

proposed on the site plan, considerably more parking than the minimum is shown. Given the location of the subject site in relation to other uses on the overall M-X-T site, the sharing of parking seems unlikely. Therefore, the required number of parking spaces is calculated per the requirements of Section 27-568 of the Zoning Ordinance for a hotel.

3. **Location:** The overall Woodmore Towne Centre site is in Planning Area 73, Council District 5. More specifically, the property is located on the north side of Landover Road (MD 202), approximately 550 feet northwest of its intersection with St. Joseph's Drive, immediately adjacent to and east of the Capital Beltway (I-95/495). The commercial portion of the site, which includes 141 acres of the overall 244 acres of land, is located in the southern portion of the property. The subject site is located at the perimeter of the overall site, directly fronting on the Beltway near the interchange with MD 202.
4. **Surrounding Uses:** The subject site is surrounded by the overall Woodmore Towne Centre commercial site. To the north and northeast is the Wegman's site, specifically the loading area of the Wegman's grocery store directly adjacent to this parcel. To the south of the site is a vacant parcel shown on the illustrative conceptual site plan (CSP) to be a future office building and structured parking. To the west is the Capital Beltway (I-95/495).
5. **Previous Approvals:** On March 14, 1988, the Prince George's County District Council approved Zoning Map Amendment A-9613-C rezoning the subject property from the Rural Residential (R-R) Zone to the Mixed Use-Transportation Oriented (M-X-T) Zone, subject to 11 conditions. Subsequently, the applicant filed to amend the conditions and the District Council reapproved A-9613-C on July 23, 2007, subject to six conditions.

On January 23, 2006, the District Council approved Conceptual Site Plan CSP-03006, which proposed 900-1,100 residential units, including single-family detached units, single-family attached units (townhouses), multifamily units, and stacked condominiums (stacked townhouses); 400,000-1,000,000 square feet of retail; and 550,000-1,000,000 square feet of office, subject to 25 conditions and one consideration.

Preliminary Plan of Subdivision 4-06016 was originally approved on October 26, 2006, subject to 40 conditions. Subsequently, the applicant requested a waiver and reconsideration of the preliminary plan, which the Planning Board granted. The amended resolution of approval (PGCPB No. 06-212(A)) was adopted by the Planning Board on July 12, 2012 with 40 conditions.

On September 24, 2007, the District Council reviewed and approved Detailed Site Plan DSP-07011 for infrastructure, subject to 27 conditions. The first revision (DSP-07011/01) for a 705,227-square-foot integrated shopping center with 108 multifamily dwellings and 24,854 square feet of office space was reviewed and approved by the District Council on April 21, 2009, subject to 29 conditions. The project has been constructed in conformance with the DSP, except for the 108 multifamily units shown to be located above the shopping center. Subsequent minor revisions (-02, -03, and -05) were approved by the Planning Director in 2010 and 2012. The District Council approved 49,768 square feet of commercial space, including a health club, a fast-

food restaurant, and general retail within Outlot B, located on the north side of Landover Road (MD 202), approximately 550 feet northwest of its intersection with St. Joseph's Drive.

The final plat for this property was recorded on Record Plat PM 231@34, recorded in land records on August 7, 2009.

The subject property has an approved Stormwater Management Concept Plan, 30233-2014-00, dated October 8, 2014.

6. **Design Features:** The subject DSP proposes the development of a hotel with 106 rooms on Lot 18 of the overall Woodmore Towne Centre development. Lot 18 is near the Wegman's grocery store and the site has frontage on the Capital Beltway (I-95/495) near the interchange of I-95 and Landover Road (MD 202). Access to the site is from St. Joseph's Drive and Ruby Lockhart Boulevard and through the main street of the shopping center. The plan proposes a four-story structure of approximately 65,501 square feet, with a covered drop-off area, and a monument-style freestanding ten-foot-high sign located at the entrance into the development.

The architectural elevations depict a four-story building with a flat roof, a porte-cochere, and exterior finish materials shown as stone veneer and exterior insulation and finishing system (EIFS). The stone veneer is featured around the entire first floor and on a portion of the second floor at the main entrance area and at the rear façade. The articulation of the building is the standard colonnade design of Hampton Inns around the country. The building is sited such that the front elevation faces the interior of the overall site with the rear of the building oriented toward the Beltway. The main full-glass doors and porte-cochere are featured along the front façade and the remaining three façades feature metal service and emergency doors. Dark brown, medium brown, beige, and bright white EIFS finishes are proposed for stories two through four. A stone veneer, in brown tones, is provided at the base of the front façade and the columns of the porte-cochere. Substantial cornice relief is provided at the roofline.

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 Prince George's County Zoning Ordinance as follows:
 - a. The subject application is in conformance with the requirements of Section 27-547(d), which governs the required mix of uses in all mixed-use zones. The overall Woodmore Towne Centre, which includes the subject site, was approved for a mixed-use development consisting of retail, office, hotel, and residential uses. The subject DSP, which proposes the hotel use, contributes toward the overall diversity and mix of uses on the site if the remainder of the overall development is taken into consideration.
 - b. The DSP is consistent with Section 27-548, Regulations. The following discussion is provided:

- (1) Per Section 27-548(a), the applicant used the optional method of development for the overall Woodmore Towne Centre by proposing a residential component as part of the overall development. This increases the floor area ratio (FAR) by 1.0, above the base allowed of 0.40, if more than 20 dwelling units are provided. Thus far, DSPs have been approved for in excess of 500 dwelling units, making Woodmore Towne Centre eligible for this bonus and setting a limit of 1.4 FAR for the overall development.

The proposed FAR is not provided on the site plan; however, the Planning Board reviewed the following chart based on the previously approved DSPs and the current proposal:

USES	SQUARE FOOTAGE
Approved with DSP-07057/01	1,200,862 SF
Single-family detached	178 DUs@3000 = 534,000SF
Single-family attached	203 DUs@2300 = 466,900SF
Two-family dwellings	98 DUs@2000 = 196,000SF
Community Building	3,962 SF
Approved with DSP-07011/01	791,208 SF
Multifamily	108 DUs = 61,127 SF
Retail	705,227 SF
Office	24,854 SF
*Approved with DSP-07011-04	49,768 SF
Approved with DSP-07011-05	7,624 SF
Proposed with DSP-14027	65,051 SF
Total Gross Floor area	2,114,513 SF
Site: 238.67 acres	<u>10,396,465.2 SF</u>
Total FAR	0.2033

Note: * The -02 and -03 revisions to the DSP did not include increases in gross floor area.

The approved and proposed FAR for the overall Woodmore Towne Centre, thus far, is much lower than the allowable FAR. As more development is proposed on the site through the submission of DSPs and permits for the remainder of the site, the FAR will increase. The plans should be revised accordingly with the most comprehensive analysis of the FAR for the overall site, prior to signature approval of the plans.

