the parking demands as neither adequately reflects the shared parking characteristics between the two uses nor do they reflect the different peak times associated with each use.
  
2. The Institute of Transportation Engineers (ITE) *Parking Generation Manual, 4<sup>th</sup> Edition* was researched and based upon the following findings it is our opinion that the 206,537 sq ft retail will be more than adequately parked with a total of 728 parking spaces.
  - a. The ITE data included a review of retail sites and the average peak parking demand is summarized in the table below. The ITE data for each of these uses is contained in full as an attachment to this report.
  - b. The *ITE Parking Generation Manual* contains the peak parking demand as follows:
    - i. Shopping Center (LU Code 820) Peak Parking Equations
      1. Non-Friday Weekday Peak Parking Demand = 2.55 per ksf
      2. Friday Non-December Peak Parking Demand = 2.94 per ksf
      3. Saturday Non-December Peak Parking Demand = 2.87 per ksf

Parking Demand Calculations	Non-Friday (Veh's/ksf)		Friday (Veh's/ksf)		Saturday (Veh's/ksf)	
	(Veh's/ksf)	Demand (Veh's)	(Veh's/ksf)	Demand (Veh's)	(Veh's/ksf)	Demand (Veh's)
Parking Demand (Noon Peak)	2.55	527	2.94	608	2.87	593

NOTE: 1. Peak Parking Demand (From ITE Parking Generation Manual, 4th Edition) for a 206,534 sq ft shopping center.

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3. It should be noted that there are three small institutional uses within the shopping center that would not normally be considered "retail" uses that would be contained within an integrated shopping center. However, based on the information below, these institutional uses would not experience the same peak demand periods that would be experienced for typical retail uses, therefore there would not be any conflict in parking demand with these uses. Furthermore, the ITE definition for shopping center states that many centers include non-merchandising facilities such as office, etc.
  - a. These consist of two small church's (Restoration Praise Ministries at 2,000 square feet and New Life City Church at 3,500 square feet) and these church's total 5,500 square feet. This does not conflict with the retail peak parking demand as the church's do not operate at the same time as peak retail operations.
  - b. There is also a 4,825 square foot Rockstar Prep 4 Kids which is not necessarily typical for an integrated shopping center. According to the ITE Parking Generation Handbook, this type of use (LU Code 565) would generate a peak parking demand of 3.16 vehicles per 1,000 square feet which is similar in demand to a shopping center peak parking demand. However, the shopping center experiences the peak parking demand at mid-day on a weekday, while LU Code 565 experiences the peak parking demand from 8-9 AM and 4-6 PM. Therefore, there would be no conflict in parking demand.
  - c. Given that these institutional uses have different peak parking times, it is recommended that they be treated as retail spaces for the purposes of determining the base parking demand since it is possible that these spaces could be re-leased in the future to retail uses.
  - d. The hourly distribution of parking demand is shown below based on a fully leased 206,537 square foot shopping center. It can be seen that there are ample surplus spaces during the off-peak times for the institutional uses.

Non-Friday Weekday				
Time of Day	Retail Hourly %	Retail Demand	Supplied	Surplus
5:00 AM		0	728	728
6:00 AM		0	728	728
7:00 AM	5%	26	728	702
8:00 AM	18%	95	728	633
9:00 AM	38%	200	728	528
10:00 AM	68%	358	728	370
11:00 AM	91%	480	728	248
12:00 PM	100%	527	728	201
1:00 PM	97%	511	728	217
2:00 PM	95%	501	728	227
3:00 PM	88%	464	728	264
4:00 PM	78%	411	728	317
5:00 PM	62%	327	728	401
6:00 PM	64%	337	728	391
7:00 PM	77%	406	728	322
8:00 PM	70%	369	728	359
9:00 PM	42%	221	728	507
10:00 PM		0	728	728
11:00 PM		0	728	728
12:00 AM		0	728	728