(2) Developments in the M-X-T Zone are required to have vehicular access to a public street in accordance with Section 27-548(g) as follows:

(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.

In conformance with this requirement, the subject site has frontage on the Capital Beltway (I-95/495); however, no access is proposed nor is it recommend at this location. Access is provided through the shopping center and was authorized through the approval of the preliminary plan.

c. If approved with conditions, the DSP will be in conformance with the applicable site design guidelines contained in Section 27-274.

d. Section 27-546, Site Plans, has additional requirements for approval of a DSP in the M-X-T Zone as follows:

(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 purposes of the M-X-T Zone as stated in Section 27-542 are as follows:

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

(1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;

The subject DSP proposes the development of a hotel, in conformance with previous plan approvals, within the larger Woodmore Towne Centre, which is located at the major intersection of the Capital Beltway (I-95/495) and Landover Road (MD 202).

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

The development site is located in an existing commercial area. The *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035) locates the site in a designated employment area and recommends (Policy 9, page 86) that future reinvestment and growth be limited to designated centers and existing commercial areas. In 2007, the Woodmore Towne Centre at Glenarden mixed-use development was approved to include up to 1,100 residential units, up to 1,000,000 square feet of retail space, up to 1,000,000 square feet of commercial office space, and up to 360 hotel rooms. The area adjacent to the proposed development site includes a major shopping center with single-family attached residential units under construction in the eastern portion of the Woodmore Towne Centre at Glenarden site. In 2009, the *Approved Landover Gateway Sector Plan and Sectional Map Amendment* (Landover Gateway Sector Plan and SMA) incorporated Woodmore Towne Centre as approved with no land use policy changes.

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

The overall Woodmore Towne Centre already has a large amount of commercial uses. By adding a hotel, as proposed with this DSP, the potential of the development is maximized by adding to the site's destination appeal.

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

The location of the property in the vicinity of residential, institutional, and other commercial uses, with sidewalks serving as connectors, helps to reduce automobile use.

- (5) To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;**

The proposed hotel, in conjunction with the remainder of Woodmore Towne Centre, will facilitate a 24-hour environment with a mix of uses including residential development and retail.

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

The proposed hotel, in conjunction with the remainder of Woodmore Towne Centre, will create a harmonious horizontal mix of uses.

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

The proposed hotel will maintain the visual character of the Woodmore Towne Centre development, while creating a functional relationship, by putting these uses with extended operating hours at a major intersection.

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

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

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

The subject DSP incorporates a flexible response to the market by proposing a hotel where the illustrative CSP showed the same proposal, with structured parking. Although this proposal does not include a structured parking facility, it allows for continued progress and will maintain the economic vitality of the overall town center.

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

The subject application will have a high level of architectural design as proposed and will be in keeping with the level of architectural design already achieved throughout the built portion of Woodmore Towne Centre.

- (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;**

This requirement does not apply to the subject DSP, as this property was placed in the M-X-T Zone through a zoning map amendment originally approved prior to 2006.

- (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 hotel structure has been placed to face internally to the development, as access to the site can only be reached through the shopping center. However, the applicant has attempted to address the rear of the building such that the exterior design proposed will provide an attractive façade along the Capital Beltway.

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

The subject DSP terminates the main street of the shopping center and architecturally has used some of the same exterior finish materials on the façades

as those used in the surrounding existing structures. The hotel will be compatible with the existing development in the vicinity.

- (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 proposed development will add to the diverse mix of land uses in the vicinity, and the arrangement and design of the buildings are cohesive with the adjacent proposed and existing development, creating an independent environment of continuing quality and stability.

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

The proposed development is not proposed to be staged.

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

A sidewalk connection is provided so users of the hotel can easily and safely walk to the shopping center.

- (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**

There are no specific areas proposed for pedestrian activities or as gathering places that merit special attention.

- (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, 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.

This requirement is not applicable to this DSP.

- (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 Transportation Planning Section noted that the most recent adequacy finding for the overall M-X-T site was made in 2006 for Preliminary Plan 4-06016. Section 27-546(d)(10) requires that, if more than six years have elapsed since a finding of adequacy was made, 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 (CIP), within the current State Consolidated Transportation Program (CTP), or to be provided by the applicant. Given that the review of conformance to this finding focuses on the period of time required for the implementation of any needed transportation facilities, the following is noted:

- (1) All transportation facilities deemed necessary for adequacy by the preliminary plan have been constructed and opened to traffic. The exception is the Evarts Street connection across the Capital Beltway, which is required with the later stages of the office component of this development.
- (2) The opening of the I-95/I-495/Arena Drive interchange to full-time operations has been completed.
- (3) There are no facilities which were assumed to be part of background development during the review of transportation adequacy that have been deferred due to either a loss of funding or bonding.

In light of these facts, it is determined that all transportation facilities needed to serve the current proposal will be available within a reasonable period of time, as required by Section 27-546(d)(10).

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

The subject DSP does not propose a mixed-use planned community.

8. **Zoning Map Amendment A-9613-C, as amended:** The DSP is in general conformance with Zoning Map Amendment A-9613-C, which became effective September 5, 2007. The following conditions warrant discussion and relate to the review of the subject DSP:

1. **Development within the retail town center should be oriented inward with access primarily from internal streets. Offices and hotels located along the site's frontage on the Capital Beltway and at its entrance from St. Joseph's Drive may be oriented toward the Capital Beltway and the project entrance, respectively. A connection shall be made from the single-family detached component to Glenarden Parkway. Individual building sites shall minimize access to Campus Way and St. Joseph's Drive. The Planning Board or District Council, as appropriate, shall approve access points onto these thoroughfares at the time of detailed site plan approval.**

This condition requires that development generally be oriented inward toward internal streets rather than toward Campus Way and St. Joseph's Drive. The overall development was planned at the conceptual and preliminary plans to have as little development as possible having access oriented directly onto the primary streets traversing this site. The development proposed by the subject plan does not front onto either of these streets.

2. **Where possible, major stands of trees shall be preserved, especially along streams and where they serve as a buffer between the subject property and adjacent residentially zoned land.**

This condition has been addressed. A forest stand delineation was submitted and reviewed with Conceptual Site Plan CSP-03066. The commercial development that is the subject of the application is not in a portion of the overall development that is directly adjacent to any existing residentially-zoned land. All streams within the limits of the application have a minimum 50-foot-wide stream buffer, with the exception of those areas that have been previously approved for impacts.

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

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

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

This condition is included as a condition of the DSP in order to ensure its enforcement.

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

This condition requires a status report of the amount of approved development, which can be found in Finding 10 below under the discussion of Condition 8. The condition also requires that the status of the corresponding transportation conditions be provided. At this time, all transportation improvements have been constructed except for the Evarts Street connection over the Capital Beltway, which is to be implemented late during construction of the office component of the site. With the improvements being constructed, there is a stronger reliance on directing traffic toward the MD 202/St. Joseph's Drive intersection with less reliance upon the use of Lottsford Road to access the uses on this site.

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

The District Council will review this and all future DSPs. The District Council approved CSP-03006 on January 23, 2006. The Planning Board approved Preliminary Plan 4-06016 on October 26, 2006. The District Council will be sent this application for review. Pursuant to Maryland State law, it is not within the jurisdiction of the District Council to hear preliminary plans of subdivision.

- 9. Conceptual Site Plan CSP-03006 and its subsequent revisions:** The DSP is in general conformance with Conceptual Site Plan CSP-03006 and the applicable conditions of approval. The original CSP approval designated this area of the site as a hotel use. The following conditions are relevant to the review of the DSP:

- 1. Prior to certificate approval, the plans shall be revised as follows, or the indicated information shall be provided on the plan:**

Approved development for CSP-03006 is subject to the following minimum-maximum ranges:

900 to 1,100 residential units

The subject DSP is not proposing any residential units.

400,000 to 1,000,000 square feet of retail

The subject plan proposes an additional 65,051 square feet of commercial/hotel development, which is not considered retail per this requirement.

550,000 to 1,000,000 square feet of office (subject to waiver provisions in Condition 1.a. below)

400,000 square feet of retail and 550,000 square feet of office are required minimum amounts for the two uses. Applicant shall endeavor to achieve the permitted maximum amount of office use. No more than 2,000,000 square feet of retail and office combined are permitted.

The subject DSP is not proposing any office space, nor does it prohibit the construction of office space within the overall area of the CSP.

Hotel uses consisting of 360 rooms and conference center between 6,000 and 45,000 square feet.

The square footage included in the construction of any hotel space and/or conference center may be credited against any minimum requirement of commercial office space.

The subject DSP is proposing a hotel of 106 rooms, which will allow for an additional 254 hotel rooms.

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

- a. **Phasing lines and the phasing schedule shall be shown on the plan. A stipulation shall be added to the phasing schedule as follows:**
 - i. **Prior to release of the 151st residential permit in Pod F, permits for 100,000 sq. ft. of retail space in Pod D shall have been issued. Of**

these 100,000 sq. ft. of retail space, at least one third shall be for tenants occupying space consisting of 30,000 sq. ft. or less.

This condition has been fulfilled.

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

This condition has been fulfilled, as more than 100,000 square feet of retail space has been constructed in Pod D.

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

This condition does not affect the subject application; however, as part of the review of the overall project, the Permit Review Section has commented on 188 residential building permits for the overall development, as of February 4, 2015.

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

This condition is fulfilled in regard to the minimum amount of retail space and this application constitutes the first hotel for the overall project. The residential permits reviewed by the Permit Review Section are far below the 701st building permit.

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

This condition does not affect the subject application, as it does not include either office space or residential units.

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

This condition does not affect the subject application, as it does not include either office space or residential units.

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

This condition requires that all three of the uses above be developed within the overall Woodmore Towne Centre project. This DSP provides for a hotel use, consistent with the illustrative CSP.

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

The application only proposes signage for the subject site, not for the overall development contained in the CSP. The signage proposed for the site includes a single freestanding sign and building-mounted signage for the hotel. The freestanding sign is ten feet tall and approximately eight feet wide. The cabinet of the sign is mounted on a six-foot by one-foot-wide, five-foot-tall aluminum fabricated base. The cabinet is a six-sided polygon (hexagon) with a blue background, red border, and white lettering, internally lit. The signage area is calculated at 40 square feet.

The building-mounted signage consists of three building-mounted signs, one on the front façade, one on the rear façade, and one on the right side elevation. The following is the square footage of each building-mounted sign:

Front façade	78.6 square feet	36 inch tall lettering
Side façade	81.2 square feet	36 inch tall lettering
Rear façade	<u>139.6 square feet</u>	48 inch tall lettering
Total	299.4 square feet	

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

(f) Mixed Use Zones.

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

Mixed Use Zone development and, in the M-X-C Zone, are in conformance with the sign program as set forth in Section 27-546.04(j).

The applicant has provided signage for the hotel and staff has reviewed it in regard to the proposal as it relates to other commercial zones within the county. When compared to the Commercial Shopping Center (C-S-C) Zone, the Zoning Ordinance allows for “two (2) square feet for each one (1) lineal foot of width along the front of the building (measured along the wall facing the front of the lot or the wall containing the principal entrance to the building, whichever is greater), to a maximum of four hundred (400) square feet.” The application falls within the maximum square footage allowed under the C-S-C Zone and, therefore, the proposal is found to be reasonable and consistent with signage in other places throughout the county.

The proposed signage was referred to the City of Glenarden. The Planning Board has not received comment from the City of Glenarden.

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

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

The lighting associated with this DSP is similar to the lighting provided in the parking areas of the remainder of the site. The details and specifications for public roads were approved with the DSP for infrastructure (DSP-07011) and were approved by the Prince George’s County Department of Public Works and Transportation (DPW&T) and the City of Glenarden. The Planning Board found that full cut-off light fixtures shall be used for the site lighting to minimize light pollution.

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

A pedestrian connection is shown within the subject DSP, connecting the subject site to the sidewalk along the southeast side of the Wegman’s grocery store frontage. A bus stop is not anticipated to be required or needed in association with the subject development.

16. The following transportation-related conditions shall be fulfilled:

- a. The applicant and the applicant’s heirs its successors and/or assignees, shall complete the following improvements:**

- i. Construct Campus Way North extended from its current planned terminus at the boundary of the subject property through the site to the proposed Evarts Road bridge as a four lane divided highway, approximately 3,000 linear feet.**
- ii. Add a fourth through lane along MD 202, from Lottsford Road to the northbound I-95 ramp, approximately 3,600 linear feet.**
- iii. Add a fourth through lane along MD 202, from I-95 to Lottsford Road, approximately 3,600 linear feet.**
- iv. Add a double left-turn lane along MD 202 to northbound St. Joseph's Drive, approximately 900 linear feet.**
- v. Rebuild and install the traffic signal at the intersection of MD 202 and St. Joseph's Drive.**
- vi. Reconstruct St. Joseph's Drive from MD 202 to Ruby Lockhart Drive to six lanes in width.**
- vii. In addition to making the improvements set forth above, the applicant and the applicant's heirs its successors and/or assignees, shall pay a Road Club fee. The amount of this fee shall be determined at the time of the approval of the first preliminary subdivision plan filed for this property. This amount shall be determined at the time of the approval of the first preliminary subdivision plan filed for this property. This amount shall be paid at building permit on a pro rata basis. In determining this amount, the applicant shall receive a credit for any road improvements which it is making at its expense and which are part of the regional improvements identified in the MD 202 Corridor Study.**
- viii. The timing for the construction of required transportation improvements shall be determined at the time of preliminary subdivision plan approval.**

This condition enumerates several conditions that were determined to be necessary for adequacy at the time of CSP review. Subcondition (vii) requires that the amount of the Road Club fee be determined at the time of preliminary plan. Subcondition (viii) requires that the timing for the construction of the improvements in (i) through (vi) be determined at the time of preliminary plan. For the record, improvements (ii) through (vi) will be required at the time of building permit for Phase I, while improvement (i) was determined to be required with Phase II.