Hourly diurnal rates are obtained from the ITE Parking Generation Manual, 4th Edition

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Friday				
Time of Day	Retail Hourly %	Retail Demand	Supplied	Surplus
5:00 AM		0	728	728
6:00 AM		0	728	728
7:00 AM		0	728	728
8:00 AM		0	728	728
9:00 AM		0	728	728
10:00 AM	63%	383	728	345
11:00 AM	79%	480	728	248
12:00 PM	100%	608	728	120
1:00 PM	92%	559	728	169
2:00 PM	83%	505	728	223
3:00 PM	76%	462	728	266
4:00 PM	70%	426	728	302
5:00 PM	73%	444	728	284
6:00 PM	77%	468	728	260
7:00 PM	92%	559	728	169
8:00 PM	89%	541	728	187
9:00 PM		0	728	728
10:00 PM		0	728	728
11:00 PM		0	728	728
12:00 AM		0	728	728

Hourly diurnal rates are obtained from the ITE Parking Generation Manual, 4th Edition

Saturday				
Time of Day	Retail Hourly %	Retail Demand	Supplied	Surplus
5:00 AM		0	728	728
6:00 AM		0	728	728
7:00 AM	13%	77	728	651
8:00 AM	27%	160	728	568
9:00 AM	60%	356	728	372
10:00 AM	75%	445	728	283
11:00 AM	90%	534	728	194
12:00 PM	100%	593	728	135
1:00 PM	100%	593	728	135
2:00 PM	98%	551	728	147
3:00 PM	91%	540	728	188
4:00 PM	76%	451	728	277
5:00 PM	67%	397	728	331
6:00 PM	72%	427	728	301
7:00 PM	51%	302	728	426
8:00 PM	52%	308	728	420
9:00 PM	44%	261	728	467
10:00 PM	29%	172	728	556
11:00 PM		0	728	728
12:00 AM		0	728	728

Hourly diurnal rates are obtained from the ITE Parking Generation Manual, 4th Edition



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As discussed above, Section 27-574(b)(1)-(3) requires the determination of the peak parking demand. Once this peak parking demand is calculated, it becomes the base requirement. In this case, based upon the ITE Parking Generation Manual, the peak parking demand (base requirement) for the Landover Crossing Shopping Center is 608 parking spaces. The project proposes a total of 728 existing parking spaces, which exceeds the base requirement by 120 spaces.

Section 27-574(b)(4) allows a reduction of the base requirement by calculating the multipurpose trips and by determining the number of spaces not needed due to mass transit, van pool or developer provided transportation services. In this case, the applicant is not requesting a reduction in the base requirement.

Finally, Section 27-574(b)(5) sets forth other considerations which the Planning Board may take into account in determining the parking needs for the proposed development. These considerations include any areas of parking which are reserved for a specific use and not accessible at any part of the day, and parking which, although shared, is so remote as to not be reasonably presumed to serve a use. In this case, no parking within the use is restricted or inaccessible during any portion of the day, and the parking is spread evenly throughout the site to be easily accessible to the proposed uses. Thus, there is no basis to reduce the base parking requirement due to these considerations.

In conclusion, with a base parking requirement of 608 spaces and a parking supply of 728 vehicles, there are projected to be a surplus of 120 parking spaces using the parking calculation procedures as outlined in Section 27-574 of the Zoning Ordinance. Based upon this information, it is our opinion that the site will be adequately parked with the 728 parking spaces as proposed.

If you have any questions regarding this matter, please do not hesitate to contact me at the number below.

Thanks,  
Mike



# Land Use: 020 Shopping Center

## Description

A shopping center is an integrated group of commercial establishments that is planned, developed, owned and managed as a unit. A shopping center's composition is related to its market area in terms of size, location and type of store. A shopping center provides on-site parking facilities sufficient to serve its own parking demands. Specialty retail center (Land Use 814) is a related use.