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

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

The subject DSP does not propose any internal roads.

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

Sidewalk facilities have been further evaluated during the review of the subject site plan in order to provide a safe and recognizable pedestrian system throughout the site. Sidewalk connections have been provided to connect the subject site to the rest of the development.

19. Prior to approval of conceptual site plan CSP-03006 and Type I Tree Conservation Plan TCPI/13/05 subject to the following conditions:

- b. Prior to certificate approval of the conceptual site plan, the conceptual site plan shall be revised to place no commercial buildings or hotels within the 80 dBA Ldn noise impact zone (120 feet).**

The Environmental Planning Section (EPS) has reviewed the Phase I and Phase II Noise Analysis Reports prepared by Phoenix Noise & Vibration, LLC, dated July 2, 2014, and August 18, 2014, respectively. The reports were stamped as received on January 30, 2015.

Part (b) of this condition requires the hotel to be located outside of the 80 dBA Ldn noise contour. The noise report that was submitted prior to certification of the CSP, in order to meet part a of this condition, showed the required noise contours. All previous plan certifications showed the noise contours based on the previous study. A Phase I Noise Analysis Report prepared by Phoenix Noise & Vibration, LLC, dated July 2, 2014, was submitted with the subject application which changes the location of the 80 dBA Ldn noise contour from the previously approved location.

The Phase I noise report was based on the results of 24-hour on-site measurements from June 16th to June 17, 2014. The existing on-site measurements were then used to model the existing unmitigated upper and ground level 80, 75, and 70 dBA Ldn noise contours. The unmitigated 65 dBA Ldn noise contour is not located on the subject parcel. Exhibits provided by the applicant's representative have been submitted which show the unmitigated ground level and upper level noise contours.

A future model was run using the projected roadway data, and future site topography (excluding the proposed Hampton Inn building footprint and architecture), resulting in the future unmitigated upper and ground level 80, 75, and 70 dBA Ldn noise contours. Exhibits provided by the

applicant's representative have been submitted which show the unmitigated noise contours based on the proposed future site conditions. The future unmitigated upper and ground level 80 dBA Ldn noise contours shown in those exhibits are the 80 dBA Ldn noise contours that should be considered for conformance to Part (b) of this condition. The proposed building is located outside of both the upper and ground level unmitigated 80 dBA Ldn noise contours in conformance with Part (b) of this condition.

A second future model was run using the projected roadway data, future site topography, and the proposed Hampton Inn building footprint and architecture, resulting in the future mitigated upper and ground level 80, 75, 70, and 65 dBA Ldn noise contours. Exhibits provided by the applicant's representative have been submitted which show the mitigated noise contours based on the proposed future site conditions, including the shielding effects of the proposed building.

Minor revisions to the Phase I Noise Analysis Report are required prior to certification of the DSP. The report must be signed and sealed by the professional engineer who prepared it. The exhibits provided by the applicant's representative should be included in the noise report.

Based on the updated Phase I Noise Analysis Report submitted with the subject application, the hotel has been located outside of the 80 dBA Ldn noise contour as required and the following conditions should apply:

Prior to certification of the Detailed Site Plan, the Phase I Noise Analysis Report shall be revised as follows:

- a. The report shall be signed and sealed by the Professional Engineer that prepared the report.
- b. The exhibits provided by the applicant's representative and included in the Environmental Planning Section's memo dated March 4, 2015, shall be included in the noise report to clearly demonstrate the updated location of the mitigated and unmitigated, upper and ground level 80, 75, 70, and 65 dBA Ldn noise contours.

10. **Preliminary Plan of Subdivision 4-06016:** The DSP is in conformance with Preliminary Plan of Subdivision 4-06016 and the applicable conditions of approval. Preliminary Plan 4-06016 was originally approved, subject to 40 conditions, on October 26, 2006. Subsequently, the applicant requested a waiver and reconsideration of the preliminary plan, which the Planning Board granted. The amended resolution of approval (PGCPB No. 06-212(A)), with 40 conditions, was adopted by the Planning Board on July 12, 2012. The following conditions of approval of the preliminary plan relate to the review of this DSP:

8. **Total development within the subject property shall be limited to uses which generate no more than 3,112 AM and 3,789 PM peak-hour vehicle trips, with trip generation determined in a consistent manner with the March 2006 traffic study. Any development generating an impact greater than that identified hereinabove**

shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

This condition establishes an overall trip cap for the subject property of 3,112 AM and 3,789 PM peak hour trips. The trips associated with the current plan, plus past approvals, is summarized below and the conclusion is that the overall development, approved in a DSP for Woodmore Towne Centre, proposes a total of 788 AM and 1,745 PM peak hour trips. The proposed development is within the overall trip cap.

A total of 705,227 square feet of retail space, 24,854 square feet of office space, and 108 residences were approved under DSP-07011/01, DSP-07011/04 added 49,768 square feet of retail, and DSP-07011/05 added 7,624 square feet of restaurant. Detailed Site Plan DSP-07057, as amended, approved 178 single-family detached residences and 301 single-family attached and two-family residences. This plan proposes a 106-room hotel. The table below is taken from the preliminary plan findings and is adjusted to indicate the numbers associated with the current proposal and the previously approved site plans. Internal and pass-by numbers are adjusted for differences between the plan as it stands, if approved today, and the ultimate proposal.

**Summary of Trip Generation for Current Plan (DSP-14027) and
 Prior Approved Plans (DSP-07057/01 and DSP-07011 plus all revisions)**

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
<i>Retail</i>	<i>762,619 Square Feet</i>					
Total Trips	334	204	538	1,144	1,144	2,288
Pass-By	-128	-77	-205	-436	-436	-872
Internal	-15	-11	-26	-51	-72	-123
New Trips	191	116	307	657	636	1,293
<i>Office</i>	<i>24,854 Square Feet</i>					
Total Trips	45	5	50	9	37	46
Internal	-0	-0	-0	-1	-1	-2
New Trips	45	5	50	8	36	44
<i>Hotel</i>	<i>106 Rooms</i>					
Total Trips	33	23	56	32	31	63
Internal	-2	-1	-3	-7	-7	-14
New Trips	31	22	53	25	24	49
<i>Residential</i>	<i>587 Residences</i>					
Single-Family Det.	27	107	134	105	55	160
Townhouse	42	169	211	157	84	241
Condo/Multi-Family	11	45	56	42	23	65
Internal	-9	-14	-23	-64	-43	-107
New Trips	71	307	378	240	119	359
<i>TOTAL SITE OVERALL</i>	338	450	788	930	815	1,745
<i>TRIP CAP</i>			3,112			3,789

It is noted herein for the record that, in conjunction with a review of Condition 16(a)(vii) of the CSP-03006 application, the improvements required of the applicant, and the overall Landover Road (MD 202) corridor requirements, it was determined that the off-site transportation improvements required of this applicant were a sufficient contribution to the overall road program in the MD 202 corridor exclusive of any additional pro-rata fees. Condition 16(a)(vii) allowed the Road Club fee to be offset by the improvements established by Conditions 16(a)(i) through 16(a)(vi). The preliminary plan analysis on pages 37 and 38 of PGCPB Resolution No. 06-212 finds that the value of the proffered improvements exceeds the value of the pro-rata fees that would have been collected. Therefore, Preliminary Plan of Subdivision 4-06016 recommends no pro-rata payment for this overall site in conjunction with the satisfaction of the preliminary plan conditions.

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

Type II Tree Conservation Plan TCPII-053-07-03 is recommended for approval.

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

General Note 17 lists Stormwater Management Concept Plan 30233-2014-00 approved on October 9, 2014.

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

A Phase II Noise Analysis Report prepared by Phoenix Noise & Vibration, LLC, dated August 18, 2014, was submitted with the subject application. The Phase II noise report was based on the results of the Phase I Noise Analysis Report, also prepared by Phoenix Noise & Vibration, LLC, and dated July 2, 2014. The Phase II noise report includes a building shell analysis for each room of the hotel, based on the current site plan and proposed architecture. The report concludes that enhanced building materials will be needed to reduce the interior noise levels to 45 dBA Ldn; specifically, the windows and the packaged terminal air condition units (PTAC) for each room must meet the Sound Transmission Class (STC) ratings outlined in the report. Like the Phase I noise report, the Phase II report must be signed and sealed by the PE who prepared the report.

A certification should be submitted with the building permit for the hotel in conformance with this condition. The certification must state that the building materials that are included in the building permit meet the STC ratings outlined in the building shell analysis portion of the Phase II Noise Analysis Report submitted with this DSP.

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

The subject DSP area does not include, and is not adjacent to, any stormwater management ponds.

11. **Detailed Site Plan DSP-07011 and its subsequent revisions:** The subject DSP is in conformance with previously approved Detailed Site Plan DSP-07011 and its subsequent revisions. The following conditions of approval of DSP-07011 warrant discussion. No conditions of approval of DSP-07011/01 warrant discussion in relation to the subject application.

6. If, after the pad sites labeled as Costco and Wegman's on the subject DSP are built, the rear loading areas associated with said buildings are visible from the Capital Beltway, then additional screening shall be added to the site, such as those stated in Condition 5(m) above, or other screening techniques acceptable to the Planning Board or its designee.

The subject application provides fencing and landscaping that will further reduce visibility of the loading area from the Capital Beltway (I-95/495).

7. **Prior to signature approval of the DSP, a Phase II noise study for the overall site of the Conceptual Site Plan, CSP-03006, which has been signed and dated by the engineer who prepared it shall be submitted. This study shall address the specific site features of the current DSP application.**

The applicant submitted a revised Phase I noise study dated August 18, 2014 which addresses the specific site features as constructed of the overall site.

16. **The architectural elevations as approved shall constitute the established design and review parameters that will serve as the basis for review of subsequent revisions to the DSP for future retail buildings (including banks), but not including hotel or offices may be approved by the Planning Director as designee of the Planning Board. Revisions which result in a LEEDS certified building may also be approved by the Planning Director as designee of the Planning Board.**

This DSP includes the architectural elevations for the hotel.

12. **2010 Prince George's County Landscape Manual:** Per Section 27-548 of the Zoning Ordinance, landscaping, screening, and buffering within the M-X-T Zone shall be provided pursuant to the provisions of the 2010 *Prince George's County Landscape Manual* (Landscape Manual).
 - a. **Section 4.2, Requirements for Landscaped Strips along Streets**—Section 4.2 specifies that, for all nonresidential uses in any zone and for all parking lots, a landscaped strip shall be provided on the property abutting all public and private streets. The submitted DSP for the hotel has frontage on the Capital Beltway (I-95/495). The landscape strip is located at the edge of the parking, removed from directly along the right-of-way line because of the existence of a water main of substantial size and the associated 50-foot-wide Washington Suburban Sanitary Commission (WSSC) easement. The submitted DSP provides the appropriate schedules showing the requirements of this section being met. The Planning Board found the proposed location of the landscape strip acceptable.
 - b. **Section 4.3, Parking Lot Requirements**—Section 4.3 specifies that proposed parking lots larger than 7,000 square feet provide planting islands throughout the parking lot to reduce the impervious area. The DSP proposes one parking compound to serve the hotel, as follows:

Parking Compound

REQUIRED: 4.3 Parking Lot Interior Planting (McDonald's and Verizon)

Parking Lot Area	66,145 sq. ft.
Interior Landscaped Area	10% (6,615 sq. ft.)
Shade Trees*	32 (2.5- to 3-inch caliper size)

*The number of shade trees required is based upon the interior landscaped area provided.

PROVIDED: 4.3 Parking Lot Interior Planting (McDonald's and Verizon)

Interior Landscaped Area	14.3% (9,439 sq. ft.)
Shade Trees	37 (2.5- to 3-inch caliper size)

- c. **Section 4.4, Screening Requirements**—Section 4.4 requires that all dumpsters, loading spaces, and mechanical areas be screened from adjoining existing residential uses, land in any residential zone, and constructed public streets. The subject DSP provides a loading space, which is screened by a retaining wall and landscaping. The proposed trash area appears to be screened, but details of the screening should be added to the plans and the specifications should be shown on the plans prior to signature approval of the plans.
- d. **Section 4.7, Buffering Incompatible Uses**—The site is not subject to Section 4.7 along its northern property line where it abuts the Wegman's food and beverage store, but the plan shows a bufferyard including a fence that will screen the loading area of the Wegman's from the parking compound.
- e. **Section 4.9, Sustainable Landscaping Requirements**—The site is subject to Section 4.9, which requires that a percentage of the proposed plant materials be native plants. The submitted DSP provides the appropriate information indicating that the plans meet and exceed the minimum requirements of this section.
13. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because tree conservation plans were previously approved for the site. An -03 revision to the previously approved Type II tree conservation plan (TCPII) was submitted with the application.

The plan requires technical revisions to be in conformance with the WCO. The overall TCP plan set is 37 sheets. Because the current application is for Lot 18 only and affects a limited number of sheets within the overall plan set, the following table must be added to the coversheet to clearly identify the Development application that each previous and current TCP approval is associated with, including a list of sheet numbers for each revision.