## Database Description

The independent variable used to describe building size for this land use is 1,000 square feet (sq. ft.) gross leasable area (GLA). This independent variable is commonly used in the shopping center industry and is typically readily available for centers being planned. For smaller centers without an enclosed mall or peripheral buildings, the GLA is generally the same as the gross floor area (GFA) of the building.

The parking demand database includes data from 197 shopping centers. The surveyed shopping centers include strip, neighborhood, community, regional and super regional centers, as defined by the Urban Land Institute<sup>1</sup> (ULI) in the table below. The highest proportion of study sites was community shopping center, followed in order by regional, neighborhood, super regional and strip shopping centers. Some of these centers contained non-merchandising facilities, such as office space, movie theaters, restaurants, post offices, banks, health clubs and recreational facilities (for example, ice skating rinks or indoor miniature golf courses). Some of the shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, may have included out parcels (peripheral buildings or pads located on the perimeter of the center, adjacent to the streets and major access points). These buildings were typically drive-in banks, retail stores, restaurants, or small offices.

Center Type	Strip	Neighborhood	Community	Regional	Super Regional
<b>Building Area (GLA)</b>	< 30,000	30,000 to 100,000	100,000 to 400,000	400,000 to 800,000	> 800,000
<b>Typical Anchor and Tenant Type</b>	Small Businesses	Anchored by supermarket and/or drug store with variety of supporting stores	Anchored by general merchandise stores or discount retailer	Anchored by department stores with variety of stores	Anchored by several department stores with variety of stores

*Future data submissions should attempt to provide information on the composition of each study site (types and number of stores within the shopping centers).*

<sup>1</sup> *Parking Requirements for Shopping Centers*, 2nd Edition, Urban Land Institute, 1999, page 8.



# Land Use: 820 Shopping Center

## Shopping Center Locations

The majority of shopping centers with parking demand data were located in suburban areas (173 study sites), as shown in the table below. Several surveys did not provide area type. Few surveys were submitted for urban shopping centers. Although there were limited data from non-suburban locations, there appeared to be no significant difference in peak parking demand between suburban and rural area sites. There were not adequate data to assess whether parking demand at urban sites was significantly different from that at suburban sites.

Area Type	Number of Study Sites by Shopping Center Type and Location					Total
	Strip	Neighborhood	Community	Regional	Super Regional	
Suburban	10	31	76	29	27	173
Urban	1	-	1	1	1	4
Rural	-	1	13	6	-	20
Total	11	32	90	36	28	197

## Parking Supply Ratios

Parking supply information was available for 113 study sites. The parking supply ratios by shopping center type are listed below.

Parking Supply Ratios by Shopping Center Type (spaces per 1,000 sq. ft. GLA)				
Strip	Neighborhood	Community	Regional	Super Regional
4.1	4.7	4.9	5.5	5.1
5 study sites	8 study sites	51 study sites	27 study sites	22 study sites

## Size of Center

Based on each data plot, it was generally noted that as the size of the sites increased the average peak parking demand rate increased (and conversely, the smaller sites tended to have slightly lower parking demand rates than the average). This was particularly noticeable for the December data. However, analyzing the data by the different shopping center types did not display logical reasons to explain the causes for increased parking demand. Therefore, the studies were grouped together for each time period analyzed.

## Transit

An evaluation of both the December and non-December data indicated that shopping centers with access to transit services appeared to have lower peak parking demand than those sites without transit service. Based upon limited data, the range of peak parking demand reductions for sites with transit service compared to sites without transit service ranged from less than 1 percent to as much as 8 percent.

# Land Use: 820 Shopping Center

The following tables present the time-of-day distributions for parking demand.

## December

Hour Beginning	Non-Friday Weekday		Friday		Saturday	
	Percent of Peak Period	Number of Data Points*	Percent of Peak Period	Number of Data Points*	Percent of Peak Period	Number of Data Points*
12:00-4:00 a.m.	—	0	—	0	—	0
5:00 a.m.	—	0	—	0	—	0
6:00 a.m.	—	0	—	0	—	0
7:00 a.m.	9	1	—	0	—	0
8:00 a.m.	16	1	60	1	39	1
9:00 a.m.	55	5	82	3	68	2
10:00 a.m.	57	7	77	7	77	12
11:00 a.m.	84	9	92	7	93	12
12:00 p.m.	84	6	100	7	100	12
1:00 p.m.	83	10	100	7	94	12
2:00 p.m.	94	11	91	7	97	12
3:00 p.m.	90	12	88	7	96	12
4:00 p.m.	81	9	88	7	89	12
5:00 p.m.	93	10	86	7	83	12
6:00 p.m.	100	8	84	7	72	12
7:00 p.m.	93	7	—	0	—	0
8:00 p.m.	96	2	—	0	—	0
9:00 p.m.	87	1	—	0	—	0
10:00 p.m.	—	0	—	0	—	0
11:00 p.m.	—	0	—	0	—	0

\* Subset of database

## Non-December

Hour Beginning	Non-Friday Weekday		Friday		Saturday	
	Percent of Peak Period	Number of Data Points*	Percent of Peak Period	Number of Data Points*	Percent of Peak Period	Number of Data Points*
12:00-4:00 a.m.	—	0	—	0	—	0
5:00 a.m.	—	0	—	0	—	0
6:00 a.m.	—	0	—	0	—	0
7:00 a.m.	5	1	—	0	13	1
8:00 a.m.	18	2	—	0	27	2
9:00 a.m.	38	4	—	0	60	3
10:00 a.m.	68	5	63	5	75	6
11:00 a.m.	91	7	79	6	90	10
12:00 p.m.	100	8	100	9	100	10
1:00 p.m.	97	8	92	10	100	10
2:00 p.m.	95	8	83	10	98	10
3:00 p.m.	88	8	76	10	91	9
4:00 p.m.	78	8	70	11	76	8
5:00 p.m.	62	6	73	10	67	7
6:00 p.m.	64	5	77	10	72	2
7:00 p.m.	77	3	92	4	51	1
8:00 p.m.	70	2	89	4	52	1
9:00 p.m.	42	2	—	0	44	1
10:00 p.m.	—	—	—	0	29	1
11:00 p.m.	—	0	—	0	—	0

\* Subset of database



# Land Use: 820 Shopping Center

## Additional Data

Several shopping center surveys provided data on the amount of restaurant/entertainment/cinema uses within the center. While the ITE data set provides limited means of evaluation on this subject, ULI provides additional information and recommendations on shared parking in the publication *Parking Requirements for Shopping Centers*.<sup>2</sup>

Shopping center parking demand varies by season of the year. To better understand this variation, U.S. Census Bureau data regarding store sales for department stores<sup>3</sup> are shown to provide an understanding of variation in monthly activity. Additionally, data are provided from ITE's *Trip Generation* to document variation in shopping center vehicle trips by month. Both sources point to the significant variation in activity at shopping centers in December.

**Department Store Monthly Sales Variation Data**

Month	Percent of Average Month Department Store Sales* (%)	Percent of Average Month Shopping Center Trip Generation** (%)
January	78	85
February	82	78
March	93	92
April	93	93
May	98	105
June	94	106
July	91	101
August	98	102
September	88	95
October	95	99
November	118	102
December	173	142

SOURCE:

\* Unadjusted Estimates of Monthly Retail and Food Services Sales by Kind of Business: 1999-2008 for land use 4521, *Monthly Retail Service Branch, U.S. Census, August 2009. (www.census.gov/mrts/www/mrts.html)*

\*\* *Trip Generation*, 8th Edition. Washington, DC: Institute of Transportation Engineers, 2008. page 1499.