Woodmore Towne Centre TCPII-053-07 Approval Tracking Table			
Revision Number	Associated Case & Resolution Number	Detailed Description	Affected Plan Sheets
Original Certification	DSP-07011 PGCPB No.	Commercial Phase Rough Grading and Infrastructure	
01	DSP-07011-01 PGCPB No.	Commercial Phase Site Plan	
02	DSP-07057 PGCPB No.	Residential Phase Site Plan	
03	DSP-14027 PGCPB No.	Lot 18 Hotel	

All sheets of the plan set must be certified so that there is a complete set of certified plans for the current revision; however, copies of the previously certified sheets can be provided for certification of any unchanged sheets. The current revision appears to affect only Sheets 1, 2, 11, and 12. The qualified professional certification shall be updated on all of the revised sheets. The current submission continues to show the original qualified professional certification information from 2008. All of the plan revisions are required to be certified by the qualified professional responsible for the revisions.

The plan must be revised to show all of the information required to be shown on a TCPII per the checklist, including but not limited to the following: the proposed building footprint, parking/paving, roads, grading, stormdrain and stormwater management features, and water and sewer connections. The noise contours that were previously shown on the plan must continue to be shown. The limit of disturbance (LOD) shown on the TCP shall match the LOD shown on all other associated plans. The previously approved version of the TCP shows small areas of woodland preserved not counted on Lot 18. If clearing of these areas is necessary to implement the proposed site design, the clearing must be appropriately accounted for in the worksheet.

The worksheet shown on the plan as submitted continues to show a phased worksheet; however, the previously approved phases are no longer accurately reflected. The worksheet must be revised to reflect the information as shown on the -02 version of the plan. The -02 version of the worksheet must be further revised to provide a column for the current application and to reduce the gross tract area of the current application, and all associated calculations within the column, from the column that was previously approved within the Commercial DSP-07011-01 column of the worksheet. This is because the land area cannot be counted in both columns. The following note must be added below the revised worksheet: "The -03 revision for Lot 18 reduced the area included in the column for the original DSP-07011-01 Commercial approval."

A concern was raised at the Subdivision and Development Review Committee meeting held on December 19, 2014 regarding a potential conflict between a possible forest conservation easement and an existing WSSC water main easement located along the Capital Beltway (I-95/495) right-of-way. This issue was researched and because there are no conservation easements shown on the plat

for Lot 18 (for woodland conservation or any other purposes), and because there are no areas of woodland preservation or reforestation located on Lot 18, the Planning Board determined that there is no existing or proposed conflict with the existing WSSC easement for conservation easement purposes. The Environmental Planning Section recommended, and the Planning Board considered the following conditions:

Prior to certification of the DSP, the TCPII shall be revised as follows:

- a. Add an approval tracking table to the coversheet.
- b. Submit all sheets within the plan set for certification, with all revised sheets signed by the qualified professional responsible for the plan revisions.
- c. Show all required information, including but not limited to the following:
 - (1) the proposed building footprint;
 - (2) proposed parking/paving and roads;
 - (3) proposed grading;
 - (4) proposed stormdrain and stormwater management features; and
 - (5) proposed water and sewer connections.
- d. Show all noise contours.
- e. The LOD shown on the TCP shall match the LOD shown on all of the other associated plans.
- f. Revise the worksheet to reflect the information as shown on the -02 version of the plan and further revise it to provide a column for the current application. The gross tract area of the current application and all of the associated calculations within the column shall be deducted from the column that was previously approved within the Commercial DSP-07011-01.
- g. The following note shall be added below the revised worksheet: “The -03 revision for Lot 18 reduced the area included in the column for the original DSP-07011-01 Commercial approval.”

The recommended condition (e) was modified by the Planning Board.

14. **Prince George’s County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading or building permit for more than 5,000 square feet of disturbance. Properties zoned M-X-T are required to provide a minimum of ten percent of the gross tract area in tree canopy. The subject property is 4.24 acres in size, resulting in a TCC requirement of

18,469 square feet. The subject application provides the required schedule showing the requirement being met on-site by proposed landscape trees.

15. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

- a. **Archeological Review**—A Phase I archeological survey was conducted on the subject property in 2007 as part of the larger Woodmore Towne Centre development. No archeological resources were identified on the subject property. The subject property has been previously graded and impacted by construction of the Capital Beltway (I-95/495). No additional archeological investigations are necessary on the subject property. This proposal will not impact any historic or cultural features.
- b. **Community Planning**—The development site is located in an existing commercial area. *Plan Prince George's 2035* locates the site in a designated employment area and recommends (Policy 9, page 86) that future reinvestment and growth be limited to designated centers and existing commercial areas.

The 1990 Approved Master Plan and Adopted Sectional Map Amendment for Largo-Lottsford, Planning Area 73, classified the property in the M-X-T Zone.

In 2007, the Woodmore Towne Centre at Glenarden mixed-use development was approved to include up to 1,100 residential units, up to 1,000,000 square feet of retail space, up to 1,000,000 square feet of commercial office space, and up to 360 hotel rooms. Currently, the area adjacent to the proposed development site includes a major shopping center with single-family attached residential units under construction in the eastern portion of the Woodmore Towne Centre at Glenarden site. In 2009, the Landover Gateway Sector Plan and SMA incorporated Woodmore Towne Centre as approved, with no land use policy changes.

This property is within the Joint Base Andrews (JBA) Interim Land Use Control (ILUC) area. The property is within Imaginary Surface F, establishing a height limit of 500 feet above the runway surface. The property is outside of the 65 dBA Ldn and above noise contour. It is also outside of the accident potential zones. Though these categories do not impact the subject property, they should be noted on the DSP.

The proposed development site is highly visible from the Capital Beltway (I-95/I-495). The rear of the proposed hotel faces the Beltway. Community Planning staff therefore recommends that the applicant work with Urban Design/DRD staff to ensure that the hotel's rear façade is attractively designed to complement its front.

The applicant enhanced the rear elevation to include additional masonry on the rear façade of the building along the Capital Beltway up to the second floor of the building.

Additional areas of stone accent finish have also been added. In addition, the applicant has revised the cornice to provide a wider extension so that the building will be provided a more definitive top. The colors have been adjusted to blend more harmoniously with the building and the stone. The Planning Board found that the front façade could be further enhanced with stone veneer so that the stone veneer continues on the second floor east to the vertical pillar, in order to improve the view of the building from the main shopping center and that the side elevations could be revised to indicate that the stone veneer will wrap around the projections of the second floor, where appropriate.

- c. **Transportation Planning**—The Transportation Planning section reviewed the applicable conditions of previous approvals that are incorporated into the findings above.

The site is a small portion of the overall M-X-T site. Vehicular and pedestrian access appears to be adequate.