## Study Sites/Years

### Canada:

Calgary, AL (1979); Edmonton, AB (1986); Edmonton, AB (1992)

### United States:

Palo Alto, CA (1972); Indianapolis, IN (1979); Rochester, MN (1979); St. Cloud, MN (1979); Dallas, TX (1981); Glenview, IL (1981); Des Plaines, IL (1981); Niles, IL (1981); Irvine, CA (1981); Dallas, TX (1982); Foster City, CA (1983); Anaheim, CA (1983); Northbrook, IL (1983); Savannah, GA (1983); Highland Park, TX (1984); Munster, IN (1985); Compton, NJ (1985); Glenview, IL (1986); Niles, IL (1986); Greenville, NC (1986); Clearwater, FL (1987); Sunrise, FL (1987); Tarpon Springs, FL (1987); Wilmington, DE (1987); Anaheim, CA (1987); Davie, FL (1987); Hollywood, FL (1987); Cerritos, CA (1988); Cypress, CA (1988); Fairfax, VA (1988); Norwalk, CA (1988); Spring Township, PA (1988); Anaheim, CA (1988); Spring Township, PA (1988); Skokie, IL (1988); East Windsor, NJ (1989); Livermore, CA (1989); Livermore, CA (1989); Clearwater, FL (1990); Tarpon Springs, FL (1990); West Caldwell, NJ (1992); Milpitas, CA (1998); Goleta, CA (2000); Salem, OR (2001); Santa Barbara, CA

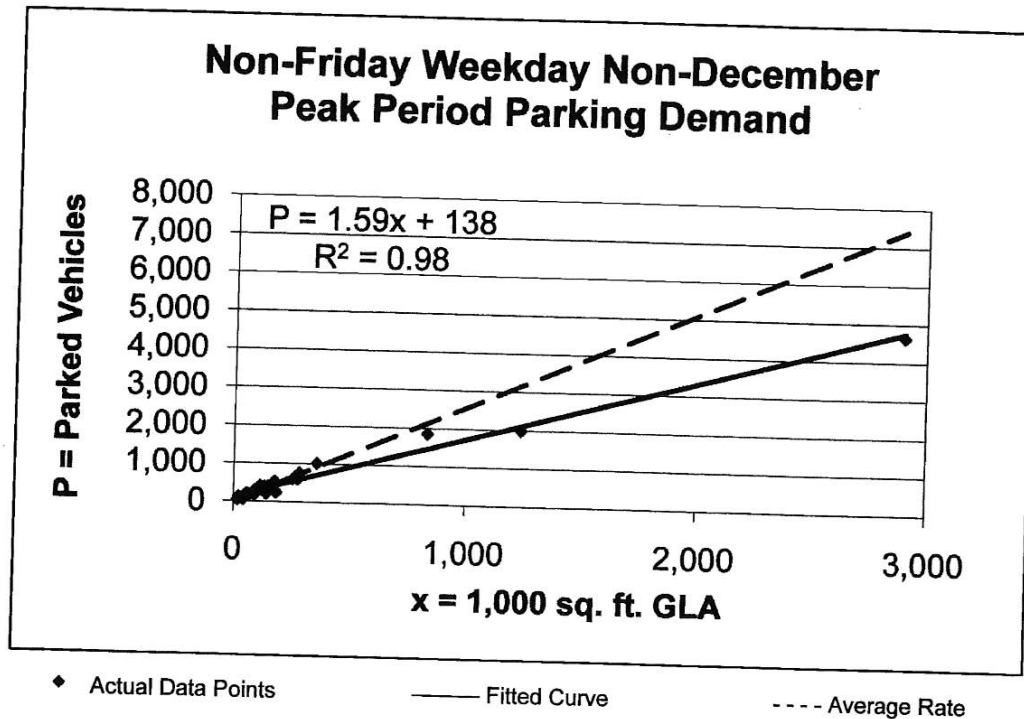
<sup>2</sup> *Parking Requirements for Shopping Centers*, 2nd Edition, Urban Land Institute, 1999.

<sup>3</sup> The department stores that compose the U.S. Census data set may not have the same land use characteristics as sites contained in the ITE *Parking Generation* database for this land use.

# Land Use: 820 Shopping Center

**Average Peak Period Parking Demand vs. 1,000 sq. ft. GLA  
On a: Non-Friday Weekday (Non-December)**

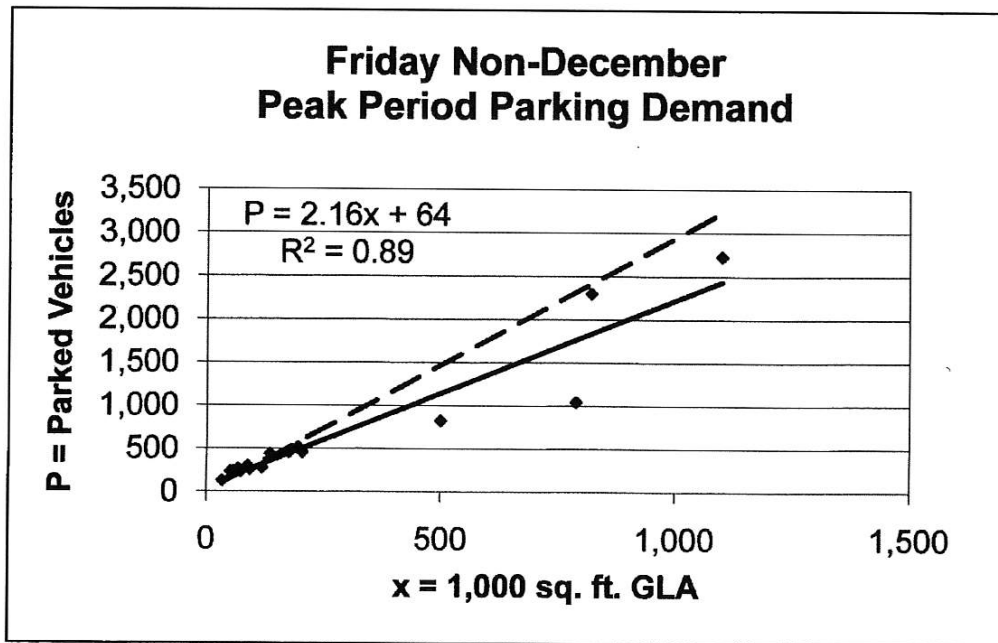
	Peak Period: 11:00-3:00 p.m.; 6:00-7:00 p.m.
Peak Period	11:00-3:00 p.m.; 6:00-7:00 p.m.
Number of Study Sites	24
Average Size of Study Sites	357,700 sq. ft. GLA
Average Peak Period Parking Demand	2.55 vehicles per 1,000 sq. ft. GLA
Standard Deviation	0.93
Coefficient of Variation	37%
Range	1.33-5.58 vehicles per 1,000 sq. ft. GLA
85th Percentile	3.16 vehicles per 1,000 sq. ft. GLA
33rd Percentile	2.20 vehicles per 1,000 sq. ft. GLA



# Land Use: 820 Shopping Center

## Average Peak Period Parking Demand vs. 1,000 sq. ft. GLA On a: Friday (Non-December)

Statistic	Peak Period Demand
Peak Period	1:00–2:00 p.m.
Number of Study Sites	17
Average Size of Study Sites	275,000 sq. ft. GLA
Average Peak Period Parking Demand	2.94 vehicles per 1,000 sq. ft. GLA
Standard Deviation	0.87
Coefficient of Variation	30%
Range	1.32–4.66 vehicles per 1,000 sq. ft. GLA
85th Percentile	3.90 vehicles per 1,000 sq. ft. GLA
33rd Percentile	2.61 vehicles per 1,000 sq. ft. GLA