It shall be noted that the most recent adequacy finding for the overall M-X-T site was made in 2006 for Preliminary Plan 4-06016. Section 27-546(d)(10) of the Zoning Ordinance requires that, if more than six years have elapsed since a finding of adequacy was made, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County CIP, within the current State CTP, or to be provided by the applicant. Given that the review of conformance to this finding focuses on the period of time required for the implementation of any needed transportation facilities, the following is noted:

- (1) All of the transportation facilities deemed necessary for adequacy by the preliminary plan have been constructed and opened to traffic. The exception is the Evarts Street connection across the Capital Beltway, which is required with the later stages of the office component of this development.
- (2) The opening of the I-95/I-495/Arena Drive interchange to full-time operations has been completed.
- (3) There are no facilities which were assumed to be part of background development during the review of transportation adequacy that have been deferred due to either a loss of funding or bonding.

In light of these facts, it is determined that all transportation facilities needed to serve the current proposal will be available within a reasonable period of time, as required by Section 27-546(d)(10).

Transportation Conclusion

The subject property was the subject of a 2005 traffic study, and was given subdivision approval pursuant to a finding of adequate transportation facilities made in 2006 for Preliminary Plan 4-06016. Given that the basis for the preliminary plan finding is still

valid and that needed transportation facilities needed to serve the proposal will be available within a reasonable period of time, and in consideration of the materials discussed earlier in this memorandum, the Planning Board finds that the subject property complies with the necessary findings for a DSP as those findings may relate to transportation.

- d. **Subdivision Review**—The Subdivision Review Section provided the following plan comments in their review of the plans.
- (1) The plan should reflect the bearings and distances on the plan, consistent with the record plat, as well as the plat reference.
 - (2) In compliance with Condition 34 of Preliminary Plan 4-06016, show the 65 dBA Ldn mitigated and unmitigated lines on both the site plan and TCPII and show what measures will be used to mitigate the noise.
 - (3) Sheet 12 of the TCPII appears to show a circle at the entrance of Lot 18, and the proposed layout does not match the DSP. Update the proposed layout in the TCPII to reflect the DSP layout.
 - (4) The plan should show and label the access easement as authorized by Section 24-128(b)(15) of the Subdivision Regulations and be depicted on Record Plat PM 231 @34.

If the addresses shown on the site plan have not been approved by the Property Addressing Section, they may be subject to change at the time of final plat which could require a revision to the DSP. Failure of the DSP and record plat to match (including bearings, distances, and lot sizes) will result in permits being placed on hold until the plans are corrected.

Subject to conditions of approval, the DSP is in substantial conformance with the preliminary plan of subdivision.

The Planning Board modified the conditions to address the submitted updated noise study and to consolidate the conditions.

- e. **Trails**—From the standpoint of non-motorized transportation, the Transportation Planning Section provided verbal comment that they have determined that this plan is acceptable, fulfills the intent of applicable master plans and functional plans, fulfills prior conditions of approval, and meets the finding required for a DSP as described in Section 27-285 of the Zoning Ordinance, particularly since the plans have been revised to indicate crosswalks to connect the site to the existing sidewalk to the northeast along the Wegman's property.

- f. **Environmental Planning**—The Environmental Planning Section reviewed DSP-14027 and TCPII-053-07-03, stamped as received by the Environmental Planning Section on December 2, 2014.

Background

The Environmental Planning Section previously reviewed Zoning Map Amendment A-9613-C, which was approved with conditions by the District Council on March 14, 1988. The Planning Board approved Conceptual Site Plan CSP-03006 on September 29, 2005. The Board's conditions of approval are found in PGCPB Resolution No. 05-205. The Notice of Final Decision of the District Council for CSP-03006 is dated February 15, 2006. Preliminary Plan of Subdivision 4-06016 was reviewed for the creation of 375 lots for single-family attached and detached dwellings, multifamily attached dwelling units, and the commercial portion where 39 lots were proposed. On September 21, 2006, the Planning Board approved the preliminary plan with conditions found in PGCPB Resolution No. 06-212. A Type I Tree Conservation Plan, TCPI/13/05, was included in the approval of CSP-03006 and underwent an -01 revision during the review of Preliminary Plan 4-06016. The Planning Board approved Detailed Site Plan DSP-07011 on July 19, 2007 for rough grading and infrastructure. A Type II Tree Conservation Plan, TCPII/053/07, was included in the approval of DSP-07011. The Board's conditions of approval are found in PGCPB Resolution No. 07-144. The Notice of Final Decision of the District Council for DSP-07011 is dated October 2, 2007. A Detailed Site Plan, DSP-07057, was approved for the development of the residential section of Woodmore Towne Centre with 204 single-family dwellings, 197 townhouses, and 100 two-family dwellings. An -01 revision to the Type II Tree Conservation Plan, TCPII/053/07-01, was included in the approval of DSP-07057; however, the TCPII was certified as the -02 revision to the plan. A Detailed Site Plan, DSP-07011-01, was approved for the development of the commercial portion of the site, approximately 141.8 acres, for mixed-use development that consisted of commercial/retail, high-density residential, and office space. A revision to TCPII/053/07 was submitted with DSP-07011-01 and was reviewed and approved as the -01 revision; however, this revision was certified as the -02 revision. The Board's conditions of approval are found in PGCPB Resolution No. 09-03.

Grandfathering

The project is grandfathered with respect to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010 and February 1, 2012 because the project has a previous preliminary plan approval, 4-06016.

Site Description

The subject 4.23-acre Lot 18 is within the larger 244.63-acre site in the M-X-T Zone known as the Woodmore Towne Centre, which is located in the northeast quadrant of the intersection of Landover Road (MD 202) and the Capital Beltway (I-95/495). The entire site was originally 94 percent wooded. Regulated environmental features are associated with the site including streams, wetlands, 100-year floodplain, steep slopes with highly

erodible soils, and severe slopes. Landover Road, Ruby Lockhart Boulevard, and the Capital Beltway (I-95/495) were identified and previously reviewed for transportation-related noise. Nine soil series are found to occur at the site according to the *Prince George's County Soil Survey*. These soils include Adelphia, Bibb, Collington, Monmouth, Ochlochnee, Shrewsbury, Silty and Clayey Land, and Sunnyside. Although some of these soils have limitations with respect to drainage and infiltration, those limitations will have the greatest significance during the construction phase of any development on this property and will not impact the layout of the proposed uses. Based on available information, Marlboro clay is not found at this location. There are no designated scenic or historic roads in the vicinity of the site. According to available information from the Maryland Department of Natural Resources, Natural Heritage Program, rare, threatened, and endangered species are not found in the vicinity of the site. According to the 2005 *Approved Countywide Green Infrastructure Plan*, the site is not within the designated network. The site is located in the headwaters of Beaverdam Creek in the Anacostia River Basin, and also in the Bald Hill Branch and Southwestern Branch watersheds of the Patuxent River Basin. The site is located within the Largo-Lottsford planning area. The site is also located within the Landover Gateway Town Center and Environmental Strategy Area 1 as designated by Plan Prince George's 2035.