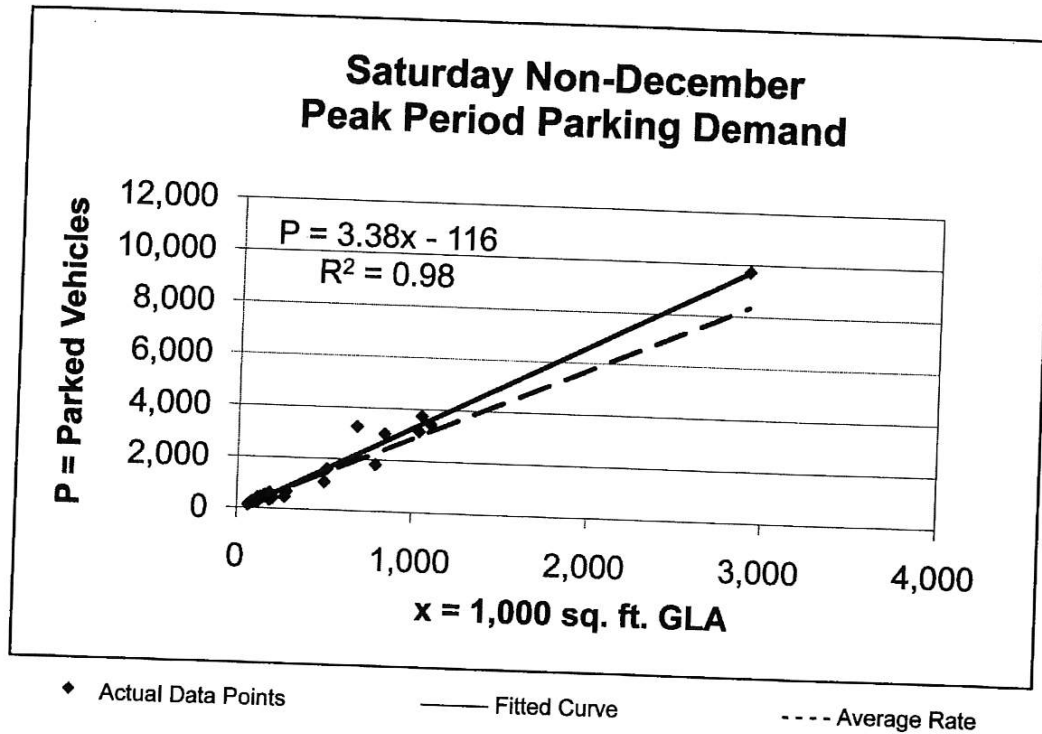


◆ Actual Data Points      — Fitted Curve      - - - Average Rate

# Land Use: 820 Shopping Center

**Average Peak Period Parking Demand vs. 1,000 sq. ft. GLA  
On a: Saturday (Non-December)**

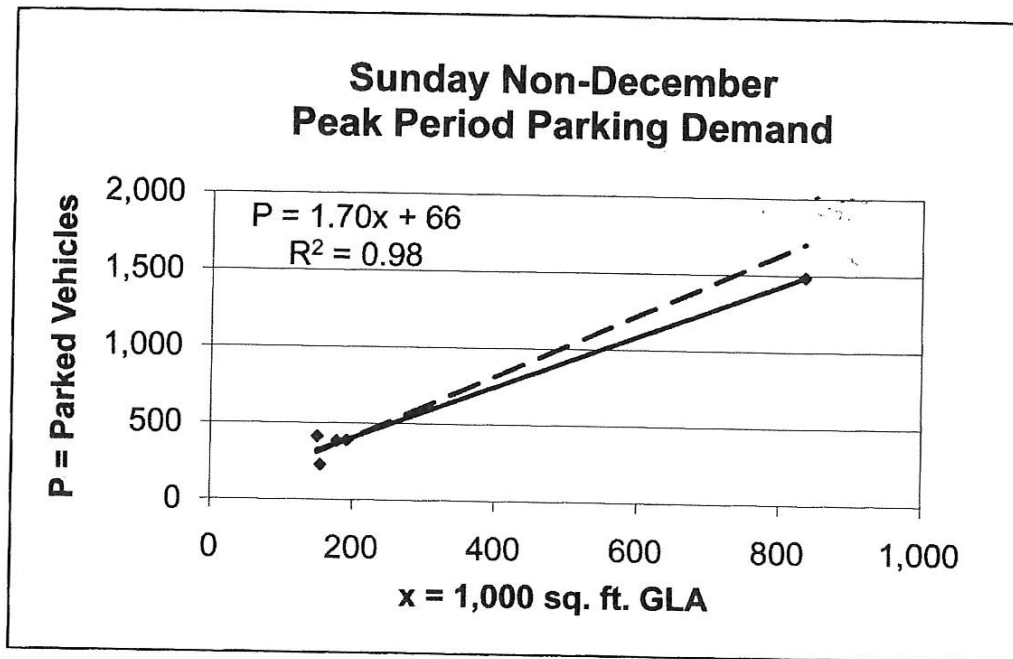
Statistic	Peak Period Demand
Peak Period	1:00–2:00 p.m.
Number of Study Sites	26
Average Size of Study Sites	458,000 sq. ft. GLA
Average Peak Period Parking Demand	2.87 vehicles per 1,000 sq. ft. GLA
Standard Deviation	0.70
Coefficient of Variation	24%
95% Confidence Interval	2.60–3.14 vehicles per 1,000 sq. ft. GLA
Range	1.73–4.82 vehicles per 1,000 sq. ft. GLA
85th Percentile	3.40 vehicles per 1,000 sq. ft. GLA
33rd Percentile	2.46 vehicles per 1,000 sq. ft. GLA



# Land Use: 820 Shopping Center

## Average Peak Period Parking Demand vs. 1,000 sq. ft. GLA On a: Sunday (Non-December)

	Peak Period
Peak Period	12:00–3:00 p.m.
Number of Study Sites	5
Average Size of Study Sites	306,000 sq. ft. GLA
Average Peak Period Parking Demand	2.04 vehicles per 1,000 sq. ft. GLA
Standard Deviation	0.48
Coefficient of Variation	23%
Range	1.47–2.75 vehicles per 1,000 sq. ft. GLA
85th Percentile	2.39 vehicles per 1,000 sq. ft. GLA
33rd Percentile	1.86 vehicles per 1,000 sq. ft. GLA



◆ Actual Data Points

— Fitted Curve