An approved Natural Resources Inventory, NRI-021-06, was submitted with the application. The NRI indicates there are streams, wetlands, and areas of 100-year floodplain on the overall site. No revisions are required for conformance to the NRI.

An approved Stormwater Management Concept Plan and Letter (30233-2014-00) were submitted with the subject application. The approved concept shows water quality control requirements being met with micro-bioretenion and permeable pavement. Water quantity controls are not required. The micro-bioretenion areas outfall to an existing grass channel. Prior to certification of the DSP, the final stormwater management plan must be submitted so that the ultimate limits of disturbance can be verified and shown on the TCPII. No additional information is needed for stormwater management.

The Planning Board reviewed the applicable conditions of previous approvals and adopts the findings above.

- g. **Prince George's County Fire/EMS Department**—The Fire/EMS Department, in a memorandum dated August 26, 2013, provided standard comments regarding fire apparatus, hydrants, and lane requirements. The plans have been revised to address their concerns; however, those issues will be further enforced by the Fire/EMS Department at the time of issuance of permits.
- h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—This office did not respond to the referral sent to them.

i. **Prince George's County Police Department**—In a memorandum dated December 11, 2014, the Police Department indicated that they had questions relating to the use of pole-mounted motion-activated sensors timed to dim the parking compound when there was not activity in the parking area. However, the applicant clarified that there was no intention of using this type of technology within the parking compound and adjusted the plans accordingly. The lighting is proposed to range from 2.6- to 6.4-foot candles within the parking compound, well beyond the minimum recommended for parking compounds.

j. **Prince George's County Health Department**—The Environmental Engineering/Policy Program of the Health Department has completed a health impact assessment review of the DSP submission for Hampton Inn and Suites and has the following comments/recommendations:

- (1) Indicate the noise control procedures to be implemented during the construction phase of this project. No construction noise should be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

The applicant testified that they endeavor to control noise during the construction period in accordance with Subtitle 19 of the Prince George's County Code, and the Planning Board recognized that this comment from the Health Department is already law and found no need to repeat the requirement as a zoning condition in the approval of the subject plan.

- (2) During the demolition/construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

The Planning Board adopts a condition relating to the requirements for dust control.

- (3) The Hampton Inn and Suites project is located adjacent to the Capital Beltway (I-95/495). Several large-scale studies demonstrate that increased exposure to fine particulate air pollution is associated with detrimental cardiovascular outcomes, including increased risk of death from ischemic heart disease, higher blood pressure, and coronary artery calcification. There is an emerging body of scientific evidence indicating that fine particulate air pollution from traffic is associated with childhood asthma.

The Planning Board has no authority to impose conditions relating to air quality. It should also be noted that there are no outdoor recreational facilities proposed in association with the hotel.

- k. **Washington Suburban Sanitary Commission (WSSC)**—Although WSSC has not provided written comments for the case, they did express concern about the stormwater management facilities over the top of the WSSC water line located along the Capital Beltway (I-95/495) frontage within a 50-foot-wide WSSC easement. The applicant has worked with WSSC and they have an agreement to address the issue as shown on the revised plans. It should also be noted that WSSC will have further rights to review the plans at the time of permit review, if an additional issues should be raised by that agency. Any revisions required by that office at the time of permit may require further revisions to the DSP.
 - l. **Potomac Electric Power Company (PEPCO)**—PEPCO did not offer comments on the subject application.
 - m. **The City of Glenarden**—The City of Glenarden has not provided comment.
16. Based on the foregoing analysis and as required by Section 27-285(b) of the Zoning Ordinance, the detailed site plan, if approved in accordance with conditions proposed below, represents 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.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type II Tree Conservation Plan (TCPII-053-07-03) and further APPROVED Detailed Site Plan DSP-14027 for the above-described land, subject to the following conditions:

- 1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made:
 - a. The plan shall reflect the bearings and distances consistent with the record plat, add the plat reference, and label the access easement as authorized by Section 24-128(b)(15) of the Subdivision Regulations and as depicted on Record Plat PM 231 @ 34.
 - b. The plans shall note the proposed floor area ratio on the plan and provide accurate calculations for the entire property.
 - c. Provide details and specifications of the proposed screening for the trash area, to be approved by the Urban Design Section.

- d. Provide a note on the plans indicating intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.
2. Prior to certification of the detailed site plan (DSP), the Type II tree conservation plan (TCPII) shall be revised as follows:
 - a. Add an approval tracking table to the coversheet.
 - b. Submit all sheets within the plan set for certification, with all of the revised sheets signed by the qualified professional responsible for the plan revisions.
 - c. Show all of the required information, including but not limited to the following:
 - (1) the proposed building footprint;
 - (2) proposed parking/paving and roads;
 - (3) proposed grading;
 - (4) proposed stormdrain and stormwater management features; and
 - (5) proposed water and sewer connections.
 - d. Show all of the noise contours.
 - e. The limit of disturbance shown on the TCP II and the DSP shall be consistent.
 - f. Revise the worksheet to reflect the information as shown on the -02 version of the plan and further revised to provide a column for the current application. The gross tract area of the current application and all of the associated calculations within the column shall be deducted from the column that was previously approved within the Commercial DSP-07011-01.
 - g. The following note shall be added below the revised worksheet: “The -03 revision for Lot 18 reduced the area included in the column for the original DSP-07011-01 Commercial approval.”
3. Prior to certification of the Detailed Site Plan, the Phase I Noise Analysis Report shall be revised as follows:
 - a. The report shall be signed and sealed by the Professional Engineer that prepared the report.
 - b. The exhibits provided by the applicant’s representative and included in the Environmental Planning Section’s memo dated March 4, 2015, shall be included in the noise report to clearly demonstrate the updated location of the mitigated and unmitigated, upper and ground level 80, 75, 70, and 65 dBA Ldn noise contours.

4. Prior to certification of the Detailed Site Plan, the Phase II Noise Analysis Report shall be revised to be signed and sealed by the Professional Engineer that prepared the report.
5. Prior to certification of the architectural elevations, the plans shall be revised to provide the following:
 - a. The front façade shall be revised to add stone veneer to the east side of the second floor, such that the stone veneer terminates the same distance from the colonnade feature as it terminates on the west side of the façade.
 - b. The side elevations shall be revised to indicate that the stone veneer will wrap around the second floor projections of the building, as appropriate.

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

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Geraldo and Hewlett voting in favor of the motion, and with Commissioner Shoaff absent at its regular meeting held on Thursday, March 19, 2015, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 16th day of April 2015.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator

PCB:JJ:SL:arj