---- Average Rate

EXHIBIT'S LIST  
3/28/19 PGCPB REGULAR MEETING  
ITEMS 5 CSP-18009 & 6 DSP-18032  
LANDOVER CROSSING SHOPPING CENTER

Applicant's Exhibit No. 1:

Applicant's Proposed Amended Finding (1 page)

ORIGINALS TO: DRD 3/28/19



LANDOVER CROSSING  
SHOPPING CENTER  
CSP-18009  
&  
DSP-18032

REC'D BY PGCPB ON 3-28-19  
ITEM # 546 CASE # CSP-18009  
EXHIBIT # DSP-18032  
Appl Ex No. 1

*Applicant's Proposed Amended Finding:*

\* \* \* \* \*

FINDINGS

Based upon the analysis of the subject application, the Urban Design staff recommends that the Planning Board adopt the following findings:

1. Request: The conceptual site plan (CSP) and detailed site plan (DSP) request validation of the number of parking spaces provided on an existing commercial property, in accordance with Section 27-574 of the Prince George's County Zoning Ordinance, ~~and~~ validation of the existing building-mounted and freestanding signage in accordance with Sections 27-613(f) and 27-614(e), respectively, and to establish parking and signage standards for future tenants.

\* \* \* \* \*

KEY:

Underscoring indicates language added to conditions.

~~Strikethrough~~ indicates language deleted from conditions.

Asterisks \*\*\* indicate intervening existing conditions that remain unchanged.